August 2011

FINAL ENVIRONMENTAL IMPACT STATEMENT

Section of Independent Utility No. 14
FHWA-LA-EIS-05-01-F
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Route I-69
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Federal Highway Administration

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I-69 SECTION OF INDEPENDENT UTILITY (SIU) No. 14
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR

Submitted Pursuant to the National Environmental Policy Act
42 USC 4332(2)(c) by the

US Department of Transportation - Federal Highway Administration,
Louisiana Department of Transportation and Development
and
Arkansas State Highway and Transportation Department

Cooperating Agencies:
US Army Corps of Engineers, Vicksburg District
US Fish and Wildlife Service
US Environmental Protection Agency

8-23-2011
Date approved

Noel Ardoin
Louisiana Department of Transportation and Development

8-18-2011
Date approved

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8-26-2011
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Summary: This project is a proposal to construct a four-lane, divided, fully-controlled access freeway located on new location between I-20 near Haughton, LA and US 82 near El Dorado, AR. This Environmental Impact Statement identifies the project Purpose and Need, outlines the Alternatives Development Process, addresses the Environmental Effects of the Preferred Alternative, and summarizes Public, Agency, and Native American Tribal Involvement during the study process.

Comments on this Final EIS are due by 10 Nov. 2011, and should be sent to:

Louisiana Department of Transportation and Development
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Baton Rouge, LA 70802

Executive Summary

EXECUTIVE SUMMARY

*Graphics for the Executive **Summary** are included at the end of the chapter.*

S.1 Introduction

The Louisiana Department of Transportation and Development (LADOTD) and the Arkansas State Highway and Transportation Department (AHTD) are proposing to construct a four-lane divided interstate highway between Shreveport, Louisiana (LA) and El Dorado, Arkansas (AR). The federal sponsor for this action is the Federal Highway Administration (FHWA). The section of Interstate 69 (I-69) between Haughton, LA and El Dorado, AR is only one of many sections of the national I-69 Corridor. Each section has been identified by FHWA as having a local benefit that it would serve beyond providing a vital link in the national I-69 route. Accordingly, all sections are deemed to have independent utility and are called Sections of Independent Utility (SIU). The subject of this report is SIU 14 that is the section of I-69 between Haughton, LA and El Dorado, AR.

This report is called an Environmental Impact Statement (EIS) and is being prepared as a requirement of the *National Environmental Policy Act* (NEPA) of 1969, as amended. This EIS describes effects to the human and natural environments resulting from implementation of the various alternatives developed to address the local need for this project. The Draft EIS was presented to the public, resource agencies having jurisdictional interests in the project, Indian tribes, and decision-makers at FHWA, LADOTD and AHTD in March 2005 to assist FHWA with identification of the Preferred Alternative (PA) for this project. Based on public and agency comments received on the Draft EIS and from a public hearing held for this project, a PA has been identified and is the subject of this Final EIS.

FHWA concurs with LADOTD that a Supplemental EIS is not required, based upon chronological events and situations that have emerged during the NEPA process. This concurrence fulfills re-evaluation requirements established in the FHWA Technical Advisory T6640.8A XI. A copy of this FHWA letter dated February 3, 2010 is included in Appendix B in the section of comments received following the Draft EIS and is identified as item #60.

S.2 Purpose and Need for SIU 14

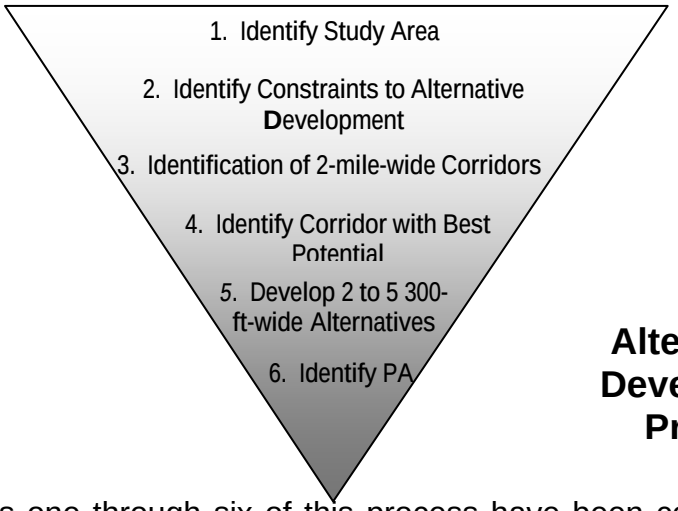
Previous studies completed for the national I-69 Corridor have demonstrated that extending I-69 from Indianapolis, through Memphis, Bossier City and Houston to the Mexican border in the Lower Rio Grande Valley is a feasible project. Nationwide needs that will be addressed by SIU 14 include movement of goods, economic development, and system linkage between major origins and destinations. Completing the I-69 trade corridor addresses directives of legislation associated with the I-69 Corridor, as well as federal and state legislation. Locally, within the SIU 14 study area, the project will fulfill several national and local needs, including:

- **Economic Development** – Facilitating economic activity by reducing intra- and inter-regional shipping costs, improving access to regional land suitable for development, improving access to the regional employment base, and diverting traffic to the region.
- **System Linkage and Goods Movement** - Improving connectivity and accessibility of AR and LA communities and industry located within the project corridor to the National Highway System (NHS). Additionally, SIU 14 will provide for efficient movement of people and goods inside the project corridor between regional origin-destination pairs.
- **Intermodal Connectivity** – Improving accessibility to existing truck, maritime port, rail, and air shipment activities in the region, resulting in more efficient intermodal connections.
- **Safety** – Reducing potential for accidents that result in property damage, hazardous spills, injuries, and/or fatalities.

Economic development is a need for the study region recognized by both the public and agencies. The US Department of Housing and Urban Development (USHUD) created the North Louisiana Rural Renewal Zone (RRZ) to attract new employers to the region. Tax incentives and other benefits are available to companies that relocate to such zones. The North Louisiana RRZ includes all of Claiborne Parish and parts of Webster Parish. **Section 3.3.7** of this EIS identifies low-income areas in the region. Although Arkansas contains no RRZ, economic conditions in southwestern Arkansas are similar to those in the USHUD North Louisiana RRZ.

S.3 Alternatives Development and Screening

The alternatives development process used for the project is graphically illustrated by the figure below:



Alternatives Development Process

Steps one through six of this process have been completed and documented in other reports (see **Section 2.1.2** of this EIS for a list of reports incorporated by reference into this EIS). The identification of the PA occurred after all comments received on the Draft

EIS and from the public hearings that were held for this project were considered. The PA is fully evaluated in this Final EIS.

Following establishment of the project study area at project initiation in January 2003, 30 preliminary 2-mile-wide corridors were identified and screened to determine which met the purpose and need for the project and provided the greatest potential to minimize adverse effects to the human and natural environments (see **Sections 2.2.3** and **2.2.4** of this EIS for details). Five corridors were retained for further study and presented to the public and resource agencies in August 2003. Of these, Corridor 1d was determined to be the best because it provided the most suitable crossings of Bayou Dorcheat, met the purpose and need for the project, and appeared to minimize adverse effects to the human, physical and natural environments.

Reevaluation of Corridor 2a and 2b was subsequently conducted in response to public comments related to the potential adverse effects of Corridor 1d to oil and gas operations, to potential impact to Sparta Aquifer recharge area, and to the viability of the North Hills Lakes Project (see **Section 2.2.5** of this EIS). Corridor 2b was determined to be inconsistent with the local project need of intercepting southbound hazardous material shipments north of Haynesville. However, Corridor 2a was retained for additional study. Of all preliminary alternative alignments developed, four that ranged in width from 300 to 450 feet were conceptually designed and presented to the public in June 2004 (Alternatives 1, 2, 3, and 4). Comments from the public and agencies resulted in refinements to these alternatives. Because no substantial support was provided for Alternatives 2 and 3, the best portions of these alternatives and Alternative 1 were combined into a new alternative, Alternative 5, with optional crossings of Bayou Dorcheat (Option1) and Cornie Bayou (Option 2). Additionally, another optional alignment was developed to minimize adverse residential effects along LA 3008 near The Grove community east of Bayou Dorcheat (Option 3). The resulting eight combinations of alternatives plus their options (build alternatives) were evaluated in the Draft EIS along with the No Action Alternative (no build alternative). The following alternatives are shown in **Figure S-1:**

- Alternative 4;
- Alternative 4.2 (Alternative 4 with Option 2);
- Alternative 4.3 (Alternative 4 with Option 3);
- Alternative 4.2 & 3 (Alternative 4 with Options 2 and 3);
- Alternative 5;
- Alternative 5.1 (Alternative 5 with Option 1); and
- Alternative 5.2 (Alternative 5 with Option 2);
- Alternative 5.1 & 2 (Alternative 5 with Options 1 and 2).

S.4 Identification of the Preferred Alternative

The announcement of the Preferred Alternative was made by LADOTD, AHTD and FHWA in a news release dated December 6, 2005. Alternative 4.3 was the PA identified for this project. The PA is fully described in **Section 2.7** and is depicted in **Figure S-2.** During the Draft EIS comment period and following the announcement of the PA, the project management team received numerous comments and inquiries concerning various design improvements or suggestions. These design related comments were fully evaluated and revisions to the PA were made in cooperation with the agencies, as well as LADOTD, AHTD, FHWA, and Bossier, Claiborne and Webster Parish Police Juries and Columbia and Union Counties in AR. The revisions are fully described in **Section 2.6** and depicted in **Figure S-2.**

S.5 Effects of Preferred Alternative

The National Environmental Policy Act (NEPA) of 1969, as amended, is the basic national charter for protection of the environment. NEPA procedures ensure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA.

An essential element of the NEPA process for transportation projects is the consideration and analysis of the potential environmental impacts or effects (ecological, aesthetic, historic, cultural, economic, social, or health) of projects and actions. This includes not only the direct impacts, but also indirect effects (sometimes called secondary effects) and cumulative impacts.

According to NEPA, effects are described as:

- Direct effects, which are caused by the action and occur at the same time and place.

- Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

- Cumulative impacts result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Effects and impacts as defined by NEPA are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and

functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative.

Construction effects as discussed in this Final EIS refer to the temporary effects of construction from the mobilization of equipment and labor, and the additional effects beyond that needed for the construction of the facility alone.

Effects discussions, or consequences, in this EIS are categorized by major type; Human Environment (**Section 3.3**); Physical Environment (**Section 3.4**); Natural Environment (**Section 3.5**); Construction (**Section 3.6**); and Other Considerations (**Section 3.7**). Within each major section, specific related issues are discussed. Existing conditions (i.e., affected environment) are first described, followed by a discussion of how effects were determined (i.e., methods), and finally the anticipated effects of each alternative for a given resource are identified. Necessary mitigation is discussed as the last portion of each issue or resource discussion. Overview graphics of the PA are provided for the human, physical, and natural environments in **Figures 3.3-1**, **3.4-1**, and **3.5-1**, respectively. Each displays locations of features discussed in corresponding sections. **Section 3.7.5** of this EIS contains a summary discussion of effects with a matrix by alternative/option.

Table S-1 summarizes the quantitative effects of each of the build alternatives previously evaluated in the Draft EIS and the PA, and **Table S-2** provides a summary of effects and mitigation that follows the organization of this EIS. **Tables S-3** and **S-4** provide preliminary construction cost estimates by state. Based on both quantitative and qualitative evaluations summarized in this EIS, all alternatives have relative benefits to one another. Costs are similar among all alternatives; and all alternatives meet the purpose and need of the project. However, as noted by proponents of the North Hills Lakes Project, the PA will likely help facilitate development of the North Hills Lakes Project, if funded. Resource agency preferences and public comments related to effects (as opposed to preference only) were important considerations in the determination of the PA.

Table S-1 Summary of Effects

Evaluation Measures	Units	Alternatives								
		4	4.2	4.3	PA	4.2 & 3	5	5.1	5.2	5.1 & 2
Alignment Characteristics										
Length	miles	61.7	61.3	62.6	**63.17**	62.2	62.8	61.4	62.4	61.0
Estimated Right of Way ROW)[1)]	acres	2,244	2,229	2,276	**3,267[(1)]**	2,262	2,284	2,233	2,269	2,218
Human Environment Considerations										
Displaced Residential Structures	count	20	20	9	**9**	9	9	7	9	9
Displaced Commercial Structures	count	0	0	0	**0**	0	0	0	0	0
Displaced Institutional Structures	count	0	0	0	**0**	0	0	0	0	0
Pine Plantation Land within ROW	acres	1,338	1,388	1,286	**1,877**	1,336	1,390	1,385	1,440	1,435

Table S-1 Summary of Effects

Evaluation Measures	Units	Alternatives								
		4	4.2	4.3	PA	4.2 & 3	5	5.1	5.2	5.1 & 2
Naturally Wooded Land within ROW	acres	1,170	1,102	1,275	**971**	1,207	1,146	1,091	1,078	1,023
Agricultural/Farmland within ROW	acres	150	150	81	**94**	81	83	72	83	72
Cleared Land within ROW	acres	212	225	276	**338**	290	243	278	257	291
Developed/Urban Land within ROW	acres	46	46	35	**38**	35	29	29	29	29
Federal and State Lands and Recreational Areas Traversed	acres	0	0	0	**0**	0	0	0	0	0
Displaced Minority Residences	count	3	3	3	**1**	3	1	1	1	1
Displaced Low-Income Residences	count	6	6	4	**4**	6	4	3	4	4
Powerline Crossings within ROW	count	3	3	3	**3**	3	3	3	3	3
Communication Towers within ROW	count	0	0	0	**0**	0	0	0	0	0
Petroleum Pipeline Crossings within ROW	count	30	31	30	**31**	31	36	44	34	42
Chemical Pipeline Crossings within ROW	count	2	3	2	**2**	3	2	2	2	2
Water Wells Located within ROW	count	1	1	1	**1**	1	1	1	1	1
Railroad Crossings within ROW	count	3	3	3	**3**	3	3	3	3	3
National Register Eligible Properties(2)	count	N/A	N/A	N/A	**1**	N/A	N/A	N/A	N/A	N/A
Archeological Sites(2)	count	N/A	N/A	N/A	**5**	N/A	N/A	1	N/A	1
Grade Separations	count	16	16	16	**20**	16	17	18	17	18
Crossroad Termination	count	55	56	49	**52**	50	56	60	57	61
Physical Environment Considerations										
Scenic Streams Traversed by the Alternatives	acres	6	6	6	**6**	6	6	7	6	7
100-Year Floodplain Area Traversed	acres	362	326	365	**304**	329	285	325	249	289
Sparta Aquifer Recharge Area Traversed	acres	10	10	34	**26**	34	0	0	0	0
Chicot Terrace Area Traversed	acres	274	274	273	**357**	273	517	556	517	556
Sand and Gravel Mining Operations Directly Impacted	count	0	0	0	**0**	0	0	0	0	0
Known Lignite Deposits Directly Impacted	count	0	0	0	**0**	0	0	0	0	0
Oil/Gas Well Sites within ROW (Active)	count	4	4	4	**4**	4	5	5	5	5
Oil/Gas Well Sites within ROW (Inactive)	count	1	2	1	**1**	2	2	2	3	3
Prime and Unique Farmland Soil Area Traversed	acres	782	715	1,087	**883**	1,020	945	922	888	865
Moderate/High Hazardous Sites (within ½ mile buffer) buffer)Directly Impacted	count	11	11	11	**9**	11	11	9	11	9

Table S-1 Summary of Effects

Evaluation Measures	Units	Alternatives								
		4	4.2	4.3	PA	4.2 & 3	5	5.1	5.2	5.1 & 2
Estimated Residences Impacted by Adverse Noise Levels	count	74	80	80	**51**	86	31	40	37	48
Natural Environment Considerations										
Wetlands Directly Impacted	acres	89	97	107	**109.7**[3]	115	67	79	75	87
Ponds Directly Impacted	count	8	7	8	**16**	7	4	6	3	5
Streams Traversed	count	85	91	91	**140**[3]	95	62	68	66	74
Streams Traversed	linear feet	56,410	63,217	51,236	**77,146**[3]	57,157	35,209	36,840	41,082	43,646
Threatened and Endangered Species Records - 0.5 mile buffer in ROW	acres	0.3	0.3	0.3	**1.9**	0.3	0.3	7.8	0.3	7.8
Encroachment of Alternatives on Potential Red Cockaded Woodpecker (RCW) Habitat	acres	1,043	936	1,119	**750**	1,012	1,052	1,030	946	1,158

(1) ROW for PA includes proposed interchanges, frontage/access roads, and improvements needed at crossroad locations; whereas the other build alternatives considered only an estimated ROW width of 300', and did not include proposed interchanges, frontage/access roads, and improvements needed at crossroad locations.

(2) N/A: A Full Phase I Cultural Resources Survey was not completed for the entire alignment and ROW for the alternatives shown.

(3) Results of USACE Preliminary Jurisdictional Determination can be found in Chapter 4.1.8.

Table S-2
EIS Summary

Issue	Comparative Advantages of Alternatives
Human Environment	
Communities and Residential Dwellings	The revisions to the PA reduce impacts.
Community Facilities and Services	The PA impacts no community facility. Benefits are created for medical trips to Shreveport for all build alternatives, including the PA.
Local Travel Patterns and Safety	Effects are similar for all build alternatives. Benefits will be realized for long-distance travel; some adverse local travel pattern changes, safety and time benefits for long distance. Haynesville community benefits most.
Industry, Employment and Commercial Structures	PA provides greater opportunity for development along LA 159, LA 2, LA Alt. 2 and US 79. Retail and personal services will likely dominate induced employment in short term; however, new interstate access is attractive to industry.
Land Use, Development and Property Values	
Public Lands and Recreation	PA will minimize adverse effects to the recreational aspects of Bayou Dorcheat.
Environmental Justice	No disproportionate adverse effects anticipated to minority or low-income groups.
Utilities	No relative advantage among build alternatives considered or the PA.
Visual Environment	Views from the road will be pleasant. Views at the road will be limited because of dense vegetation of the region. PA minimizes adverse visual impacts to scenic use of Bayou Dorcheat.
Cultural Resources / Historic Properties	The PA is not anticipated to have adverse effects to historic properties in LA. However, five archaeological sites identified in AR are recommended for Phase II assessment before construction. Also, the PA will require ROW from a property determined to be NRHP eligible. Based on a commitment from AHTD, presented in **Section 3.7.6** of this Final EIS, the SHPO has determined that the project will have no adverse effects on this property.

Table S-2
EIS Summary

Issue	Comparative Advantages of Alternatives
Physical Environment	
Surface Water Resources	The numerical increase in the quantity of impacts to surface water resources (as shown in Table S-1) of the PA, in comparison to the other Build Alternatives, is a result of additional and more detailed level of fieldwork required to meet USACE Preliminary Jurisdictional Determination stipulations and requirements. The original, planning level, fieldwork performed for all alternatives resulted in comparable numerical values between the Build Alternatives. The main aspect is that the PA utilizes an existing crossing of LA Scenic Stream Bayou Dorcheat, the most important water feature in the study area and avoids LA Scenic Stream Bayou D'Arbonne, also located in the Project area.
Floodplains	No relative advantage among build alternatives considered or the PA.
Potable Ground Water	PA minimizes potential effects to potential recharge areas.
Geology and Mineral Resources	The PA will not affect any mining operations and has reduced impacts to oil and gas wells to greatest extent possible.
Prime Farmland and other Soils	No relative advantage among build alternatives considered or the PA.
Hazardous Materials and Sites	Impact reduced as a result of identification of revised PA from 15 sites to 9 sites (within ½ mile buffer).
Air Quality	No relative advantage among build alternatives considered or the PA
Noise	Overall, the PA with modifications will reduce the magnitude of impacts at the majority of residences with predicted adverse noise impacts.
Natural Environment	
Upland Communities and Wildlife	PA minimizes effects to native uplands. Wildlife movement may be adversely affected along the PA, however, the extended bridge structure crossing Bayou Dorcheat should allow adequate area for wildlife movement, as compared to the shorter bridge structure for other build alternatives and the steeper banks associated with the proposed crossings along Alt. 5 and associated options. The PA will likely affect the unusual spring-fed streams identified in the area.
Wetland Communities	The numerical increase in the quantity of wetland impacts (as shown in Table S-1) of the PA, in comparison to the other Build Alternatives, is a result of additional and more detailed level of fieldwork required to meet USACE Preliminary Jurisdictional Determination stipulations and requirements. The original, planning level, fieldwork performed for all alternatives resulted in comparable numerical values between the Build Alternatives.
Aquatic Communities	All build alternatives avoid aquatic communities to the extent practicable.
Protected Flora and Fauna Species	PA minimizes potential effects to suitable RCW habitat. No other protected species are likely to be adversely affected by the PA.
Construction Effects and Best Management Practices	
Economic Effects	All build alternatives would benefit construction spending in the region.
Physical and Social Effects	Short term moderate adverse effects expected but minimized with the implementation of BMPs.
Other Considerations	
Energy	All build alternatives would have benefits of saved vehicle miles traveled in the region.
Secondary and Cumulative Effects	Level of induced development expected to be similar for all build alternatives but concentrated along upland interchange locations near population centers. If funded, North Hills Lakes Project could result in substantial effects and would be facilitated by the PA.
Irreversible and Irretrievable Commitments of Resources	No significant difference among build alternatives considered or the PA.
Relationship Between Short-Term Impacts And Long-Term Productivity	No significant difference among build alternatives considered or the PA.

Table S-3
Louisiana
Preliminary Construction Cost Estimate for Preferred Alternative

Item	Cost (2008$)[1]
ROW/Acquisition	$4,204,221
Paving	$211,816,230
Grading	$103,908,556
Drainage	$11,151,139
Structures - Bridges	$129,151,978
Miscellaneous Items	$46,023,212
Construction Contingency	$50,625,534
Engineering and CE&I	$83,532,130
TOTAL COST	**$640,413,000**

(1) Per approved cost estimating methodology, costs are based on LADOTD Bid Item Weighted Unit Prices for 2008 through the 4th quarter.

Table S-4
Arkansas
Preliminary Construction Cost Estimate for Preferred Alternative

Item	Cost (2008$)[1]
Paving	$97,893,430
Grading[2]	$103,427,390
Drainage	$9,060,770
Structures - Bridges	$61,103,500
Miscellaneous Items	$30,033,700
Construction Contingency	$33,037,070
Engineering and CE&I	$54,511,160
TOTAL COST	**$389,067,020**

(1) Based on LADOTD Bid Item Weighted Unit Prices for 2006 through the 3rd quarter proportionally adjusted to 2008.
(2) Includes right-of-way cost.

While **Tables S-1** and **S-2** summarize anticipated effects, details of several issues considered of greatest concern by the public, agencies, and project team are provided below.

Access and Travel Pattern Disruption. Because I-69 will be a controlled-access roadway, longer travel times to access the other side of the highway by way of adjacent interchanges may be required. Some altered travel patterns may be perceived as locally problematic, due to their length. Access to cross roads, frontage roads, and similar issues were evaluated in detail at certain locations for the PA. **Section 3.3.3** of this EIS describes access and travel pattern effects of the PA.

Economic Development. Economic development is one of the main needs identified by the local population and agencies. This project is intended to facilitate economic development by providing new high-speed transportation access to the North Louisiana Rural Renewal Zone (RRZ) and southwestern Arkansas, where high-speed interstate access is nonexistent today. Some modest commercial activity may be induced at interchanges from the PA. Based on discussion with proponents of the North Hills Lakes Project, the selected PA was the most desirable alternative for future development of this project. **Section 3.3.5** of this EIS addresses the North Hills Lakes Project as well as indirect and cumulative effects to land development.

Use of Bayou Dorcheat. Bayou Dorcheat is the only recreational resource traversed or directly affected by the PA or the other build alternatives. All alternatives considered would cross this resource. Identification of the Alternative 4 proposed crossing as the preferred crossing of Bayou Dorcheat directly influenced the PA identification of Alternative 4.3. **Sections 3.3.6** and **3.3.9** describe the effects to recreation and scenic views, respectively.

Unabated Noise Effects. Following issuance of the Draft EIS, the alignment of the PA was modified in several locations. This was done in part to reduce noise impacts on a community near the proposed alignment of Alternative 4.3. The revised alignment discussed in this Final EIS will reduce the magnitude of noise impacts on the majority of the receptors that were predicted to experience adverse impacts based on the analysis performed for the Draft EIS. No other form of mitigation was determined to be both reasonable and feasible to reduce adverse impacts at these receptors, including noise barriers. Most of the adverse impacts were determined to result from predicted increases in noise levels of 10 dBA or more in the year 2030 over existing ambient conditions rather than exceedances of applicable Noise Abatement Criteria. This is a consequence of the rural nature of the area adjacent to most of the proposed PA alignment. Based on the difference between the existing ambient noise level and predicted level at each impacted receptor, and taking into account the shift in the PA alignment near each receptor, it is expected that the majority of the receptors will experience reduced noise levels as a result of the shift, and some may no longer be adversely affected, but most will still have year 2030 noise levels exceeding existing levels by 10 dBA or more. In addition, the modified PA alignment may result in impacts at nine receptors that were not evaluated for the Draft EIS due to their distance from the original PA alignment. All of these receptors are isolated residences for which no abatement measures other than possibly additional shifts in the horizontal alignment of the PA could be determined to be both reasonable and feasible. Any further changes in the PA alignment must be left for detailed design in the next stage of project planning. **Section 3.4.8** of this EIS describes the noise impact and abatement analysis conducted for this project.

Wildlife Movement Disruption. The PA and all build alternatives evaluated in the Draft EIS were proposed as fully-controlled access highways with access provided only at selected points or interchanges. The new highway will form a barrier for many wildlife species and an obstacle for all wildlife attempting to access the other side. Of greatest

concern for wildlife corridor crossings are the stream systems throughout the study area, which provide the largest contiguous, natural corridors for wildlife. The extended bridge structure crossing Bayou Dorcheat should allow adequate area for wildlife movement along this particular area. Bayou Dorcheat, Cornie Bayou, Flat Lick Bayou, and Black Bayou are the major stream systems that will be disrupted. **Section 3.5.1** of this EIS describes effects to wildlife.

Effects to Spring-fed Streams. The potential direct adverse effects of the PA on spring-fed streams were important considerations in the overall evaluation of project effects on water resources. These features are relatively unusual in the study area and provide special habitats not found elsewhere along build alternatives. The PA east of Bayou Dorcheat may have moderate adverse impacts on these unusual features. Most springs are associated with the ridge/valley interface with Glass Creek, the largest local tributary to Flat Lick Creek in the vicinity of the PA. **Section 3.5.3** of this EIS provides additional detail of these effects.

S.6 Other Considerations of Alternatives

Construction Effects. Construction of I-69 SIU 14 will result in a variety of temporary effects associated with storage of materials and equipment, construction of access roads, and construction equipment operation. Construction effects do not include the permanent effects resulting from land conversion to roadway and right-of-way, nor do they refer to the indirect effects induced by the presence of the new interstate facility. Construction effects relate only to those temporary features such as staging areas and operations strictly associated with the construction activities alone. None of the anticipated adverse, temporary construction effects is expected to be substantially disruptive.

Energy Use. Use of the I-69 SIU 14 in the year 2030 could result in approximately 42,000 fewer miles traveled per day on the transportation network in the study area, equating to a reduction of approximately 2,500 gallons of fuel usage per day or nearly one million gallons of fuel per year. While energy will be expended in the construction of the project, these annual energy savings suggest that this project has substantial net benefits to energy use.

Secondary and Cumulative Effects. The project will provide a new high-speed mobility corridor between Shreveport and El Dorado and to points further southwest and northeast. This new corridor, in proximity to I-20, will make the entire region more attractive for transportation related businesses and manufacturing businesses. Residential development will also likely be stimulated within 30 minutes of Shreveport along the proposed PA alignment through to Haynesville. Initially, development will focus at interchange locations and be limited to services that cater to through traffic such as service stations, convenience stores, and fast food outlets. Development pace will likely be directly related to distance to existing population centers. Another project that will not be induced but facilitated by I-69 SIU 14 construction is the North Hills Lakes Project. The North Hills Lakes Project is currently unfunded and has no defined

schedule. However, should this project be implemented, substantial increases in residential development, supporting services, and infrastructure will be developed, all of which will have corresponding effects to wetlands, land use, water quality and other issues.

Irreversible and Irretrievable Commitments of Resources. Use of raw materials (e.g., fossil fuels, sand and gravel, timber for lumber, and cement), federal and state fiscal resources, and manpower comprise the obvious irretrievable commitments of resources resulting from this project. Other than these resource effects, effects discussed in this EIS are considered potentially reversible or temporary in the sense that, should there be reason, support, and funding to do so, these actions could be reversed to pre-project conditions.

Relationship between Short-Term Impacts and Long-Term Productivity. Annual fuel savings of the project are considered improvements in productivity. Additionally, induced commercial activity will not result unless increases in productivity are anticipated by industrial site developers. Such indirect benefits of the PA are expected. Based on these facts, anticipated benefits in long-term productivity are expected to greatly offset the adverse short-term/temporary effects from the project.

S.7 Mitigation, Commitments, Permits, Certifications and Additional Studies Needed Prior to Construction

Additional tasks remain before construction of the PA may commence. Below is a summary of the planning, environmental, and design tasks that need to be completed prior to project construction:

- Hydrologic and Hydraulic Study of PA's 100-year floodplain crossings.
- Geotechnical investigations along PA to assess design needs.
- Environmental site assessment along PA.
- Preliminary Design and right-of-way limit identification for PA.
- Initiation of Relocation Assistance Program for properties within required right-of-way of PA.
- Development of construction sequencing and traffic maintenance plans for construction activities.

Permits and certifications that must be obtained prior to construction include:

- State Water Quality Certifications (LDEQ, ADEQ);
- Scenic Stream Crossing Permit (LDWF);
- National Pollution Discharge and Elimination System (NPDES) Permit (LDEQ, ADEQ) for discharges of stormwater from the roadway;

- Stormwater Management Permit (LDEQ, ADEQ) for controlling and treatment of surface runoff from construction sites;
- Burning Permit (LDEQ, ADEQ) from LA and AR for burning construction debris;
- Section 404 Wetland Fill Permit (USACE) for discharging dredged and fill material into waters of the US and adjacent wetlands. Permits are reviewed by USFWS and LDWF and AGFC, as well.
- Coordination and required permits will need to be acquired from the two railroad companies where I-69 overpasses are proposed at three locations: one north of Interstate 20 in Bossier Parish (Kansas City Southern [KCS] leased by WATCO), one east of US 371 in Webster Parish (also KCS leased by WATCO) and one west of US 79 in Claiborne Parish, Louisiana & Northwest Railroad (L&NW).

Commitments and mitigation measures that will be implemented to offset adverse effects of the PA would include, but are not limited to, the following:

- Implementation of Best Management Practices during construction of the facility;
- Location of staging areas in non-wet areas that are not environmentally sensitive;
- Purchase of wetland banking credits, wetland conservation easements, enhancement, restoration and/or creation of wetlands or a combination thereof based on USACE, LA and AR specifications during the Section 404 permit process;
- Mitigation of adverse stream effects based on the Section 404 permit process;
- Avoidance of construction during the nesting season of bald eagles should individual nests be sighted within 1,500 feet of the alternative chosen for construction;
- Re-investigation and survey of areas considered potentially suitable habitat for federally-protected species within one year of letting the construction contract for the project.
- Assessment of five archaeological sites within the proposed PA right-of-way for National Register eligibility and agreement on handling of previously undiscovered cultural resources during construction.
- As recorded in the *I-69 SIU-14 Shreveport to El Dorado – Arkansas Section (US 82 to Stateline) Phase I Documentation*: "FHWA, through AHTD, has made a reasonable and good faith effort to identify historic properties that may be affected by the undertaking 36 C.F.R. § 800.4(b)(1). FHWA, through AHTD, has determined in accordance with 36 C.F.R. § 800.4(a)-(c) that there are historic properties that may be affected by the undertaking, and through the present report, has provided documentation of this finding to the SHPO. With these findings and given the possibility that previously unrecorded or undetected historic properties may be present in the area of potential affect (APE), a *Programmatic Agreement* should be entered into among FHWA, AHTD, the AR

SHPO and, as appropriate, Indian tribes that governs how discoveries will be treated and what responsibilities will be carried out prior to taking any actions that could have an effect on properties listed in or considered eligible for the NHRP (under the provisions of 36 C.F.R. § 800.13 et seq. Post-review discoveries).

This approach may be risky since it could involve stopping construction if historic properties are discovered. It may also require monitoring by staff archeologist or qualified professionals. Possibly the safest and least costly way to approach this issue is to have qualified archeologist resurvey the APE during and after clearing and grubbing activities when ground conditions are more suitable for resource discovery. Procedurally, this may require separating the clearing and grubbing contract from the construction contract in order to provide adequate time for the resurvey, assessment, and any necessary data recovery or mitigation.

The proposed activities by FHWA, through AHTD, should be allowed to proceed in accordance with recommendations presented in this report. If undiscovered archeological or other remains are encountered during project implementation or if changes are made in the APE beyond the boundaries of the APE surveyed (including, for example, any landscape alterations that result from activities associated with the project such as access roads, construction and material staging areas, and areas from which fill be borrowed) or if intact cultural deposits are discovered during future management activities, work should stop and the SHPO should be contacted immediately (36 C.F.R. § 800.13) and the provisions of the 36 C.F.R. Part 800 (Subpart B) including 36 C.F.R. §800.6 should be implemented. FHWA and AHTD may be required to take further steps in the Section 106 process (36 C.F.R. Part 800 et.seq.) as recommended in this report."

- In accordance with a commitment by AHTD to AR SHPO, adjustments in final design shall be made to avoid impacts to one eligible standing structure (CO0430) identified during the initial Phase I survey. Avoidance measures shall be sufficient to achieve a finding of "no effect". These avoidance measures will be evaluated during future project design and construction phases.

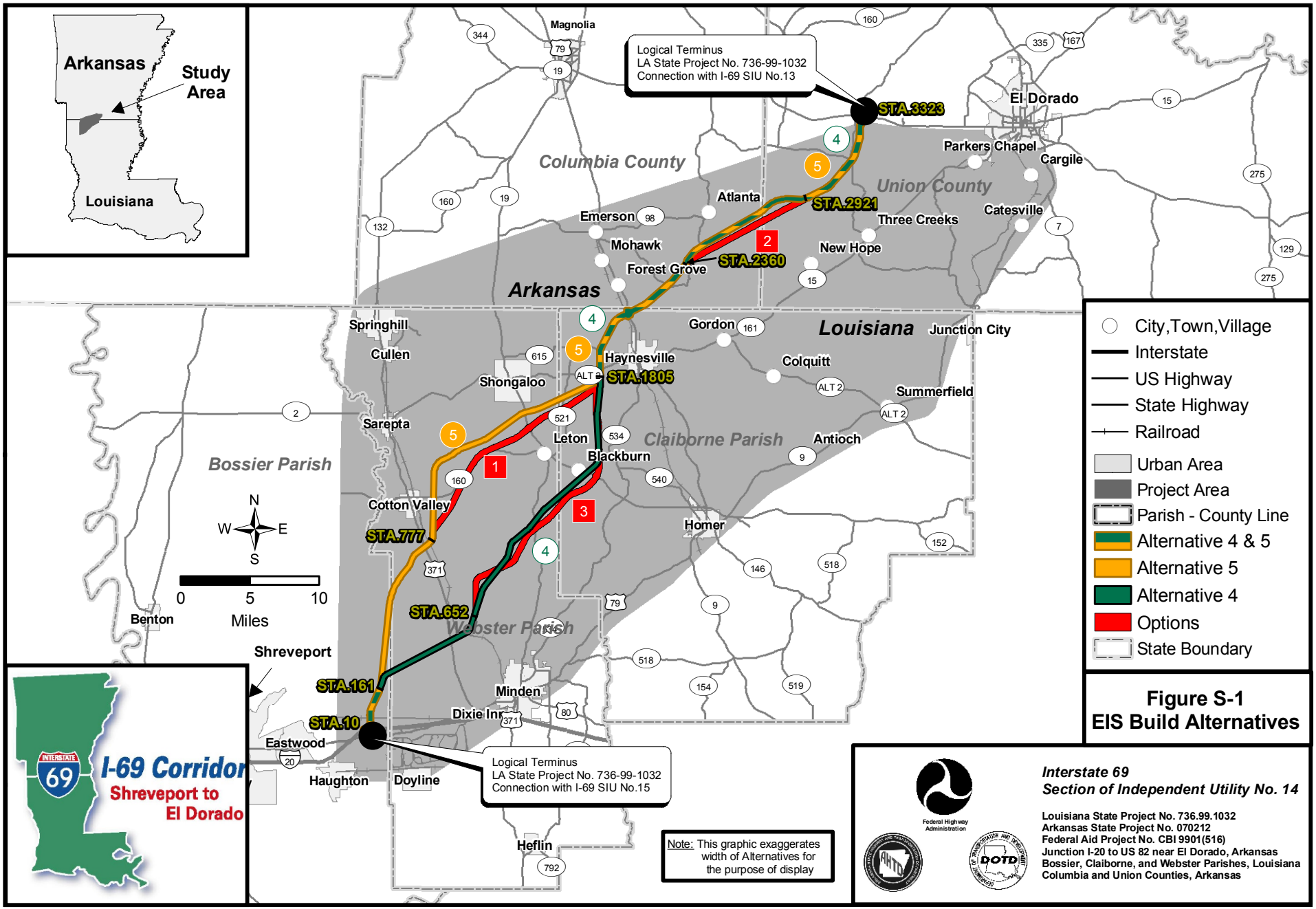


Figure S-1
EIS Build Alternatives

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

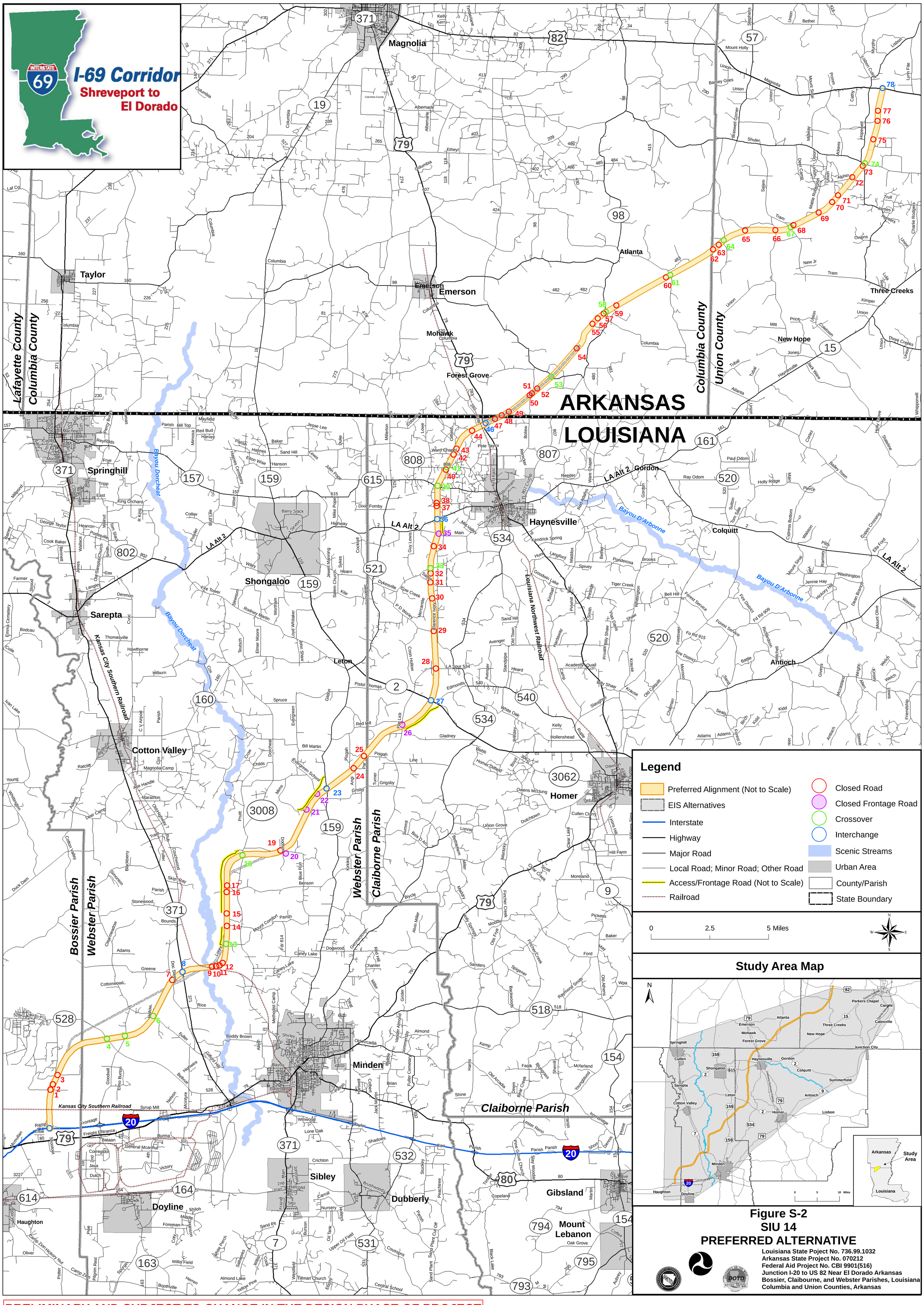


Figure S-2
SIU 14
PREFERRED ALTERNATIVE

Louisiana State Poject No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 Near El Dorado Arkansas
Bossier, Claibourne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

PRELIMINARY AND SUBJECT TO CHANGE IN THE DESIGN PHASE OF PROJECT

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1.0 Purpose and Need

1.0 PURPOSE AND NEED FOR ACTION

1.1 Introduction and NEPA Requirements

The Louisiana Department of Transportation and Development (LADOTD) and the Arkansas State Highway and Transportation Department (AHTD) propose to construct a four-lane divided interstate highway between Shreveport, Louisiana (LA) and El Dorado, Arkansas (AR). The federal sponsor for this proposed action is the Federal Highway Administration (FHWA). This project will be part of the National Interstate 69 (I-69) Corridor and is identified as Section of Independent Utility No.14 (SIU 14). I-69 SIU 14, referred to as the "project" or "proposed action" in this report represents one section of the I-69 Corridor connecting Port Huron, Michigan, to the border between Texas and Mexico. This project, if implemented, would provide a new interstate highway in southern AR and northwestern LA where one does not currently exist, enhancing economic development and providing significantly improved transportation service in this economically challenged region.

This Environmental Impact Statement (EIS) is being prepared as a requirement of the *National Environmental Policy Act of 1969* (NEPA), as amended. NEPA was enacted to encourage sustainable development and informed decision-making in a manner acceptable to the citizens of the United States (US), and government agencies. US Code of Federal Regulations, 40 CFR Parts 1500-1508 are the regulations for NEPA implementation, commonly known as the Council on Environmental Quality (CEQ) regulations. These regulations require all federal agencies to develop guidelines for NEPA implementation. Specifically, these regulations require that every federal action or federally funded project be evaluated on its merits by the federal sponsor agency. Public involvement is identified as a key component of the NEPA planning process governed by these regulations. Effects to the human, physical and natural environment, as well as the relative benefits of the project alternatives, must be evaluated and presented to the public, tribal interests, decision-makers and resource agencies having jurisdictional interests in the project. Evaluation conducted in accordance with these regulations is documented in either an Environmental Assessment (EA) or an EIS. Projects that are large in scope and have the potential for substantial effects to the environment are typically documented in an EIS. An EIS is more expansive in detail and requires more extensive public and agency coordination and review periods.

The FHWA promulgated regulations entitled *Environmental Impact and Related Procedures,* (23 CFR Part 771). These regulations and FHWA guidance document, T6640.8A, *Guidance for Preparing Environmental and Section 4(f) documents* (FHWA, 1987) provide the framework and guidance of this EIS planning study. Other federal and state laws, regulations, and executive orders provide additional structure in this regulatory framework. Relevant regulatory requirements are noted throughout this report to provide context to evaluations that were conducted for this EIS.

1.1.1 Sections of Independent Utility

The I-69 Corridor extends 1,600 miles from Port Huron, Michigan to the Texas/Mexico border. This length precludes development of the full corridor as a single construction project, and precludes an effective environmental analysis of the full corridor. A more practical approach was to undertake a series of projects consistent with the overall purpose and need for I-69. Accordingly, the entire corridor was broken into Sections of Independent Utility (SIU) that could be constructed in a reasonable time frame by the state or states involved and would have independent transportation benefits, or utility, without consideration of adjoining sections.

Final sections resulted from discussions with each of the state departments of transportation involved. **Figure 1.1-1** displays sections in Tennessee, Mississippi, Arkansas, Louisiana and Texas. **Figure 1.1-1** also provides a status of SIU 13, SIU 14, and SIU 15. SIU 14 and abutting SIU 13 and SIU 15 are described as:

- SIU 13, north of SIU 14, extends on new location from the terminus of the Mississippi River Crossing at US 65 to US 82 in the vicinity of El Dorado, AR, and will provide new system connectivity in southern AR.
- SIU 14, the Subject Project of this EIS, will connect El Dorado, AR to Shreveport, LA. This SIU continues I-69 on new location to a terminus on Interstate 20 (I-20) east of Bossier City. A previously identified location for this connection at I-20 was the interchange of LA 157 and I-20 at Haughton, LA.
- SIU 15 abuts SIU 14 and extends south of Shreveport-Bossier City. SIU 15 will provide a route through this urban area extending south and southwest from I-20 to the east side of US 171 near Stonewall, LA. The general corridor resulting from the *Special Issues Study* (Wilbur Smith Associates et al., 1997) adopted an alignment around the southeastern portion of the urban area based upon the 1992 study, *Interstate 69 and Inner Loop Expansion: Compatibility Report*. The Interchange Justification Report (IJR) for the I-49/I-69 Interchange and the I-20/I-69 Interchange was accepted by FHWA in January 2008 and will be final when the environmental process is complete which is expected in 2012.

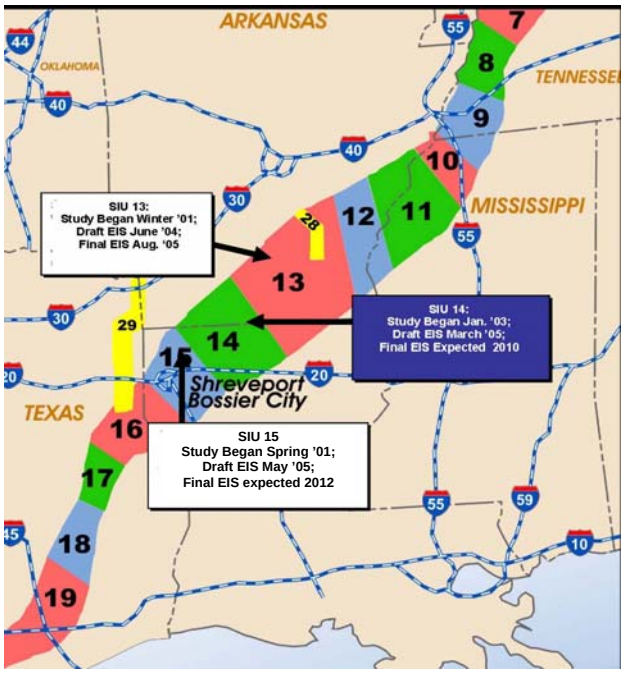

Figure 1.1-1 SIU Update

1.2 Nationwide Purpose and Need

1.2.1 National I-69 Corridor

1.2.1.1 Legislative History

The I-69 Corridor was introduced as a high priority corridor (Corridor 18) from Indianapolis to Memphis in the *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA). In 1993, ISTEA was further amended by Congress to extend I-69 from Memphis to Houston. The *National Highway System Designation Act of 1995* further extended the corridor from Houston to include the Lower Rio Grande Valley of Texas. The *Transportation Equity Act for the 21st Century* (TEA-21) signed on June 9, 1998, redefined Corridor 18 and designated it as I-69. In 2005, President George W. Bush signed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, also known as SAFETEA-LU. Revisions in 2008 to Section 1927 of the SAFETEA-LU legislation further refined the I-69 corridor saying that I-69 shall, "follow the alignment generally identified in the Corridor 18 Special Issues Study Final Report" (Source: FHWA). **Figure 1.2-1** depicts the evolution of the National I-69 Corridor that will connect each SIU common termini to form a continuous corridor from the Michigan/Canada border to the Texas/Mexico border.

1.2.1.2 I-69 Steering Committee

Following passage of ISTEA, the I-69 Steering Committee was formed with members representing eight states along the corridor. This Steering Committee adopted the following statement of overall purpose for the I-69 Corridor:

> ***The nationwide purpose of I-69 is to improve international and interstate trade in accordance with national and state goals; to 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 the Congressional designation of the corridor.***

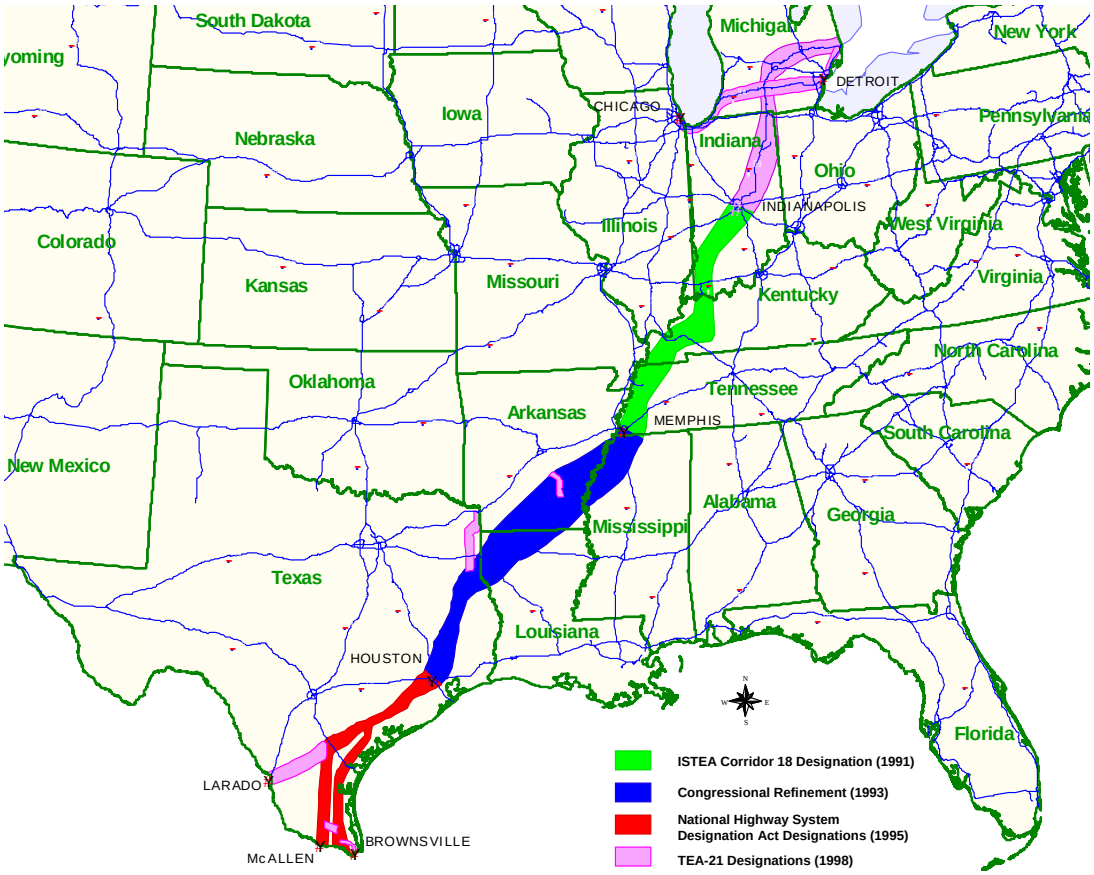

Figure 1.2-1
Congressional Designation of the I-69 Corridor

1.2.2 Nationwide Project Need

Previous feasibility studies completed for the I-69 Corridor have demonstrated that extending I-69 from Indianapolis, through Memphis, Bossier City and Houston to the Mexican border in the Lower Rio Grande Valley would be a feasible project. Anticipated dollar savings to the traveling public, combined with the potential for economic growth in the region, exceeds the cost to develop the facility by a significant margin. Through work completed during the previous studies, the Steering Committee recognized that there were three primary needs that completion of I-69 would address:

- Movement of Goods
- Economic Development
- System Linkage

The need to improve the movement of goods is related to the passage of the *North American Free Trade Agreement* (NAFTA) between Canada, the US, and Mexico. NAFTA has resulted in a substantial increase in surface freight traffic on the interstate system in the last 10 years, with truck shipments accounting for nearly 70 percent of the

11 billion tons of freight shipped in 1997 (US Department of Transportation [USDOT], 1999.)

The *Purpose and Need Statement* (URS 2003c), which is incorporated by reference into this EIS, provides additional details of the nationwide purpose and need for this project

1.3 Local Purpose and Need

The SIU 14 local purpose and need details are provided in the *Purpose and Need Statement* (URS 2003c), which is incorporated by reference into this EIS. The general purpose and need for this project at the local level is to provide a safe, efficient, and cost effective transportation facility, while promoting economic development within the region. Completing the I-69 trade corridor addresses directives of legislation associated with the I-69 Corridor, as well as federal and state legislation. Locally, within the SIU 14 study area, the project will fulfill several national and local needs, including:

- **Economic Development** – Facilitating economic activity by reducing intra- and inter-regional shipping costs, improving access to regional land suitable for development, improving access to the regional employment base, and diverting traffic to the region.
- **System Linkage and Goods Movement** - Improving connectivity and accessibility of AR and LA communities and industry located within the project corridor to the National Highway System (NHS). Additionally, SIU 14 would provide for efficient movement of people and goods inside the project corridor between regional origin-destination pairs.
- **Intermodal Connectivity** – Improving accessibility to existing truck, maritime port, rail, and air shipment activities in the region, resulting in more efficient intermodal connections.
- **Safety** – Reducing potential for accidents that result in property damage, hazardous spills, injuries, and/or fatalities.

Economic development is a need for the study region recognized by both the public and agencies. The US Department of Housing and Urban Development (USHUD) created the North LA Rural Renewal Zone (RRZ) to help attract regional new employers. Tax incentives and other benefits are available to companies that relocate to such zones. The North LA RRZ includes all of Claiborne Parish and parts of Webster Parish. **Section 3.3.7** of this EIS identifies low-income areas in the region. None of AR is located in a RRZ; however, economic conditions in southwestern AR are similar to those in the USHUD North LA RRZ.

Concurrence on the local purpose and need for the project was reached by the cooperating agencies on this project, which are: the US Army Corps of Engineers (USACE), US Fish and Wildlife Service (USFWS), and US Environmental Protection Agency (USEPA). Agency coordination and involvement is described in **Section 4.1** of this EIS.

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2.0 Alternatives

2.0 ALTERNATIVES

*Graphics for **Chapter 2.0** are included at the end of the chapter.*

2.1 Alternatives Development Process

2.1.1 Alternatives Analysis Study Process

An Alternatives Analysis for I-69 SIU 14 was conducted using a 6-step evaluation process illustrated in **Figure 2.1-1**. The process began with identification of the study area and project considerations and constraints. This was followed by development and evaluation of alternative two-mile-wide corridors, and development and evaluation of 300-foot-wide highway alignment alternatives. Alternatives analysis was completed with the identification of the Preferred Alternative (PA) after consideration of all comments received on the *Draft EIS (URS 2005f).* The PA is fully evaluated in this Final EIS.

The project will require a permit from the USACE under Section 404 of the *Clean Water Act of 1972* (CWA), because the PA will encroach on waters of the US as defined by this law. The alternatives development and screening process used for this project satisfies the *NEPA/404 Merger* Process described in **Section 4.1.5** of the *Draft EIS* (URS 2005f) because it allows for regular interagency meetings, coordination efforts, and cooperating agency concurrence points. These coordination efforts have had one guiding goal: to assist in the development of consensus among FHWA, LADOTD, AHTD, and cooperating agencies on a PA that is the least environmentally damaging practicable alternative to address the intended purpose and need for this project.

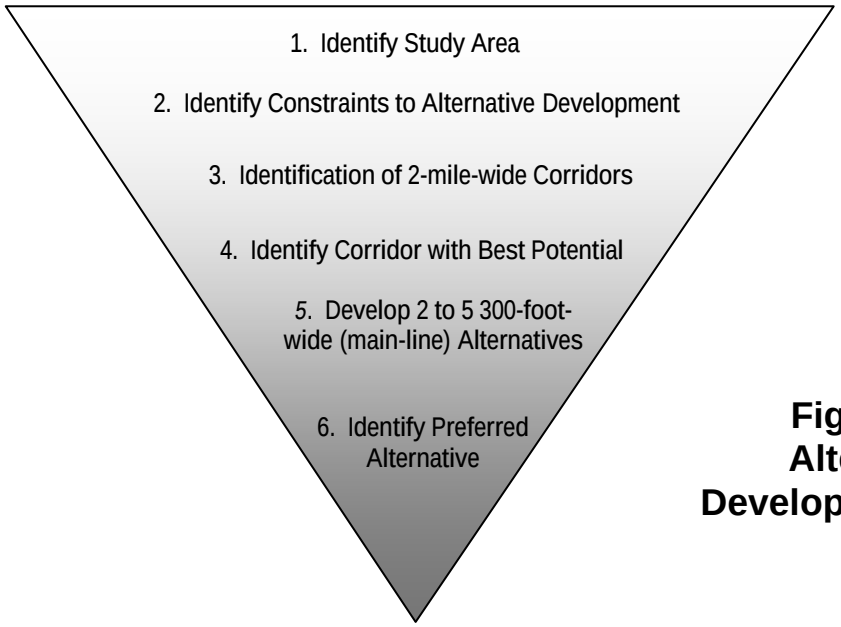

Figure 2.1-1 Alternatives Development Process

2.1.2 Documents Incorporated by Reference

Project documents are incorporated into this EIS by reference, in order to streamline preparation and review of this EIS, yet provide needed details. These documents are on file with LADOTD. **Section 6** of this EIS contains reference information for all citations. Incorporated documents cited throughout this report are listed below:

- *I-69 Design Criteria Report (URS 2003a);*
- *Scoping Report (URS 2003b);*
- *Purpose and Need Report (URS 2003c);*
- *Corridor Evaluation Report (URS 2003d);*
- *Corridor Selection Public and Agency Presentation and Comment Summary Report (URS 2003e);*
- *Traffic and Accident Analysis Report (URS 2003f);*
- *Corridor Selection Report (URS 2003g);*
- *Alternatives Development and Screening Report (URS 2004a);*
- *Alignment Study Public, Elected Officials and Agency Presentation and Comment Summary (URS 2004b);*
- *Draft EIS Cultural Resources Field Investigations Summary Report (URS 2005a);*
- *Environmental Due Diligence Investigation Report (URS 2005b);*
- *Air and Noise Analysis (URS 2005c);*
- *Natural Resources Report (URS 2005d) and (URS Revised Final 2008a);*
- *Preliminary Wetlands Evaluation Report (URS 2005e);*
- *Draft Environmental Impact Statement (Draft EIS)(URS 2005f);*
- *Draft Environmental Impact Statement Presentation and Comment Summary, Book 1, Book 2, Book 3 (URS 2005g);*
- *Preferred Alternative Revisions Agency, Elected Official, and Public Involvement and Comment Summary (URS 2006 Oct);*
- *Line and Grade Study Report (HNTB Draft 2007 Feb.); (HNTB Final 2008);*
- *Wetland Delineation Report (URS 2008a) and Supplement to Wetland Delineation Report (URS 2010);*
- *Red-Cockaded Woodpecker Biological Assessment (*URS 2008b*);*

2.1.3 Definition of the Study Area

Delineation of the study area, which is defined as the area within which all reasonable and feasible alternatives that meet the intended purpose and need for the project can be designed and constructed, was the first step in alternatives development. The study area for this project was refined from a larger encompassing area identified in the *National I-69 Corridor Study* (Wilbur Smith 1994), which extended further north and south of the present study area. Because both SIU 13 and 15 had identified termini with SIU 14 prior to initiation of the SIU 14 Alternatives Analysis and EIS, it appeared unreasonable to extend further north and south. The smaller present study area reflects the practicable extent within which reasonable and feasible alternatives could ultimately be developed to meet the intended purpose and need for SIU 14. **Figure 2.1-2** displays this refined study area. As shown in **Figure 2.1-2**, the study area extends from Interstate 20 near Haughton, LA, northeast to US 82 near El Dorado, AR; a distance of approximately 70 miles. It includes portions of Bossier, Webster, and Claiborne Parishes in LA and portions of Columbia and Union Counties in AR.

An Interchange Justification Report (IJR) is an FHWA requirement for connecting interstate facilities. The proposed interchange of I-69 with I-20 connects both I-69 SIU 14 to the north and I-69 SIU 15 to the south. The IJR for this interchange was prepared as part of the I-69 SIU 15 study process. A Draft IJR that requested the addition of the I-20/I-69 interchange at I-20 was submitted to FHWA in November 2007 and the letter accepting the interchange was provided by FHWA on January 18, 2008. The interchange will be approved provided there are no major changes to the proposed design. FHWA final approval will be given upon completion of the environmental process which is expected to be late in the year of 2012. A copy of this FHWA letter dated January 18, 2008 is located in Appendix B, labeled as # 61.

2.1.4 Traffic Analysis

For the purpose of developing a benchmark against which build alternatives would be compared, existing and future no action traffic and safety conditions were assessed and documented in the *Traffic and Accident Analysis* Report (URS 2003f). Most recent existing (i.e., 2002) and future 2030 average daily traffic (ADT) volume estimates, as provided by LADOTD and AHTD, were compared to estimated capacity of each major roadway assessed in the study area. Major roadways assessed include the minor arterials US 79 / LA 9, US 371; and the collector roads LA 2, LA 159, LA 160, LA Alternate (Alt.) 2, LA 615, LA 157, LA 161, and AR 15. Interstate 20 (I-20) was also assessed. Local roads that feed collectors from neighborhoods and private developments were not included in this evaluation. Daily operating conditions of each roadway are described in terms of Level of Service (LOS), which range from A to F. The LOS A represents free-flow, uncongested travel. The LOS F represents congested, stop-and-go conditions. For existing conditions, most sections of major roadways in the study area were estimated to have LOS A. Only in the towns of Springhill, Homer, and Haynesville were the levels of service estimated to be worse than LOS B. Under future

year 2030 conditions, the LOS on major roadways are projected to remain at LOS A, however, US 79 between Minden and Homer will become more congested, with some areas reaching LOS D. Additionally, US 79 between Homer and Haynesville will also experience congestion equivalent to LOS E. The LOS on US 371 in Springhill is projected to improve in the future because of widening improvements to US 371 that are currently programmed for implementation.

2.2 Corridor Development and Screening

The objective of the corridor evaluation phase was to identify a single two-mile-wide corridor between the connecting termini of SIU 13 and SIU 15 that had the greatest potential for implementation while satisfying the purpose and need for the project and having relatively low environmental impacts. The corridor evaluation process consisted of development, screening and identification of a preferred corridor alternative.

2.2.1 Environmental Inventory and Corridor Alignment Considerations

Corridor development began (see Step 2 of **Figure 2.1-1**) with identification of key study area issues and constraints. Several of these key considerations were identified during Scoping. Considerations are categorized as socioeconomic, natural environment, and physical environment issues. Based on comments from the public and agencies during scoping, key considerations were determined to be:

- Boundaries of towns and cities that should be avoided;
- Scenic stream crossings, whose adverse effects should be minimized;
- USACE jurisdictional wetlands that should be avoided where practicable;
- 100-year floodplains that should be avoided where practicable;
- Federal and state lands, including Wildlife Management Areas, Wildlife Refuges, recreational areas, and National Forests, which should be avoided where practicable;
- North LA Rural Renewal Zone which should be traversed where possible to help stimulate job growth; and
- Sparta Aquifer recharge areas that should be avoided where practicable.

To the extent that data were available, a project Geographic Information System (GIS) database was compiled. Details of the GIS are contained in the *Corridor Evaluation* Report (URS 2003d). Once the initial GIS data were compiled, large scale maps were prepared depicting the alignment considerations, which were used by project team members to lay out alternative two-mile-wide corridor alignments.

2.2.2 Development of Preliminary Corridors

Using maps prepared as described in **Section 2.2.1** that identified environmental considerations and constraints, FHWA, LADOTD, AHTD, and project team members developed alternative two-mile-wide corridors for consideration. This process began with identification of good stream and wetland crossing locations. From these "pinch points," corridor segments were connected into composite, two-mile-wide corridor alignments that connected I-20 and US 82. Alignments were designed to avoid constraints identified in the environmental inventory where possible, and minimize adverse effects to constraints where unavoidable. Within the 70-mile project termini limits, approximately 30 preliminary corridors were independently developed by project team members, FHWA, LADOTD, and AHTD. Evaluation of these corridors revealed that 10 corridor alignments adequately represented the best of all 30 preliminary corridors. For discussion and presentation purposes, these 10 corridors were renamed as the northern/western, central, and southern/eastern corridors as displayed in **Figures 2.2-1a, 2.2-1b,** and **2.2-1c,** respectively.

Following identification of these 10 corridors, each was evaluated in terms of potential impacts to constraints as described in **Section 2.2.1** of this EIS. This first tier evaluation is defined as "screening."

2.2.3 Preliminary Corridor Screening

GIS mapping was used to determine quantitative impacts (e.g., number of wetland acres and/or number of churches, schools and other facilities located inside of each corridor). Results were provided on a summary table for comparison. Initial screening suggested that Corridors 1d, 2a, and 1c were the three best corridors among the 10 preliminary corridors evaluated. All 10 were initially determined to be consistent with the nationwide and local purpose and need for the project; however, several corridors were deemed impractical, ineffective, or too costly in terms of monetary or adverse environmental effects. FHWA, LADOTD, and AHTD proposed retention of five corridors for further evaluation (Corridors 1c, 1d, 1e, 2a, and 2b) and elimination of the remaining five corridors from further consideration. Concurrence with this proposal was received from the cooperating agencies on this project (i.e., USACE, USFWS, and USEPA) as described in **Section 4.1.4** of the *Draft EIS* (URS 2005 f). The two Group 3 corridors were eliminated from further consideration because they paralleled I-20 and did not provide substantially improved access to the study area. Corridor 2c was also eliminated because of its length. Complete description of all evaluation parameters and the results of the initial corridor screening are documented in the *Corridor Evaluation Report* (URS 2003d).

2.2.4 Preliminary Corridor Selection

In August 2003, the five retained preliminary corridors were presented to resource agencies and public for review and comment. The objective of this effort was to solicit comments to help identify a single, preferred two-mile-wide corridor on which further evaluation would be conducted. *Corridor Selection Public and Agency Presentation and*

Comment Summary (URS 2003e) summarizes these public and agency involvement efforts.

No single corridor received overwhelming support in comments. Economic development, in addition to benefits to towns and communities, was identified by the public and agencies as the most important reason for preferring a particular corridor alternative. An alignment north of Haynesville that would capture southbound hazardous shipments prior to entering Haynesville was preferred by some public commentors (i.e., Corridors 1c, 1d, or 2a). Most agency comments provided only general guidance and data without preference for a specific two-mile-wide corridor.

In an effort to provide more detailed information to the agencies and project team for identifying a preferred corridor, field biologists were deployed in September 2003 to investigate alternative Bayou Dorcheat crossing locations, and other major stream crossings along the five retained corridors. A detailed summary of these field investigations is presented in the *Corridor Selection Report* (URS 2003g).

Synthesis of the preliminary corridor evaluation, public and agency comments, and subsequent field reconnaissance suggested that while Corridor 2a and 1c were very good corridors, Corridor 1d appeared to have the greatest potential for alignments that both minimized adverse effects to the environment and minimized construction costs. Additionally, Corridors 1e and 2b did not fully meet the local purpose and need for public safety to intercept hazardous truck shipments north of Haynesville. FHWA, LADOTD, and AHTD announced the preference of Corridor 1d in fall 2003. Cooperating agencies (i.e., USFWS, USACE, and USEPA) agreed, providing concurrence and permission to proceed with the development of 300-foot-wide alignments in winter 2003 (see **Section 4.1.4** of the *Draft EIS* (URS 2005f) for details on concurrence).

2.2.5 Reconsideration of Corridors 2a/2b

Well into the refinement of preliminary highway alignments in early summer 2004 (see **Section 2.3**), some citizens, Claiborne Parish, the City of Homer, and the City of Minden requested that Corridors 2a/2b be reconsidered. The Project Team reinvestigated these two corridors because of the potential validity of the public issues related to the Sparta Aquifer, Cotton Valley Oil and Gas Field, and the proposed North Hills Lakes Project. Corridor 2b was determined to be inconsistent with the local purpose and need for the project, which includes improving public safety by reducing hazardous materials shipments through Haynesville and Homer. While Corridor 2a would provide this benefit, Corridor 2b would not. Additionally, Corridor 2b would require crossing the LA Scenic Stream, Bayou D'Arbonne. Accordingly, Corridor 2b was again eliminated from further consideration. However, Corridor 2a was retained for additional study. Additional study yielded several potentially reasonable and feasible alignments extending from three Bayou Dorcheat crossings south of Corridor 1d. These alignments were named "Section F" alternatives. Agreement that alignments along "Section F" should be evaluated along with Corridor 1d alignments was provided by

FHWA, LADOTD, and AHTD. Concurrence to retain the single best "Section F" alignment with the other build alternatives was received from the cooperating agencies on this project (i.e., USACE, USFWS, and USEPA) as described in **Section 4.1.4** of the *Draft EIS* (URS 2005f). Details of the reevaluation of Corridor 2a/"Section F" are provided in the *Alternatives Development and Screening Report* (URS 2004a).

Although a single preferred, two-mile-wide corridor was not identified during this fourth step of the alternative development process, Corridors 1d and 2a/"Section F" were equally evaluated as discussed in **Section 2.3** of this EIS.

2.3 Alternatives Development and Screening

During the winter and spring of 2004, individual 300-foot-wide alignments were developed along Corridor 1d and Corridor 2a/"Section F". Project Team planners and engineers laid out alternative 300-foot-wide alignments between I-20 and US 82, the project's southern and northern termini, respectively. Alternative segments were drawn between common interchange locations, wetland crossings, and other "pinch points." Alignment segments were then combined into full alignments between project termini for evaluation. After conducting a preliminary screening evaluation of the alternate 300-foot-wide alignments, the best four alternatives (Alternatives 1, 2, 3, and 4) were identified and proposed for presentation to the resource agencies and public.

2.3.1 Build Alternatives Presented to Resource Agencies

Agreement that Alternatives 1, 2, 3, and 4 should be evaluated in the EIS was provided by the cooperating agencies in late May 2004 and a meeting was scheduled on June 2, 2004, to present the four build alternatives and to solicit comments. Several comments affected alternative alignments; as a result, alignments were modified. Specific modifications made as a result of this agency meeting are described in detail in the *Alternatives Development and Screening Report* (URS 2004a).

2.3.2 Build Alternatives Presented to the Public

Following the incorporation of the changes suggested by agencies in agency meeting as described in **Section 2.3.1** above, five open houses were also held in June to present revised Alternatives 1, 2, 3, and 4 to the public and elected officials. Public open houses were held as an opportunity for the public, elected officials, and agency representatives to provide comments on the alternatives and to suggest final modifications to the alternatives prior to full evaluation in the EIS.

Alignment Study Public, Elected Officials and Agency Presentation and Comment Summary (URS 2004b) provides details of the public comments received during, and following, these meetings. Less than 20 comments received from the public suggested modifications to alignments. Most comments simply suggested a preference of one or several alternatives. Design-related comments were closely reviewed and incorporated, where appropriate, into the modified build alternatives for evaluation.

2.3.3 Build Alternative Final Modifications

Two alternatives were proposed for full evaluation in the Draft EIS. They were Alternative 4, which included elements of "Section F" discussed in **Section 2.2.5** of this EIS; and a new alternative, Alternative 5, which combined the best portions of Alternatives 1, 2, and 3 presented to the public in June 2004. Options for both Alternatives 4 and 5 also were evaluated.

Among the three alternatives inside Corridor 1d (i.e., Alternatives 1, 2, and 3) that were presented to the public in June 2004, only Alternative 1 received substantial support. For this reason, the project team combined the best segments of Alternatives 1, 2, and 3 into a new alternative, Alternative 5. Alternative 5 includes a substantial portion of the Alternative 1 alignment and optional crossing locations for Bayou Dorcheat (Option 1, which formerly was the Alternative 3 crossing), and Cornie Bayou (Option 2).

While public comments requesting additional interchanges along Alternatives 1, 2, 3, and 4 were received, additional interchanges were not added to either Alternatives 4 or 5 at this conceptual phase of the project. However, subsequent evaluation did result in additional interchanges located within the PA at LA 159 and Alternate LA 2 as discussed in **Section 2.7**.

Alternative 4 was modified to include an optional alignment east of Bayou Dorcheat and south of Haynesville. This option, (Option 3), minimizes disruption to The Grove community. This option was developed in fall 2004, in response to concerns expressed by residents of this community about the number of residential displacements with Alternative 4. Alternative 4.3 (Alternative 4 using the Option 3 alignment) was also influenced by comments received from the public in June 2004, which suggested that the LA 2 interchange on Alternative 4 should be located further east than the location presented to the public in the June 2004 public open houses.

Cooperating agencies provided concurrence that revisions to the alignment did not adversely affect the alternative as described in **Section 4.1.4** of this EIS.

2.4 Alternatives Selected for Further Consideration

2.4.1 Build Alternatives

Alternatives 4 and 5, combined with the three options, represent Step 5 of the alternatives development process. **Figure 2.4-1** displays the eight build alternatives retained for full evaluation and represent the only build alternatives considered in the *Draft EIS* (URS 2005f). The eight build alternatives presented in the Draft EIS were:

- Alternative 4;
- Alternative 4.2 (Alternative 4 with Option 2);

- Alternative 4.3 (Alternative 4 with Option 3);
- Alternative 4.2 & 3 (Alternative 4 with Options 2 and 3);
- Alternative 5;
- Alternative 5.1 (Alternative 5 with Option 1); and
- Alternative 5.2 (Alternative 5 with Option 2);
- Alternative 5.1 & 2 (Alternative 5 with Options 1 and 2).

Table 2.4-1 summarizes the reasons why each alternative was retained for full evaluation in the *Draft EIS*. Discussions relating to these decisions are documented in the *Alternatives Development and Screening Report* (URS 2004a).

Table 2.4-1
Reasons Why Alternatives Retained for Full Evaluation

Alternative	Reasons Why Retained
Alternative 4	• Represents Corridor 2a, which was evaluated to be the second best corridor in the initial screening of corridors in summer of 2003. • Strongly supported by a portion of the public; strongly supported by proponents of the North Hills Lakes Project; and addresses public concerns related to the effects of Corridor 1d alternatives to use the scenic stream, Bayou Dorcheat. • Presented to the public in June 2004.
Alternative 5	• Represents Corridor 1d, which was evaluated to be the best corridor in the initial screening of corridors in summer of 2003. • Represents the best portions of Alternatives 1, 2 and 3 presented to the public in June 2004.
Alternative 5.1	• Provides alternate crossing of Bayou Dorcheat suggested by the LDWF, Scenic Stream Coordinator. • Represents former Alternative 3 Bayou Dorcheat crossing. • Represents the closest Bayou Dorcheat crossing option to a "reconstruction" alternative because of the adjacent, existing LA 160 crossing over Bayou Dorcheat.
Alternatives 4.2 and 5.2	• Provides an alternative crossing of the Cornie Bayou System in AR along an existing, disturbed pipeline corridor. • This alignment was noted by the USFWS as an alignment worthy of evaluation.
Alternative 4.3	• Provides an optional alignment for Alternative 4 east of Bayou Dorcheat that minimizes adverse relocation and noise effects to the residential area along LA 3008 near The Grove community.

For purposes of discussion and evaluation within the *Draft EIS*, effects associated with an alternative are discussed as either "common" effects where more than one alternative share an alignment, or "alternative-specific" effects where effects are unique to that alternative. Locations along an alignment are described by a designated horizontal alignment location or "Station". Station (Sta.) numbers represent increments of 100 feet from the project's southern terminus at I-20, which has a Station location of "10+00.00."

Two maps that are useful to the reader during review of this EIS are located at the end of **Section 2**. **Figure 2.4-1** displays the alternatives presented in the *Draft EIS* (URS 2005 f) and **Figure 2.7-1** displays the PA.

2.4.2 No Action Alternative

In addition to building a new interstate facility via one of the build alternatives, not building this proposed interstate facility is an alternative that must be considered in the EIS. This No Action Alternative does not assume that no roadway improvements are made in the study area. Rather, the No Action Alternative assumes that only the proposed action, which is the construction of I-69 SIU 14, will not be implemented. Other, already programmed and committed projects would proceed. The two-lane Homer bypass, LA 3244, is the only transportation capacity improvement project underway in the I-69 SIU 14 study area at this time. However, widening of AR 15 from US 82 to Newell, and widening US 371 throughout the study area are both programmed for implementation. Additionally, because construction permits have not yet been received and no imminent construction schedules exist for other projects discussed for the region (e.g., I-69 SIU 13 and 15, and the North Hills Lakes Project), these projects will not be considered constructed in the future under the No Action Alternative scenario effects discussions in this EIS.

2.5 Alternatives Omitted from Further Consideration

2.5.1 Select Build Alternatives

A number of alternatives were developed and evaluated, but ultimately they were not retained for full consideration in the EIS. The *Alternatives Development and Screening* Report (URS 2004a) provides a comprehensive inventory of alignments that were considered but omitted from further consideration, including reasons for their omission. **Figure 2.5-1** displays alignment segments in black that have been omitted from further consideration. Final build alternatives discussed in **Section 2.4.1** of this EIS are also shown on **Figure 2.5-1**.

2.5.2 Existing Facility Improvement Alternatives

Because the design criteria for the proposed I-69 freeway requires an approximate 300-foot right-of-way and controlled-access with interchanges, existing facilities were determined to be inadequate for conversion to interstate standards. Only AR 15 and US 79/LA 9 provide advantageous alignments for inclusion into an I-69 alignment. These roadways, however, would require substantial changes in their horizontal alignments throughout the region to increase roadway radius to meet federal design standards for interstate facilities. The corridor selection evaluation completed in fall 2003, concluded that an alignment along US 79/LA 9 is not desirable because this area is already well served by US 79/LA 9 and because a good portion of the alignment is paralleled by I-20. Corridor selection evaluation noted that an alignment along AR 15 would be beneficial, which is reflected by the inclusion of Corridors 1e and 2b that follow

this alignment. Because improving AR 15 to interstate standards was determined to be potentially reasonable for only a short distance of the corridor, improvement of existing facilities for conversion into the I-69 SIU 14 alignment is not proposed as a reasonable and feasible alternative. Therefore, existing facility improvements were eliminated from further consideration in the *Draft EIS*.

2.5.3 Transportation System Management Alternatives

Transportation System Management (TSM) alternatives involve increasing the available capacity of an existing facility with minimum capital expenditures. TSM-related activities may include improving signals and signal progression, installing a computerized signal system, adding high occupancy vehicle (HOV) lanes, or adding turn lanes.

TSM alternatives are generally found to be beneficial only for major projects proposed in urban areas with populations over 200,000 persons (FHWA 1987). However, for major projects in rural areas, FHWA does state that before identifying an alternative on new location, “it is important to demonstrate that reconstruction and rehabilitation of the existing system will not adequately correct the identified deficiencies and meet the project need” (FHWA 1987). Reconstruction and rehabilitation of the existing system within the study area for SIU 14 will not improve system connectivity or accessibility, therefore will not fully satisfy either, local or nationwide project purpose and need.

2.5.4 Multi-Modal Alternatives

Multi-modal or mass transit options include expanding bus or passenger rail services. Advantages of these forms of mass transit are not applicable to the needs associated with this project. The proposed action would construct a route on new location that would provide motorists with a convenient alternative to traveling through downtown areas via existing routes. Mass transit services are typically oriented to serving a downtown area, not avoiding it. In addition, population and employment densities needed to initiate or increase mass transit services do not exist in the project vicinity. FHWA considers urbanized areas with populations greater than 200,000 as areas where mass transit alternatives should be considered (FHWA 1987). Therefore, transit service was not considered a viable alternative to new interstate construction because of its inconsistency with the project purpose and need, and because of the low population and employment in the study area.

2.5.5 Non-Construction Alternatives

Travel demand management or non-construction alternatives include both mandated and voluntary policy and programs. Such programs and policies are typically employed to expand peak periods of traffic to reduce congestion by more evenly distributing traffic over a longer peak period. Carpools, telecommuting, and staggered employment hours in dense employment areas are examples of such policies that are encouraged in highly populated areas. Signalization improvements such as signal timing optimization are another non-construction alternative that is sometimes considered to address transportation deficiencies and needs. However, because the main transportation-

related need for the project is to improve connectivity and not to relieve congestion, non-construction or travel demand strategies were determined to be ineffective at addressing the transportation needs for the project and were not advanced for detailed study in the *Draft EIS*.

2.6 Draft EIS Alternatives Cost

Construction costs of proposed build alternatives described in **Section 2.4.1** were originally developed using 2004 standard unit costs. Total project costs of construction, mitigation, right-of-way, and contingency are summarized by state and alternative in the *Draft EIS.*

Cost estimates for the PA have been updated using 2008 unit costs are discussed in **Section 2.8** that follows. These estimates reflect revisions that require additional costs necessary for access roads, mitigation, refined right-of-way needs, and particular design elements identified for the PA.

2.7 Final EIS Preferred Alternative and Revisions

The sixth and final step of the alternatives development process was the identification of a preferred alternative by the FHWA, LADOTD, and AHTD. A PA was identified for this project after public and agency comments on the Draft EIS were fully considered. Following the Draft EIS public and agency commenting period, the project team convened and determined a single 300-foot-wide alternative that appeared to provide the most reasonable combination of public benefits, costs, and unavoidable adverse effects. This PA and the discussion that explained the PA selection were presented to the cooperating agencies for concurrence. Following receipt of cooperating agency concurrence on the PA, this Final EIS was prepared, detailing effects and mitigation for the PA's unavoidable adverse effects.

The announcement of Alternative 4, Option 3 as the PA was made by LADOTD, AHTD and FHWA in a news release dated December 6, 2005. A copy of this news release is located in **Appendix A**. Alternative 4, Option 3 was identified as the best route that met the project purpose and need as described in the news release.

After further evaluation, there were several alignment revisions before fully adopting this alignment as the final PA. These revisions were based upon public comment and agency input and were made in cooperation with the agencies, as well as LADOTD, AHTD, FHWA, and Bossier, Claiborne and Webster Parish Police Juries in LA, and Columbia and Union Counties in AR. The explanations of the revisions are listed below and **Figure 2.7-1** depicts the revisions made to the PA.

- The alignment revisions, located between I-20 and just east of LA 3008 and Bayou Dorcheat in LA, were made to avoid impacts to a community and address the connection with the termini of SIU 15 to the south. It should be noted that these alignment changes also minimized impacts to Sausman Creek.

- The alignment approaching US 371 and crossing of Bayou Dorcheat was realigned and lengthened; minimizing impact to acreage of bottomland hardwood (BLH) forested wetlands impacted by the new bridge and its approaches.
- Access roads were designed along the western side of the project alignment north of the Lorex Road crossing and south of the LA 3008 crossing in Webster Parish to provide property owners access to those properties situated between Bayou Dorcheat and the project alignment in this specific area.
- The alignment was moved slightly north at the crossing of LA 3008 to avoid proximity impacts to several residences in the area.
- A western shift was made along Clarence Ivory Road south of Haynesville to minimize property parcel impacts. Though not recommended at the time of the public hearing, this modification was implemented due to the number of response comments from citizens in the area. The modification was applied only to the northern reach of Clarence Ivory Road and not the southern end of Clarence Ivory Road due to impacts to wetlands associated with Black Bayou.
- Interchanges were added at LA 159 and Alternate LA 2.
- Finally, a slight shift in the alignment near US 82 in AR was made to address the connection with the abutting termini of SIU 13.

Table 2.7-1 entitled I-69 SIU 14 Preferred Alternative Crossroads Status Chart lists all federal, state and local roads that will be affected by the construction of I-69 SIU 14. This listing of affected roads is numerically associated with **Figure 2.7-1** and identifies which roads will remain open with crossovers, open with interchanges, closed, and closed with frontage roads provided. Both **Table 2.7-1** and **Figure 2.7-1** are located at the end of this chapter.

The final *Line and Grade Study* (HNTB Final 2008a), which is incorporated by reference into this EIS, provides a comprehensive inventory of revisions that have been incorporated into the preliminary design of this project and provides the information concerning the effects to local roads.

2.8 Preferred Alternative Cost

Constructions costs for the PA were developed using LADOTD Bid Item Weighted Unit Prices for consistency purposes. The construction cost methodology was decided upon and developed in the corridor evaluation stage of the project. **Table 2.8-1** provides the Louisiana Preliminary Construction Cost for the PA in Louisiana. **Table 2.8-2** provides the Arkansas Preliminary Construction Cost for the PA in Arkansas.

Table 2.8-1
Louisiana
Preliminary Construction Cost Estimate for Preferred Alternative

Item	Cost (2008$)[1]
ROW/Acquisition	$4,204,221
Paving	$211,816,230
Grading	$103,908,556
Drainage	$11,151,139
Structures - Bridges	$129,151,978
Miscellaneous Items	$46,023,212
Construction Contingency	$50,625,534
Engineering and CE&I	$83,532,130
TOTAL COST	**$640,413,000**

(1) Per approved cost estimating methodology, costs are based on LADOTD Bid Item Weighted Unit Prices for 2008 through the 4th quarter.

Table 2.8-2
Arkansas
Preliminary Construction Cost Estimate for Preferred Alternative

Item	Cost (2008$)[1]
Paving	$97,893,430
Grading[2]	$103,427,390
Drainage	$9,060,770
Structures - Bridges	$61,103,500
Miscellaneous Items	$30,033,700
Construction Contingency	$33,037,070
Engineering and CE&I	$54,511,160
TOTAL COST	**$389,067,020**

(1) Based on LADOTD Bid Item Weighted Unit Prices for 2006 through the 3rd quarter proportionally adjusted to 2008.
(2) Includes right-of-way cost.

2.9 Context Sensitive Solutions and Design

Context sensitive solutions (CSS) and context sensitive design (CSD) are collaborative, interdisciplinary approaches that involve all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions. Public comments and information acquired from the public and resource agencies throughout the study stimulated the project team's awareness of environmental conditions of the project area and desire to identify an acceptable alternative for this project. Consideration of CSS and CSD were given early in the corridor/alternatives study and continued through to modifications of the PA. Elements of CSS/CSD considered during the evaluation process included:

- Decision to avoid one of two Scenic Streams in the project area resulted in corridor selection west of Haynesville.
- Public comments requested avoidance of Kisatchie National Forest land; sections of the forest were avoided where possible and where not possible, the alignment was designed or placed on private property within the Kisatchie boundary.
- The decision to direct truck traffic transporting hazardous materials away from town centers of Haynesville and Homer influenced corridor selection north of Haynesville and west of Homer.
- The re-evaluation of Corridor 2a, initiated by public response to the selection of Corridor 2d as the preferred corridor, ultimately became the basis of the PA. Issues expressed by the public related mainly to possible effects to the Sparta Aquifer, Cotton Valley Oil and Gas Field, and the proposed North Hills Lake Project.
- An intense study and field investigation of suitable crossings of Scenic Stream Bayou Dorcheat were conducted under guidance of the USFWS and LDWF Scenic Stream Coordinator, with extensive public input. This effort yielded a crossing in a relatively inaccessible location currently impacted by a railroad crossing and also preserved the aesthetic quality of other bayou sections that are more accessible and publically used.
- Several instances of alignment revisions were included in the preliminary design to reduce residential relocations or noise impacts, community division, and impacts that would subdivide properties. Additional public meetings were held to present the revisions and gather public input and comment.
- Design of frontage roads and access roads were specifically designed to address property access issues and community cohesion in cooperation with landowners, local governments, and emergency responders.
- Local road closure decisions were coordinated with local government entities.
- The decision and conceptual design of the PA considered avoidance of many oil and gas wells in the Haynesville fields and avoidance of H_2S producing wells in the Shuler field.
- Interchanges were added at LA 159 and Alternate LA 2 as a result of public comment to improve access in areas that were originally determined to be too remote.

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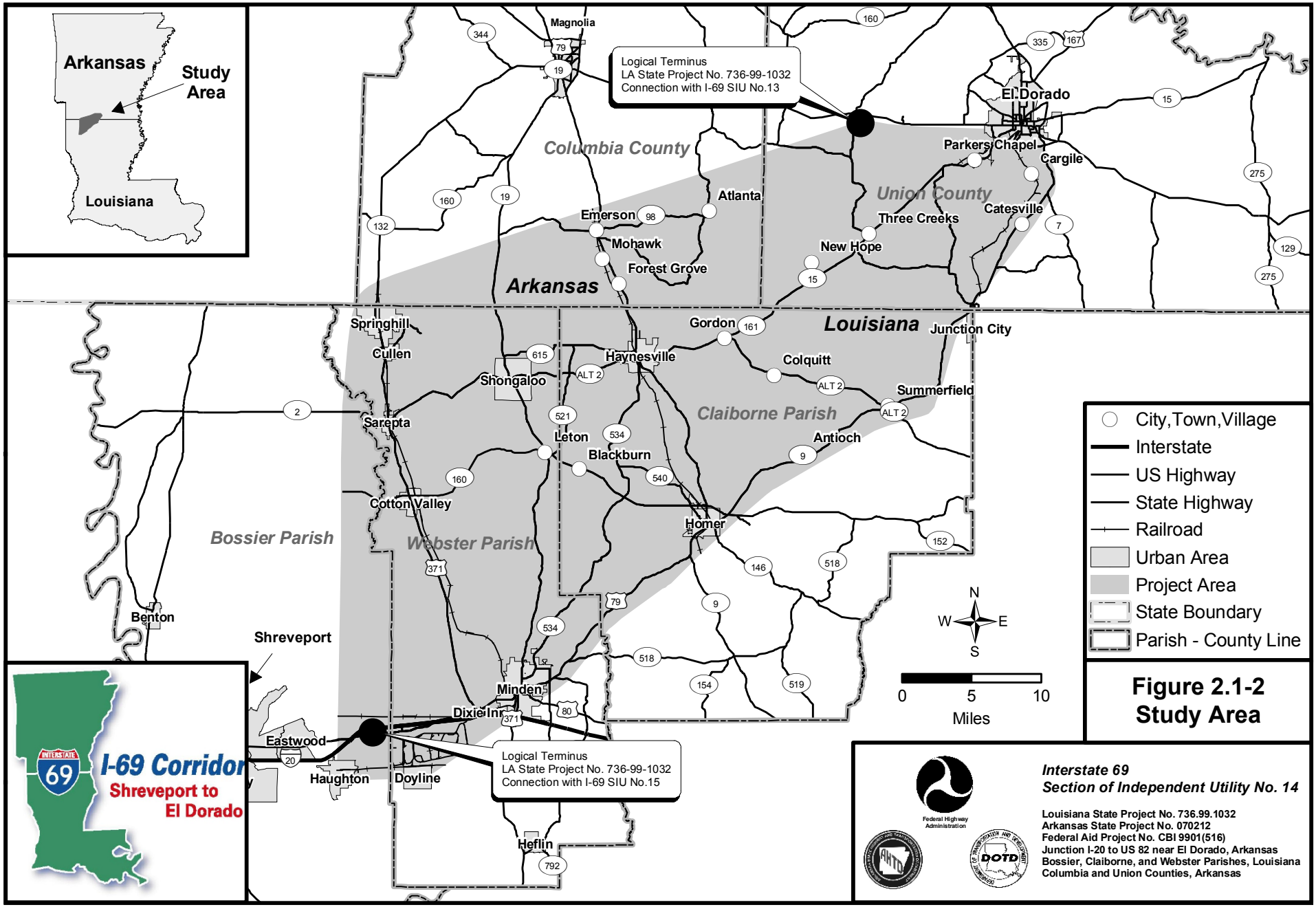
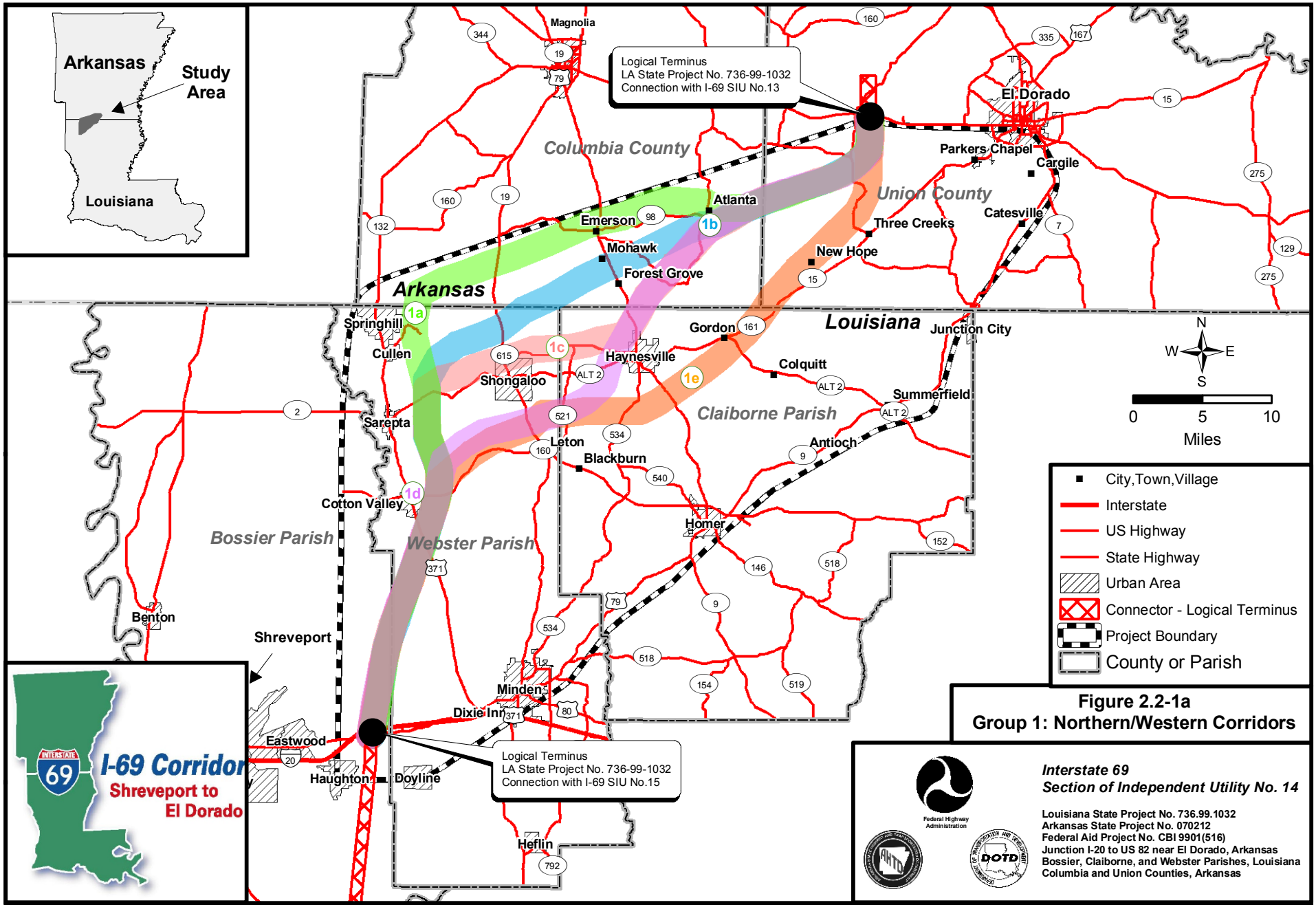


Figure 2.1-2
Study Area

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas


Arkansas
Study Area
Louisiana
Logical Terminus
LA State Project No. 736-99-1032
Connection with I-69 SIU No.13
Magnolia
El Dorado
Parkers Chapel
Cargile
Columbia County
Union County
Atlanta
Emerson
Mohawk
Forest Grove
Three Creeks
Catesville
New Hope
Arkansas
Louisiana
Springhill
Cullen
Gordon
Junction City
Haynesville
Colquitt
Shongaloo
Summerfield
Claiborne Parish
Sarepta
Leton
Antioch
Blackburn
Cotton Valley
Homer
Bossier Parish
Webster Parish
Benton
Shreveport
Minden
Dixie Inn
Eastwood
Haughton
Doyline
Heflin
1a
1b
1c
1d
1e
N
W
E
S
0
5
10
Miles
City,Town,Village
Interstate
US Highway
State Highway
Urban Area
Connector - Logical Terminus
Project Boundary
County or Parish
I-69 Corridor
Shreveport to El Dorado
Figure 2.2-1a
Group 1: Northern/Western Corridors
Federal Highway Administration
Interstate 69
Section of Independent Utility No. 14
Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

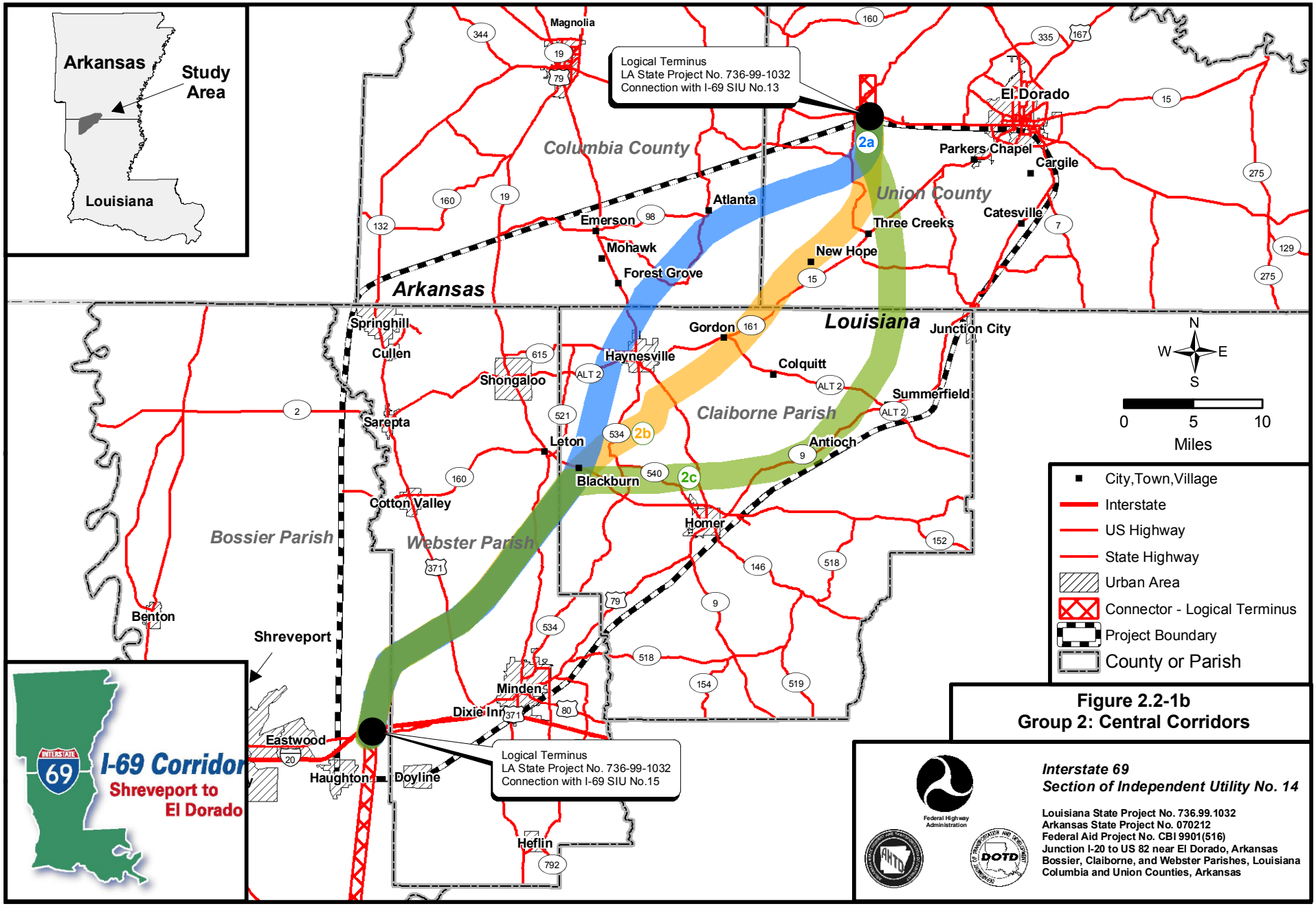


Figure 2.2-1b
Group 2: Central Corridors

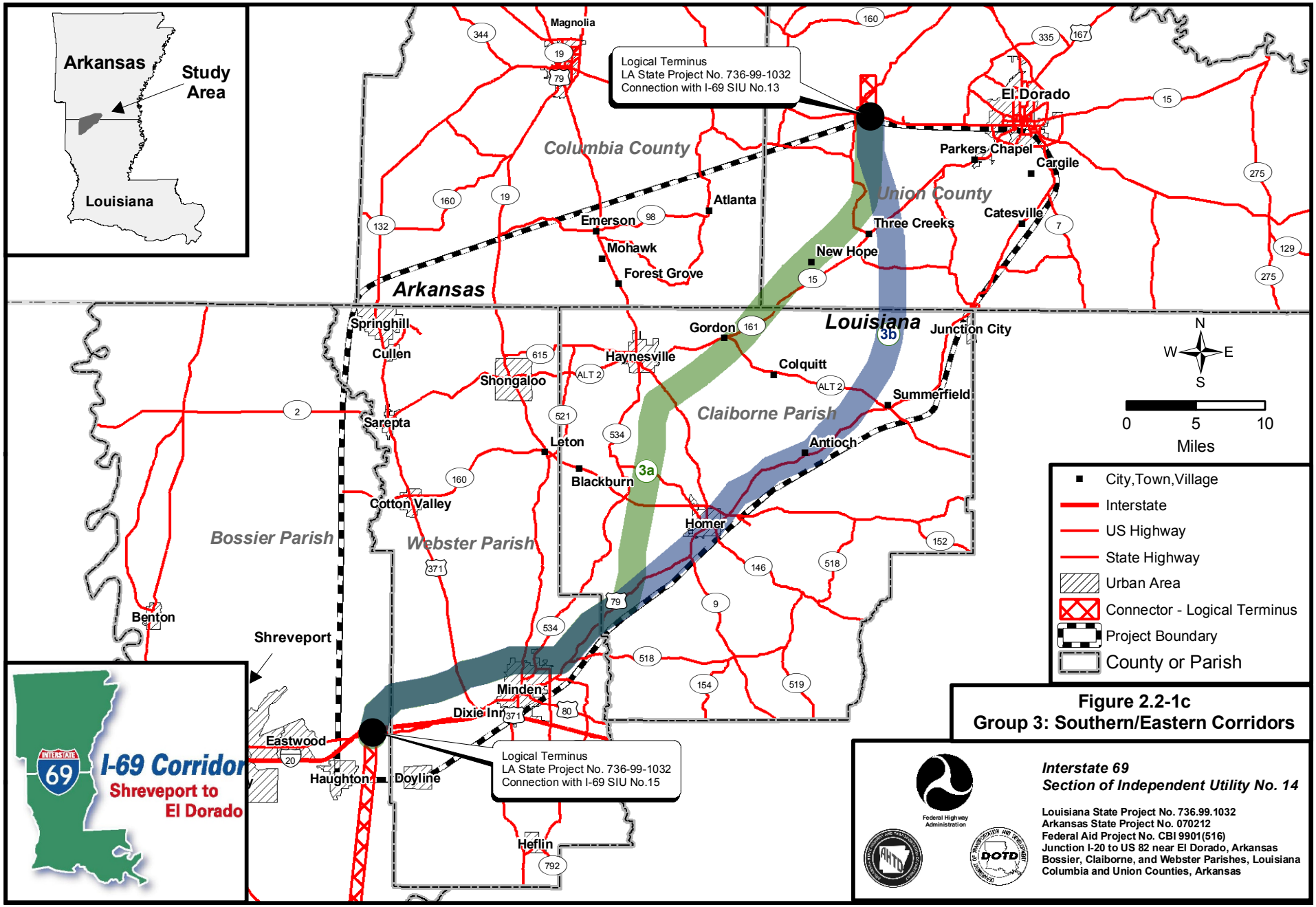


Figure 2.2-1c
Group 3: Southern/Eastern Corridors

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

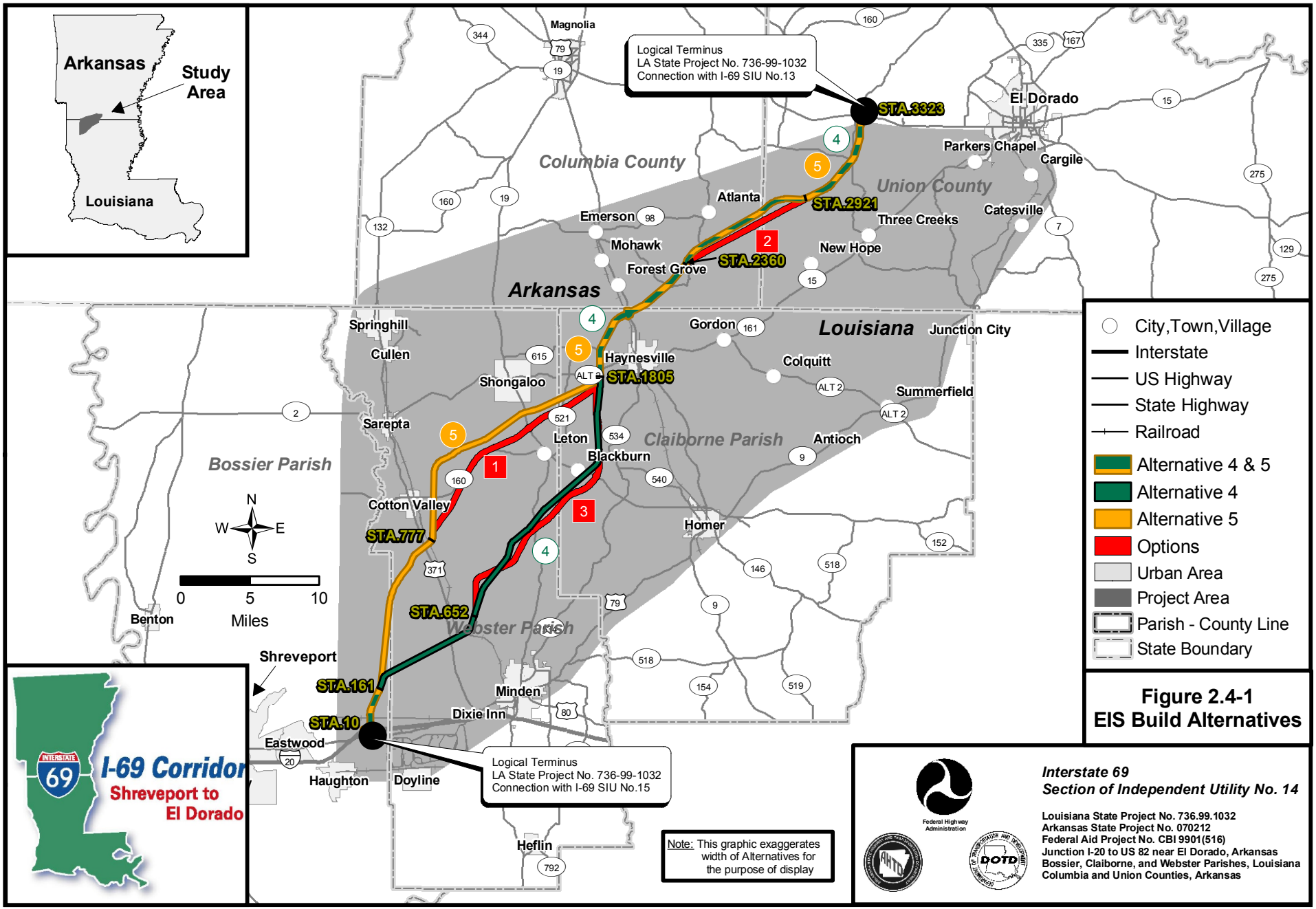


Figure 2.4-1
EIS Build Alternatives

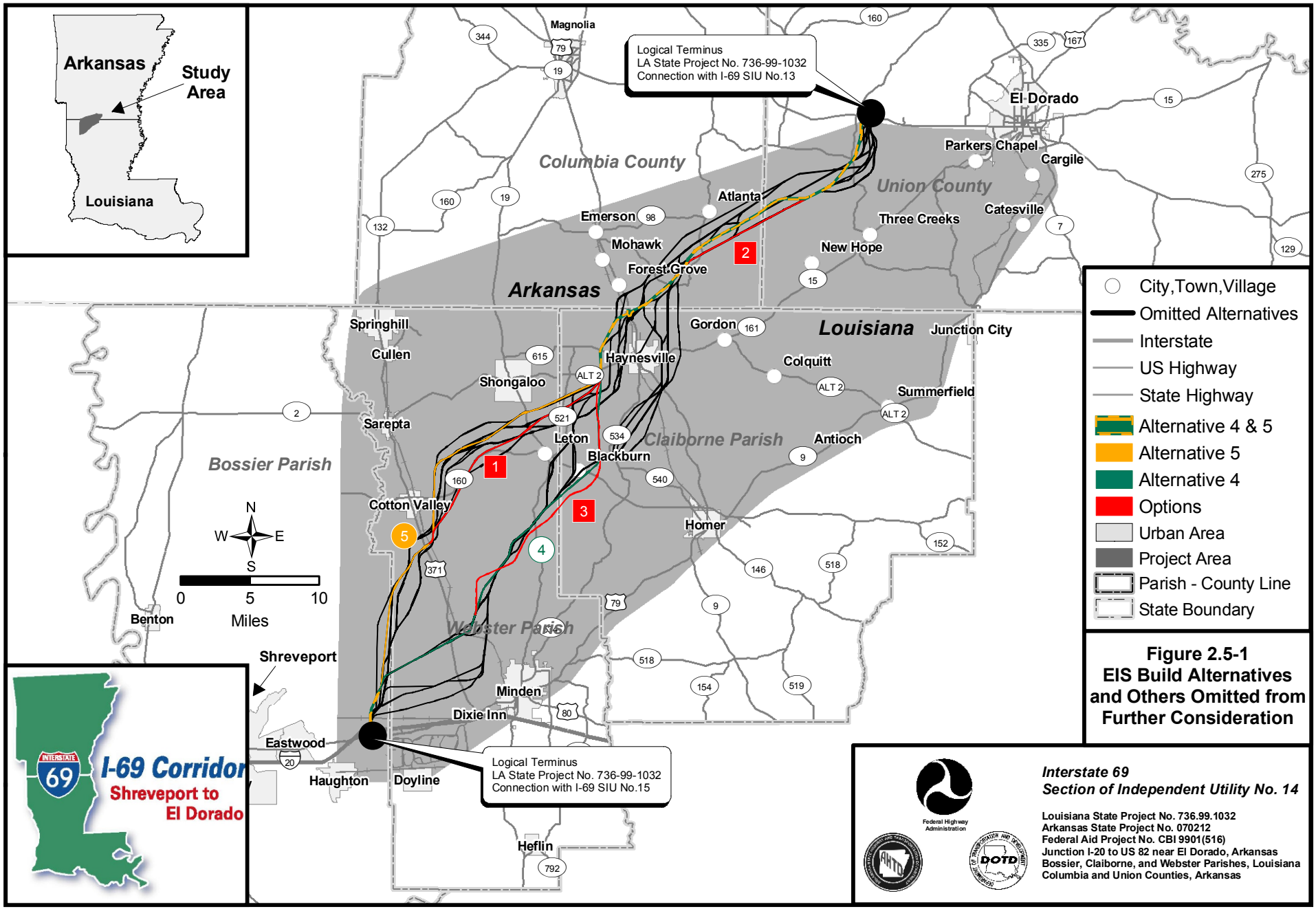


Figure 2.5-1
EIS Build Alternatives and Others Omitted from Further Consideration

TABLE 2.7-1
I-69 Preferred Alternative
Crossroads Status Chart

Map ID No.	Road Type		Status			
	Federal, State, County, or Parish Road	Local or Private Road Name	Open With Cross-Over	Open With Interchange	Closed	Closed With Frontage Road
1	Bossier Parish	Unnamed			X	
2	Bossier Parish	Mayfield Rd.			X	
3	Bossier Parish	Johnson Well Rd.			X	
4	LA 528	Belview Rd.	X			
5	Webster Parish Rd. 117	Goodwill Rd.	X			
6	Webster Parish Rd. 18	Fuller Rd.	X			
7	Webster Parish Rd. 10	Doc Steed Rd.			X	
8	U.S. 371			X		
9	Webster Parish	Unnamed			X	
10	Webster Parish	Unnamed			X	
11	Webster Parish	Unnamed			X	
12	Webster Parish	Unnamed			X	
13	Webster Parish Rd. 110	Lorex Rd.	AD			
14	Webster Parish Rd. 1L	Rayner Rd.			X	
15	Webster Parish	Unnamed			X	
16	Webster Parish	Unnamed			X	
17	Webster Parish	Unnamed			X	
18	LA 3008	Dorcheat Rd.	AD			
19	Webster Parish Rd. 14	Blue Run Rd.			X	
20	Webster Parish	Unnamed				X
21	Webster Parish Rd. 263	Mims Rd.				X
22	Webster Parish Rd. 262	Evergreen School Rd.				X
23	LA 159			X		
24	Webster Parish Rd. 258	Pisgah Rd.			X	
25	Webster Parish	Unnamed			X	
26	Claiborne Parish Rd. 140	Flat Lick Rd.				X
27	LA 2			X		
28	Spur LA 534*				x	
29	Claiborne Parish Rd. 109	P. D. Worley Rd.			X	
30	Claiborne Parish Rd. 163	Mercantile Rd.			X	
31	Claiborne Parish Rd. 112	Salter Rd.			X	
32	Claiborne Parish	Unnamed			X	
33	Claiborne Parish Rd. 108	Dykesville Rd.	X			
34	Claiborne Parish Rd. 106	Clarence Ivory Rd.			X	
35	Claiborne Parish Rd. 105	Winn Bottom Rd.				X
36	LA Alternate 2			X		
37	Claiborne Parish Rd. 153	Pine Lane			X	
38	Claiborne Parish Rd. 150	Oil Center Rd.			X	
39	LA 615		X			
40	Claiborne Parish	Unnamed			X	
41	LA 808		X			
42	Claiborne Parish Rd. 119	Ward Chapel Rd.			X	
43	Claiborne Parish Rd. 160	Oilfield Rd.			X	
44	Claiborne Parish Rd. 159	Taylor Spur Rd.			X	
45	*number not used*					
46	U.S. 79			X		
47	Claiborne Parish	Fina Rd.			X	
48	Claiborne P. & Columbia C.	Greene Rd.			X	
49	Columbia County	Unnamed			X	
50	Columbia County	Unnamed			X	
51	Columbia County Rd. 23				X	
52	Columbia County	Unnamed			X	
53	Columbia County Rd. 14		X			
54	Columbia County	Unnamed			X	
55	Columbia County	Unnamed			X	
56	Columbia County	Unnamed			X	
57	Columbia County	Unnamed			X	
58	Columbia County Rd. 16		X			
59	Columbia County	Unnamed			X	
60	Columbia County	Unnamed			X	
61	Columbia County Rd. 85		X			
62	Columbia C. & Union C.	Unnamed			X	
63	Union County	Unnamed			X	
64	Union County	Unnamed	X			
65	Union County	Unnamed			X	
66	Union County	Salem Rd.			X	
67	Union County Rd. 51	Tram Rd.	X			
68	Union County	Unnamed			X	
69	Union County	Unnamed			X	
70	Union County	C. P. Taylor Rd.			X	
71	Union County	Unnamed			X	
72	Union County	Alphin Rd.			X	
73	Union County	Hopewell Rd.			X	
74	Union County Rd. 10	Shuler Rd.	X			
75	Union County	Unnamed			X	
76	Union County	Unnamed			X	
77	Union County	Unnamed			X	
78	U.S. 82			X		
	TOTALS		14	6	52	5

AD Denotes location of accompanying access drive

* Spur LA 534 transfers to Claiborne Parish ownership upon construction of I-69 SIU 14

Updated October 08

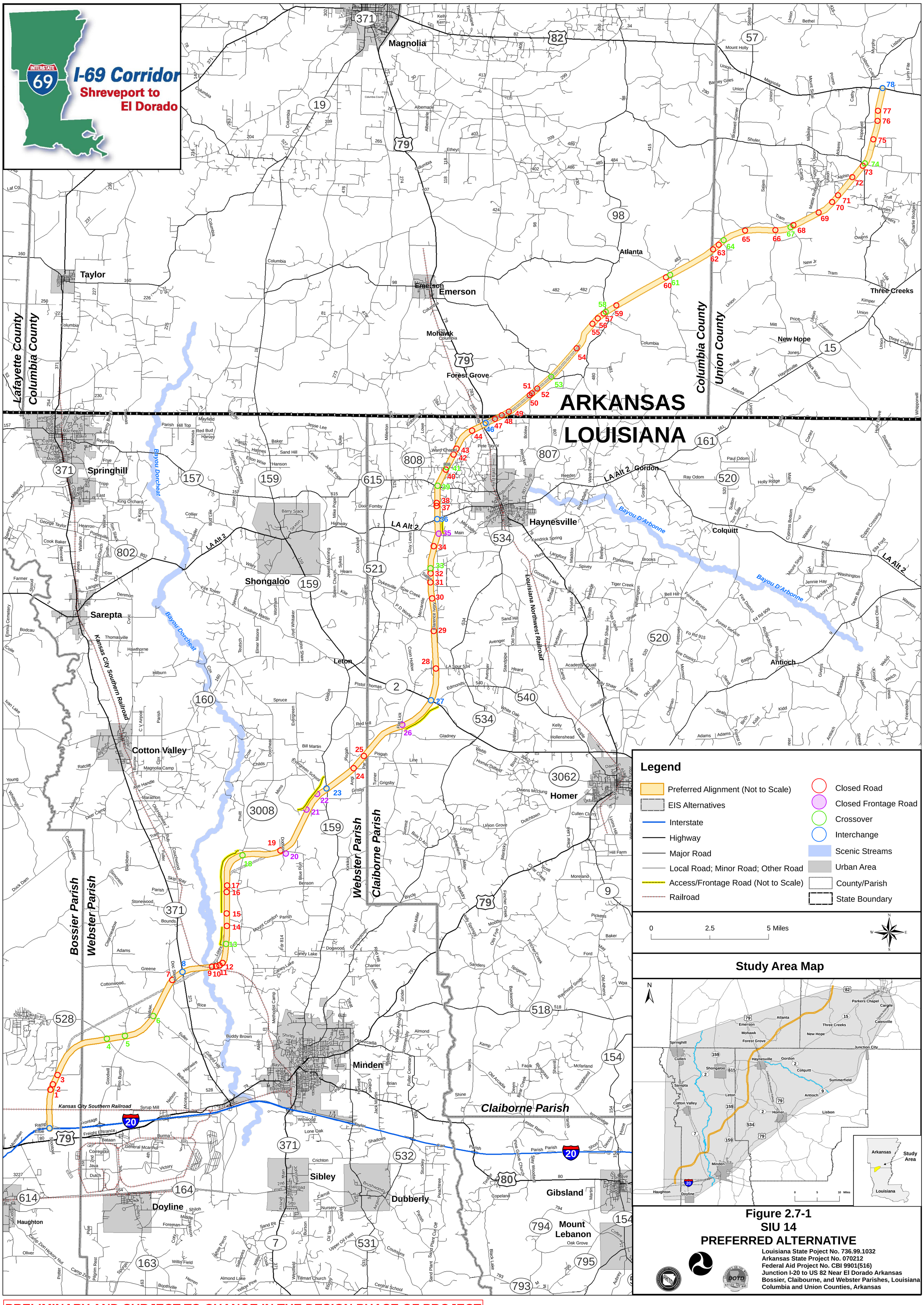


Figure 2.7-1
SIU 14
PREFERRED ALTERNATIVE

Louisiana State Poject No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 Near El Dorado Arkansas
Bossier, Claibourne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

PRELIMINARY AND SUBJECT TO CHANGE IN THE DESIGN PHASE OF PROJECT

3.0 Affected Environment & Environmental Consequences

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

*Graphics for **Chapter 3.0** are included at the end of the chapter.*

3.1 Project Setting

The geographic setting of the project study area consists of two major physiographic areas - the very gently sloping to moderately steep uplands and the nearly level floodplains associated with the bayous and streams in the area. These geographic features, along with several unique environmental features, give the piney hills region of northern LA and southern AR individuality not found elsewhere. While most of the land area consists of wooded uplands, there are a few areas of floodplain and wetlands associated with the riverine systems in the area. These wetlands are a local resource and provide habitat for a diverse group of plant and animal species. Though not as ecologically diverse, upland areas dominated by pine species contain several animal species, many of which are prized by hunters.

Once rooted economically in agriculture, particularly cotton, the economy of the study area has shifted over time toward industry. Prolific oil and gas production throughout the area provides employment and income for many in the region. Service and supply companies to the oil and gas industry are also important. Timber is second to the oil and gas industry in terms of jobs and dollar value contributed to the area's economy. Several timber and poultry farms are located in the area along with chemical, oil and steel manufacturing plants. The study area itself consists of a few small towns with the population scattered throughout the area. There is a network of state and local roads that connects the towns and settlements in the area. However, the only major transportation route is I-20 located in the southern part of the study area.

3.2 Explanation of Effects Discussions

NEPA's regulations under 40 CFR Parts 1500-1508 require that the effects of each project alternative be evaluated and presented for public and agency review. For comparison, the No Action Alternative is likewise evaluated as discussed in **Section 2.4.2.** Impacts have been assessed and their significance has been evaluated by considering the magnitude and duration of alternatives' effects, as well as the relative importance of these effects to the public and agencies. For this reason, effects discussed in this EIS are addressed in terms of type, magnitude, and duration, and whether the effects are beneficial or adverse. The type of effect may be direct or indirect. Direct effects are those immediate results of the proposed action such as, residential displacements. Indirect effects may be removed by time or distance, and result from the effects of the proposed action instead of the action itself. An example of an indirect effect would be the reduction in tax base, parish revenues, or funding allocations to local schools resulting from displaced residents. Cumulative effects refer

to the effects of a proposed action with past effects and effects of all other reasonably foreseeable actions that may also affect the issue or resource. The cumulative effect to a resource must reference conditions of the resource at a past point in time to which project and all past and future action effects are compared. Magnitude and intensity of effects are described by qualifying words such as substantial, moderate, minor or marginal, and immeasurable or nominal. Duration of effects is discussed as temporary or permanent; however, some permanent effects are considered possibly reversible in the future should there be reason, support, and funding to do so. Irretrievable and irreversible effects of the PA are discussed in **Section 3.7**. Construction effects as discussed in this EIS refer to the temporary effects of construction from the mobilization of equipment and labor, and the additional effects beyond that needed for the construction of the facility alone.

Effects discussions and environmental consequences in this EIS are categorized by major type: Human Environment (**Section 3.3**); Physical Environment (**Section 3.4**); Natural Environment (**Section 3.5**); Construction (**Section 3.6**); and Other Issues (**Section 3.7**). Within each major section, specific issues related to implementation are discussed. Existing conditions are described first, followed by a discussion of how effects were determined, and finally the anticipated effects of the PA for a given resource are identified. Potential mitigation is discussed as the last portion of each issue or resource discussion.

While the PA is the main focus of this Final EIS, build alternatives that were previously evaluated in the Draft EIS are discussed as necessary for clarity and comparison purposes.

Overview graphics are provided for the human, physical, and natural environments in **Figures 3.3-1**, **3.4-1**, and **3.5-1**, respectively. Each displays locations of features discussed in their corresponding sections. **Section 3.7.5** of this EIS contains a summary discussion of effects with a matrix. **Figure 2.7-1,** located at the end of **Chapter 2.0,** is a foldout map to be used by the reader during review of this EIS.

3.3 Human Environment

3.3.1 Communities and Residential Dwellings

3.3.1.1 Affected Environment

The project study area is generally rural, with few traditional planned neighborhoods in the vicinity of the PA. The towns of Minden, Homer, and Haynesville, are located within close proximity to the PA in LA, while the community of Atlanta and the outskirts of the city of El Dorado are located close to the proposed PA alignment in AR. Other municipalities not within close proximity to the PA include Cotton Valley, Sarepta, Shongaloo, Springhill, and Junction City. Magnolia is located more than ten miles outside of the original study area. Most residential dwellings within the general vicinity

of the PA are located outside of town limits. **Figure 3.3-1** displays locations of communities and residential structures in close proximity to the PA.

Population in the study area mirrors economic activity in the region. While the Columbia County population has remained generally stable since 1920, Union County increased substantially between 1920 and 1930 in the El Dorado region, and has remained fairly stable since that time. Bossier Parish population has steadily increased since 1900. Webster Parish has exhibited a steady increase in population since 1900, largely attributed to growth in the Minden region. Claiborne Parish, however, has exhibited a steady decline in population since the mid-1900s. Population peaked in 1930 for Claiborne Parish with the Haynesville oil and gas field discoveries and is now 50 percent of what it was at that time. Population trends for study area parishes and counties are provided in **Table 3.3-1** with state and national totals for comparison.

Table 3.3-1
Population Trends

Geographic Area	1900	1950	2000	Total Growth %	
				1900-1950	1950-2000
Bossier, LA	24,153	40,139	98,310	66%	145%
Claiborne, LA	23,029	25,063	16,851	9%	-33%
Webster, LA	15,125	35,704	41,831	136%	17%
Columbia, AR	22,077	28,770	25,603	30%	-11%
Union, AR	22,495	49,686	45,629	121%	-8%
Louisiana	1,381,625	2,683,516	4,468,976	94%	67%
Arkansas	1,311,564	1,909,511	2,673,400	46%	40%
United States	76,212,168	151,325,798	281,421,906	99%	86%

Properties in the study area differ widely in terms of lot and structure size, age, and value. However, most can be described as moderately valued, rural, single family dwellings constructed between 1930 and 1970. Many have one to several outbuildings that may include a detached garage, shed or small barn. A number of mobile homes in residential use are also located in the study area, and several more valuable rural estates also exist.

3.3.1.2 Methods for Evaluation

Communities and residential dwellings throughout the project study area were evaluated using GIS, aerial photography and field reconnaissance. Major towns and cities were mapped using GIS software. The GIS showed the extent of incorporated limits for each community and its location. Black and white aerial photographs were then used to identify residential structures in the general vicinity of the PA. Residential, commercial, institutional, mobile home, barn, structure types were also noted. This data was then verified through reconnaissance trips throughout the study area. Locations were marked on the GIS so that direct effects of the project, such as potential relocations, could be minimized. Indirect and cumulative effects include the other effects to residential properties that may result from induced development from the implementation of the PA.

3.3.1.3 Preferred Alternative Effects and Potential Mitigation

While every effort was made to avoid impacts to residential structures, direct residential impacts would occur as a result of all build alternatives, including the PA. **Figure 3.3-1** displays the locations of structures within the right-of-way for the build alternatives and the surrounding area. The No Action Alternative would not directly affect any residents.

The total number of residential relocations that would be required under each build alternative evaluated as part of this project is outlined below. All build alternatives, including the PA, are included for comparison purposes.

Build Alternatives	Impacts (number of residences)
Alternative 4	20
Alternative 4.2	20
Alternative 4.3	9
Preferred Alternative	**9**
Alternatives 4.2 & 3	9
Alternative 5	9
Alternative 5.1	7
Alternative 5.2	9
Alternatives 5.1 & 2	9

Adverse effects to community cohesion or the feeling of "community" are often greater with controlled-access roadways than with local road construction without access control. To the greatest practicable extent, clusters of residences will be avoided by the PA (see **Figure 3.3-1**). However, some travel pattern disruptions and the potential for affecting social interactions will be unavoidable (see **Section 3.3.3** of this EIS for details on travel pattern disruptions). Discussions in March 2005 with homeowners who may be displaced revealed no strong dependent relationships with neighbors. Furthermore, the rural character of the region and probable nearby alternative routes suggest that such adverse effects would be minor, but perceived as locally problematic by some, at least in the short-term. After consideration of comments received after the publication of the Draft EIS, it was determined that some improvements in access and retention of community cohesion would be necessary. This prompted slight revisions to the alignment of the original PA to address access issues and to resolve community division issues as described in **Section 2.7**.

Indirect effects to communities will be directly proportional to anticipated changes in land use induced from the implementation of the PA. These effects are discussed in **Section 3.3.5** of this EIS. Cumulative effects on residential population in study area communities must be referenced to the early 1900's, when the Cotton Valley and Haynesville oil and gas field discoveries fueled the area's economy. Since that time, area communities have steadily declined in vitality and population (see **Table 3.3-1**). This project will provide transportation access for area communities, which may help to attract new business, employees, and residential population. The extent of these potential beneficial effects is dependent upon market demand, type of businesses captured for the communities, and timing of development. However, in general, the

cumulative effect to area population of the project is anticipated to be beneficial, helping study area communities regain some of their former vitality.

All relocation activities are governed by the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended, which insures that decent, safe, and sanitary replacement housing will be provided for all displaced residents. Coordination with realtors in the area suggest that while replacement mobile home lots and replacement housing in Claiborne Parish and AR are readily available, some sites are not located in the immediate vicinity. Additionally, there may be some problem in finding similar properties for the several older homes that would be displaced in Webster Parish. While homes in Minden and Haynesville that are similar in size and type are available, larger lots with such structures are not. Relocation programs available through LADOTD and AHTD to displaced residents include relocation assistance, relocation moving payments, and relocation replacement housing payments or rent supplement. Comparable housing will be provided for all displaced residents.

During right-of-way acquisition, each property to be acquired would be assigned a relocation officer from either LADOTD or AHTD, who would be the point of contact for the resident during transition from existing to new housing. No person or family would be displaced until comparable replacement housing has been offered or provided to the displaced resident within a reasonable time prior to displacement. In the event comparable replacement housing is not available, or if unavailable within the displaced resident's financial means, the Last Resort Housing program may be used by the LADOTD and AHTD to help provide housing. This program provides states with flexibility in implementing relocation programs in order to insure that all displaced residents will be provided decent, safe, and sanitary housing.

3.3.2 Community Facilities and Services

3.3.2.1 Affected Environment

Community facilities and services include churches, cemeteries, hospitals, schools, government facilities, recreational facilities, public service providers and similar resources. Most community facilities within the study area are located inside municipal limits with churches and cemeteries more evenly distributed throughout the rural areas. **Figure 3.3-1** displays locations of community facilities in the area.

3.3.2.2 Methods for Evaluation

Community facilities throughout the project study area were evaluated using GIS, aerial photography, and field reconnaissance. In order to verify the GIS data and be certain no community facilities were omitted, both 7.5 minute US Geological Survey (USGS) topographic maps, and black and white aerial photographs (3001, Inc. 2003) were used. Each school, church, cemetery, and other institutional facility marked on the most recent available USGS 7.5 minute topographic map was compared against the USGS digital Geographic Names Information System (GNIS) database to verify. These data were

then presented at public Scoping Meetings held in April 2003. Attendees were invited to review and correct these maps as needed, resulting in over 20 corrections. Additionally, Emergency 911 coordinators in Bossier, Claiborne, and Webster Parishes, LA, and Columbia and Union Counties, AR were contacted. Map sets were reviewed by Claiborne and Webster Parish coordinators, resulting in additional corrections. Historical and archeological records were also reviewed to verify existence, if any, of unmarked cemeteries or other burial sites. Finally, sites along alternative alignments were verified during field reconnaissance trips. Facility locations were marked in GIS so that direct impacts would be avoided. Indirect effects to community facilities and services account for the additional community service needs of induced development. Additional schools, fire and police protection from additional services and residential development that will possibly occur as a result of the project would be examples of indirect effects. Cumulative effects include the effects of this project to community facilities and services in conjunction with the effects of other past and future projects.

3.3.2.3 Preferred Alternative Effects and Potential Mitigation

Most community facilities are located within incorporated limits of small towns and communities. Since measures were taken to avoid towns and communities within the study area, the PA will not directly impact any community facilities. Temporary and permanent changes in travel patterns will result with implementation of the PA during the construction period and operation period, respectively. Some roadways will be closed while others will be re-routed. Details regarding travel pattern effects of the PA are discussed in **Section 3.3.3.** Indirect effects resulting from travel pattern changes may include an increase or decrease in response times for some regions for emergency responders.

Several hospitals/medical centers are located within the Shreveport area, including LSU Health Sciences Center. Many comment letters following the June 2004 public open houses (see **Section 4** of this EIS and the *Alignment Study Public, Elected Officials and Agency Presentation and Comment Summary* [URS 2004b] for details) referenced decreasing travel time to Shreveport medical centers as an important consideration. Travel time estimates were developed from several communities to Shreveport, based upon posted speed limit. All build alternatives considered in the Draft EIS were included for comparison purposes. A summary of travel time savings is presented below.

	Estimated Travel Time Savings (minutes)			
Build Alternatives	**Springhill - Shreveport**	**Shongaloo - Shreveport**	**Haynesville - Shreveport**	**Homer - Shreveport**
Alternative 4	3-6	10-13	18-22	12-15
Alternative 4.2	3-6	10-13	18-22	12-15
Alternative 4.3	3-6	10-13	18-22	12-15
Preferred Alternative	**3-6**	**10-13**	**18-22**	**12-15**
Alternatives 4.2 & 3	3-6	10-13	18-22	12-15
Alternative 5	10-13	9-12	18-22	6-9
Alternative 5.1	10-13	9-12	18-22	6-9
Alternative 5.2	10-13	9-12	18-22	6-9
Alternatives 5.1 & 2	10-13	9-12	18-22	6-9

The PA provides greater travel time savings for Homer residents and slightly greater for residents near Shongaloo. Because Minden residents will likely not use I-69 in travel to Shreveport, but instead use I-20, there will be no travel savings benefits for them.

The only future project that has been seriously discussed in the region that may affect community services is the North Hills Lakes Project. Such cumulative effects to the region would be dependent upon the degree and intensity of the North Lakes Project residential development. Substantial development would result in increases in local demand for fire protection, police protection and emergency medical service for South Claiborne Parish. While school enrollment may also increase in association with the North Hills Lakes Project development, most individuals of the target age group for the North Hills Lakes Project are anticipated to be retirement-aged and older who typically do not have primary or secondary school-age children.

The No Action Alternative would not adversely affect response times for fire and police protection. However, emergency medical trips to hospitals in the Shreveport and El Dorado regions will continue to be accessed by local and state routes, whose travel time will continue to degrade over time with increased congestion on these routes.

3.3.3 Local Travel Patterns and Safety

3.3.3.1 Affected Environment

Major east-west mobility highways in the study area include I-20, US 82, LA 2 and Alternate LA 2. Major north-south highways include US 371, LA 159, US 79, and US 167. Most are fairly uncongested, but some segments have limited site distance, narrow shoulders and degraded pavement conditions. I-20 at the southern project terminus carries a large percentage of the through traffic that enters and leaves the region. A network of parish and county routes provides the collection of traffic from private and public local roads in this rural area. These parish and county roads connect to the noted arterials to I-20 and final destinations. **Figure 2.1-2** displays major regional roadways.

Study area travel patterns are affected by proximity to a city or town, and are characterized as longer distance trips than would be expected in more urbanized areas. Residents in rural regions travel to local municipalities for shopping, school, services, and social events. Common regional destinations include Shreveport/Bossier City, Minden, Homer, Springhill, and Monroe, LA, and Magnolia and El Dorado, AR. Traffic volumes peak in and around these municipal areas. The *Traffic and Accident Analysis Report* (URS 2003f) provides detailed explanation of the data collection process, as well as the existing conditions in the area relevant to traffic and safety issues.

Because of the rural character of the area, modes of travel other than private vehicle are much less prominent. Bicycle lanes are not provided on major arterials and collectors in the area. While pedestrian travel is common for short trips, the rural

character and long distances of many trips for area residents preclude walking in most cases.

Accident statistics related to public safety along highways in the region can be characterized as average for a rural region. US 79, US 371, and US 80 have relatively high accident and injury rates. However, local roadways have the highest fatality rates. These high fatality rates are related to average travel speed, which tends to be quite high on very low-volume rural roadways.

3.3.3.2 Methods for Evaluation

As a fully controlled-access highway, I-69 SIU 14 will result in one of four possible results at intersecting roadways. They include: crossroad termination, rerouting, grade separation without an interchange, and grade separation with an interchange. During evaluation of effects to travel patterns and safety from the various alternatives, accessibility and travel time comparisons were evaluated. Direct effects to access would result by crossroad terminations and other detours, which have been tallied for comparison. Effects to public safety from the build alternatives were based on application of past accident rates on similarly designed interstate facilities. Indirect effects relate to the additional effects to travel patterns and public safety created from induced development in the region that would not otherwise have occurred without the project. Cumulative effects to access and safety include project direct and indirect effects as well as past infrastructure projects and other reasonably foreseeable future projects that would affect access and safety. Refer to **Figure 3.3-1 Maps 1-6** for locations of crossroad terminations, grade separations without an interchange, grade separations with an interchange and frontage/access road locations for the build alternatives considered in the Draft EIS. Refer to **Figure 2.7-1** and **Table 2.7-1** for locations and descriptions of the same for the PA.

3.3.3.3 Preferred Alternative Effects and Potential Mitigation

Crossroad termination is proposed on low volume local roads where local service and local access exists with alternate routes. This direct effect would inconvenience the fewest number of residents of the study area based on roadway volume. However, the magnitude of effects to some residents could be substantial, depending upon the proximity of an alternate route. A listing of the number of crossroad terminations is listed below for the PA and the build alternatives (for comparison purposes).

Build Alternatives	Number of Crossroad Terminations
Alternative 4	55
Alternative 4.2	56
Alternative 4.3	49
Preferred Alternative	**52**
Alternatives 4.2 & 3	50
Alternative 5	56
Alternative 5.1	60
Alternative 5.2	57
Alternatives 5.1 & 2	61

Grade separations are proposed at most federal and state highways and at parish/county roadways with high traffic volumes. **Table 3.3-2** presents a listing of all of grade separations for the PA and the considered build alternatives (for comparison purposes).

Table 3.3-2
Grade Separation Locations

Alt. 4	Alt. 4.2	Alt. 4.3	PA	Alt. 4.2 & 3	Alt. 5	Alt. 5.1	Alt. 5.2	Alt. 5.1 & 2
I-20	I-20	I-20	**I-20 ***	I-20	I-20	I-20	I-20	I-20
LA 528 (Belview)	LA 528 (Belview)	LA 528 (Belview)	**LA 528 (Belview)**	LA 528 (Belview)	LA 528 (Belview)	LA 528 (Belview)	LA 528 (Belview)	LA 528 (Belview)
			Webster P Rd. 117 (Goodwill)					
Webster P Rd 18 (Fuller)	Webster P Rd 18 (Fuller)	Webster P Rd 18 (Fuller)	**Webster P Rd 18 (Fuller)**	Webster P Rd 18 (Fuller)	US 371	US 371	US 371	US 371
US 371	US 371	US 371	**US 371 ***	LA 7	LA 7	LA 7	LA 7	LA 7
			Webster P Rd. 110 (Lorex)					
LA 3008 (Dorcheat)	LA 3008 (Dorcheat)	LA 3008 (Dorcheat)	**LA 3008 (Dorcheat)**	LA 3008 (Dorcheat)	LA 160	Webster P Rd 266	LA 160	Webster P Rd 266
LA 159	LA 159	LA 159	**LA 159 ***	LA 159	LA 3008 (Dorcheat)	LA 3008 (Dorcheat)	LA 3008 (Dorcheat)	LA 3008 / LA 160
LA 2	LA 2	LA 2	**LA 2 ***	LA 2	Webster P Rd 277	Webster P Rd 277	Webster P Rd 277	Webster P Rd 277
Claiborne P Rd. 108 (Dykesville)	Claiborne P Rd. 108 (Dykesville)	Claiborne P Rd. 108 (Dykesville	**Claiborne P Rd. 108 (Dykesville)**	Claiborne P Rd. 108 (Dykesville)	LA 159 / LA 2	LA 159 / LA 2	LA 159 / LA 2	LA 159 / LA 2
LA Alt 2	LA Alt 2	LA Alt 2	**LA Alt 2 ***	LA Alt 2	LA 521	LA 521	LA 521	LA 521
LA 615	LA 615	LA 615	**LA 615**	LA 615	LA Alt. 2	LA Alt. 2	LA Alt. 2	LA Alt. 2
LA 808	LA 808	LA 808	**LA 808**	LA 808	LA 615	LA 615	LA 615	LA 615
US 79	US 79	US 79	**US 79 ***	US 79	LA 808	LA 808	LA 808	LA 808
			Columbia CO Rd. 14					
Columbia CO Rd. 85	Columbia CO Rd. 85	Columbia CO Rd. 85	**Columbia CO Rd. 16**	Columbia CO Rd. 85	US 79	US 79	US 79	US 79
Union CO Rd. 51 (Tram Rd.)	Union CO Rd. 51 (Tram Rd.)	Union CO Rd. 51 (Tram Rd.)	**Columbia CO Rd. 85**	Union CO Rd. 51 (Tram Rd.)	Columbia CO Rd. 85	Columbia CO Rd. 85	Columbia CO Rd. 85	Columbia CO Rd. 85
Union CO Hopewell Rd.	Union CO Hopewell Rd.	Union CO Hopewell Rd.	**Union CO Unnamed**	Union CO Hopewell Rd.	Union CO Salem Rd	Union CO Salem Rd	Union CO Salem Rd	Union CO Salem Rd
			Union CO Rd. 51 (Tram.)		Union CO Hopewell Rd.	Union CO Hopewell Rd.	Union CO Hopewell Rd.	Union CO Hopewell Rd.
			Union CO Rd. 10 (Shuler)					
US 82	US 82	US 82	**US 82 ***	US 82	US 82	US 82	US 82	US 82

* Fully directional Interchange

Revisions to the PA, based upon comments received from the public and agencies, required additional or alternate grade separations which include:

- Webster Parish Road 117 (Goodwill Road);
- Webster Parish Road 110 (Lorex Road);
- Columbia County Road 14;
- Columbia County Road 16;
- Union County Road (Un-named);
- Union County Road 10 (Shuler Road).

Figure 2.7-1 displays the proposed locations of crossroad terminations, crossroad grade separations, interchanges and frontage/access roads associated with the PA. **Table 2.7-1** is a status chart of all crossroads intersected by the PA that has been approved by the LA Parish Police Juries, AR County Judges, LADOTD and AHTD.

For the Draft EIS, interchanges were proposed in accordance the *Traffic and Accident Analysis Report* (URS 2003f). Interchanges were proposed for all alternatives at I-20, US 371, LA 159 or LA 2, US 79 and US 82. As a result of the public involvement process, LADOTD recommended the addition of new interchanges for the PA at LA 159 and LA Alternate 2. Spacing between interchanges for the PA and for each build alternative considered in the Draft EIS is shown below in **Table 3.3-3**.

Table 3.3-3
Interchange Spacing for LA and AR

Build Alternative	I-20 to US 371 (miles)	US 371 to LA 159/ LA 2 (miles)	LA 159 to LA 2 (miles)	LA 2 to LA Alt. 2 (miles)	LA 159/ LA 2/LA Alt. 2 to US 79 (miles)	US 79 to US 82 (miles)
Alt. 4	9.40	16.16	-	-	12.50	23.63
Alt. 4.2	9.40	16.16	-	-	12.50	23.26
Alt. 4.3	9.40	17.02	-	-	12.53	23.63
Preferred Alternative	**9.77**	**11.56**	**5.93**	**7.80**	**4.76**	**23.63**
Alt. 4.2 & 3	9.40	17.02	-	-	12.53	23.26
Alt. 5	14.13	13.66	-	-	11.34	23.58
Alt. 5.1	14.13	11.91	-	-	11.75	23.58
Alt. 5.2	14.13	13.66	-	-	11.34	23.21
Alt. 5.1 & 2	14.13	11.91	-	-	11.75	23.21

Locations of the seven fully directional interchanges proposed for the PA are listed in **Table 3.3.2.** An Interchange Justification Report (IJR) is an FHWA requirement for connecting interstate facilities. The proposed interchange of I-69 with I-20 connects both I-69 SIU 14 to the north and I-69 SIU 15 to the south. The IJR for this interchange was prepared as part of the I-69 SIU 15 study process. A Draft IJR that requested the addition of the I-20/I-69 interchange at I-20 was submitted to FHWA in November 2007

and the letter accepting the interchange was provided by FHWA on January 18, 2008. The interchange will be approved provided there are no major changes to the proposed design. FHWA final approval will be given upon completion of the environmental process which is expected to be late in the year of 2012. A copy of this FHWA letter dated January 18, 2008 is located in Agency Correspondence and Comments Received Following the Draft EIS within Appendix B, labeled as # 61.

Re-routing of existing roadways was considered when adjacent crossroads were within a reasonable distance, and one grade separation could provide connection to the adjacent crossroad. As a result of this consideration, some existing roadways will be re-routed, combined with adjacent roadways or frontage roads to assure accessibility and connectivity. These local roadways are described as closed with a frontage road in **Table 2.7-1** and they are:

- An unnamed access road on the south side of Blue Run Road in Webster Parish;
- Webster Parish Road 263 (Mims Road);
- Webster Parish Road 262 (Evergreen School Road);
- Claiborne Parish Road 140 (Flat Lick Road); and
- Claiborne Parish Road 105 (Winn Bottom Road).

The PA will be located north of Haynesville and will follow the same general corridor between the regional population centers of Cotton Valley and Minden, and between Shongaloo and Homer as previously considered build alternatives evaluated in the Draft EIS. As documented in the Draft EIS, adverse local travel pattern changes are anticipated to be moderate.

Indirect effects to travel patterns should be minor and beneficial as new roadways with uncontrolled and/or limited controlled-access are constructed to meet local demand. Cumulative effects to travel patterns when compared to pre-I-69 conditions should be beneficial since the I-69 facility will provide for improved mobility between major destinations north and south as well as improved access to I-20. Additionally, induced development and roadway development should improve access for regional residents and businesses. Details on signage, signal, lane, and other design requirements for the PA are presented in the *Final Line and Grade Report* (HNTB 2008).

Public safety is anticipated to improve with the implementation of the proposed PA. Traffic on existing local, parish, state and federal routes will be attracted to or diverted to the new interstate facility. This anticipated travel pattern change should decrease traffic on local roads and place traffic onto the new interstate facility, which will be safer.

Interstate facilities provide motorists access to selected, clearly-marked, signed locations (interchanges). Traffic entering and exiting the interstate interact with stopped vehicles at interchanges with crossroads. Travel lanes are grouped by direction into

two travel ways, separated by a median. Recovery zones are cleared areas located on each side of the directional travel ways that provide vehicles room to maneuver in case of loss of control or driving off the travel way. For these reasons, interstate facilities have fewer accidents per million vehicle miles traveled than other roadway types.

While the new planned interchanges will add two new entry and exit points to intersecting crossroads, traffic volumes on most crossroads at planned interchanges do not suggest that signals or stop signs would be necessary for crossroad traffic. Rather, motorists exiting the new interstate will likely be required to stop at a stop sign before proceeding onto the crossroad. For these reasons, substantial increases in accidents at planned interchange locations are not anticipated. Therefore, direct effects of the PA should be beneficial to public safety. Indirect effects of added roadways will likewise improve traffic distribution and volumes and result in benefits to safety. Cumulative effects of the project to public safety will be related to the beneficial direct and indirect project effects combined with other reasonably foreseeable project effects, including additional land and infrastructure development. Because the PA will continue to attract motorists from both existing and future development, the cumulative effect to public safety will be beneficial when compared to pre-I-69 roadway conditions.

The No Action Alternative would not require additional access points on cross roads; however, under the No Action Alternative, the benefit of traffic being diverted to a safer interstate facility would not be realized.

3.3.4 Industry, Employment and Commercial Structures

3.3.4.1 Affected Environment

Area industry is dominated by silviculture and timber production, oil and gas exploration, and livestock operations. While oil and gas exploration is concentrated in several fields in the area, plugged, inactive, and some active well sites dot the landscape. Lands in silviculture are likewise located throughout the area in both upland and lowland areas. Livestock operations, mostly cattle farms and poultry farms, are generally located in the upland reaches of the area.

Commercial activities in the area vary and include personal services, retail and other activities, with large retail centers located in the larger communities of Minden, LA and El Dorado, AR. Commerce in Haynesville, Homer, and Cotton Valley, LA is limited to small retail and offices. In the rural reaches, of the study area, commercial development is dominated by independent service and smaller retail establishments, most offering a variety of goods and/or services.

There are over 1,300 businesses with addresses in Cotton Valley, El Dorado, Haynesville, Homer, Minden, Sarepta, Shongaloo, Springhill and other communities in the area. Most businesses are located in either El Dorado, AR or Minden, LA (676 in El Dorado and 331 in Minden). The remaining 300 businesses are concentrated in the other urban areas of the region. With approximately 20 retail establishments and eight

restaurants, Homer has the greatest number of commercial establishments that rely partially on through traffic for patronage. Haynesville has approximately eight retail and four restaurant establishments; Sarepta has four retail and restaurant establishments; and Cotton Valley has two retail establishments. Although not located in the immediate proximity of the PA, Springhill has approximately 20 retail and 20 restaurant establishments.

Retail stores that rely on through-traffic include service stations, restaurants, accommodations, and similar businesses. Such businesses are sensitive to their location. Other retail establishments such as movie rentals stores and hardware stores are less sensitive to through traffic. Offices are the least sensitive to such issues, and while manufacturing and wholesale/warehouse centers do not rely on through traffic for their patronage, such centers strongly consider their proximity to high-speed mobility corridors like an interstate when selecting their sites.

Magnolia and El Dorado are the largest employment centers in Columbia and Union Counties, respectively. Both are located outside of the study area. Medical Center of Southern AR, Great Lakes Chemical Corporation, Cooper Tire and Rubber Company, and a major poultry company located in El Dorado are major manufacturing employers in southwest AR. In LA, Wade Correctional Institution, Webster Parish and Claiborne Parish School Systems and Homer and Minden Medical Centers are the largest employers. Several manufacturing facilities are located in industrial parks within the area of the PA, as discussed in **Section 3.3.5** of this EIS.

3.3.4.2 Methods for Evaluation

Locations of commercial structures were obtained from both field visits and a geographic database from InfoUSA. InfoUSA methodically interviews representatives of commercial and institutional facilities annually using telephone directory listings. Data for the area and all areas within 20 miles of the original study area were obtained. As with the evaluation for displaced residential structures, displacements of commercial structures were evaluated using GIS and field-verified structure data. However, in addition to these direct effects, indirect effects from travel access changes to commercial facilities were also evaluated. For commercial activities that are sensitive to location, for example; retail stores, personal services, non-resort accommodations and similar resources, evaluation considered the increased or decreased travel time and access to patrons that the PA will create. Effects to other commercial developments like offices, wholesale distributors and similar, were considered to be generally minor; however, adverse access effects were also evaluated. Cumulative effects include direct and indirect effects of the PA and build alternatives to business activity in the region in conjunction with past and future actions that may also affect business activity.

3.3.4.3 Preferred Alternative Effects and Potential Mitigation

The PA will not require the relocation of existing commercial or industrial facilities other than several well sites and associated tank batteries (see **Section 3.4.4** of this EIS for effects to oil and gas exploration activities). Additionally, no parking or other vital areas of commercial or industrial sites will be directly affected by the PA.

Indirect effects of the PA are anticipated to benefit businesses located in the vicinity of interchanges, but may adversely affect retail service businesses that cater to passing motorists or through traffic, such as service stations and restaurants, that are located on routes whose average daily traffic (ADT) and through traffic will decrease once I-69 SIU 14 is open. Approximately 5,000 vehicles per day are expected to divert from local and state routes to I-69 in the region between US 371 and US 79. However, few businesses are located in this region. While some decrease in ADT on routes north of Minden is expected. Minden will continue to experience through traffic in route to Shreveport and in route to I-69 for destinations points north. Reduction in travel time north to El Dorado along LA 9/US 79 should decrease. Through traffic in downtown Homer should decrease as well, which currently has the greatest number of retail businesses dependent upon through traffic of any community that would be affected. However, current construction of the Homer Bypass, LA 3244, will likely cause this reduction in traffic through Homer before I-69 would be implemented. Some trips along US 167 through El Dorado will divert to the new I-69 facility and reduce ADT through the commercial district along US 167. These effects are discussed in associated EIS documentation for I-69 SIU 13. Similar effects are anticipated to service retail stores in Haynesville, which also has only a few establishments that are dependent upon through traffic. Additional traffic in route to I-69 from points south will help mitigate the reduction in traffic from US 79 north of Haynesville. Other retail services, many personal services, offices and other establishments that do not cater to through traffic for example, video rental stores and beauty salons, will not be adversely affected by the PA. Proper and clear signage should mitigate some of the perceived bypass effects of commercial areas by the PA. Signage and other final design details will be addressed during final design of the project when the public will have an opportunity to provide comments.

Improved access to the interstate system will increase the attractiveness of new residential and commercial development. **Section 3.3.5** of this EIS discusses indirect effects to land use by the PA.

While adverse effects to some existing businesses that depend upon through traffic is anticipated, all communities located along the PA alignment and existing and new businesses in vicinity of interchanges will benefit from improved access to Shreveport and other major metropolitan areas. The net long-term effect to area commerce is anticipated to be moderately beneficial.

The cumulative effects of the project and the past construction of I-20 are anticipated to be likewise beneficial to area commerce as the construction of I-20 along the southern border of the study area provided more benefit to area commerce than adverse effect. US 80 and LA 2 are the major east-west routes in the area that were in existence prior to I-20. Travelers once had no alternative to these routes for east-west travel. I-20 provided a new direct, high-speed highway to which many long-distance travelers diverted. Other routes in the area provided travel to different regions and were benefited as traffic accessing I-20 increased ADT on these routes.

While access to retail businesses will not be affected under the No Action Alternative, this alternative is likely to contribute to the decline in the region, continuing the trend of the past 50 years (as demonstrated by the population changes shown previously in **Table 3.3-1)**. Cotton Valley, Haynesville, State Line, and Shuler oil and gas fields have a finite lifespan lasting possibly through the mid part of this century. Cotton Valley, and to a lesser extent, Haynesville, depends upon the oil and gas industry for their economic base. It is anticipated that without new and different economic development, new petroleum discovery or major redevelopment of inactive wells in these areas, employment and population will continue recent trends and decline in these and surrounding areas.

3.3.5 Land Use, Development and Property Values

3.3.5.1 Existing Land Uses

The original study area is undeveloped and rural, but includes various land uses in the vicinity of the PA and other build alternatives. Land uses include residential, agricultural, commercial and industrial uses. Management of natural resources is also prevalent. Formal land use plans have not been developed by many of the smaller jurisdictions. However, the larger communities of Minden, Homer, and Springhill, LA have adopted zoning regulations.

Residential Land Uses – Throughout the area, the PA and previously considered build alternatives would generally be located several miles from communities and towns. Existing residential dwellings in immediate proximity of the PA are located along arterials and secondary roads. Residences are primarily isolated homes, although some clusters of residential dwellings exist, forming small communities. Older, single-family dwellings of modest value comprise the majority of residential structures. Many residences have outbuildings such as a detached garage, shed or small barn. Many mobile homes are also located adjacent to the PA, and a few more valuable rural estates also exist. There are no multi-family structures/apartments near the PA.

Agricultural Land Uses – Agricultural land uses in the study area primarily include forestry and livestock operations. Timber production is the largest industry in the area, with natural forest land and pine plantations dominating overall land use. Forest land comprises approximately 65 percent of total land area of Webster Parish and almost 80 percent of Claiborne Parish, in comparison to state average of 48 percent. Union and Columbia counties fall within the southwest forest region of AR that produces two-thirds of the annual timber harvest for AR. Publicly owned forest land accounts for nine percent of all forest land ownership. Private forest lands comprise about 62 percent, with corporate operations comprising approximately 29 percent of all forest land. Livestock operations include both poultry farms and cattle farms scattered throughout the study area. Other agriculture production associated with livestock operations is hay production which is also a primary commercial crop grown in the four parish/county area. A detailed discussion on prime and unique farmland is contained in **Section 3.4.5.** According to the *2002 Census of Agriculture,* US Department of

Agriculture (USDA), National Agricultural Statistics Service, over 50 percent of farms in the four parish/county area consist of beef cattle ranching. Poultry and egg production farms comprise up to 20 percent of all farms in Claiborne Parish and Union County. Most poultry farms in Claiborne Parish are located in southern and eastern portions of Claiborne Parish. Poultry farms in Webster Parish are generally located in the southern portion of the parish.

Commercial and Industrial Land Use – Commercial land uses are primarily found in or near towns. Cities and towns in close proximity to the PA include Minden, Homer, and Haynesville, LA, and Atlanta and the southern outskirts of El Dorado, AR at the northern project terminus.

Oil and gas production began in Webster Parish near Cotton Valley in 1922 and continues to flourish today. Three oil and gas fields will be traversed by the PA: Haynesville, State Line, and Shuler oil and gas fields. Oil and gas production in Columbia County began about the same time as in Webster Parish, and today has the greatest oil production in southern AR. Plugged, inactive and active wells dot the region, with highest concentrations in fields. Duke Energy Field Services, located just east of LA 159 on Parish Road 259/Angi Road, and Marathon Oil and Gas Plant, located north of LA 615 west of Haynesville, are the main industrial facilities in close proximity to the PA. Gravel and sand mining operations exist in the region as well. Natural resources mining activities are discussed in **Section 3.4.4** of this EIS.

Industrial parks located in the study area include:

- North Webster Industrial Park, Springhill, LA; 307 acres;
- North Homer Industrial Park; Claiborne Parish; 124 acres;
- South Homer Industrial Park; Claiborne Parish; 80 acres;
- Claiborne Industrial Park; Claiborne Parish; 134 acres (2,000 acres future);
- Haynesville Industrial Park; Claiborne Parish; 180 acres' and
- Industrial Site #1; Columbia County; 75 acres.

Each industrial park is served by municipal utilities with good access to major highways. Most have on-site rail access, and some are located within an enterprise zone. Other amenities exist at these sites as well and are readily available for future industrial development. The former LA Army Ammunition Plant, located south of I-20 and not in the original study area, has been purchased by the state of LA, and is being developed and marketed as a regional industrial park. This 15,000 acre site is located at the interchange of SIU 14 and SIU 15 with I-20, which provides the facility with excellent access to both interstate systems as well as the Shreveport Metropolitan Area.

In addition to industrial parks/sites mentioned above, all of Claiborne Parish and most of Webster Parish are part of the North LA Rural Renewal Zone (RRZ). None of AR within

the original study area is located in a RRZ. However, economic conditions in this region are very similar. This USHUD designation is provided to regions that are in need of economic revitalization. Tax incentives are provided for companies that locate operations in these zones.

Natural Resource Land Uses – The remainder of land use in the study area is comprised of natural resources. These include: Bayou Dorcheat and Bayou D'Arbonne-Middle Fork, both of which are classified as LA Scenic Streams; wetlands and floodplains associated with study area water bodies; federal and state lands including the Kisatchie National Forest and Bodcau Wildlife Management Area; and numerous lakes, streams and recreational areas. These resources are further described in **Section 3.3.6**.

3.3.5.2 Proposed Land Uses/Development

North Hills Lakes Project - Nine new reservoirs are being proposed as part of this development. The northernmost four lakes are located near the proposed PA alignment. These lakes are proposed to help Sparta Aquifer recharge and provide water-based recreational opportunities with a surrounding residential retirement community. Improved highway access and connectivity were primary factors in developing the PA, which will be located in close proximity to proposed North Hills Lakes Project sites. While the North Hills Lakes Project has local support and potential investors, funding for lake construction has not been provided. Therefore, no imminent construction schedule exists at this time. Discussions with North Hills Lakes Project proponents at the time of preparation of the Draft EIS suggested that Alternative 4 and its options represented their preferred build alternative. Alternative 4 with Option 3, with modifications, was subsequently selected as the PA. Some proponents suggested that an alignment that incorporated Garrett Mountain west of Homer would be necessary to realize the full potential of the North Hills Lakes Project. Incorporation of this peak into an alternative would have required a longer, more costly alignment and would provide only marginal access benefits to North Hills Lakes Project sites. Therefore, this alternative was eliminated from further consideration. **Figure 3.3-1** displays locations of proposed lakes in relation to the PA.

The Grove Golf Course - Just east of LA 3008/Dorcheat Road near Parish Road 16/Benson Road, construction of the Grove Golf Course was completed in 2003. The Grove Golf Course is an 18-hole semi-private course situated on 150 acres. There are additional plans to construct a driving range and clubhouse in the future. Alternative 4.3, later selected as the PA with modifications, was developed to minimize impacts to this recreational and residential area.

3.3.5.3 Methodology

Land uses were identified during the Alternatives Development Process with aid of GIS mapping and input from key stakeholders and the public. Field investigations were also conducted to confirm land use types as well as to identify specific structures or facilities that may be impacted by build alternatives. Direct effects to land use were assessed with GIS by evaluating types of land uses underlying build alternatives. Indirect effects

were assessed by evaluating past land use trends in the region in conjunction with both the type and probability of planned developments and type and intensity of induced development resulting from the build alternatives including the PA. Cumulative effects to land use consider the effect of the PA and other regional projects on the rural nature of the region, which has changed little since the early 1900s.

3.3.5.4 Preferred Alternative Effects and Potential Mitigation

Existing land uses in the proposed I-69 right-of-way will be directly converted from their current use to a transportation use. Direct effects to land, by land type, differed by alternative and option. The PA will convert 3,318 acres from the current land use to a transportation use. Major land uses in the project area include pine plantation, naturally wooded, agricultural or farmland, cleared land, and developed land. There are 1,877 acres within the PA that are pine plantation, which means the land is under intensive silviculture to produce pine trees for timber. Naturally wooded lands are simply undeveloped lands covered with native vegetation of which the PA contains 971 acres. Land within the PA that is currently farmed for agricultural purposes includes 94 acres. Within the PA are 338 acres of cleared land devoid of structures, vegetation, or any discernable use. Only 38 acres of the PA are developed land which includes residential or commercial use.

No land would be converted to highway use under the No Action Alternative. Direct effects to industrial and commercial land uses would likewise be limited.

Several active and inactive and plugged oil and gas wells will be affected by the PA as summarized in **Section 3.4.4** of this EIS. No other commercial or industrial facilities will be directly affected by the PA.

The controlled access of the PA may adversely affect access in some areas and provide new, beneficial interstate access in others. These access changes may change travel patterns and affect growth and development trends in some areas, with potential induced growth concentrated at access points or interchanges on the new I-69 facility (see **Figure 3.3-1** or **Figure 2.7-1** for locations of access changes). It is likely that retail services such as fueling stations and restaurants would be the first development projects at interchanges, followed by additional residential development in non-wetland areas that become attractive to Shreveport commuters. Because SIU 14 is located near Shreveport, Minden, Monroe, Ruston, and El Dorado, where major hotels and motels are located, the demand for additional accommodations will likely be low unless major regional attractions are developed. Office space is likewise anticipated to have a low demand along SIU 14 for these reasons. However, because the Haughton/Dixie Inn region is located at the future junction of I-20 and I-69, it is anticipated that the probability of manufacturing and warehouse/distribution development along SIU 14 in this location is greater than along other portions of I-69 that are not located in proximity to the junction of two or more interstates. Manufacturing and warehouse/distribution companies often look only at sites within 30 minutes of an existing major 4-lane highway, with interstates preferred. Junctions of major interstates are seen as an advantage for distribution centers as they provide multi-directional, high-speed mobility

between markets. Such induced development, however, would not be expected until construction of a substantial contiguous section of I-69 that improves mobility between major metropolitan markets (e.g., Shreveport to Memphis).

Located roughly half-way between Shreveport/Minden and El Dorado, the US 79 interchange planned for Haynesville will be attractive for limited retail service development. The US 82 interchange for the proposed PA may likewise be attractive as the main access point to El Dorado's hotel accommodations and business services. El Dorado has little excess hotel accommodation capacity at certain times of the month, which may increase attractiveness of this interchange for new accommodations and similar services.

LA 2 and LA 159 interchanges provide the most direct interstate access to Homer. Of the two, evaluation determined that the PA interchange with LA 2 would be more attractive because it will be located closer to Homer than the LA 159 interchange. Additionally, analysis showed that the limited development opportunities at the interchange with US 371 may also increase the commercial development pressure at LA 2, LA Alt. 2, and US 79, which are all roughly halfway between Shreveport and El Dorado. Of these, LA Alt. 2 and US 79 are anticipated to be more attractive because of proximity to the Haynesville population.

While past industrial, agricultural, and residential developments have cumulatively shaped the landscape as it exists today, only one future project can be considered reasonably foreseeable for consideration: the proposed North Hills Lakes Project. Should this project move forward, analysis showed that LA 2 and LA 159 interchanges with the PA may experience substantial commercial development pressure. Both of these routes would provide good access to Minden, which has the largest population in the study area. These locations also are located near new housing starts (e.g., The Grove), and are located in vicinity of the proposed North Hills Lakes Project sites, which include additional residential and services development. Type and intensity of development will be dictated by developers, market needs and desires, and implementation of other projects.

The No Action Alternative is not anticipated to have a significant impact on residential land uses and other resources. However, the No Action Alternative does not assume that the North Hills Lakes Project is implemented. Access to this proposed residential retirement community would not be improved without I-69, which may limit its development.

3.3.6 Public Lands and Recreation

3.3.6.1 Affected Environment

The US Forest Service has three units of the Kisatchie National Forest located within the area of the PA: Caney Lakes Unit, Middle-Fork Unit, and, Corney Lake Unit. Additionally, there are three areas in LA owned and/or managed for recreation by LA. Located inside the original study area and west of the PA, the Bodcau Wildlife Management Area is managed by the LDWF and owned by the USACE. Lake Claiborne and Lake Bistineau state parks are also located near the area of the PA and provide numerous recreation opportunities to area residents. Several small parks and recreation centers are also located within the original study area. All are located within the communities of Springhill, Dixie Inn, and Minden, LA and El Dorado, AR. Bayou Dorcheat is a Scenic Stream of LA that provides recreational boating, fishing, and nature viewing opportunities for area residents.

Of the numerous public lands and recreation facilities located in the area, only the Caney Lakes Unit of the Kisatchie National Forest and Bayou Dorcheat are located within 500 feet of the PA. The Caney Lakes Unit of Kisatchie National Forest is composed of the Caney Lakes Recreation Area, the Sugarcane National Recreation Trail and the Lost Man and Beech Bottom Loop trails. It provides a number of recreational opportunities to the region including hiking, biking, fishing, camping, boating, and picnicking. Bayou Dorcheat is a LA Scenic Stream that offers boating and similar recreational opportunities. In the vicinity of the PA, however, Bayou Dorcheat offers little in the way of recreation. No other federal, state, or other public recreational areas exist in the original study area.

3.3.6.2 Methods for Evaluation

Information was obtained from federal, state, and local agencies regarding the location of public lands and recreation facilities within the study area. Both paper maps and GIS were utilized to locate and identify sites. The GIS was further used to identify public lands within 500 feet of alternatives. The internet was also used to research resource agency and state government websites for listings and descriptions of public lands within the study area. Web sites of the following agencies were used: Louisiana Department Wildlife and Fisheries (LDWF) http://www.wlf.state.la.us, the Arkansas Game and Fish Commission (AGFC) http://www.agfc.state.la.us, the Louisiana Office of State Parks (LOSP) http://www.crt.state.la.us. the Arkansas Department of Parks and Tourism (ADPT), http://www.arkansasstateparks.com, USFWS http://refuges.fws.gov), and the USFS http://www.fs.fed.us. Locations of lands owned by the USFS were verified by agency representatives. Direct effects were evaluated with the GIS. Indirect effects to these resources included effects of noise, traffic and access, to the recreational resource and its patronage. For the evaluation of effects to Bayou Dorcheat, the LDWF Scenic Stream Permitting procedures were employed. These procedures required consideration of existing land use, historical/archaeological sites, economic impact of the project, wilderness/rural quality of the crossing, scenic/aesthetic

value of the crossing, recreational use and opportunities at the crossing, ecological systems present at the crossing, fish, wildlife, and botanical resources at the crossing, geologic and hydrologic features at the crossing, and existing water quality at the proposed crossing. Indirect effects included access and noise effects from the project, while cumulative effects included the effect of this project, planned developments, and all indirect effects of these actions to existing recreational features that will be affected by the PA.

3.3.6.3 Preferred Alternative Effects and Potential Mitigation

While the PA traverses the northwestern corner of the Caney Lakes Unit of Kisatchie National Forest as displayed in **Figure 3.3-1**, coordination with representatives of Kisatchie National Forest revealed that land traversed and to the west of this alignment is privately owned and not part of the Kisatchie National Forest at this time. However, the PA is located in an area designated as possible incorporation into the Kisatchie National Forest land holdings. No other direct impacts will result from the PA to the Kisatchie National Forest. Direct noise and visual effects, however, are expected to the LA Scenic Stream, Bayou Dorcheat. Letters from the AR Department of Parks and Tourism (dated April 11, 2003) and the AR Commissioner of State lands (dated March 25, 2003) state that there are no conflicts between their jurisdictional resources and the proposed project. (See **Appendix B** for agency correspondence.)

Indirect effects of the PA to the Caney Lakes Unit of Kisatchie National Forest would be negligible. The distance between the PA and this recreational resource will attenuate noise effects to levels that will not degrade recreational experiences there. Access to these areas should be enhanced with the I-69 interchange at LA 159. Based on this analysis, no adverse cumulative effects to the Caney Lakes Unit are anticipated.

As noted, a new bridge over Bayou Dorcheat would have some moderate direct effects of noise and aesthetics to boaters on Bayou Dorcheat, which may in turn indirectly affect use. The PA is expected to minimize adverse effects to recreational aspects of Bayou Dorcheat. The region of Bayou Dorcheat at the PA crossing has limited recreational use due to shallow water depth and remote vehicular access. For these reasons the PA is a more attractive option. Details of the crossing location evaluation are contained in the *Alternatives Development and Screening* Report (URS 2004a). Crossings of Bayou Dorcheat must be permitted, which provides a measure of future development control. It was determined through analysis that such pressures would be minimal for the PA since it will not have high potential for induced land development. **Sections 3.3.6** and **3.4.4** of this EIS describe indirect effects to the Bayou Dorcheat waterbody and abutting land from induced development.

3.3.7 Environmental Justice

3.3.7.1 Affected Environment

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* requires that all federal actions incorporate

minority and low-income groups into the decision making process. Additionally, federal sponsors of actions must determine whether or not disproportionate impacts are borne by any minority or low-income populations. In 1997, the USDOT finalized an order titled *Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which provides guidance for implementing EO 12898. In guidance provided by the USEPA to the FHWA's National I-69 Coordinator on February 22, 2002, the USEPA established the population to which the impacted population should be compared to determine if a disproportionately high number of minority and low-income households exist in the study area. According to this letter, the state in which the project exists (i.e., both LA and AR) is the appropriate reference population. In order to determine if disproportionate adverse effects occur, proportionate adverse effects must be evaluated. A reference population can be used to determine what an estimated effect would be if it were in proportion to the state's average population. If both the State's minority population and the anticipated affected population are both approximately 36 percent minority, the effect is not disproportionate.

Figures 3.3-2 and **3.3-3** display the areas that are considered relatively high and low in minority and low-income persons when compared to the population of that state (i.e., LA or AR), respectively. Areas with a relatively high proportion of minority and low-income persons are also shown in detail on **Figure 3.3-1**. The minority portion of the LA and AR state populations is 36 and 20 percent, respectively, and the low-income portion of these states' populations is 20 and 16 percent, respectively.

3.3.7.2 Methods for Evaluation

Information on demographics of the original study area was obtained from the US Department of Commerce, Bureau of the Census. Census 2000 data, as well as other decennial census data, were collected from digital files. Data for the smallest geographic unit for which data are available were obtained. Information for community blocks was obtained to determine the percentage of minority residents located in each block. Minority is defined as non-Caucasian. Information for groups of blocks was obtained to determine the percentage of persons that are considered to have low income or live in households having an income less than the USHUD poverty level. Percentages of minority and low-income population by block (for minority status) and block group (low-income status) were compared to the total state percentages of minority and low-income persons, respectively. Where block and block group percentages are within five percent of state averages, it was assumed that these blocks and block groups generally reflect state averages. Greater differences were classified and mapped for analysis as shown in **Figures 3.3-2** and **3.3-3**. Effects considered for evaluation are those that can result in privately borne impacts. Most public goods, services, and areas (e.g., wetlands, public lands, public services that do not cater to minority or low-income populations) are not provided for the benefit of any particular community and were, therefore, not considered in the evaluation of environmental justice effects. Relocations and community effects, travel pattern changes, noise and air quality, and other effects that individuals of particular communities may bear in greater numbers or intensity than other communities are evaluated in this environmental justice evaluation. Direct effects to minority and low-income communities include

potential displacement and relocation, added vehicular noise, travel pattern disruption, effects to community cohesion, values and quality of life. Indirect effects relate to the additional effects from induced land development of the project. Cumulative effects include the effects of the PA in combination with past and future actions that may affect communities.

3.3.7.3 Preferred Alternative Effects and Potential Mitigation

Figure 3.3-1 displays the locations of residential structures in relation to the proposed PA alignment. Surveys of households that may be displaced by the build alternatives were completed during the week of March 20, 2005, by project team staff. Of the 28 structures that were surveyed, eight were vacant, and one hunting camp had been moved. Of the nineteen inhabited households, only three are minority households. At least seven of these households receive social security or other federal or state assistance, suggesting classification as low-income. No strong dependent relationships between households that may be displaced and neighbors were emphasized by residents in these surveys. Relocations would not be concentrated in one community but would be widely scattered throughout the rural areas of the PA; therefore, substantial adverse effects to minority and low-income community cohesion should not result from these few, scattered displacements. A summary of minority and low-income households that would be displaced under the PA and other build alternatives is provided below:

Build Alternatives	Impacts (Required Minority Residential Relocations)	Impacts (Required Low-Income Residential Relocations)
Alternative 4	3	6
Alternative 4.2	3	6
Alternative 4.3.	3	4
Preferred Alternative	**1**	**4**
Alternatives 4.2 & 3	3	6
Alternative 5	1	4
Alternative 5.1	1	3
Alternative 5.2	1	4
Alternatives 5.1 & 2	1	4

Indirect effects to minority and low-income populations would depend on the type and intensity of development in the region that may be induced to develop following the construction of I-69. As noted in this EIS, all of Claiborne Parish and most of Webster Parish located inside of the original study area are in a region identified by the USHUD as in need of economic vitality (i.e., the North LA RRZ). With the addition of new interstate access to the region, the probability of commercial development and corresponding employment is anticipated to increase. Additionally, access to services that are absent or only distantly available may be improved for residents of these communities. Cumulative effects to the rural character of the region will result only after substantial additional development occurs. Such changes are anticipated to be greater along the PA should the North Hills Lakes Project be constructed.

The No Action Alternative would not result in any direct or notable indirect adverse effects to low-income or minority communities.

3.3.8 Utilities

3.3.8.1 Affected Environment

Virtually all paved and unpaved roads within or crossing the proposed right-of-way of the PA have buried communication and electrical distribution lines adjacent to or near them. Some paved roads have gas distribution service lines running parallel, and most paved roads also have municipal water lines. Most residences have septic tanks, and there are no public sewer systems in the vicinity of the proposed PA alignment.

One electrical transmission line runs generally parallel to US 371 in Webster Parish, but intersects the PA at the interchange on US 371. Another electrical transmission line runs in a mostly east-west direction through eastern Webster Parish and western Claiborne Parish, intersecting the PA south of Winn Bottom Road. A third electrical transmission line intersects the PA south of the interchange at US 82.

Several pipelines of various sizes cross the countryside in both LA and AR. Most of the pipelines contain natural gas, but some contain other products such as bromine, crude oil, hydrogen sulfide, and brine. All oil and gas wells have pipelines leading out from them, some in multiple directions.

While there are communication towers for mobile telephone and radio service, none are located within the limits of the proposed PA right-of-way.

3.3.8.2 Methods for Evaluation

Pipeline and transmission line features were obtained from the USGS, USDOT, Office of Pipeline Safety, and other sources. Communication tower locations were determined by the Antenna Structures Registration database of the Federal Communications Commission (FCC). Maps displaying these features were created for field verification. Field verification was completed largely by windshield survey conducted along existing roads. Other sites were verified by pedestrian survey. Features that were apparent in aerial photography for the area but not noted on the project GIS mapping were noted in the field for incorporation into the GIS. Verified data were then evaluated in terms of number and length of pipeline and transmission line crossings. Direct effects are considered to be required crossings. Indirect effects relate to other effects to infrastructure and demand from induced land development, and cumulative effects include past and reasonably foreseeable actions in addition to project effects.

3.3.8.3 Preferred Alternative Effects and Potential Mitigation

PA effects to utilities will be directly related to the number of roadway crossings and other infrastructure crossings. **Section 3.3.3.3** of this EIS summarizes the number of crossroad terminations and grade separations by alternative. A listing of other infrastructure crossings is provided below:

Build Alternatives	Impacts (Number of Water Wells)	Impacts (Number of Powerline Crossings)	Impacts (Number of Petroleum Pipeline Crossings)	Impacts (Number of Chemical Pipeline Crossings)
Alternative 4	0	2	31	3
Alternative 4.2	0	2	32	2
Alternative 4.3	0	2	30	3
Preferred Alternative	**0**	**3**	**30**	**3**
Alternatives 4.2 & 3	0	2	31	2
Alternative 5	1	3	35	3
Alternative 5.1	1	3	43	3
Alternative 5.2	1	3	36	2
Alternatives 5.1 & 2	1	3	44	2

Cumulative effects to utilities will depend upon the type, intensity and timing of the proposed North Hills Lakes Project or future expansion of the oil and gas industry in the area.

The No Action Alternative would not result in direct or indirect effects to utilities.

The PA will require the relocation or adjustment of aerial electrical distribution lines and underground water lines, gas distribution lines, pipelines and communication lines. Most of these relocations would be considered fairly routine. Underground utilities and pipelines must be lowered in areas of excavation. In embankment areas, some underground facilities may be able to be left in place or may require protective casings. Electric transmission lines may have to be raised if lines are not in an excavated area, and some support structures may have to be relocated. Details of utility relocations will be developed during detailed design of the PA.

3.3.9 Visual Environment

3.3.9.1 Affected Environment

Visual Character and Dominant Visual Features - The regional landscape of the study area is dominated by the following landscape types: rural oil and gas exploration operations; silviculture operations; rural industrial sites; rural homesteads; wooded uplands; wooded wetlands; and hills and valleys of the region. Several of these landscape types are considered aesthetically pleasing such as rural homesteads, wooded regions and hills and valleys of the region. Others are generally considered unattractive such as rural oil and gas extraction sites. Such sites are not the focus of this aesthetic impact evaluation. Visual quality of aesthetic landscape types differs widely within the study area, ranging from derelict homesteads to picturesque, high-quality views of wooded wetlands of Bayou Dorcheat.

Viewsheds and Viewpoints - A viewshed is the area that is visible from a particular location or viewpoint. Viewsheds may contain several landscape types and prominent features and are affected by location, vegetation, and the degree of surrounding

development. Viewpoints along existing public roadways are most well known; however, some private viewpoints provide impressive views of pastoral homesteads, wooded hills and valleys. Because of the rural and forested nature of the study area, few expansive, long-distance viewsheds exist. In LA, the Bienville Trace Scenic Byway II is a system of roadways that includes LA 2, LA 159 and US 80. This byway system provides viewpoints of wooded hills and valleys, and rural homesteads of the North Piney Woods of LA and AR. Duncan Hill, located between Shongaloo and Leton east of LA 2/LA159, provides the study area's high point at 425 feet above mean sea level (MSL). Elevations of less than 200 feet MSL exist in the wetland areas of Bayou Dorcheat. Garrett Mountain is also a high point in the study area that proponents of the North Hills Lakes Project have stated must be incorporated into the PA in order for it to be successful. Key viewsheds in the study area include Bayou Dorcheat (from a canoeist's perspective) and rolling, wooded hills and valleys as seen from highpoints along the PA alignment and other surrounding publicly accessible peaks. Six key viewpoints are identified in Figure 3.3-1. Additionally, **Figure 3.3-4** displays the reach of Bayou Dorcheat that would be affected by the PA crossing.

3.3.9.2 Methods for Evaluation

Visual impacts must consider quality of landscape types that make up key public viewsheds, as well as changes in landscape types and features resulting from the PA. Introduction of a new, elevated structure such as an interchange or bridge must be evaluated in terms of scale, or dominance of the new structure, in the viewshed. For evaluation of effects to LA Scenic Stream Bayou Dorcheat, an evaluation was conducted that quantified the distance of the reach of Bayou Dorcheat that would be affected by a new bridge structure for the PA crossing. Additionally, all issues that will be evaluated by the LDWF in processing a *Scenic Stream Permit Application* were considered in a qualitative assessment of the PA.

Consideration must be given to how viewshed changes are perceived by viewers. Values and experiences of viewers, viewers' sensitivity to change, and other factors affect how viewers perceive direct effects to a viewshed. Views from relative highpoints along the PA were estimated with the aid of a computer and digital elevation data for the terrain. Indirect effects to viewsheds include additional changes in landscape that may be induced as a result of the project, including the addition of billboards and new construction. Cumulative effects consider effects of other reasonably foreseeable projects that could potentially impact viewsheds.

3.3.9.3 Preferred Alternative Effects and Potential Mitigation

Views from the travelway of the proposed PA are anticipated to be generally pleasing to facility motorists and will possibly be enhanced in higher terrain areas. The viewshed along the approximate mile and half stretch of the bridge structure crossing Bayou Dorcheat will include views of US 371 and the Kansas City Southern Railroad trestle balanced with views of the wooded wetlands of Sausman Creek and Bayou Dorcheat.

The forested nature of the region and curvature of existing local roadways will likely reduce the visual impact of interchanges from existing crossroads. Dense vegetation

surrounding the Bayou Dorcheat crossing of the PA will obscure views of the structure, thus resulting in minimal effect on scenic environment of the structure crossing.

The No Action Alternative would not involve construction or addition of any new elevated structures in the region. Therefore, no adverse effects to the visual environment are expected from the No Action Alternative.

3.3.10 Cultural Resources

Section 106 of the *National Historic Preservation Act (NHPA) of 1966*, as amended, requires FHWA to consider the effects of the proposed action on historic properties. An historic property is defined as any building, structure, object, site, or district included in, or eligible for, the National Register of Historic Places (NRHP). The implementing regulations of Section 106, issued by the Advisory Council on Historic Preservation (ACHP), is 36 CFR Part 800.

3.3.10.1 Affected Environment

As shown in **Table 3.3-4** a total of 1,277 previously recorded cultural resources are located in the study area. The 531 recorded archaeological sites range in age from the Paleo-Indian Period (10,000 to 8,000 B.C.) to mid-twentieth century. Only a single site (16CL04, Three Creeks) of the 531 archaeological sites has been determined eligible for the NRHP. Of the remaining sites, four are listed as *significant*, 43 are *potentially significant*, 248 are *not significant*, and 235 are of *unknown significance* based on the NRHP criteria for evaluation [36 CFR 60.4 (a-d)].

Table 3.3-4
Number of Previously Recorded Cultural Resources Within Study Area

	Archeological Sites	Historic Structures	NRHP Properties	Total
Bossier Parish	69	24	0	93
Claiborne Parish	85	376	6	467
Webster Parish	268	269	14	551
Columbia County	54	51	1	106
Union County	55	4	1	60
Total	531	724	22	1,277

The 724 historic structures vary in origin from agricultural, commerce, residential, educational, civic, religious, industrial, and transportation. Most are residential. Thirteen of the 724 previously recorded historic structures are listed on the NRHP. NRHP eligibility status of the remaining recorded historic structures has not been determined. In addition to the 13 historic structures recorded on the NRHP, nine additional properties have been listed on the NRHP for a total of 22 NRHP study area properties. Although these include a variety of structural types, the majority are residential structures located within Minden (12) and Homer (4).

The study area also crosses the Old Military Road that extended northward from Fort Jesup in present-day Sabine Parish to Fort Towson on the upper Red River in present-day southeastern Oklahoma. The current condition of the Old Military Road is unknown.

In accordance with 36 CFR Part 800, an Area of Potential Effect (APE) was established for this project that represented the geographic area in which the proposed I-69 project could directly or indirectly cause impacts on the character or use of any historic properties existing within that area. The APE was smaller in geographic extent than the original study area, and, as a result, many of the historic/archaeological resources identified above were outside the APE and beyond the area where they could be affected by construction or operation of the new highway. The APE served as the basis for detailed surveys of known and unknown cultural resources performed for this project, as described below.

3.3.10.2 Methods of Evaluation and Results

A Phase I Cultural Resources Survey of the APE associated with the LA portion of the PA was performed by R. Christopher Goodwin & Associates. Fieldwork was completed between August 2006 and November 2008. The investigation consisted of cartographic, archival, and archaeological data review followed by a pedestrian survey and systematic shovel testing. A total of 4,610 shovel tests were completed. As a result of this investigation, 23 new cultural resources were identified within the APE, including seven historic standing structures, nine hitherto unknown archaeological sites, and seven sites that were classified as non-site loci according to standards of the LA Division of Archaeology, which are defined as sites containing five or fewer artifacts from the same time period. None of these 23 sites appear to satisfy any eligibility criteria for nomination to the NRHP. This conclusion is contained in the report entitled *Phase I Cultural Resources Survey and Archaeological Inventory of the Louisiana Portion of the Proposed I-69 Corridor Section of Independent Utility No. 14, Bossier, Webster, and Claiborne Parishes, Louisiana* dated August 2009. A draft version of the document was transmitted to the LA SHPO in March 2009 for review, comment, or concurrence in its findings. Copies of the concurrence letter received from LA SHPO, based upon the draft, and the final letter of review and acceptance, based upon re-submittal in September 2009, are located in **Appendix B.**

Identification of historic properties in the APE for the AR portion of the PA was performed by Historic Preservation Associates, LLC. Review of existing information on historic properties on record with the Arkansas State Historic Preservation Office (AR SHPO) and the Office of the State Archeologist determined that no previously recorded buildings, structures or objects existed within one mile of the APE. Identification efforts included background research, consultation, and field survey of the entire APE. A total of 75 buildings, structures, objects, or sites were identified and evaluated. Documentation of buildings was assembled and a request for technical assistance was prepared in November 2008 and forwarded to the Department of Arkansas Heritage, the AR SHPO through AHTD. Eight structures were evaluated for NRHP eligibility. AR SHPO review dated November 20, 2008 concluded that one of the eight buildings was eligible for nomination, the Burleson house in Columbia County. This house is

considered NHRP eligible under Criterion C as an intact example of an early 20th century vernacular farmhouse The proposed right-of-way for the PA will require land from the parcel occupied by this building, but the edge of the proposed right-of-way will be located approximately 50 feet away from the building and the building itself will not be taken. There are no other important historical features on the property other than the house itself.

A Phase I report documenting the identification of historic properties in the AR portion of the PA was completed in January 2009. The report was transmitted to the AR SHPO through AHTD. In addition, the report identified five archeological sites located within the proposed PA right-of-way. The sites were not evaluated for NRHP eligibility and were recommended for Phase II assessment. Two options were presented for approaching additional survey work at these sites:

- Draft a programmatic agreement among FHWA, AHTD, AR SHPO, and Indian tribes as necessary, that describes the procedures to be followed if further historic property field survey is left until the project construction phase, including handling and evaluation of any previously unknown historic properties are discovered during earthmoving activities; and
- Re-survey the APE for previously unknown historic properties and complete a National Register eligibility assessment at known sites after clearing/grubbing but before major earthmoving activities begin, including survey of ancillary areas associated with construction such as material and equipment staging areas and borrow sites.

All other buildings, structures, objects, and sites documented during the identification efforts were assessed as not being NHRP eligible or as being located outside the APE resulting in no effects.

AHTD reviewed conceptual plans for the PA and various options for avoiding or minimizing effects on the Burleson house property. Based on this review, AHTD felt confident that measures can be implemented during the design and construction phases of the project that will ultimately result in a determination of “no effect” on the property. A commitment to further evaluate these options during future project phases was coordinated with the AR SHPO via correspondence dated November 20, 2009 and documented in **Section 3.7.6** of this FEIS. The AR SHPO concluded that this commitment, as an avoidance measure, was sufficient to determine that the proposed project would have no adverse effects on the NHRP eligible Burleson house via correspondence dated December 10, 2009. Copies of AR SHPO letters are located in **Appendix B.**

3.3.10.3 Preferred Alternative Effects and Potential Mitigation

Indirect and cumulative effects to recorded and unrecorded resources is unknown but will be directly related to the magnitude of secondary land development. **Section 3.3.5**

of this EIS discusses land use changes associated with the build alternatives including the PA.

The No Action Alternative would not result in direct effects to known cultural resources. However, because the No Action Alternative would not be totally devoid of development activity, then it may also result in effects to unrecorded cultural resources, albeit with a lower probability than the PA.

3.3.11 Section 4(f) Resources

Section 4(f) of the Department of Transportation Act of 1966, as amended, prohibits US Department of Transportation agencies from using land from any significant publicly-owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site, unless there are no feasible and prudent alternatives to the use of such land and the proposed project includes all possible planning to reduce harm to the property. When a project impacts a property protected under Section 4(f) and the impacts, considered in combination with avoidance, minimization, mitigation, and/or enhancement measures, are determined to have no adverse effects on the activities, features, and attributes of the property that qualify it for Section 4(f) protection, then a *de minimis* finding may apply. The finding must have the concurrence of the agency official with jurisdiction over the Section 4(f) property, and the finding must contain firm commitments for implementation of all measures proposed to reduce project impacts to a *de minimis* level.

As indicated previously in Section 3.3.6.3, the PA will have no involvement with any publicly-owned public park, recreation area, or wildlife and waterfowl refuge protected under Section 4(f). In regard to historic sites, Section 3.3.10 described the project involvement (based on current conceptual plans) with the Burleson house, which the AR SHPO determined was eligible for nomination to the National Register of Historic Places. The project would not directly impact the house, but would require land from the property for new highway ROW. No other features of the property have historical importance other than the house. After reviewing options to avoid and minimize project effects on the Burleson house, AHTD provided a commitment to the AR SHPO that measures will be implemented during future project design to achieve a determination of "no effect" on this NRHP-eligible property. Based on this commitment, which is documented in Section 3.7.6 of this FEIS, the AR SHPO concluded that the project would have no adverse effects on the Burleson house. As a result, FHWA determined that a *de minimis* Section 4(f) evaluation was appropriate and the AR SHPO was notified of this determination. The *de minimis* Section 4(f) evaluation for the PA involvement with the Burleson property is reproduced in **Appendix E.**

3.4 Physical Environment

3.4.1 Surface Water Resources

3.4.1.1 Affected Environment

The study area is located within the Red River and Ouachita River Basins. On the east side of the study area, the Ouachita River flows south from AR into LA eventually joining the Black River before ending in the Red River. The Red River, to the west of the study area, flows south into LA from AR, turning southeast as it passes Shreveport toward its confluence with the Atchafalaya River. While neither of the two rivers is located within the study area, all surface water in the study area eventually flows into one of these two rivers.

Bayou Dorcheat and the Middle-Fork of Bayou D'Arbonne are the only two streams within the study area identified by the Louisiana Department of Wildlife and Fisheries (LDWF) as Natural and Scenic and protected under *Louisiana Legislature Act 947 of 1988*. AR has listed Bayou Dorcheat on the AR registry of Scenic Streams, but it is not afforded the more stringent permitting protection as streams on AR system of Natural and Scenic Rivers. No federal National Wild and Scenic Water bodies are located in the study area.

In letters dated March 25, 2003, May 11, 2005, and November 11, 2005, the US Coast Guard (USCG) confirmed that there are no navigable waters of the study area for which a USCG Section 10 bridge permit would be needed (see **Appendix B** for agency correspondence). Any bridges that will cross waterways, meeting the criteria for the Surface Transportation Act of 1978, will not require specific Coast Guard Bridge Permits. The Coastal Section of USCG Bridge Administration requires that vertical clearance for each waterway crossing be sufficient for recreational boat traffic at high water. All crossings will be constructed to maintain a vertical clearance sufficient for recreational boat traffic at mean high water.

A complete listing of all streams, creeks and other waters that will be impacted by the proposed PA can be found in both the *Wetland Delineation Report (URS 2008b) and Wetland Delineation Report Supplement (URS 2010).*

Study area surface water quality has been documented as generally poor. Wastes generated from the oil industry and agricultural production have degraded surface water and produced measurable concentrations of chlorides and other pollutants. Large amounts of land under timber management have resulted in increased sediment loads from erosion following timber harvests. Disposal of household trash into local streams is an additional source of pollution that has affected water quality in the study area.

Table 3.4-1 shows results of assessments completed by the LDEQ Office of Water Resources and the ADEQ Water Quality Planning Branch on appropriate uses of

surface water impacted by the proposed PA. Water use designations include recreation, fish and wildlife propagation, public water supply, and agriculture. Almost all water bodies have a number of suspected pollutants primarily related to oil and gas and agricultural activities.

Bayou Dorcheat and Caney Creek are the only two streams under a state water use designation impairment for LA and Little Cornie Bayou and Big Cornie Creek are the only two streams under a state water use designation impairment for AR that are crossed by the PA.

Table 3.4-1
Study Area Surface Water Assessment

Water Body	Impairment	Designated Uses	Suspected Sources	Suspected Causes
Bayou Dorcheat	Water Quality Limited	Partial support of 1) Primary and 2) Secondary Contact Recreation	Major industrial point sources	Other inorganics
			Minor industrial point sources	Siltation
			Major municipal point sources	Salinity/TDS/chlorides
			Minor municipal point sources	Pathogen indicators
			Package plants (small flows)	Oil and grease
			Silviculture	
			Land development	
			Urban runoff / storm sewers	
			Surface mining	
			Petroleum activities	
Caney Creek	Effluent Limited	Full Support of 1) Primary Contact, 2) Secondary Contact Recreation and 3) Fish propagation		
Little Corney Bayou	Water Quality Limited	Use Not Supported 1) Aquatic Life 2) Agriculture & Industry	Resource Extraction	Zinc Siltation/Turbidity
Big Cornie Creek	Water Quality Limited	Use Not Supported 1) Aquatic Life 2) Agriculture & Industry	Resource Extraction	Zinc Siltation/Turbidity

Source: LDEQ's 2006 *Water Quality Inventory Report,* and ADEQ's 2008 *List of Impaired Waterbodies (303(d) List)*

3.4.1.2 Methods for Evaluation

Locations of ponds, lakes, and perennial, intermittent or ephemeral streams were identified from USGS 7.5 minute quadrangle maps and GIS database mapping. GIS was also used to determine river basins in which the study area is located. Water quality information was obtained from the LDEQ website at http://www.deq.state.la.us and the ADEQ website at http://www.adeq.state.ar.us. This included streams that are monitored as well as detailed information on pollutants and their potential sources.

Direct effects were evaluated in terms of the number of steam crossings and linear feet of proposed stream realignments associated with project alternatives. Indirect effects of sediment loading during construction were considered as were non-point source nutrient loading from the roadway during the first flush of the roadway during precipitation events. Cumulative effects included impacts of this project in combination with other ongoing regional activities that have led to degraded water quality conditions as summarized in **Table 3.4-1**.

Following selection of the PA, the project team was deployed from December 19, 2006 through February 22, 2007 to complete detailed surveys along the proposed alignment of the PA to determine the potential effects to surface waters and wetlands. Subsequent coordination with the USACE, to achieve a preliminary wetland jurisdictional determination, resulted in additional and more detailed fieldwork. This higher level survey was conducted in conjunction with USACE representatives during December 2010. Results of these surveys related to the number and type of stream crossings are found in the *Natural Resources Technical Memorandum* (URS 2008a), the *Wetland Delineation Report* (URS 2008b), and *Wetland Delineation Report Supplement* (URS 2010). An account of the results of the *USACE Preliminary Jurisdictional Determination* (USACE 2011) can be found in Chapter 4 Section 4.1.8.

3.4.1.3 Preferred Alternative Effects and Potential Mitigation

Figure 3.4-1 displays locations of physical environment features relative to the PA, and **Chapter 2.0** contains **Figure 2.7-1**, which is a foldout of the PA for reader reference. While the LA Scenic Stream, Middle-Fork of Bayou D'Arbonne, is avoided by the PA, the PA must cross Bayou Dorcheat, also a LA Scenic Stream that runs north/south through the entire western portion of the study area. Every effort has been made to minimize impacts to Bayou Dorcheat and surrounding wetlands. The entire length of Bayou Dorcheat within the study area was evaluated to determine suitable crossing locations to minimize adverse impacts. The selection of the most suitable crossing was a major decision in the selection of the PA. Details of this evaluation are provided in the *Corridor Selection* Report (URS 2003g) and the *Alternatives Development and Screening* Report (URS 2004a). The PA crossing utilizes an existing railroad crossing in order to minimize impacts. Along its approximate 63-mile length, the project must cross a number of streams in addition to Bayou Dorcheat. A summary of the type of stream, stream crossings and linear stream footage located inside of the proposed PA right-of-way is listed below.

Type of Stream	Impacts (Number of Crossings)	Impacts (Linear Footage of Streams in ROW)
Ephemeral Stream	43	19,906
Intermittent Stream	66	34,438
Perennial Stream	31	24,793
Total	**140**	**77,146**

Best Management Practices (BMPs) shall be used and monitored under Storm Water General Permits to be issued by LDEQ and ADEQ. These BMPs would include a

hazardous spill containment plan for construction operations. Temporary construction effects and BMPs are discussed in **Section 3.6** of this EIS.

Effects of roadway maintenance of the new I-69 right-of-way are considered an indirect effect that would not otherwise occur without the project. While maintenance will include the use of herbicides, neither LADOTD nor AHTD applies herbicides within 100 feet of a stream crossing even if the herbicide is approved for open water applications. Insecticides are not used by LADOTD or AHTD in maintenance activities.

Operation and use of the facility will result in deposit of some vehicular fluids (motor and transmission oil, coolant, and brake fluid) and trash. There is also a remote possibility of releases of hazardous materials from shipments along I-69. Regular maintenance by LADOTD and AHTD, however, will minimize trash and solid debris that occur in the I-69 right-of-way and their indirect project effects. Small amounts of fluids along the right-of-way that are directly or indirectly deposited in grassy areas by stormwater would be partly absorbed by the ground, where most would decompose, leaving only residual amounts retained by surface soil. Trace/residual amounts of fluids may possibly enter surface waters from stormwater overflow; however, the amount is expected to be insignificant but increase with proximity to water bodies.

Indirect effects of the PA include remote potential for hazardous spills where there is currently no potential (i.e., no roadway). Spills of concern would be those of substantial volume associated with a tanker truck accident or similar event. Projected I-69 traffic volumes along SIU 14 described in the *Traffic and Accident Analysis Report* (URS 2003f), however, suggest that LOS on I-69 will be “A” in 2030. Therefore, occurrence of accidents involving tanker trucks and similar incidents will be unlikely. Accidents are most likely at interchanges; however, accident rates at these rural interchanges are expected to be low. (See **Section 3.3.3** of this EIS for discussion of public safety effects of the PA.) Of interchanges located along the PA, US 371 would pose the greatest potential impact to water quality because this interchange will be located in proximity to both wetlands and the recharge area of the Sparta Aquifer (see **Section 3.4.3** of this EIS for details on the Sparta Aquifer).

Coordination with the USACE and other jurisdictional resource agencies will be conducted throughout design and construction of the PA to determine the mitigation needs for potential direct adverse stream effects.

3.4.2 Floodplains

3.4.2.1 Affected Environment

Protection of floodplains and floodways is required by Executive Order 11988, *Floodplain Management*, 23 CFR Part 650, *Location and Hydraulic Design of Encroachments on Floodplains,* and USDOT 5650.2, *Floodplain Management and Protection*. These regulations were designed to minimize highway encroachments within the 100-year floodplain and to avoid land use development inconsistent with

floodplain values. During periods of high water, floodplains serve to moderate flood flow, provide water quality maintenance, and serve as temporary habitat for a number of plant and animal species.

All land in the study area within the 100-year floodplain is associated with a waterway. Major waterways are Bayou Dorcheat, Bayou D'Arbonne, Middle-Fork of Bayou D'Arbonne, Little Corney Bayou, Corney Creek, and Three Creeks, which all have a sizable floodplain extending the length of the waterway within the study area. The 100-year floodplain also follows several of the tributaries and associated streams that are part of the major waterway systems.

3.4.2.2 Methods for Evaluation

Digital maps of the 100-year floodplain are not available for most the study area; therefore, Flood Insurance Rate Maps and Flood Hazard Boundary Maps were obtained for each county and parish in the study area. Maps were scanned and then digitized into the GIS. These data, combined with a map showing all streams within the study area, illustrated locations of streams with the largest associated floodplains. Direct effects were evaluated in terms of acreage of 100-year floodplains encompassed by the proposed PA right-of-way. Such crossings may affect base flood levels upstream of the crossing if floodwater flow is substantially ponded by structures. Indirect and cumulative effects to floodplains include the incremental increases in impervious surface from developments, which increase runoff, decrease time to flooding peaks, and increase base flood elevations and floodplain widths. Indirect effects relate to those additional effects from induced land development, while cumulative effects include the effects of this project and other developments that have affected and will affect base flood elevations in the region.

3.4.2.3 Preferred Alternative Effects and Potential Mitigation

A floodplain evaluation was conducted in accordance with EO 11988 and 23 CFR 650. The proposed PA alignment will traverse the floodplain of Bayou Dorcheat, Cornie Bayou and other small streams in both LA and AR. None of the streams along the alignment have a regulatory floodway; therefore, no encroachments or modification to a floodway would result from construction of the PA. Encroachments of the 100-year floodplains located in the study area comprise minor transverse encroachments as displayed on **Figure 3.4-1**. Coordination with local floodplain administrators and the Federal Emergency Management Agency (FEMA) has been accomplished in the development of the PA, and will continue through the completion of the design and construction phases of the project. Impacts have been evaluated and determined to be minimal; therefore, the project would not constitute a "significant" encroachment. Details of encroachments for the PA and the other build alternatives follow.

Build Alternatives	Impacts (acreage of 100-year floodplain within ROW)
Alternative 4	361
Alternative 4.2	326
Alternative 4.3	365
Preferred Alternative	**304**
Alternatives 4.2 & 3	329
Alternative 5	285
Alternative 5.1	325
Alternative 5.2	249
Alternatives 5.1 & 2	289

Indirect and cumulative effects to the floodplains will be directly related to induced land development, which is discussed in **Section 3.3.5** of this EIS; however, other past projects in the region have adversely affected base flood elevations in the project area. Past construction of the Kansas City Southern (KCS) railroad across Bayou Dorcheat constricts floodwaters north of this crossing. Other past linear construction projects have had similar effects to varying degrees of intensity in the project area (e.g., construction of US 80, I-20, and others). However, because the direct effects of this project do not affect the base flood elevations, the cumulative effect is expected to be negligible.

3.4.3 Potable Ground Water

3.4.3.1 Affected Environment

Geologic formations beneath the study area contain several sandy and porous aquifers, from which groundwater is obtained. These include the Sparta, Cockfield, Chicot Terraces, and Alluvial Formations. While there are many regions of the study area that serve as porous recharge areas for these formations, there are also areas that are classified as “no recharge areas.“ Areas considered to be high-potential recharge areas surround Bayou Dorcheat as well as other outcroppings. Only the western portion of the study area contains recharge areas of concern.

No USEPA designated sole source aquifers are located inside the study area; however, the Sparta Formation and Chicot Terraces are of great concern to the region. These two aquifers are the major sources of potable water for the region and are recharged through direct infiltration of rainfall. While a separate geologic formation, the Chicot Terraces are directly hydraulically connected to the Sparta Aquifer and, therefore, assist in its recharge. Industrial withdrawals have reduced water levels in the Sparta Aquifer over the years. The USGS has proposed that the North Hills Lakes Project could help to recharge the Sparta Aquifer through direct infiltration from lakes impounded over high-recharge areas. Two lakes are proposed in the study area, one on existing Flat Lick Bayou and another on existing Black Bayou. While the North Hills Lakes Project has received local support, no funding has been allocated for any lake construction.

The Louisiana Department of Natural Resources (LDNR), Office of Conservation Groundwater Commission, studied protection of the Sparta Aquifer recharge area. All

of Claiborne Parish, nearly half of Webster Parish, and other regions in LA located outside of the study area were identified and proposed as *Critical Groundwater Areas* for protection. In July 2004, the Office of Conservation issued Draft Orders (CGWA-1-04) identifying three groundwater recharge areas of concern in the Monroe-West Monroe, Ruston, and Jonesboro-Hodge areas of north LA, as Critical Groundwater Areas. None of these identified areas are located inside of the study area. The final order by the Office of Conservation was issued on August 15, 2005.

3.4.3.2 Methods for Evaluation

Information on the extent and location of aquifers was obtained from paper maps, as well as digital information obtained from *Recharge Potential of Louisiana Aquifers* (Louisiana Geologic Survey, 1988). All information was compiled in GIS and then overlain with the proposed PA alignment to determine direct effects of recharge acreage located inside the PA ROW. Indirect effects were evaluated in terms of additional impermeable surface associated with incremental development, as well as non-point pollution associated with induced development. Cumulative effect evaluation included incremental direct and indirect effects of I-69 SIU 14 and other projects to recharge and quality of the Sparta Aquifer in the context of the entire Sparta Aquifer recharge area.

3.4.3.3 Preferred Alternative Effects and Potential Mitigation

In a letter dated March 9, 2004 (**Appendix B**), the LDNR Office of Conservation stated that the PA should have no negative effects on the recharge of the Sparta Aquifer.

All direct effects to the Sparta Aquifer and Chicot Terrace recharge areas will occur from the Bossier/Webster Parish Line to just west of Haynesville. The PA will result in approximately 357 acres of Chicot Terraces recharge area converted to right-of-way, and approximately 26 acres of Sparta Aquifer recharge area converted to right-of-way, which will result in a total impact of 383 acres of potential recharge area converted to SIU 14 right-of-way under the PA.

Indirect effects to potable groundwater of the Sparta Aquifer and Chicot Terraces include additional increases in impervious surface area from induced land development and increases in groundwater withdrawals. Such effects are anticipated to reduce in intensity and probability with increasing distance from proposed interchanges. Development around the proposed interchange with US 371 will result in the greatest potential adverse effects to recharge because the interchange location is situated over a high recharge area of the Chicot Terraces.

Cumulative adverse effects of this project, when combined with other developmental projects located in recharge areas of the Sparta Aquifer, will be negligible. The recharge area for the Sparta Aquifer also includes the Chicot Terrace recharge area. Together, these areas extend across a substantial portion of northwestern LA and southwestern AR, with the majority of the recharge areas located in rural, undeveloped regions of both states. Because recent population has generally declined in this region, future development rates are not anticipated to be high. This is supported by the

designation of a large portion of the study area as part of the North LA RRZ, which is recognized by the USHUD as an area in need of economic revitalization.

Another concern from a cumulative effects standpoint is the cumulative withdrawals from the Sparta Aquifer. Even though the region has recently experienced a population decline, the overall population trend has increased over the past century. This relates to overall increase in groundwater demands, with demand spikes being associated with industrial withdrawals. Direct effects of this project will not result in substantial groundwater withdrawals. Indirect groundwater demand will be associated with induced residential and industrial development. (**Section 3.3.5** of this EIS addresses land use changes.) Types and magnitude of anticipated induced development suggest that increased groundwater withdrawals will be minor. Cumulative effects, however, must consider the net beneficial effects of the North Hills Lakes Project, which is designed to augment groundwater reserves with both surface water and groundwater recharge.

3.4.4 Geology and Mineral Resources

3.4.4.1 Affected Environment

For most of geologic time, the study area has been inundated by the sea, resulting in sedimentary layers of clays, silts, and sands. During the late Tertiary Period of geologic time which was between 66 and 2 million years ago, the sea receded. Uplifts of the region to the west (Sabine Uplift) and to the east (Monroe Uplift) led to the elevation changes known as the Piney Hills region. Over time, the weight of sediment atop marine deposits pushed up salt deposited millions of years earlier (i.e., between 240 and 208 million years ago) to form the Northern Louisiana Salt Dome Basin, which is partly encompassed by the study area. These salt domes are associated with pools of petroleum, as lighter density petroleum migrates and collects in mounds and other traps between groundwater and layers of low or no permeability. The Cotton Valley and Haynesville oil and gas fields are coincident with the Northern Louisiana Salt Dome Basin. From the uplifts of the region and subsequent stream erosion, rolling hills of the region were created. Most of the Chicot formation has been eroded from the landscape. The most recent influence on the region has been the Red River, whose past channel of the present Bayou Dorcheat contains the most recent sediment deposits in the study area.

The study area consists of two major physiographic areas: The nearly level floodplains and the gently sloping to moderately steep uplands. Elevation ranges from about 500 feet above sea level in the uplands to about 100 feet above sea level in the floodplains. Floodplains of streams that drain study area uplands have loamy soils ranging from poorly drained to well-drained. Poorly drained soils in lower areas are limited by wetness and flooding. Well-drained soils in moderate elevations, such as natural levees along abandoned and present streams, are also limited by flooding during the winter and spring. Upland soils are gravelly, sandy, or loamy and range from poorly drained to excessively drained and tend to be highly erodible due to the sand-clay mix, especially when vegetation is removed.

Mineral resources in the study area include prolific oil and gas deposits as well as large quantities of iron ore. Gravel and sand mining operations are located along Bayou Dorcheat and elsewhere in the study area. Several lignite coal deposits are located near the border between LA and AR and bromine is extracted from several areas in southern AR for chemical processing. Oil and gas are the two most exploited mineral resources in the region with numerous well sites, pipelines, and production facilities. Hydrogen sulfide accompanies oil and gas in some of the wells in production in the State Line and the Shuler oil and gas fields.

3.4.4.2 Methods for Evaluation

Information concerning mineral resources within the study area was obtained from the LDNR and the Arkansas Oil and Gas Commission. Locations of important active and inactive well sites were identified in discussions with regional oil and gas operators. Locations of lignite deposits were provided by the Arkansas Geological Commission. Gravel and sand mining operation locations were obtained by review of aerial photography, data maintained by the LADOTD, and a private vendor (Southern Services, 2005). Information concerning the geology of the study area was taken from the USDA Natural Resources Conservation Service (NRCS) soil survey for each parish or county in the study area, which represents the most current soil data on record for each parish and county. GIS was used to assess direct effects of the PA to mineral extraction operations and deposits. Indirect effects include secondary land use development effects to these resources through direct impacts or indirect increases in mineral resource needs. Cumulative effects include the direct and indirect effects of the PA combined with all past and reasonably foreseeable future activities that may have an effect on these mineral resources.

3.4.4.3 Preferred Alternative Effects and Potential Mitigation

While the PA will not result in adverse effects to area soils, some of the soils underlying the region will have limitations for construction of a major interstate facility. Soils in low-lying areas and areas with moderate elevations are limited by flooding, with soils along the natural levees of stream beds limited by a tendency to easily erode due to the sandy-clay mix. Upland soils are limited by shrink-swell potential and low strength. Low strength means that the soil structure is not strong enough to support loads. Shrink-swell potential has to do with the clay content of the soil, with higher clay content resulting in a greater probability that the soil will shrink when dry and swell when wet, which may cause heaving and other impacts.

Several soil types located in the study area are rated as having a severe limitation for construction due to low strength, shrink-swell, wetness, flooding, or a combination of these factors. Severe ratings imply that soil properties and features are so unfavorable or difficult to overcome that special design, as well as increases in construction and possibly maintenance costs, will be required. Before construction begins, soil analysis will be conducted for the study area to confirm the type of soil material present and to determine subsurface design requirements that should be implemented to suit existing soil properties.

The PA will not directly affect any known lignite deposits in AR; however, the PA will approach a lignite deposit located just north of the state line in Columbia County. No active gravel and sand operations will be directly affected. However, the Haynesville, State Line, and Shuler oil and gas fields will be traversed by the PA. Approximately five active and inactive oil and gas wells will be directly impacted by the PA.

Indirect effects to mineral extraction operations should be minimal but directly proportional to induced land development in the vicinity of proposed interchanges and elsewhere in the region. Induced land use changes are discussed in **Section 3.3.5** of this EIS. Indirect land development and potential conflicts with oil and gas exploration will likely be greatest surrounding the interchanges on US 79 and LA Alt. 2 for the PA, because they are located on the perimeter of the Haynesville oil and gas field. While the Haynesville field is active, it represents an older discovery that would render cumulative effects of the project to these fields as minimal. Based on the rural location of lignite deposits, indirect and cumulative effects to lignite deposits are anticipated to be insignificant. However, induced land development is anticipated to increase pressure on existing sand and gravel mining sites and the development of new sites in regions where some exist already. These pressures and similar past pressures have led to the sand and gravel exploitation near Bayou Dorcheat in the southern portion of the study area. This trend is expected to continue.

3.4.5 Prime Farmland and Other Soils

3.4.5.1 Affected Environment

Prime farmland soils are located throughout the study area and support important LA silviculture operations. Prime farmland soils, as defined by the USDA, are soils that have properties favorable for the economic production of sustained high yields of crops. Prime farmland soils produce highest yields with minimal inputs of energy and economic resources. These soils are located in floodplains along terraces. While soils within the floodplain are fertile, they are limited due to wetness and flooding and, therefore, not classified as prime and unique. The highest concentration of these soils is located in the southern portion of the study area, in Webster and Claiborne Parishes, along a relic channel of the Red River.

3.4.5.2 Methods for Evaluation

In accordance with the federal *Farmland Protection Policy Act,* locations of prime farmlands were identified and evaluated using the USDA NRCS, Farmland Conversion Impact Rating Forms for corridor projects. Soil data and prime farmland information for each parish and county in the study area were obtained from soil surveys published by the NRCS. In order to obtain acreage amounts of prime farmland for each alternative, soils classified as prime farmland were marked on soils maps. These maps were then digitized and incorporated into the GIS so that the data could be combined with the alternatives to produce acreage impact estimates. Direct effects to prime farmland soils are assessed using the NRCS Farmland Conversion Impact Rating Forms for corridor

projects, which require the rating of soils underlying each of the build alternatives in accordance with criteria on the rating forms. Distance to developed areas, farmland protection, and present agricultural use are some of the factors that are rated on these forms. The NRCS provides an assessment of each build alternative under consideration. Indirect effects and cumulative effects are likewise evaluated with these forms by the NRCS.

3.4.5.3 Preferred Alternative Effects and Potential Mitigation

Direct effects to prime farmland soils are measured in terms of acreage of soils classified as prime farmland that will be converted for construction of roadway surfaces. Direct effects will occur along the entire length of the proposed PA; however, acres of impacted prime farmland will decrease along more northerly portions of the PA alignment. The proposed PA will impact approximately 627 acres of prime farmland soils in LA and 256 acres in AR, for a total of approximately 883 acres of prime farmland soils impacted. **Appendix D** contains the Farmland Conversion Impact Rating Form for the proposed PA.

Indirect and cumulative effects to prime farmlands are associated with induced development, which is discussed in **Section 3.3.5** of this EIS.

3.4.6 Hazardous Materials and Sites

3.4.6.1 Affected Environment

Areas in both LA and AR share a similar history of oil and gas exploration and production. Cotton Valley and Haynesville, LA are sites of two major oil field discoveries that developed in the early part of the 1900's. It's likely that many wells in both fields may have been abandoned without proper plugging and abandonment procedures. It is also plausible that discarded equipment was buried in blow out craters.

In AR there exists possible abandoned gas station sites, oil and gas industry sites, sites containing discarded materials (personal and industrial), and both active and abandoned hydrogen sulfide gas wells and pipelines.

With the exception of the hydrogen sulfide gas wells, LA has sites similar to those seen during field investigations in AR. In addition, the study area in both states contains possible generators of hazardous wastes, including, but not limited to, underground storage tanks (USTs).

During the preliminary evaluation of alternatives, 23 potentially hazardous sites (cumulative) were identified within one mile of the alignments carried forward for further consideration. Of these 23 sites, 15 were considered to be of either high or moderate hazard to the project and were identified in the Draft EIS.

After selection of the PA, and its later revision, the number of sites identified as having either high or moderate hazard to the PA has been reduced to nine which are located within one-half mile of the PA ROW.

3.4.6.2 Methods for Evaluation

An *Environmental Due Diligence Investigation (URS 2005b),* was prepared for the study area for the purpose of identifying locations of known hazardous and potentially hazardous sites. Investigations were conducted using American Society for Testing and Material (ASTM) Practice E 1527-00 *"Phase I Site Assessment."*

A search was completed by GeoSearch Electronic Database of federal and state programs. In an effort to compliment the research performed on the GeoSearch Electronic Database, records were reviewed at offices of both the ADEQ and the LDEQ to identify hazardous material sites.

Federal programs searched included the National Priority List (NPL), Delisted NPL (DNPL), No Further Remedial Action Planned (NFRAP), Comprehensive Environmental Response, Compensation & Liability Information System (CERCLIS), Resource Conservation & Recovery Act Information System (RCRIS), Emergency Response Notification System (ERNS) and the Hazardous Materials Incident Reporting System (HMIRS). State programs investigated for both AR and LA included the Leaking Underground Storage Tanks (LUST), Historical Leaking Underground Storage Tanks (HLUST), Underground Storage Tanks (UST), Solid Waste Landfills (SWLF), Voluntary Remediation Program (VRP), Emergency Response Incidents (ERI), Leaking Registered Storage Tanks (LRST), Recycling Market Directory (RMD), Registered Storage Tanks (RST), and Solid Waste Facilities (SWF).

In addition, recently flown aerial photographs were reviewed, a windshield survey/field reconnaissance was conducted, interviews with state agencies and public officials were conducted, and historical data were reviewed, which included historic USGS topographic quadrangles, Sanborn Fire Insurance Maps, and materials from the Bossier Parish Oil and Gas Museum website.

Not all sites, identified either through records review or reconnaissance, were evaluated in the field due to site access limitations. However, 23 sites and two anomaly sites were further evaluated because of their proximity to one or more of the build alternatives previously evaluated in the Draft EIS. Each was then ranked according to their potential to impact the project. Site condition and documentation of past activities were the principal factors in determining each site's potential hazard and ranking. Ranking was based on hazard potential including High, Moderate, Low and Nominal. These hazard potentials are explained as follows:

- **High Potential:** Confirmed releases to groundwater and/or repeated regulatory violation history. Properties that appear to be conducting activities that would require registration to a regulatory program; however, the property is not registered. Sites that are within/or directly adjacent to an alternative alignment.

- **Moderate Potential**. Properties registered within a regulatory program, with no significant violation history and observed at least standard housekeeping practices. Properties within 500 feet of an alternative, but on, or directly adjacent to, an alternative alignment.
- **Low Potential**: Properties that are between 500 feet and one mile of the centerline of an alignment and are likely up-gradient of an alternative alignment.
- **Nominal Potential:** Properties that are between 500 feet and one mile of the centerline of an alignment and are likely down-gradient of an alternative alignment.

For purposes of this evaluation, only High and Moderate Potential effects are detailed.

Direct effects are possible encroachments of potential high and moderate hazard sites. Indirect effects to all hazardous sites relates to additional direct and indirect effects from induced development. Cumulative effects to hazardous sites include past oil and gas exploration activities, future North Hills Lakes Project as well as project effects.

3.4.6.3 Preferred Alternative Effects and Potential Mitigation

Table 3.4-2 displays information and ranking for 9 sites assessed with either moderate or high potential to impact the PA. **Figure 3.4-1** displays locations of these sites.

In addition to sites listed in **Table 3.4-2,** all pipelines represent a hazard whether they are transmitting natural gas, oil, hydrogen sulfide, or other compounds. These features are under pressure, with contents that are often toxic and/or flammable. Hydrogen sulfide is an extremely toxic compound; at low concentrations that paralyzes the central nervous system and causes death. Pipelines transporting hydrogen sulfide are only encountered in Union County, AR. Pipelines are regulated by several different agencies relative to collection, transmission and delivery of the product. Locations of hydrogen sulfide and other pipelines are displayed in **Figure 3.4-1**.

Indirect effects to sites noted in **Table 3.4-2** are associated with induced land development expected as a result of build alternatives. Based on location of sites along alternatives and the likelihood of development, the proposed I-69/US 79 interchange appears to have the greatest potential for indirect encounters with hazardous materials. Cumulative effects of the project are considered negligible as this project is not anticipated to have a direct effect on the number or size of hazardous sites in the study area. However, past actions have had substantial effects to the region in terms of hazardous sites and water quality. (See **Section 3.4.1** and **Section 3.3.5** for discussions of past industrial development effects on water quality and land use, respectively.)

The No Action Alternative will not be devoid of development; however, adverse effects with known and unknown hazardous sites are expected to be minimal.

Table 3.4-2
Hazard Ranking of Sites Near EIS Alternatives

Study ID No.	Description	Programs	Assessed Risk Level		Alignment(s)/Option(s) at Risk; Approximate Distance from Alternative Right-of-Way (Feet)								
			High	Moderate	Alt. 4	Alt. 4.2	Alt. 4.3	PA	Alt. 4.2 & 3	Alt. 5	Alt. 5.1	Alt. 5.2	Alt. 5.1 & 2
M7	Duke Energy Field Services 222 Fina Rd Haynesville, LA EPA ID #LAD055790554	RCRISG	●		30	30	30	**30**	30	30	30	30	30
M9	Marathon XTO Energy, Inc. 176 Marathon Rd / US Hwy 16 Haynesville, LA EPA ID #LAR000030056 Agency Facility #14-013622	ERNS, RCRISG	●		1,040	1,040	1,040	**1,040**	1,040	1,040	1,040	1,040	1,040
R6	Large Distressed Area Abandoned Oil Field Equipment, AR	N/A		●	1,630	1,630	1,630	**1,630**	1,630	1,630	1,630	1,630	1,630
R9	Residence Mattie Roberson Lane	N/A		●[1]	50	50	50	**25**	50	50	50	50	50
R10	Example Oil Spill Hwy 16	N/A	●[2]		2,280	2,280	2,280	**2,280**	2,280	2,280	2,280	2,280	2,280
R18	Residence Clarence Ivory Rd at Rabb Rd	N/A		●[1]	0	0	550	**550**	550	2,270	1,580	2,270	1,580
R27	Webster Parish Landfill Off US 371	N/A		●	7,150	7,150	7,150	**1,300**	7,150	16,650	16,650	16,650	16,650
A1	Willamette Forest Product Co. On US 371	N/A		●	730	730	730	**1,180**	730	24,880	24,880	24,880	24,880
R26	Former Tank Farm	N/A		●	800	800	800	**800**	800	800	800	800	800

NOTES:
(1) Residences with environmental issues – a high probability of encountering one or more. Most will have a low or moderate risk to the project.
(2) Oil spill and related E&P activities have a high probability of being encountered and are a high risk to the project.

Prior to construction, all sites identified as potentially hazardous and located within one-half mile of planned construction activities should be evaluated in the field to help assess hazards and liability. This environmental assessment should include title searches, interviews and sampling.

3.4.7 Air Quality

3.4.7.1 Affected Environment

In 1990, Congress amended the *Clean Air Act of 1970* requiring the USEPA to modify standards for pollutants that were considered harmful to public health (primary standards) and public welfare (secondary standards). These standards, entitled *National Ambient Air Quality Standards* (NAAQS), revised limits for six principal air pollutants, also know as criteria pollutants: Carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), particulate matter (less than 10 micrometers in diameter [PM_{10}] and less than 2.5 micrometers in diameter [$PM_{2.5}$]), ozone (O_3,) and sulfur dioxide (SO_x). Current NAAQS are described below.

National Ambient Air Quality Standards

	Primary Standards		Secondary Standards	
Pollutant	**Level**	**Averaging Time**	**Level**	**Averaging Time**
Carbon Monoxide	9 ppm(1) (10 mg/m^3)(1)	8-hour (2)	None	
	35 ppm (40 mg/m^3)(1)	1-hour (2)		
Lead	0.15 µg/m^3 (3)	Rolling 3-Month Average	Same as Primary	
	1.5 µg/m^3	Quarterly Average	Same as Primary	
Nitrogen Dioxide	0.053 ppm (100 µg/m^3)	Annual (Arithmetic Mean)	Same as Primary	
Particulate Matter (PM_{10})	150 µg/m^3	24-hour (4)	Same as Primary	
Particulate Matter ($PM_{2.5}$)	15.0 µg/m^3	Annual (5) (Arithmetic Mean)	Same as Primary	
	35 µg/m^3	24-hour (6)	Same as Primary	
Ozone	0.075 ppm (2008 std)	8-hour (7)	Same as Primary	
	0.08 ppm (1997 std)	8-hour (8)	Same as Primary	
	0.12 ppm	1-hour (9) (Applies only in limited areas)	Same as Primary	
Sulfur Dioxide	0.03 ppm	Annual (Arithmetic Mean)	0.5 ppm (1300 µg/m^3)	3-hour (2)
	0.14 ppm	24-hour (2)		

Source: US Environmental Protection Agency

(1) Parts per million (ppm), micrograms per cubic meter (µg/m^3), milligrams per cubic meter (mg/m^3)

(2) Not to be exceeded more than once per year.

(3) Final rule signed October 15, 2008.

(4) Not to be exceeded more than once per year on average over 3 years.

(5) To attain this standard, the 3-year average of the weighted annual mean PM2.5 concentrations from single or multiple community-oriented monitors must not exceed 15.0 µg/m3.

(6) To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m3 (effective December 17, 2006).

(7) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm. (effective May 27, 2008)

(8) (a) To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm. (b) The 1997 standard—and the implementation rules for that standard—will remain in place for implementation

purposes as EPA undertakes rulemaking to address the transition from the 1997 ozone standard to the 2008 ozone standard.

(9) (a) The standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is $\leq$ 1.
(b) As of June 15, 2005 EPA revoked the 1-hour ozone standard in all areas except the 8-hour ozone nonattainment Early Action Compact Areas.

As of March 12, 2009, Bossier, Claiborne and Webster Parishes in LA and Columbia and Union Counties in AR were in attainment for all criteria pollutants. Because the PA will be located in attainment parishes and counties with regard to the criteria pollutants, it was not subject to more stringent or rigorous levels of air quality analysis.

3.4.7.2 Methods for Evaluation

Metropolitan Planning Organizations (MPOs) in LA and AR evaluate O_3 and NO_2 since the air quality concerns pertaining to these criteria pollutants are regional in nature. MPOs perform mesoscale analyses for O_3 and NO_2. Effects of CO are evaluated on a microscale, project-by-project basis. However, FHWA's Technical Advisory T 6640.8A *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* states "A microscale CO analysis is unnecessary where such impacts (project CO contribution plus background) can be judged to be well below the 1- and 8-hour NAAQS (or other applicable State or local standards)." Due to the project's rural location and projected low traffic volumes, it was concluded that a CO microscale analysis was not necessary.

3.4.7.3 Preferred Alternative Effects and Potential Mitigation

As stated in the previous section, direct effects on ambient air quality of the proposed four-lane controlled access PA will be minimal. Limited traffic volumes and the rural nature of the project location indicate that neither the 1-hour nor the 8-hour NAAQS Standard for CO will be violated. Induced land development and other regional projects under discussion at this time (i.e., North Hills Lakes Project) are not anticipated to result in substantial increases in carbon monoxide concentrations from vehicular or other point and area emission sources. No mitigation will be required for the PA in regard to potential effects on ambient air quality.

3.4.8 Noise

3.4.8.1 Affected Environment

The region within and surrounding the PA corridor is predominantly rural in character, with the majority of residents living on large lots or acreage. Many residences are isolated or in small isolated clusters. Notable existing noise sources in the region include existing highways (e.g., LA 3008, LA 159), natural sounds (e.g., birds and leaves rustling from wind), and sounds typical of rural residences (e.g., dogs, some domestic livestock, farm equipment).

All modes of urban transportation create noise. Sound and noise are usually synonymous, although noise generally denotes unwanted sound. The decibel (dB), the

scale unit of sound measure, describes sound pressures. Because most people are capable of responding to a wide range of sound pressures, the decibel scale is used to logarithmically compress the range of numeric values, typically expressed as 0 -120 dB. Environmental noise will fluctuate from moment to moment. It is common practice to condense these noise level fluctuations into a single number, which is the average level of all the varying levels of noise occurring during the time period. The L_{eq} is equal to the equivalent steady noise level, which, in a stated time period, would contain the same acoustic energy as the time varying noise during the same time period. The most common use of this measurement is as $L_{eq(h)}$, or the L_{eq} over a one hour time period. The human ear is sensitive to a broad spectrum of frequencies; therefore, a weighting method is used to de-emphasize the frequency ranges in which the human ear is less sensitive. The most commonly used measure of noise level is the A-weighted sound level (dBA). The dBA sound level is widely used for transportation-related noise measurements and specifications for community noise ordinances and standards. As a general rule, an increase of 1 dBA cannot be perceived, a change of 3 dBA is just barely perceptible, a 5 dBA increase results in a generally noticeable change, and a 10 dBA increase is heard as an approximate doubling in loudness, independent of the existing sound level.

Table 3.4-3 displays FHWA Noise Abatement Criteria (NAC) used in this noise analysis for I-69 SIU 14. No Category A activities were identified anywhere in the study area. Accordingly, all inventoried receptors and those not verified in the field were assumed to be Category B due to the rural nature of the study area. **Figure 3.3-1** displays locations of sensitive receptors. If predicted noise levels generated by the PA exceed or approach (i.e., come within 1 dBA of the NAC), the receptor or residence is considered to be adversely affected. For Category B receptors this level, is 66 dBA.

Table 3.4-3
FHWA Noise Abatement Criteria

Activity Category	Description of Activity Category	NAC ($L_{eq(h)}$ in dBA)
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.	57 (Exterior)
B	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (Exterior)
C	Developed lands, properties, or activities not included in Categories A or B above.	72 (Exterior)
D	Undeveloped lands.	N/A
E	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums	52 (Interior)

Ambient or existing noise levels were measured during the first week of December 2004. Measurements of 15 minutes in duration were obtained at 12 sites using a Larson Davis Model 820 Type I sound level meter. Two readings were obtained at most sites to confirm reasonableness of results. A summary of these monitoring results is displayed in **Table 3.4-4**. Noise levels varied among sites and were related to the

distance from existing noise sources. Prevalent noise sources included existing roadways, industrial noise, and natural sounds. Ambient noise levels ranged from a low of approximately 35 dBA in remote regions of the study area with very limited manmade noise, to 55 dBA in close proximity to major study area roadways.

Table 3.4-4
Existing Noise Levels at Measurement Sites

Site	General Location	Existing Condition Leq(h) (dBA)
1	156 Grigsby Road, Minden, LA	35
2	9968 LA 160, Shongaloo, LA	48
3	6618 LA 159 , Minden, LA	55
4	1611 Columbia 85, Atlanta, AR	43
5	874 Mattie Roberson Lane, El Dorado, AR	39
6	121 Simms Loop Road, Haynesville, LA	55
7	293 Rayner Road, Minden, LA	36
8	298 Evergreen School Road, Minden, LA	49
9	4364 Dorcheat (LA 3008) , Minden, LA	44
10	2728 LA Alt 2, Haynesville, LA	49
11	686 Firetower Road, Shongaloo, LA	48
12	4726 Fuller Road, Cotton Valley, LA	35

Source: URS (December 2004)

3.4.8.2 Noise Analysis Presented in the Draft EIS

3.4.8.2.1 Methods for Evaluation

Noise analysis for this project was conducted in accordance with 23 CFR 772, and the FHWA, *Highway Traffic Noise Analysis and Abatement – Policy and Procedure* (June 1995). Additional guidance is contained in the LADOTD and AHTD Noise Policies, which provide criteria used in determining effectiveness and reasonableness of noise mitigation measures. FHWA's Traffic Noise Model (TNM) version 2.5 was used to predict future noise levels and evaluate noise barriers for mitigation of adverse noise from project operations. The analysis was performed for project build alternatives prior to issuance of the Draft EIS for this project. The entire analysis and results were previously documented in the *Air and Noise Analysis* (URS 2005c). A summary of the analysis is presented below.

Traffic noise modeling was performed for the design year 2030. Three noise screening scenarios (at grade, elevated, and depressed roadways) were run to identify sensitive receptors that would be adversely affected by noise from build alternatives. Of these three scenarios, the at-grade roadway scenario resulted in the highest noise levels; therefore, this scenario was used for screening impacted sensitive receptors.

Projected noise levels were estimated with noise contours generated with the at-grade roadway scenario. This scenario required coordinates for build alternatives and sensitive receptors from the GIS. Model scenarios assumed that the I-69 build alternatives would convey 15,600 ADT. As noted in the *Traffic and Accident Analysis*

Report (URS 2003f), traffic composition was assumed to be 25 percent trucks, with passenger speed used for all build alternatives.

Receptors estimated to be affected by noise levels that approached the NAC limits (66 dBA) or experienced a substantial increase over ambient noise conditions (i.e., 10 dBA increase per LADOTD and AHTD Noise Policies) in 2030 were selected for further evaluation. Nearby monitoring results were used for ambient levels where available. For sites that did not have an ambient reading, the most representative monitoring site level of those listed in **Table 3.4-4** was used. Relative elevations of receptor locations were obtained from digital terrain model data and were incorporated into the refined build scenario model runs. Noise barriers were not evaluated for isolated residences and isolated small groups of residences (i.e., less than five residents within a distance of 400 feet parallel to a build alternative) because of the unreasonably high costs per residence that would be required for barrier construction. Noise barrier effectiveness and reasonableness were then determined on all barrier evaluations per LADOTD and AHTD Noise Policies (LADOTD *Highway Traffic Noise Policy*, March 2004, and AHTD *Highway Traffic Noise Analysis Policy of Reasonableness and Feasibility for Type 1 Noise Abatement Measures*). In LA, a substantial noise reduction from mitigation is a reduction of 8 dBA or greater. AR defines substantial noise reduction of 10 dBA or greater. Effective noise mitigation requires the reduction of post-construction noise levels by at least 8 dBA (LA) and 10 dBA (AR) for at least one sensitive noise receptor. Benefited receptors realize a reduction of at least 5 dBA in noise levels from noise abatement. Reasonable noise barrier construction costs are considered to be equal to or less than $25,000 per benefited receptor in LA, and $20,000 per benefited receptor in AR (both as of 2005). In addition, cost and public input will be considered whether or not a barrier will be constructed and determined on a case-by-case basis.

3.4.8.2.2 Noise Impacts and Potential Mitigation Measures

The *Air and Noise Analysis* (URS 2005c) completed for the Draft EIS determined the noise impacts associated with Alternative 4.3, which was subsequently selected as the preferred alternative. **Table 3.4-5** displays existing and projected noise levels for sensitive receptors that were predicted to be impacted by noise from Alternative 4.3, the original PA as it was defined in the Draft EIS. As discussed elsewhere in this Final EIS, some minor changes were made to the original alignment of Alternative 4.3 as presented in the Draft EIS. These changes were made in part to reduce project community impacts, including potential adverse effects on ambient noise levels. As a result of these alignment changes, noise levels at the impacted receptor locations listed in **Table 3.4-5**, are expected to decline in most cases or remain unchanged, with just a few exceptions. **Table 3.4-5** provides a qualitative evaluation of the expected change in year 2030 noise levels with the modified alignment of the PA versus the previous alignment of Alternative 4.3 that was used in the analysis conducted for the Draft EIS. The locations of these receptors in relation to the original alignment of Alternative 4.3 and to the modified alignment that constitutes the PA as presented in this Final EIS are shown in **Figure 3.4-2 (set of 9 maps).**

Table 3.4-5
Impacted Noise Receptors Identified in Draft EIS and Expected Noise Level Changes Resulting from PA Alignment Modifications

Noise Receptor ID	Figure 3.4-1 Sheet No. (X of 9)	Existing Noise Level (dBA)	Predicted 2030 Build Noise Level[1] (dBA)	Location Relative to Other Nearby Receptors[2]	Expected Change in 2030 Noise Level Due to Modification of PA Alignment
SR 849	1	43	60	In proximity to 3 non-impacted receptors	No change expected
SR 1453	2	43	58	In proximity to a cluster of non-impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1465	2	35	58	Isolated	Substantial reduction--revised alignment located farther from receptor
SR 1466	2	35	53	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 73	2	35	65	Isolated	Substantial reduction—revised alignment located farther from receptor
SR 1469	2	35	53	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1467	2	35	57	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1474	2	35	55	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1468	2	35	55	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1472	2	35	56	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1473	2	35	57	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1470	2	35	52	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1471	2	35	51	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1475	2	35	55	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1477	2	35	56	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor
SR 1476	2	35	54	In proximity to a cluster of impacted receptors	Substantial reduction—revised alignment located farther from receptor

Table 3.4-5
Impacted Noise Receptors Identified in Draft EIS and Expected Noise Level Changes Resulting from PA Alignment Modifications

Noise Receptor ID	Figure 3.4-1 Sheet No. (X of 9)	Existing Noise Level (dBA)	Predicted 2030 Build Noise Level[1] (dBA)	Location Relative to Other Nearby Receptors[2]	Expected Change in 2030 Noise Level Due to Modification of PA Alignment
SR 60	2	35	61	In proximity to 1 impacted receptor	Substantial reduction—revised alignment located farther from receptor
SR 59	2	35	65	In proximity to 1 impacted receptor	Substantial reduction—revised alignment located farther from receptor
SR 1481	4	35	50	In proximity to 2 impacted receptors	Slight, increase—revised alignment located closer to receptor
SR 1480	4	35	49	In proximity to 2 impacted receptors	Slight increase—revised alignment located closer to receptor
SR 1482	4	35	49	In proximity to 2 impacted receptors	Slight increase—revised alignment located closer to receptor
SR 1373	5	44	58	In proximity to 1 impacted receptor	Slight decrease—revised alignment shifted to opposite side of receptor and slightly farther away
SR 30	5	44	65	In proximity to 1 impacted receptor	Decrease—revised alignment located farther from receptor
SR 32	5	44	65	In proximity to 1 impacted receptor	Decrease—revised alignment located farther from receptor
SR 33	5	44	64	In proximity to 1 impacted receptor	Decrease—revised alignment located farther from receptor
SR 146	5	44	55	In proximity to a cluster of non-impacted receptors	No perceivable change expected—revised alignment located slightly closer to receptor
SR 147	5	44	44	In proximity to a cluster of non-impacted receptors	No perceivable change expected—revised alignment located slightly closer to receptor
SR 35	6	44	61	In proximity to 2 impacted receptors	Decrease—revised alignment located farther from receptor
SR 149	6	44	58	In proximity to 2 impacted receptors	Decrease—revised alignment located farther from receptor
SR 37	6	44	63	In proximity to 2 impacted receptors	Decrease—revised alignment located farther from receptor
SR 38	6	44	66	In proximity to a cluster of impacted and non-impacted receptors	Decrease—revised alignment located farther from receptor

Table 3.4-5
Impacted Noise Receptors Identified in Draft EIS and Expected Noise Level Changes Resulting from PA Alignment Modifications

Noise Receptor ID	Figure 3.4-1 Sheet No. (X of 9)	Existing Noise Level (dBA)	Predicted 2030 Build Noise Level[1] (dBA)	Location Relative to Other Nearby Receptors[2]	Expected Change in 2030 Noise Level Due to Modification of PA Alignment
SR 40	6	44	69	In proximity to a cluster of impacted & non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 150	6	44	59	In proximity to 1 impacted receptor	Decrease—revised alignment located farther from receptor
SR 42	6	44	63	In proximity to 1 impacted receptor	Decrease—revised alignment located farther from receptor
SR 1497	6	44	58	In proximity to a cluster of impacted & non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 1494	6	44	58	In proximity to a cluster of impacted & non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 115	6	44	62	In proximity to a cluster of impacted & non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 116	6	44	63	In proximity to a cluster of impacted & non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 1505	6	44	58	In proximity to a cluster of impacted & non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 1506	6	44	56	In proximity to a cluster of impacted & non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 1504	6	44	57	In proximity to a cluster of impacted & non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 109	7	44	65	Isolated	Decrease—revised alignment located farther from receptor
SR 1510	7	44	56	Isolated	Decrease—revised alignment located farther from receptor
SR 1419	7	44	60	Isolated	Decrease—revised alignment located farther from receptor
SR 1512	7	44	63	In proximity to 1 impacted receptor	Decrease—revised alignment located farther from receptor
SR 1511	7	44	61	In proximity to 1 impacted receptor	Decrease—revised alignment located farther from receptor
SR 45	7	44	63	In proximity to 2 impacted receptors	Decrease—revised alignment located farther from receptor

Table 3.4-5
Impacted Noise Receptors Identified in Draft EIS and Expected Noise Level Changes Resulting from PA Alignment Modifications

Noise Receptor ID	Figure 3.4-1 Sheet No. (X of 9)	Existing Noise Level (dBA)	Predicted 2030 Build Noise Level(1) (dBA)	Location Relative to Other Nearby Receptors(2)	Expected Change in 2030 Noise Level Due to Modification of PA Alignment
SR13	7	44	64	Isolated	Decrease—revised alignment located farther from receptor
SR 16	8	48	61	Isolated	No change expected
SR 18	8	48	62	In proximity to 2 non-impacted receptors	Decrease—revised alignment located farther from receptor
SR 1447	9	48	59	Isolated	No change expected
SR 1445	9	48	58	Isolated	No change expected

(1) Predicted 2030 noise levels for the original PA alignment as presented in the Draft EIS (Alternative 4.3)
(2) Unless isolated, receptor was selected to represent a cluster of nearby potentially sensitive receivers. See **Figure 4.1** in *Air and Noise Analysis* (URS 2005c).
Note: In some cases, residences were not evaluated in a barrier analysis (i.e., only if they were isolated from other residences or belonged to a small group of residences that were isolated from other residences). In either case, the construction costs for effective noise barriers for these isolated residences or groups were greater than $24,000 per benefited residence.

For the Draft EIS, six possible noise barriers were evaluated for the build alternatives as potential measures to mitigate adverse noise levels from the proposed project. These barriers provided reduction in noise levels to impacted receptors. However, none was determined to be cost-effective per LADOTD and AHTD noise policies (URS 2005c). **Figure 3.3-1** displays locations of these barriers in relation to residential structures and regions considered relatively high in minority persons and persons having low-income. **Figure 3.4-1** also displays noise barrier locations in proximity to other features discussed in the Physical Environment Section (**Section 3.4**) of this EIS.

In general, when an adverse noise impact is identified, LADOTD and AHTD require consideration of the following potential noise mitigation measures, in addition to noise barrier construction, for reasonableness and feasibility:

- **Traffic Management Measures.** Traffic management measures comprise speed limit reductions, prohibition of certain vehicle types (e.g., heavy trucks), time-use restrictions for certain vehicle types, and other measures. Because high-speed mobility for commercial traffic is one of the primary purposes of I-69, traffic management measures to reduce noise emissions are impractical.

- **Alteration of Horizontal and Vertical Alignments.** Adjustments to the alignment can be considered through the design process in an effort to minimize potential noise impacts. Adjustments to the alignment have already been conducted to minimize the direct (i.e., residential displacements) effects of each of the build alternatives. As discussed above, alignment changes were developed following issuance of the Draft EIS that substantially mitigated the overall noise impact the PA.
- **Acquisition of Property Rights as a Noise Buffer.** Property acquisition costs must be minimized to include the minimum acreage necessary for construction and direct, irreplaceable effects to properties. Neither LADOTD nor AHTD can afford to purchase all lands where potential proximity effects from noise are predicted to occur.
- **Noise Insulation of Public Use or Nonprofit Institutional Structures.** Based on the noise analysis conducted for the Draft EIS, no public use or nonprofit institutional structures were predicted to experience adverse noise impacts from the PA.

Based on this evaluation, modification of the horizontal alignment of the PA will provide effective mitigation for the majority of receptors that were predicted to experience adverse noise impacts in 2030. On the other hand, the shifts in the PA alignment that were made following issuance of the Draft EIS appear to increase potential noise impacts on three residences that were previously evaluated (SR 1480, SR 1481, and SR 1482) and on a few residences that were not previously affected or evaluated. The locations of these latter receptors are shown in **Figure 3.4-2.** These receptors include:

- An isolated residence on LA 528 north of the PA (P1)
- An isolated residence on LA 528 south of the PA (P2)
- Three isolated residences on Goodwill Road north of the PA (P3, P4, P5)
- Two isolated residences west of the PA and north of Fuller Road (P6, P7) and one isolated residence west of the PA and south of Fuller Road (P8)
- An isolated residence east of Pisgah Road north of the PA (P9).

Due to the isolated nature of these receptors, it appears that mitigation of any adverse noise impacts may not be feasible and reasonable at these sites. Refinement of the PA alignment may offer some limited opportunities for mitigation, but major alignment shifts, such as occurred for the PA following the Draft EIS may be unlikely to occur under the preliminary engineering design phase of the project. If required, additional TNM modeling for these sites may be performed during preliminary design of the project when details about the precise location of the alignment will be developed.

In terms of secondary and cumulative noise impacts, commercial and residential development induced by this project will increase local traffic on the SIU 14 section of

I-69 in the long term. Potential induced land use changes resulting from the project are discussed in **Section 3.3.5** of this EIS. Other than the North Hills Lakes Project, no regional land development projects are being seriously discussed. Likewise, no federal policies that would dramatically increase freight traffic along I-69 SIU 14 are imminent. Based on absence of initiatives and planned major developments that would dramatically affect traffic along I-69 SIU 14, cumulative effects of the project are considered minor but adverse in terms of changes in future ambient noise levels when compared to existing conditions.

3.4.8.3 Construction Noise Impacts

Project construction activities will have short-term effects on sensitive noise receptors in the immediate vicinity of the construction sites. Construction noise and vibration will derive primarily from heavy equipment and vehicles hauling materials and equipment to and from the construction sites along local roads. Noise will also be generated from ground clearing, demolition and removal of structures, excavation, and foundation placement (pile driving operations for bridge construction at interchanges and stream and bayou locations). Noise levels at any given site will depend on the phase of construction and the type of and amount of equipment being used. Noise levels of construction equipment at 165 feet (50 meters) typically range between 50 and 80 dBA, depending on the intensity of use. Such relatively stationary point noise sources differ from line sources (e.g., steady stream of traffic) in that adverse noise levels will be limited to certain areas in close proximity to the source. Therefore, construction noise levels will be intermittent during the construction period for receptors. Such emissions are an unavoidable but temporary consequence of new construction. Construction noise will occur during daylight hours, typically from 7:00 a.m. to 7:00 p.m., as requested by the US EPA of all I-69 SIU sponsors.

Because the PA will not be constructed in close proximity to highly populated areas, adverse noise effects from construction activities should be only minor. Noise abatement measures will include muffling all motorized equipment where reasonable. Other abatement measures could include, as deemed reasonable, locating haul roads away from sensitive areas, limiting the hours of operation, and the construction of temporary noise barriers around noisy stationary equipment. Determination of the need for such measures will be made prior to construction and specified for implementation by the construction contractor.

3.5 Natural Environment

3.5.1 Upland Communities and Wildlife

3.5.1.1 Affected Environment

Upland vegetative communities within the study area include pine (including pine plantations), oak-hickory, and oak-pine forests. Natural and planted pine forests dominate the study area with the greatest acreage of contiguous pine forest located in the AR portion of the study area. The most common conifer species include loblolly pine (*Pinus taeda*) and short-leaf pine (*Pinus echinata*). Less dominant forest types include oak-pine, oak-hickory, and oak-gum-cypress forests. Tree species within these forests include southern red oak (*Quercus falcata*), post oak (*Quercus stellata*), willow oak (*Quercus phellos*), bitternut hickory (*Carya cordiformis*), black gum (*Nyssa sylvatica*), and sweet gum (*Liquidambar styraciflua*). Main stands of hardwood timber are found in association with the floodplains and bottoms of major streams and bayous in the study area. Common understory species associated with the forest types include flowering dogwood (*Cornus florida*), yaupon (*Ilex vomitoria*), parsley hawthorn (*Crategus marshallii*), poison ivy (*Toxicodendron radicans*), Japanese honeysuckle (*Lonicera dioica*), and greenbriers (*Smilax* spp.).

A variety of wildlife species is present within the upland forest of the study area. There are numerous species of mammals including white-tailed deer, squirrel, coyote, raccoon, and opossum. Birds of the upland communities include a variety of warblers, wrens, thrushes, vireos, and woodpeckers as well as larger species like owls and hawks. Forest floor litter such as decayed logs and leaf material provides an important habitat component for many species of reptiles and amphibians. Other species that are either federally protected or of state concern are discussed in **Section 3.5.4** of this EIS.

Movement of local species (e.g., white-tail deer) may be affected by the PA. Accordingly, wildlife movement and wildlife corridors were evaluated along the proposed PA alignment. The majority of the study area has been substantially altered by timber harvesting and oil and gas exploration activities, resulting in fragmentation of habitat. Areas west of the Bayou Dorcheat bottomlands and in the general vicinity of Haynesville are examples of such fragmentation. Other areas, particularly in AR, tend to be fairly remote and extensively forested. Riparian zones and bottomlands of major stream crossings and contiguous stretches of mature forest provide the most attractive wildlife corridors. Because of the remote location, such areas in the northern portion of the study area in the vicinity of Cornie Bayou appear to have the greatest potential for providing wildlife corridors. Other areas such as Bayou Dorcheat, Flat Lick Bayou, and Black Bayou provide potential as well.

3.5.1.2 Methods for Evaluation

Information on communities present in the region obtained prior to the selection of the PA and the steps taken to evaluate that information can be found in the Draft EIS (URS

2005f). Following selection of the PA, the project team was deployed from December 19, 2006 through February 22, 2007 to complete detailed surveys along the proposed alignment of the PA. Results of these surveys and others related to the presence of upland communities and wildlife are summarized in the *Natural Resources Technical Memorandum* (URS 2008a) and the *Red-cockaded Woodpecker Biological Assessment* (URS 2008c). Direct effects will be associated with the conversion of natural systems to I-69 right-of-way. Indirect effects of induced development will be similar and related to subsequent land use conversion. Cumulative effects include project upland impacts along with past silviculture and oil and gas exploration operations, and the future operations and land use changes resulting from the North Hills Lakes Project.

3.5.1.3 Preferred Alternative Effects and Potential Mitigation

Figure 3.5-1 displays locations of natural resources in relation to the PA. This map set displays features atop color infrared (CIR) aerial photography for the study area. CIR does not represent true natural color, but enhances areas that are healthy, natural growing regions displayed in shades of red. **Chapter 2.0** contains **Figure 2.7-1,** which is a foldout map of the PA for reader reference. Direct adverse effects are based on the acreage of land that was deemed naturally wooded from aerial photography. Those areas of contiguous forest cover that appeared to be in a moderately natural state were included while those stands of forest, particularly young pine plantations, that appeared to be heavily managed for timber were not included in the acreage assessment of upland communities. The PA would impact approximately 971 acres of upland vegetative community habitat if constructed.

Because the majority of the study area is dominated by upland communities, impacts to this habitat type will be fairly substantial. However, the timber industry has already altered the majority of land in the study area from its original state into various stages of silviculture. The proposed alignment of the PA will avoid the few remaining pockets of fairly undisturbed habitat to the maximum extent possible.

One of the major potential, direct adverse effects of the PA on wildlife will be disruption of movements by the presence of a new interstate facility. Although the SIU 14 study area does not harbor many (if any) herding herbivorous or large carnivorous mammals that are known for extensive migrations (e.g., elk, mountain lions), there are many species whose regular local movements or dispersal will likely be affected (e.g., white tail deer). Several portions of the PA are in areas where habitats are already substantially fragmented by historical land use patterns (especially transportation-related infrastructure and silviculture activities). This is particularly true in areas west of the Bayou Dorcheat bottomlands and in the vicinity of the Shuler Oil and Gas Field in AR. The extended bridge structure of the Bayou Dorcheat crossing that encompasses the US 371 interchange in this particular area west of Bayou Dorcheat, should allow adequate area for wildlife movement adaptation. Potential disruption to wildlife movement is anticipated to be least adverse in these regions. Remote areas, particularly in AR, are extensively forested, and are areas where potential disruption of wildlife movement is likely to be greater with construction of the PA.

Areas of particular concern are the riparian zones and bottomlands of major stream crossings and, in higher terrain, stretches of the PA alignment that will bisect mature forest in such a way that two expansive fragments (i.e., “islands” of the same habitat) will remain. In the larger riparian zones where the highway will be constructed on structure, the barrier effect will be lessened for some animals because of the existence of bridged sections beneath which safe crossing paths for wildlife will exist. Such movement corridors can also be enhanced by properly directed fencing to either side of the openings to guide wildlife through these safer passageways instead of crossing travel lanes.

Indirect effects to upland communities will be related to induced land development discussed in **Section 3.3.5** of this EIS. The PA has a high acreage of natural uplands. However, because the PA interchanges proposed with US 371 and LA 2 will be limited for development by nearby wetlands and stream systems, induced development and subsequent effects to uplands are expected to be similarly limited. The interchanges at US 79 and US 82 will likely result in the greatest induced upland impacts based on their locations in relation to Haynesville and both Shreveport and El Dorado. Located roughly halfway between Minden and El Dorado along the proposed PA alignment, the US 79 interchange may be attractive for development. The cumulative effect to uplands from this project, its induced effects and other project effects both past and future is dominated by the timber harvesting in the region, which has been in existence locally for well over 100 years. This industry still thrives and will continue to comprise the major perturbation to uplands in the region.

3.5.2 Wetland Communities

3.5.2.1 Affected Environment

Wetland communities in the study area are associated with major steam systems of Bayou Dorcheat and its tributaries (i.e., Flat Lick Bayou and Black Bayou), Cornie Bayou, Three Creeks, and others. These are generally characterized as bottomland hardwood forests (BLH). Cleared or storm-damaged BLH areas comprise the scrub-shrub wetlands identified in the study area. In terms of wetlands area, most of the wetlands present are BLH. . While some freshwater marsh or emergent, herbaceous wetlands are present, such communities are scarce and often linear systems adjacent to infrastructure (e.g., pipelines and roads).

The Charleston Procedure is a method used by the USACE, Vicksburg District to characterize the comparative value of each affected wetland. Based on the Charleston Procedure for evaluating the quality and functions of wetlands (USACE 2002), all wetlands directly affected by build alternatives are classified as slightly impaired. In most cases this designation is a result of being within 0.5-mile of a disturbed area. Aside from this fact, many of the parcels would be considered fully functional. These wetlands serve for flood attenuation, water purification, food and fiber production, scenic enjoyment, and wildlife propagation, and as wildlife habitat. Details of the particular

parcels affected are provided in the *Natural Resources Technical Memorandum* (URS 2008a), which is incorporated by reference into this EIS.

3.5.2.2 Methods for Evaluation

Wetlands of key interest are those considered "jurisdictional" in the context of regulations implementing Section 404 of the *Clean Water Act* (CWA). These are defined by criteria described in the USACE *Wetland Delineation Manual* (USACE, 1987), where, under normal circumstances, three indicators must co-exist: (1) Prevalence of hydrophytic vegetation; (2) hydric soils; and (3) hydrologic conditions suitable to establish and maintain the other indicators. *Hydrophytic* refers to vegetation that can tolerate water-saturated soils for a significant portion of the growing season. *Hydric* soils are those that exhibit characteristics of saturation during a substantial portion of the year.

In order to assess the effects of build alternatives to wetland parcels, all wetland parcels are graded in accordance with their physical, chemical, and biological functions (Brinson 1993; USACE 2002). Gradations or categories follow:

- ***Fully Functional (F):*** Existing disturbances do not appear to alter important functions.
- ***Slightly Impaired (S)****:* Disturbances appear to have caused partial or full loss of one or more functions, but conditions could be reversed through natural processes.
- ***Impaired (I):*** Disturbances appear to have caused major impairment of several functions, which are unlikely to be restored through natural processes.
- ***Very Impaired (V):*** Disturbances appear to have caused loss of many functions, which can only be returned by major restoration effort.

Information on wetland habitat present in the region obtained prior to the selection of the PA and the steps taken to evaluate that information can be found in the Draft EIS (URS 2005f).

Following selection of the PA, the project team was deployed from December 19, 2006 through February 22, 2007 to complete detailed surveys along the proposed alignment of the PA. Subsequent coordination with the USACE, to achieve a preliminary wetland jurisdictional determination, resulted in additional and more detailed fieldwork. This higher level survey was conducted in conjunction with USACE representatives during December 2010. Results of these surveys related to the presence of wetland communities and other waters of the US are summarized in the *Natural Resources Technical Memorandum* (URS 2008a) and the *Wetland Delineation Report* (URS 2008b) and in the *Wetland Delineation Report Supplement* (URS 2010). An account of the results of the *USACE Preliminary Jurisdictional Determination* (USACE 2011) can be found in Chapter 4 Section 4.1.8.

Direct effects to these features were determined by overlaying the PA alignment on the GIS data gathered during field efforts. Indirect effects will be related to the induced land development resulting from the build alternatives, and cumulative effects include the effect of the PA and both past and future foreseeable projects or actions that will affect wetlands in the watersheds crossed by the project.

3.5.2.3 Preferred Alternative Effects and Potential Mitigation

The PA must traverse the wetland systems of Bayou Dorcheat and its tributaries (i.e., Flat Lick Bayou and Black Bayou), Cornie Bayou, Three Creeks and others. Therefore, avoidance of all wetlands is not possible. **Section 2.3** of this EIS describes the alignment refinement iterations completed in response to resource agency and public comments in order to minimize the adverse effects to unavoidable wetlands. Based on an estimated footprint for the PA, of approximately 3,267 acres of proposed ROW between Shreveport and El Dorado, only 109.7 acres will encroach on wetlands, which is approximately 3.4 percent of the total ROW acreage for the PA alignment.

Forty-two data points were surveyed, sampled, and evaluated for wetland characteristics. These data points and the entire wetland findings for the PA are described in the *Wetland Delineation Report* (URS 2008b) and in the *Wetland Delineation Report Supplement* (URS 2010).

Twenty-four of the areas surveyed for the PA were determined to meet all three of the wetland criteria and were considered jurisdictional, with an aggregate total surface area of approximately 109.7 acres. The wetlands potentially impacted by the PA consist of two emergent, seven scrub-shrub, and fifteen bottomland hardwood and mixed forest wetlands. Eighteen upland areas were also evaluated to determine wetland status. A total of 156 water features (140 streams/creeks and 16 ponds) plus other minor features were identified during wetland field reconnaissance along the PA alignment.

From I-20 to US 82, the habitat cover types encountered included palustrine emergent (PEM), palustrine forested broad-leaved deciduous seasonally flooded/well drained (PFO1D) of mixed forest growing in the bottom of a broad shallow slough of Bayou Dorcheat, Big Cornie and Three Creeks, palustrine forested broad-leaved deciduous seasonally flooded/saturated (PFO1E) of stream bed bottomland hardwoods area, palustrine forested broad-leaved deciduous permanently flooded (PFO1H) of Black Branch to Corney Bayou, palustrine scrub-shrub broad-leaved deciduous seasonally flooded/saturated (PSS1E) of Bayou Dorcheat and Flat Lick Bayou drainage ways, palustrine unconsolidated bottom mud seasonally flooded (PUB3C) in a depression/ponded area, and palustrine forested needle-leaved evergreen seasonally flooded/saturated (PFO4E) of pine Flatwoods of Three Creeks.

Several species of oaks (*Quercus* sp.), red/swamp maples (*Acer rubrum/drummidii*), blackgum (*Nyssa sylvatica*), and sweetgum (*Liquidambar styraciflua*) are the dominant tree species encountered. The saplings are commonly composed of the mature trees'

offspring, as well as southern bay (*Myrica cerifera*), and iron wood (also known as eastern hornbeam) (*Ostrya virginiana*). Common greenbrier (*Smilax* sp.) and blackberry (*Rubus* sp.) were the dominant woody vines; lizard's tail (*Saururus cernuus*) and soft/bog rush (*Juncus effusus*) were the common herbaceous groundcover.

In accordance with the 1987 Corps of Engineers *Wetlands Delineation Manual, the* November 2010 Corps of Engineers (Updated) *Wetlands Delineation Manual,* subsequent Regulatory Guidance Letters (RGL), the recently published US Supreme Court Decision in *Rapanos vs. United States,* and based on the findings utilizing the *Routine Wetland Determination Manual,* the PA will impact approximately 109.7 acres of jurisdictional wetlands and 156 creek/stream crossings and other waters of the United States which will require a Department of the Army permit under Section 404 of the Clean Water Act prior to any dredge/fill activity within these areas. Under the combined authority of Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, the Corps of Engineers has the responsibility to make all final determinations regarding the location and extent of jurisdictional wetlands, navigable waters (Section 10) and other waters of the United States (See the results of the USACE Preliminary Jurisdictional Determination (USACE 2011) in Chapter 4 Section 4.1.8).

Indirect effects to area wetlands will be primarily associated with induced land development in wetlands. Induced land development will be initially concentrated at interchanges of the PA. The US 371 interchange will pose the greatest potential adverse effects to wetlands. This interchange will be located partly inside the Bayou Dorcheat floodplain and adjacent to its wetlands. The cumulative effect to wetlands in the watersheds that will be affected by the PA must be referenced to the early 1900s, when far fewer infrastructural projects were in existence in the region. Infrastructure development (both transportation and oil and gas industry) and timber harvesting have had substantial fragmentation effects to wetlands in the study area. The I-69 SIU 14 project, its indirect effects, and both past and reasonably foreseeable future projects (e.g., North Hills Lakes Project) will continue to fragment wetlands in the study area. Watersheds for Bayou Dorcheat and Cornie Bayou extend north into the rural reaches of AR, where development and growth have been limited. Because of the slow regional growth and the USACE wetland permitting regulations that control the rate of fragmentation and the ultimate loss of wetlands, it is believed that only moderate cumulative adverse effects to wetlands will result from this project.

3.5.2.4 Only Practicable Alternative Finding

Executive Order 11990, Protection of Wetlands (42 F.R. 26961 signed into law May 24, 1977) requires that all federal agencies provide leadership and take action to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out federally undertaken, financed, or assisted construction and improvement projects. Furthermore, each federal agency, to the extent permitted by law, shall avoid undertaking or providing assistance for new construction located in wetlands unless the federal agency finds that

there is no practicable alternative to such construction, and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. In making this finding the federal agency may take into account economic, environmental and other pertinent factors.

In order to accommodate the set project begin and end points established under SIU 13 and SIU 15, the PA must traverse the wetland systems of Bayou Dorcheat and its tributaries (i.e., Flat Lick Bayou and Black Bayou), Cornie Bayou, Three Creeks and others. Therefore, avoidance of all wetlands is not possible. **Section 2.3** of this EIS describes the alignment refinement iterations completed in response to resource agency and public comments in order to minimize the adverse effects to unavoidable wetlands. Based on an estimated footprint for the PA, of approximately 3,267 acres of proposed ROW between Shreveport and El Dorado, only 109.7 acres will encroach on wetlands, which is approximately 3.4 percent of the alignment.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands, and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. Unavoidable wetland impacts identified for the PA will be mitigated in accordance with the Wetland Delineation Report findings for SIU 14 (URS 2008b and 2010). Mitigation of adverse stream effects will also be addressed. This plan will address methods to mitigate the direct effects of the project by restoration, enhancement, creation and/or preservation of wetlands. On-site mitigation opportunities along the corridor will be given preference to off-site measures. In-kind mitigation, or mitigation with wetlands similar in type to those adversely affected, will likewise be given preference.

3.5.3 Aquatic Communities

3.5.3.1 Affected Environment

The vast majority of strictly aquatic (i.e., open water or deepwater) habitats that will be affected by the proposed PA alignment are lotic (flowing-water) in basic character. Manmade ponds comprise the remainder of aquatic communities in the study area. For purposes of this evaluation, a drainage conveyance is considered a stream if it has a clearly defined channel (i.e., incised relative to local land surface) at the location of observation. In general, streams with perennial flow are considered more ecologically valuable or sensitive than those that are intermittent, and the latter are considered more sensitive than those that are ephemeral. Perennial streams have flowing water year-round. Intermittent streams have no flow during at least one part of the year, and ephemeral streams flow only during storm events. **Table 3.4-1** displays the evaluated quality of streams in terms of designated uses per LDEQ and ADEQ. Impaired, as used by LDEQ and ADEQ for denoting the quality of waterbodies, refers to the chemical and physical properties of the water and how well that water satisfies the designated uses. This term (i.e., impaired) and other terms (e.g., fully-functional) have a different meaning in the Charleston Procedure (USACE 2002), which refers to the ability of the physical

waterbody or wetland to meet the ecological and other functions of wetlands and aquatic systems.

Only one stream identified along the PA is considered by the Charleston Procedure as fully functional: Little Cornie Bayou in AR. Most streams located along the PA are considered moderately impaired because of their location within 0.5 mile of a disturbance. Of streams along the build alternatives, several are noted as impaired and expected to have limited aquatic communities (e.g., French Creek in LA, tributaries of Cypress and Indian Creeks around Haynesville, and along the main channel of Three Creeks in AR). Of streams in the study area, few are large enough to support fisheries. These include Bayou Dorcheat, Flat Lick Bayou, Black Bayou, and parts of the Cornie Bayou system. Other streams are too small (i.e., shallow or disconnected from other water bodies), intermittent, or ephemeral.

Of particular interest are the quantity and quality of springs identified along portions of the PA east of Bayou Dorcheat. Most of these springs are associated with the ridge/valley interface with Glass Creek, the largest local tributary to Flat Lick Creek in the vicinity of the alignments. Others are tributaries to Black Bayou and Bayou Dorcheat. These features are relatively unusual in the study area and provide special habitats not found elsewhere along the PA alignment.

Ponds in proximity to the PA are manmade and relatively small. Some may be managed or stocked, but none are publicly accessible.

Aquatic communities in streams vary in size, habitat quality, and other factors. Species in larger streams include bass, crappie, sunfish, catfish, garfish, pickerel, crawfish, and numerous forage species of both fish and invertebrates. Freshwater mussels are known to be present in these larger communities (e.g., Bayou Dorcheat and others). Smaller streams may also include a similar assemblage of species, but larger species (e.g., bass) are expected to be in lower densities.

3.5.3.2 Methods for Evaluation

Preparation and fieldwork to inventory and evaluate effects to aquatic communities were conducted in association with work conducted for wetlands, which is discussed in **Section 3.5.2.2** of this EIS.

3.5.3.3 Preferred Alternative Effects and Potential Mitigation

Section 3.4.1 of this EIS summarizes the number and linear distance of direct effects to surface waters associated with the PA. The PA must cross the larger streams of Bayou Dorcheat and Cornie Bayou along with a crossing of the larger stream systems of both Flat Lick Bayou and Black Bayou. Additionally, the PA must traverse numerous spring-fed streams east of Bayou Dorcheat, with several representing high-quality habitat. Location of the PA in proximity to several of these features may result in moderate adverse effects to these unusual features.

Several private ponds will also be directly affected by the PA. The PA will potentially impact 16 private ponds for a total of 7.11 acres of aquatic habitat eliminated.

As with indirect and cumulative effects to wetlands discussed in **Section 3.5.2** of this EIS, incremental developments will continue to stress surface water bodies and their aquatic communities. Both indirect and cumulative effects to aquatic communities will be directly related to these effects to wetlands.

3.5.4 Protected Flora and Fauna Species

3.5.4.1 Affected Environment

The *Endangered Species Act* (ESA) of 1973, as amended, provided for the United States Department of the Interior, Fish and Wildlife Service (USFWS) to manage rare plants and wildlife. The USFWS maintains lists of rare plants and wildlife known to be potentially present in each county/parish of the United States based on historical sighting records and existing habitat. *Threatened* and *endangered* are terms used in the federal protection of rare plants and wildlife under the *Endangered Species Act* (ESA) and refer to severity of their peril. Species that are considered in danger of extinction (i.e., endangered) are more sensitive and of greater concern.

The only federally protected specie known to potentially inhabit the study area includes the endangered red-cockaded woodpecker (RCW) (*Picoides borealis*). The bald eagle (*Haliaeetus leucocephalus*) was officially removed from the List of Endangered and Threatened Species as of August 8, 2007. However, it continues to be protected under the *Migratory Bird Treaty Act* (MBTA) and the *Bald and Golden Eagle Protection Act* (BGEPA). The bald eagle nests at the top of large trees (mainly snags or dead trees), within sight of large water bodies used for foraging. Bald eagles are generally wary of people and typically nest in areas isolated from development. No nests were identified during the biological investigations conducted for the wetlands and aquatic communities. Furthermore, Bayou Dorcheat and its immediate riparian zone are substantially disturbed by historic and current land use and because of the absence of a large, open, and perennial water body in the vicinity of the PA crossing of Bayou Dorcheat the area does not appear to have characteristics conducive to nesting activity by bald eagles. RCW are likewise wary of people and nest and forage in areas of old-growth pine trees having little understory. They nest in resin-rimmed cavities of living old-growth pine trees with a diameter at breast height greater than 10 inches. Most of the wooded pine forest portions of the study area in LA have largely been harvested and replanted, with most areas having a dense understory of hardwoods. The major concentrations of mature, pine-dominated woods with relatively clear understories are located in AR. However, some smaller areas are present in locations scattered throughout the LA portion of the study area. **Figure 3.5-1** displays lands considered potential RCW habitat. While not listed by the USFWS as having any resident populations in the study area, young male LA black bear (*Ursus americanus luteolis*) have been reported by local residents to occasionally visit the region.

Both LA and AR maintain lists of other rare plant and animal species not currently protected by the ESA. While field exercises did not sight any state-listed rare plant and wildlife species, potential habitat for several species of state concern was identified. Rare plant species of state concern that inhabit the types of natural systems present along the build alignments include: southern lady's-slipper (*Cypripedium kentuckiense*), Ozark phlox (*Phlox pilosa ozarkana)*, and bloodroot (*Sanguinaria canadensis*). All three of these plant species are most likely to occur along the shady reaches of mature upland forests and especially in the vicinity of spring-fed streams. Rare wildlife species of state concern that inhabit the types of natural systems present along the build alignments include several species of freshwater mussels (i.e., *Ellipsaria lineolata*, *Lampsilis cardium*, *Lasmigona complanta*, *Ligumia recta*, *Obovaria jacksoniana*, *Obvaria olivaria*, *Pleurobema pyramidatum*); fishes (i.e., *Pteronotropis hubbsi*, *Ammocrypta clara*, and *Percina copelandi*); an amphibian (i.e. *Plethodon srratus*); and mammals (i.e., *Corynorhinus rafinesquii*, *Myotis austroriparius*, and *Reithrodontomys humulis*). No state-listed rare reptiles or birds are expected within the PA. The only habitat of state concern that was identified in the study area, but not specifically located within the vicinity of wetlands or stream systems associated with the PA, include bays or seeps. These small and isolated features potentially occur along forested slope areas of the PA, not all of which have been surveyed by field crews.

Rookeries, or wading bird nesting colonies, are also protected under the federal *Migratory Bird Treaty Act* of 1918. Rookeries were observed during field activities near the proposed northern crossings of Bayou Dorcheat by the alternative 5 alignments. However, during field activities associated with the PA, neither Bayou Dorcheat nor any other larger stream habitats in the vicinity of the PA showed any signs of waterbird nesting colonies.

3.5.4.2 Methods for Evaluation

Preparation and fieldwork to inventory and evaluate effects to protected resources were conducted in association with work conducted for wetlands, which is discussed in **Section 3.5.2.2** of this EIS. In discussions between the LADOTD and USFWS in January 2005, the USFWS provided recommendations for evaluating effects to RCW for the I-69 project. Recommendations include a full survey of the PA in accordance with the RCW *Recovery Plan Survey* protocol (USFWS 2003d). For evaluation of build alternatives in the Draft EIS, identification of the presence of potentially suitable RCW habitat within the zone of impact (i.e., direct impacts) of the project was determined to be sufficient. This zone of impact for the I-69 project consisted of the proposed right-of-way for each build alternative under evaluation for the Draft EIS. Project biologists visited all areas identified through review of color infrared aerial photography as potentially suitable habitat within the build alternatives' proposed rights-of-way in January and February, 2005.

Following selection of the PA, the project team was deployed from December 19, 2006 through February 22, 2007 to complete detailed surveys along the proposed alignment of the PA. Results of these surveys and others related to the presence of bald eagles,

red-cockaded woodpeckers, and waterbird nesting colonies are summarized in the *Natural Resources Technical Memorandum* (URS 2008a) and the *Red-cockaded Woodpecker Biological Assessment* (URS 2008c). These documents were submitted to the USFWS for review and comment. USFWS field offices in LA and AR concluded that the project may affect, but will not likely adversely affect the RCW. No further consultation would be required unless project parameters change or project construction has not been initiated within one year. Copies of agency letters are located in **Appendix B**.

Direct effects to protected species consist of any direct takings of the species or adverse effects to their critical habitat. Indirect effects relate to the direct and indirect effects from induced development. Cumulative effects include past agricultural activities, development activities, and other perturbations, in combination with project build effects and anticipated effects of the North Hills Lakes Project development.

3.5.4.3 Preferred Alternative Effects and Potential Mitigation

While potential suitable habitat for RCW is spread throughout the PA alignment, and the potential exists for bald eagles to establish nests near the Bayou Dorcheat crossing, field investigations of the PA have thus far not revealed any evidence of the actual presence of these birds. Additionally, no evidence of waterbird nesting colonies was found in any of the bottomland habitat where substantial effort related to wetland evaluation occurred.

Based on these negative findings, but in consideration of possibilities that the animals or their habitats could be present, it is tentatively concluded that the PA is not likely to adversely affect either the bald eagle or the RCW. USFWS letters of concurrence from of both LA and AR field offices are included in **Appendix B**.

Indirect effects of the project to protected species will be related to induced land development discussed in **Section 3.3.5** of this EIS**.** Based on location of suitable habitat for bald eagles and red-cockaded woodpeckers, interchanges at I-20 and at LA 2 for the PA will have the greatest potential for adverse effects to RCW. No indirect adverse effects to bald eagles are anticipated. Cumulative effects to these species must consider effects of this project, past actions, and the North Hills Lakes Project to the remaining population of the species when compared to the species' traditional ranges. For the RCW, this range included the mature pine forests of the southeastern US. For the bald eagle, this range extended throughout the US in areas of open water. Because the PA is not likely to adversely affect either of these species, the cumulative effect is considered minimal, as well.

Additional surveys will be conducted within one year of construction to re-verify the conclusion that is provided in the Biological Assessment on the PA (e.g., not likely to adversely affect). During these additional surveys, should evidence be found of inhabitation by either of these species, then additional mitigation measures will be necessary.

3.6 Construction Effects and Best Management Practices

Construction of I-69 SIU 14 will result in a variety of temporary effects associated with storage of materials and equipment, construction access roads, construction equipment operation and similar. Construction effects do not include permanent effects resulting from land conversion to roadway and right-of-way, nor do they refer to indirect effects induced by the presence of the new interstate facility. Construction effects relate only to those temporary features (e.g., staging areas) and operations strictly associated with construction activities alone.

In a letter from the USEPA to the FHWA I-69 Coordinator dated February 22, 2002, the USEPA outlined a variety of BMPs that could be effectively employed to reduce the various adverse construction-related effects (see **Appendix B** for Agency correspondence). These BMPs are summarized in the following sections, where appropriate.

3.6.1 Economic Effects

Construction of the I-69 SIU 14 PA will likely be funded and constructed after completion of SIU 15. It is anticipated that construction will be undertaken in phases consisting of five potential implementation phases in LA and four potential implementation phases in AR. The phases represent portions of the project that can be constructed independently and provide a reasonable schedule and funding level for each phase of implementation. Additionally, a project schedule was developed for planning purposes to maintain project duration of approximately 15 years and to determine year of expenditure cost by phase. For a complete breakdown of construction phasing, preliminary cost estimates, and preliminary scheduling, please see **Chapter 5.0.**

While some heavy construction labor will be provided by study area residents, most heavy construction labor will commute to the area from Shreveport and elsewhere. Some will move to the region. Population growth from the construction of the facility will likely be only moderate, with some workers and families leaving the area after the completion of the project. Local materials will be purchased from the study area, including cement, sand, gravel, and lumber.

The total construction costs for the project will be approximately $1 billion and comprise approximately 50 percent materials and 50 percent labor. As noted, most labor will likely commute to the region from the larger areas of Shreveport and El Dorado. Therefore, only some of the construction worker salaries will be spent inside the project area for lunches and incidentals. The larger Shreveport/Bossier City and El Dorado regions will realize the balance of these direct spending benefits. As the I-69 project is a megaproject that will compete with other similar projects on a national rather than state level for funding, appropriated construction funding for the project will be money that LA and AR would not have otherwise received. Therefore, the economic effects of SIU 14 construction will equate to a true regional benefit rather than a transfer of

benefits from one area of LA or AR to another area. **Table 3.6-1** and **Table 3.6-2** provide preliminary construction cost estimates for the PA by state.

Indirect benefits from subsequent rounds of spending will likewise be concentrated in regions where workers live. Combined with the direct construction effects, these total benefits to the region's output could be twice the amount of the construction or $1.8 to $2.0 billion. Using USDC, Bureau of Economic Analysis, Regional Input-Output Modeling System (RIMS II) assumptions, employment hours equating to approximately 19,000 full-time equivalent employees could be generated from the construction of the project.

Table 3.6-1
Louisiana
Preliminary Construction Cost Estimate for Preferred Alternative

Item	Cost (2008$)[1]
ROW/Acquisition	$4,204,221
Paving	$211,816,230
Grading	$103,908,556
Drainage	$11,151,139
Structures - Bridges	$129,151,978
Miscellaneous Items	$46,023,212
Construction Contingency	$50,625,534
Engineering and CE&I	$83,532,130
TOTAL COST	**$640,413,000**

(1) Per approved cost estimating methodology, costs are based on LADOTD Bid Item Weighted Unit Prices for 2008 through the 4th quarter.

Table 3.6-2
Arkansas
Preliminary Construction Cost Estimate for Preferred Alternative

Item	Cost (2008$)[1]
Paving	$97,893,430
Grading[2]	$103,427,390
Drainage	$9,060,770
Structures - Bridges	$61,103,500
Miscellaneous Items	$30,033,700
Construction Contingency	$33,037,070
Engineering and CE&I	$54,511,160
TOTAL COST	**$389,067,020**

(1) Based on LADOTD Bid Item Weighted Unit Prices for 2006 through the 3rd quarter proportionally adjusted to 2008.
(2) Includes right-of-way cost.

With the wealth of sand, gravel and lumber in the region, a substantial portion of raw materials will likely be purchased locally, as well. Specialty materials may constitute the only material purchase "leaks" from the region. The cumulative effect of these

temporary or one-time benefits will include adverse but minor effects of additional induced development for worker housing, etc. and adverse but moderate effects of additional withdrawals from existing or hereto undeveloped sand and gravel operations.

3.6.2 Physical and Social Effects

3.6.2.1 Construction Methods

Construction methods employed for the PA would comply with industry standards for excavation, embankment and compaction of soils using heavy equipment such as bulldozers, graders, cranes and haul trucks. Pile drivers would be used to install pre-cast concrete piles for bridge bents at interchanges and stream and bayou crossings. Traffic disruption is anticipated; however, approved traffic control plans would be utilized in areas where traffic would interface with construction work zones. Construction will normally occur on workdays between the hours of 7:00 a.m. and 7:00 p.m. However, the construction contractor will determine the method of construction, in coordination with LADOTD and AHTD. Hours may be extended to include nighttime and weekend operations, depending on cost factors, schedule and location. Constraints on hours of operation may be imposed by LADOTD and AHTD depending on site conditions and environmental and community considerations.

3.6.2.2 Staging Areas

It is anticipated that staging areas would be required for each phase of construction for storage of equipment, material stockpiles and office facilities. These areas would be located within or closely adjacent to the project alignment; would be approved prior to the start of the construction; and would be removed and the areas restored after completion of each phase of the project with no substantial adverse permanent effects to their former locations and state. Therefore, indirect and cumulative effects of staging areas will be negligible.

3.6.2.3 Water Quality and Drainage

Water quality impacts are discussed in detail in **Section 3.4.1** of this EIS. Impacts would be temporary in nature. Aquifers should not be impacted by construction operations. Existing drainage is natural run-off for almost all of this rural area, and some minor modifications to the natural flow may be made during construction. Some streams and bayous may experience increased sediment levels due to soil erosion and water runoff after heavy rains or storms. An erosion and sediment control plan will be developed and implemented that will include all specifications and BMPs (necessary for control of erosion and sedimentation from construction activities. Examples of BMPs used to mitigate construction effects on water quality and drainage include, but are not limited to, the use of stacked hay bails, silt fences, mulching and reseeding, use of buffer zones and the collection and treatment of stormwater runoff prior to discharge into surface water, where appropriate. Of perturbations to surface water quality, the direct effects of the construction activities will have the greatest adverse effect to turbidity and nutrient loads. However, BMPs that will be employed will greatly mitigate these effects, and effects will be temporary. Indirect effects associated with induced

development and other non-point sources of pollution during construction activities are anticipated to be either mitigated by BMPs or minor in nature. Based on these effects, the cumulative adverse effects are considered to be minor but adverse in conjunction with the effects of build alternatives discussed in **Section 3.4.1** of this EIS.

3.6.2.4 Noise

Project construction activities would have short-term effects on sensitive noise receptors in the immediate vicinity of the construction sites. Construction noise and vibration would be primarily from heavy equipment and vehicles hauling materials and equipment to and from the construction sites along local roads. Noise would also be generated from ground clearing, demolition and removal of structures, excavation, foundation placement (pile driving operations for bridge bent construction at interchanges and stream and bayou locations). Noise levels at any given site would depend on the phase of construction and the type of equipment being used. In areas where construction noise may impact noise sensitive receivers, limits on hours of operation may be imposed on the construction contractor as a potential construction noise mitigation measure. Construction in close proximity to residential areas may be limited to daylight hours on normal workdays if deemed appropriate by LADOTD and AHTD. Any operational restrictions will be determined during preparation of final construction documents and incorporated into specifications, special provisions, and plan sheets where applicable.

Because the PA is not in close proximity to highly populated areas, adverse noise effects from construction activities should be only minor. Noise abatement measures will include muffling all motorized equipment, where reasonable. Other abatement measures could include, as deemed reasonable, locating haul roads away from sensitive areas, further limiting the hours of operation, and the construction of temporary noise barriers around noisy stationary equipment. Determination of such necessary measures will be made prior to construction and specified for implementation by the construction contractor. Indirect and cumulative effects of development, (e.g., fast-food restaurants, limited temporary housing) which will be induced by construction activities are anticipated to be minimally adverse and largely temporary in nature.

3.6.2.5 Air Quality

Use of fuel-powered equipment will result in increased emissions of NO_2, VOC, CO, and particulate matter. Additionally, nuisance dust from roadways may also be a concern in areas on certain construction days, depending on local weather conditions, the degree of construction activity and the nature of construction activity. Specifications requiring the construction contractor to tune equipment / motors to manufacturer's specifications will be included in order to reduce air emissions of construction equipment. As noted in **Section 3.4.7** of this EIS, the study area is in attainment for all criteria pollutants. Therefore, these minor, temporary adverse effects will not be substantial or require further evaluation or coordination with regulatory agencies.

Mitigative dust control measures may include: minimization of exposed erodible earth, stabilization of exposed earth with vegetation mulch, pavement, or other cover as early as possible, periodic application of stabilizing agents (e.g. water), covering or stabilizing stockpiled materials as necessary, and the use of covered haul trucks. The customary practice of burning tree stumps in the clearing and grubbing phase of construction would also increase particulates and other pollutant emissions. Burning alternatives, such as air curtain destructors (equipment that creates nearly complete combustion of vegetative materials with little or no emissions), sending to landfills or composting on-site, should be considered in areas where nuisance dust and particulates becomes a concern. Indirect and cumulative effects associated by development induced by the construction activities are anticipated to be minimally adverse and largely temporary in nature.

3.6.2.6 Biotic Communities

Impacts to the biotic communities within the study area are discussed in detail in the *Natural Resources Technical Memorandum* (URS 2008a) and incorporated into this Final EIS by reference. Direct adverse effects from construction activities are limited to the temporary removal or alteration of both wetland/aquatic and terrestrial habitats and the mortality or displacement of relatively sedentary animals at staging areas. Indirect effects on both vegetation and wildlife, such as altered community structure, demographic and genetic changes at the population level, stream hydrological and water quality alteration and gradual disruption of adjacent or down-gradient wetland functions, will result from construction activities. Wildlife populations are susceptible to habitat alteration and pulse disturbances such as construction noise. While impacts to biotic communities within the study area are unavoidable, great effort has been taken in establishing the PA alignment to minimize the amount of critical habitat that will be lost. BMPs, along with construction and design techniques, will help to reduce the amount of area that will be altered by construction activities. Adverse effects to biotic communities from land development activities induced by the construction activities alone are expected to be minor. Accordingly, cumulative adverse effects are also expected to be negligible.

3.6.2.7 Construction Waste

Debris and excess spoil materials generated during the construction of the project would normally be disposed of off-site. The disposal of unsuitable or excess material, trash, debris and spoil would be governed by local and/or state regulations concerning disposal of such items. None would be disposed in wetland areas. It is possible that tree stumps could be burned on the project. **Section 3.6.2.5** of this Final EIS addresses alternative disposal methods for construction waste. While indirect effects of construction activities to construction waste volumes are not considered problematic, the cumulative effect of this project with anticipated future projects (e.g., North Hills Lakes Project) and activities could be substantially adverse to existing landfill capacity. If landfill disposal is preferred over burning as the preferable final disposal method of construction waste, substantial volumes of construction debris could exhaust local landfill capacity and may require the development of a new construction and demolition

debris site. Land use conversion for this purpose is not desirable and should be considered in the evaluation of final disposal methods.

3.6.2.8 Utility Services

Temporary construction activities would not affect utility services other than requiring temporary power connections and similar. Such connections, however, would not require substantial service disruptions. Therefore, substantial adverse indirect or cumulative effects to utility services are not anticipated from the construction activities alone.

3.6.2.9 Detours and Accessibility

While only temporary in nature, the construction of the PA would require numerous detours. **Figure 3.3-1** displays the locations of roads traversed by the PA. While permanent access effects are discussed in **Section 3.3.3** of this EIS, **Figure 3.3-1** illustrates the complexity of the construction in some areas. Maintenance of traffic, construction sequencing and detouring will be planned and scheduled to minimize impacts to local residences, businesses and the traveling public. Access to residences and businesses impacted by construction will be maintained by temporary driveways or connections, where necessary. Detours may be required at various locations throughout the construction process. Local police, fire departments, and other emergency service providers will be notified in advance of any construction-related activities to allow for proper planning and alternate route identification. Therefore, disruption to emergency responders should be minimal. Induced development from construction activities alone is expected to be minor. Additionally, these induced effects are not anticipated to result in additional detours or accessibility problems. While such effects are negligible, cumulative effects to access when the PA effects are considered will range from minor to moderate and comprise both adverse and beneficial effects – depending upon the location of concern.

3.7 Other Considerations

3.7.1 Energy Use

The *Traffic and Accident Report* (URS 2003f) provides summaries of annual vehicle miles and vehicle hours traveled that would be avoided or saved by the build alternatives. Use of the I-69 SIU 14 project, once completed, could result in approximately 42,000 fewer miles traveled per day on the study area transportation network. Assuming a 75/25 percent composition of passenger vehicles and trucks, respectively; and average fuel consumption of 20 miles per gallon (MPG) and 10 MPG for passenger trucks and cars, respectively; 42,000 vehicle miles saved equates to approximately 2,500 gallons of fuel per day or nearly 1 million gallons of fuel per year. While energy will be expended in the construction of the project, these annual energy savings suggest that the project has substantial net benefits to energy use.

3.7.2 Secondary and Cumulative Effects

In accordance with the request by USEPA in their initial comment letter in response to the Solicitation of Views letter sent by the project team in April 2003 (See **Appendix B** for both letters), secondary or indirect and cumulative effects are discussed in each separate resource or issue section of this Final EIS (see subsections of **Sections 3.3**, **3.4**, **3.5** and **3.6**).

In summary, I-69 SIU 14 will provide a new high-speed mobility corridor between Shreveport and El Dorado and to points further southwest and northeast. Presence of this new mobility corridor in proximity of I-20 will make the entire region more attractive for transportation-related businesses such as trucking firms as well as manufacturing businesses. Residential development will also likely be stimulated within a 30-minute drive of Shreveport along the PA (i.e., through to Haynesville). Initially, development will focus at interchange locations and be limited to services that cater to through traffic (e.g., service stations, convenience stores, fast food). Development pace will likely be directly related to distance to existing population centers. Another project that will not be induced, but facilitated by this project is the North Hills Lakes Project. The North Hills Lakes Project is currently unfunded and has no imminent schedule. However, should this project be implemented, substantial increases in residential development, supporting services, and infrastructure will be developed, all of which may have associated effects on wetlands, land use, water quality and other issues.

3.7.3 Irreversible and Irretrievable Commitments of Resources

Interstates provide the most efficient roadway design for conveying large volumes of traffic. As traffic increases, more lanes, straighter and flatter alignments, and greater access control are routinely implemented to accommodate traffic. Accordingly, the lifespan of I-69 and other interstates is far longer than local, state, and federal routes, which may be improved over time. While it seems inconceivable that interstates could be abandoned and redeveloped in the future, it is possible. Therefore, construction of the interstate system is not considered an “irreversible action.” Some effects, however, are irreversible and/or irretrievable. While mature stands of pine trees and other woods can be replanted and grown, once destroyed, such old-growth stands are irretrievable. The use of raw materials (e.g., fossil fuels, sand and gravel, timber for lumber, and cement), federal and state fiscal resources, and manpower will comprise the obvious irretrievable commitments of resources resulting from this project. Other than these resource effects, effects discussed in this Final EIS are considered potentially reversible or “temporary” in the sense that, should there be justification, support, and funding to do so, these actions could be reversed to pre-project conditions. Project benefits discussed in **Sections 3.7.1** and **3.7.2** of this Final EIS are expected to more than offset the permanent adverse effects discussed herein.

3.7.4 Relationship between Short-Term Impacts and Long-Term Productivity

As noted in **Section 3.7.2** of this Final EIS, I-69 will provide a new mobility corridor where there is currently none. While short-term construction impacts discussed in **Section 3.6** of this Final EIS will be minimized to the extent practicable with commonly used best management practices, some temporary adverse effects will still occur. These minor temporary adverse effects must be considered in the context of the overall long-term benefits of the project. **Section 3.7.1** of this Final EIS describes annual fuel savings of this project. Such savings are considered improvements in productivity. Additionally, induced commercial activity will not result unless increases in productivity are anticipated by industrial site developers. Such indirect benefits are expected with implementation of the PA. Based on these considerations, anticipated benefits in long-term productivity are expected to greatly offset adverse short-term/temporary effects of the project.

3.7.5 Summary of Environmental Consequences

Table 3.7-1 summarizes the quantitative effects of the PA, and **Table 3.7-2** provides a summary of effects and mitigation that follows the organization of this Final EIS. **Appendix A** provides a foldout map of the PA for reader reference. Based on both quantitative and qualitative evaluations summarized in this Final EIS, the PA was selected as the best alternative that will maximize economic benefits and improvements to mobility while minimizing community and natural resource impacts. The PA will likely help facilitate development of the North Hills Lakes Project, if funded. While anticipated to be minor in direct, indirect, and cumulative effects, the PA minimizes potential Sparta Aquifer impacts. Resource agency preferences and public comments that are related to effects (as opposed to preference only) were important considerations in the determination of a PA prior to development and distribution of this Final EIS.

Table 3.7-1
Summary of Effects

Evaluation Measures	Units	Alternatives								
		4	4.2	4.3	PA	4.2 & 3	5	5.1	5.2	5.1 & 2
Alignment Characteristics										
Length	miles	61.7	61.3	62.6	**63.17**	62.2	62.8	61.4	62.4	61.0
Estimated Right of Way (ROW)[1)]	acres	2,244	2,229	2,276	**3,267[(1)]**	2,262	2,284	2,233	2,269	2,218
Human Environment Considerations										
Displaced Residential Structures	count	20	20	9	**9**	9	9	7	9	9
Displaced Commercial Structures	count	0	0	0	**0**	0	0	0	0	0
Displaced Institutional Structures	count	0	0	0	**0**	0	0	0	0	0
Pine Plantation Land within ROW	acres	1,338	1,388	1,286	**1,877**	1,336	1,390	1,385	1,440	1,435

Table 3.7-1
Summary of Effects

Evaluation Measures	Units	Alternatives								
		4	4.2	4.3	PA	4.2 & 3	5	5.1	5.2	5.1 & 2
Naturally Wooded Land within ROW	acres	1,170	1,102	1,275	**971**	1,207	1,146	1,091	1,078	1,023
Agricultural/Farmland within ROW	acres	150	150	81	**94**	81	83	72	83	72
Cleared Land within ROW	acres	212	225	276	**338**	290	243	278	257	291
Developed/Urban Land within ROW	acres	46	46	35	**38**	35	29	29	29	29
Federal and State Lands and Recreational Areas Traversed	acres	0	0	0	**0**	0	0	0	0	0
Displaced Minority Residences	count	3	3	3	**1**	3	1	1	1	1
Displaced Low-Income Residences	count	6	6	4	**4**	6	4	3	4	4
Powerline Crossings within ROW	count	3	3	3	**3**	3	3	3	3	3
Communication Towers within ROW	count	0	0	0	**0**	0	0	0	0	0
Petroleum Pipeline Crossings within ROW	count	30	31	30	**31**	31	36	44	34	42
Chemical Pipeline Crossings within ROW	count	2	3	2	**2**	3	2	2	2	2
Water Wells Located within ROW	count	1	1	1	**1**	1	1	1	1	1
Railroad Crossings within ROW	count	3	3	3	**3**	3	3	3	3	3
National Register Eligible Properties(2)	count	N/A	N/A	N/A	**1**	N/A	N/A	N/A	N/A	N/A
Archeological Sites(2)	count	N/A	N/A	N/A	**5**	N/A	N/A	1	N/A	1
Grade Separations	count	16	16	16	**20**	16	17	18	17	18
Crossroad Termination	count	55	56	49	**52**	50	56	60	57	61
Physical Environment Considerations										
Scenic Streams Traversed by the Alternatives	acres	6	6	6	**6**	6	6	7	6	7
100-Year Floodplain Area Traversed	acres	362	326	365	**304**	329	285	325	249	289
Sparta Aquifer Recharge Area Traversed	acres	10	10	34	**26**	34	0	0	0	0
Chicot Terrace Area Traversed	acres	274	274	273	**357**	273	517	556	517	556
Sand and Gravel Mining Operations Directly Impacted	count	0	0	0	**0**	0	0	0	0	0
Known Lignite Deposits Directly Impacted	count	0	0	0	**0**	0	0	0	0	0
Oil/Gas Well Sites within ROW (Active)	count	4	4	4	**4**	4	5	5	5	5

Table 3.7-1
Summary of Effects

Evaluation Measures	Units	Alternatives								
		4	4.2	4.3	PA	4.2 & 3	5	5.1	5.2	5.1 & 2
Oil/Gas Well Sites within ROW (Inactive)	count	1	2	1	**1**	2	2	2	3	3
Prime and Unique Farmland Soil Area Traversed	acres	782	715	1,087	**883**	1,020	945	922	888	865
Moderate/High Hazardous Sites (within ½ mile buffer) buffer)Directly Impacted	count	11	11	11	**9**	11	11	9	11	9
Estimated Residences Impacted by Adverse Noise Levels	count	74	80	80	**51**	86	31	40	37	48
Natural Environment Considerations										
Wetlands Directly Impacted	acres	89	97	107	**109.7**[3]	115	67	79	75	87
Ponds Directly Impacted	count	8	7	8	**16**	7	4	6	3	5
Streams Traversed	count	85	91	91	**140**[3]	95	62	68	66	74
Streams Traversed	linear feet	56,410	63,217	51,236	**77,146**[3]	57,157	35,209	36,840	41,082	43,646
Threatened and Endangered Species Records - 0.5 mile buffer in ROW	acres	0.3	0.3	0.3	**1.9**	0.3	0.3	7.8	0.3	7.8
Encroachment of Alternatives on Potential Red Cockaded Woodpecker (RCW) Habitat	acres	1,043	936	1,119	**750**	1,012	1,052	1,030	946	1,158

Notes:
(1) ROW for PA includes proposed interchanges, frontage/access roads, improvements needed at crossroad locations, where the other Alternatives considered includes only an estimated ROW width of 300'. not including proposed interchanges, frontage/access roads, improvements needed at crossroad locations.
(2) N/A: A full Phase I Cultural Resources Survey was not completed for the entire alignment and ROW for alternative shown.
(3) Results of USACE Preliminary Jurisdictional Determination can be found in Chapter 4.1.8.

Table 3.7-2
EIS Summary

Issue	Comparative Advantages of Alternatives
Human Environment	
Communities and Residential Dwellings	The revisions to the PA reduce impacts.
Community Facilities and Services	The PA impacts no community facility. Benefits are created for medical trips to Shreveport for all build alternatives, including the PA.
Local Travel Patterns and Safety	Effects are similar for all build alternatives. Benefits will be realized for long-distance travel; some adverse local travel pattern changes, safety and time benefits for long distance. Haynesville community benefits most.
Industry, Employment and Commercial Structures	PA provides greater opportunity for development along LA 159, LA 2, LA Alt. 2 and US 79. Retail and personal services will likely dominate induced employment in short term; however, new interstate access is attractive to industry.
Land Use, Development and Property Values	

Table 3.7-2
EIS Summary

Issue	Comparative Advantages of Alternatives
Public Lands and Recreation	PA will minimize adverse effects to the recreational aspects of Bayou Dorcheat.
Environmental Justice	No disproportionate adverse effects anticipated to minority or low-income groups.
Utilities	No relative advantage among build alternatives considered or the PA.
Visual Environment	Views from the road will be pleasant. Views at the road will be limited because of dense vegetation of the region. PA minimizes adverse visual impacts to scenic use of Bayou Dorcheat.
Cultural Resources / Historic Properties	The PA is not anticipated to have adverse effects to historic properties in LA. However, five archaeological sites identified in AR are recommended for Phase II assessment before construction. Also, the PA will require ROW from a property determined to be NRHP eligible. Based on a commitment from AHTD, presented in **Section 3.7.6** of this Final EIS, the SHPO has determined that the project will have no adverse effects on this property.
Physical Environment	
Surface Water Resources	The numerical increase in the quantity of impacts to surface water resources (as shown in Table 3.7-1) of the PA, in comparison to the other Build Alternatives, is a result of additional and more detailed level of fieldwork required to meet USACE Preliminary Jurisdictional Determination stipulations and requirements. The original, planning level, fieldwork performed for all alternatives resulted in comparable numerical values between the Build Alternatives. The main aspect is that the PA utilizes an existing crossing of LA Scenic Stream Bayou Dorcheat, the most important water feature in the study area and avoids LA Scenic Stream Bayou D'Arbonne, also located in the Project area.
Floodplains	No relative advantage among build alternatives considered or the PA.
Potable Ground Water	PA minimizes potential effects to potential recharge areas.
Geology and Mineral Resources	The PA will not affect any mining operations and has reduced impacts to oil and gas wells to greatest extent possible.
Prime Farmland and other Soils	No relative advantage among build alternatives considered or the PA.
Hazardous Materials and Sites	Impact reduced as a result of selection of revised PA from 15 sites to 9 sites (within ½ mile buffer).
Air Quality	No relative advantage among build alternatives considered or the PA
Noise	Overall, the PA with modifications will reduce the magnitude of impacts at the majority of residences with predicted adverse noise impacts.
Natural Environment	
Upland Communities and Wildlife	PA minimizes effects to native uplands. Wildlife movement may be adversely affected along the PA, however, the extended bridge structure crossing Bayou Dorcheat should allow adequate area for wildlife movement, as compared to the shorter bridge structure for other build alternatives and the steeper banks associated with the proposed crossings along Alt. 5 and associated options. The PA will likely affect the unusual spring-fed streams identified in the area.
Wetland Communities	The numerical increase in the quantity of wetland impacts (as shown in Table 3.7-1) of the PA, in comparison to the other Build Alternatives, is a result of additional and more detailed level of fieldwork required to meet USACE Preliminary Jurisdictional Determination stipulations and requirements. The original, planning level, fieldwork performed for all alternatives resulted in comparable numerical values between the Build Alternatives.
Aquatic Communities	All build alternatives avoid aquatic communities to the extent practicable.
Protected Flora and Fauna Species	PA minimizes potential effects to suitable RCW habitat. No other protected species are likely to be adversely affected by the PA.
Construction Effects and Best Management Practices	
Economic Effects	All build alternatives would benefit construction spending in the region.

Table 3.7-2
EIS Summary

Issue	Comparative Advantages of Alternatives
Physical and Social Effects	Short term moderate adverse effects expected but minimized with the implementation of BMPs.
Other Considerations	
Energy	All build alternatives would have benefits of saved vehicle miles traveled in region.
Secondary and Cumulative Effects	Level of induced development expected to be similar for all build alternatives but concentrated along upland interchange locations near population centers. If funded, North Hills Lakes Project could result in substantial effects and would be facilitated by the PA.
Irreversible and Irretrievable Commitments of Resources	No significant difference among build alternatives considered or the PA.
Relationship Between Short-Term Impacts And Long-Term Productivity	No significant difference among build alternatives considered or the PA.

3.7.6 Mitigation, Commitments, Permits, Certifications and Additional Studies Necessary Prior to Construction

Prior to preparation and distribution of the Final EIS for this project, concurrence was sought that the proposed PA was acceptable by USACE, USFWS, and USEPA. Preliminary evaluation suggests build alternatives will not affect base flood elevations at floodplain crossings, hydraulic and hydrologic modeling was completed on all floodplain crossings of the PA. Additionally, formal delineation of all wetlands was completed and was presented to USACE, Vicksburg District for concurrence.

Additional tasks remain before construction of the PA may commence. Below is a summary of the planning, environmental, and design tasks that need to be completed prior to project construction:

- Hydrologic and Hydraulic Study of PA's 100-year floodplain crossings.
- Geotechnical investigations along PA to assess design needs.
- Environmental site assessment along PA.
- Preliminary Design and right-of-way limit identification for PA.
- Initiation of Relocation Assistance Program for properties within required right-of-way of PA.
- Development of construction sequencing and traffic maintenance plans for construction activities.

Permits and certifications that must be obtained prior to construction include:

- State Water Quality Certifications (LDEQ, ADEQ);
- Scenic Stream Crossing Permit (LDWF);

- National Pollution Discharge and Elimination System (NPDES) Permit (LDEQ, ADEQ) for discharges of stormwater from the roadway;
- Stormwater Management Permit (LDEQ, ADEQ) for controlling and treatment of surface runoff from construction sites;
- Burning Permit (LDEQ, ADEQ) from LA and AR for burning construction debris;
- Section 404 Wetland Fill Permit (USACE) for discharging dredged and fill material into waters of the US and adjacent wetlands. Permits are reviewed by USFWS and LDWF and AGFC, as well.
- Coordination and required permits will need to be acquired from the two railroad companies where I-69 overpasses are proposed at three locations: one north of Interstate 20 in Bossier Parish (Kansas City Southern (KCS) leased by WATCO), one east of US 371 in Webster Parish (also KCS leased by WATCO) and one west of US 79 in Claiborne Parish, Louisiana & Northwest Railroad (L&NW).

Commitments and mitigation measures that will be implemented to offset adverse effects of the PA would include, but are not limited to, the following:

- Implementation of Best Management Practices during construction of the facility;
- Location of staging areas in non-wet areas that are not environmentally sensitive;
- Purchase of wetland banking credits, wetland conservation easements, enhancement, restoration and/or creation of wetlands or a combination thereof based on USACE, LA and AR specifications during the Section 404 permit process;
- Mitigation of adverse stream effects based on the Section 404 permit process;
- Avoidance of construction during the nesting season of bald eagles should individual nests be sighted within 1,500 feet of the alternative chosen for construction;
- Re-investigation and survey of areas considered potentially suitable habitat for federally-protected species within one year of letting the construction contract for the project.
- Assessment of five archaeological sites within the proposed PA right-of-way for National Register eligibility and agreement on handling of previously undiscovered cultural resources during construction.
- As recorded in the *I-69 SIU-14 Shreveport to El Dorado – Arkansas Section (US 82 to Stateline) Phase I Documentation*: "FHWA, through AHTD, has made a reasonable and good faith effort to identify historic properties that may be affected by the undertaking 36 C.F.R. § 800.4(b)(1). FHWA, through AHTD, has determined in accordance with 36 C.F.R. § 800.4(a)-(c) that there are historic properties that may be affected by the undertaking, and through the present report, has provided documentation of this finding to the SHPO. With these

findings and given the possibility that previously unrecorded or undetected historic properties may be present in the APE, a *Programmatic Agreement* should be entered into among FHWA, AHTD, the AR SHPO and, as appropriate, Indian tribes that governs how discoveries will be treated and what responsibilities will be carried out prior to taking any actions that could have an effect on properties listed in or considered eligible for the NHRP (under the provisions of 36 C.F.R. § 800.13 et seq. Post-review discoveries).

This approach may be risky since it could involve stopping construction if historic properties are discovered. It may also require monitoring by staff archeologist or qualified professionals. Possibly the safest and least costly way to approach this issue is to have qualified archeologist resurvey the APE during and after clearing and grubbing activities when ground conditions are more suitable for resource discovery. Procedurally, this may require separating the clearing and grubbing contract from the construction contract in order to provide adequate time for the resurvey, assessment, and any necessary data recovery or mitigation.

The proposed activities by FHWA, through AHTD, should be allowed to proceed in accordance with recommendations presented in this report. If undiscovered archeological or other remains are encountered during project implementation or if changes are made in the APE beyond the boundaries of the APE surveyed (including, for example, any landscape alterations that result from activities associated with the project such as access roads, construction and material staging areas, and areas from which fill be borrowed) or if intact cultural deposits are discovered during future management activities, work should stop and the SHPO should be contacted immediately (36 C.F.R. § 800.13) and the provisions of the 36 C.F.R. Part 800 (Subpart B) including 36 C.F.R. §800.6 should be implemented. FHWA and AHTD may be required to take further steps in the Section 106 process (36 C.F.R. Part 800 et.seq.) as recommended in this report."

- In accordance with a commitment by AHTD to AR SHPO, adjustments in final design shall be made to avoid impacts to one eligible standing structure (CO0430) identified during the initial Phase I survey. Avoidance measures shall be sufficient to achieve a finding of "no effect". These avoidance measures will be evaluated during future project design and construction phases.

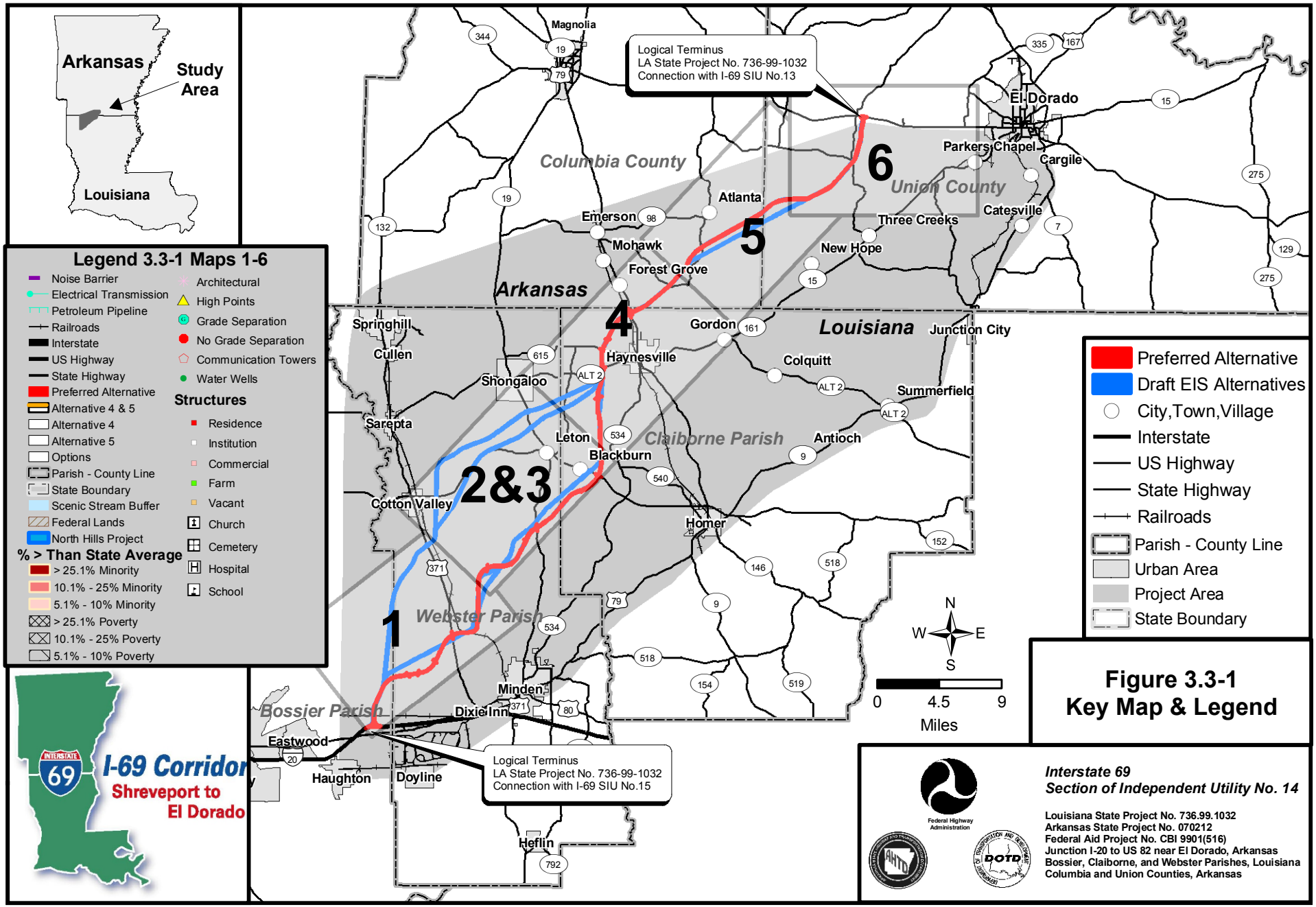


Figure 3.3-1
Key Map & Legend

Figure 3.3-1 1 of 6
Human Resources

Interstate 69
Section of Independent Utility No. 14

Federal Highway Administration

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

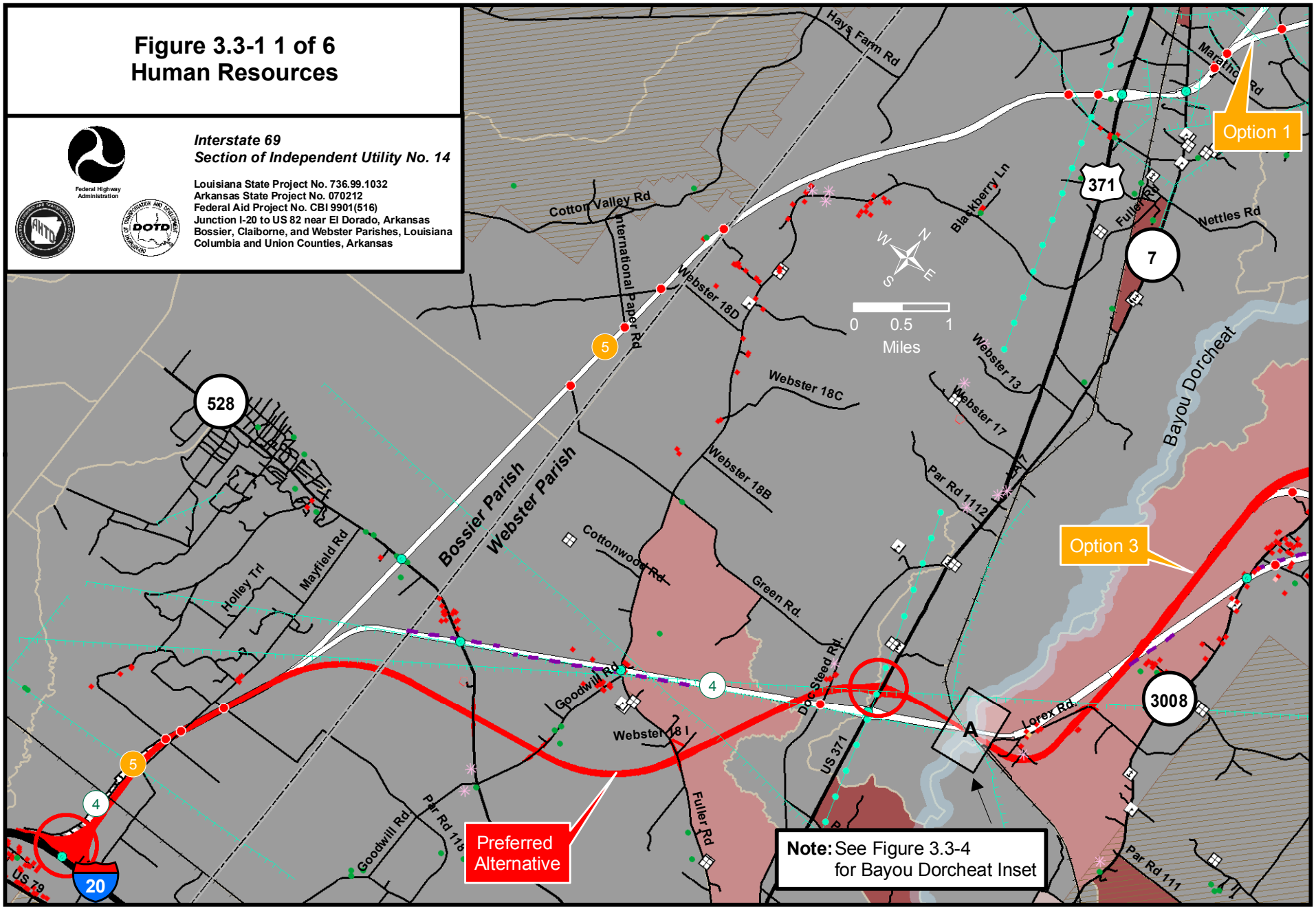


Figure 3.3-1 2 of 6
Human Resources

Interstate 69
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Federal Highway Administration

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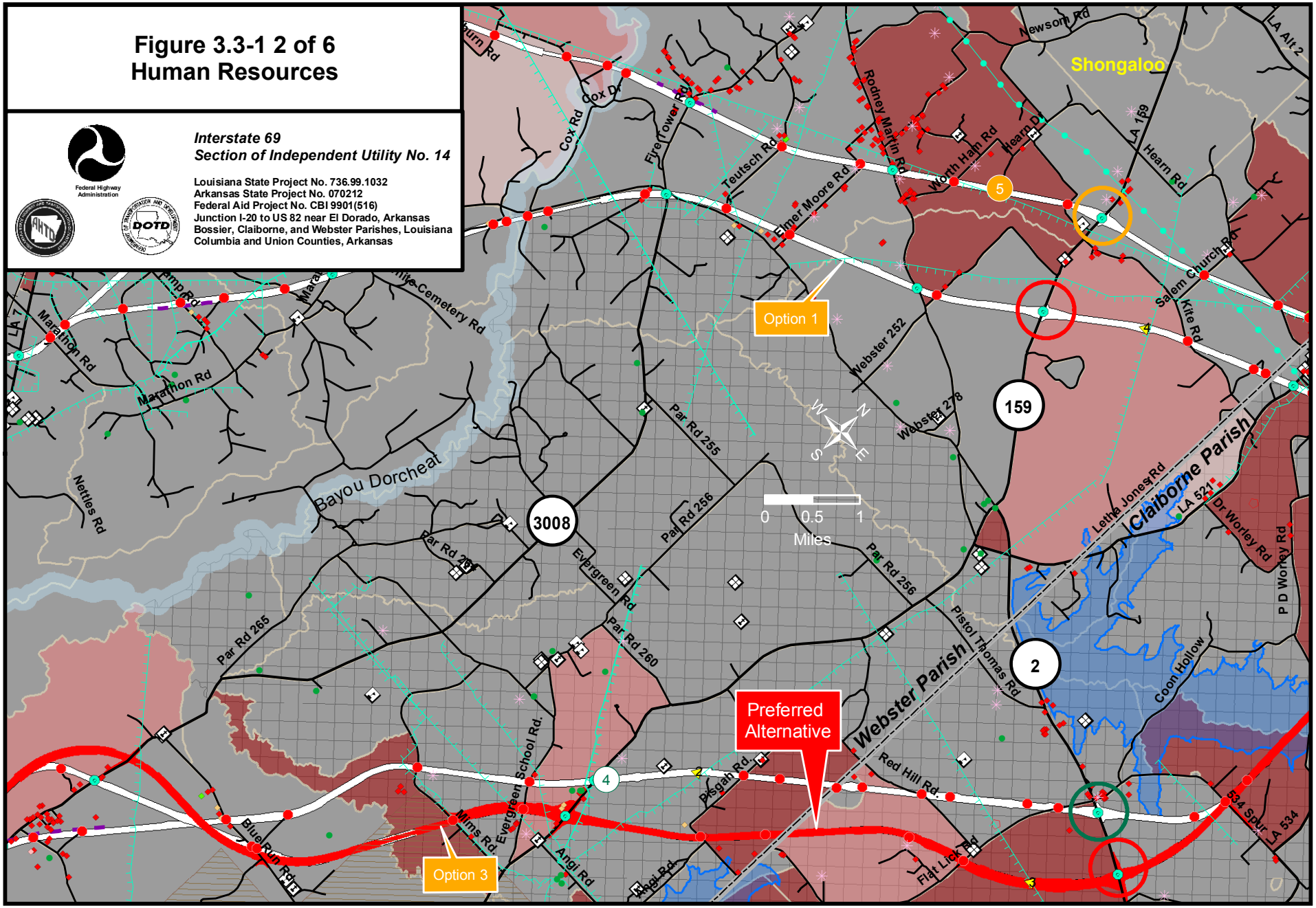

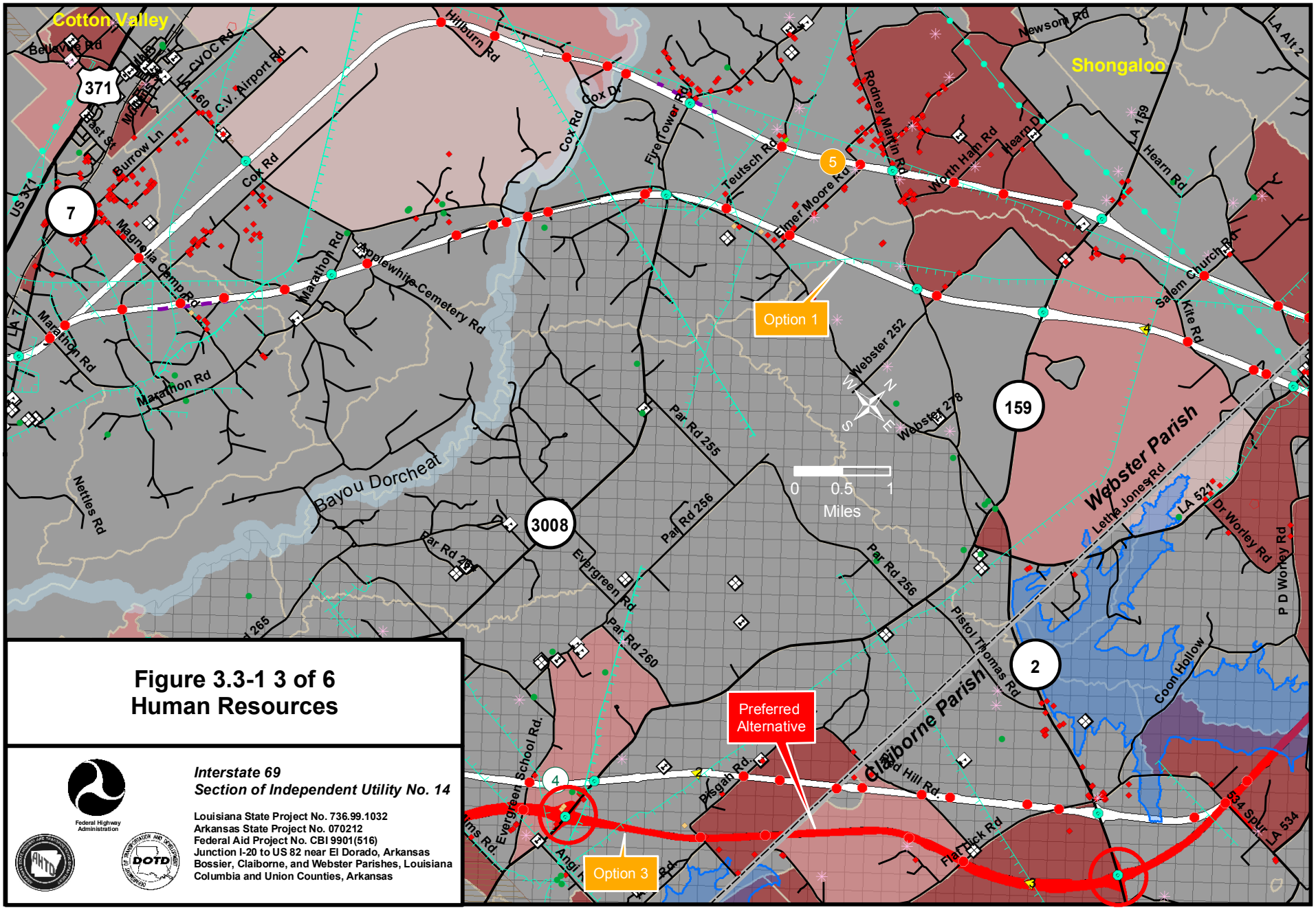

Figure 3.3-1 3 of 6
Human Resources

Federal Highway Administration

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Section of Independent Utility No. 14

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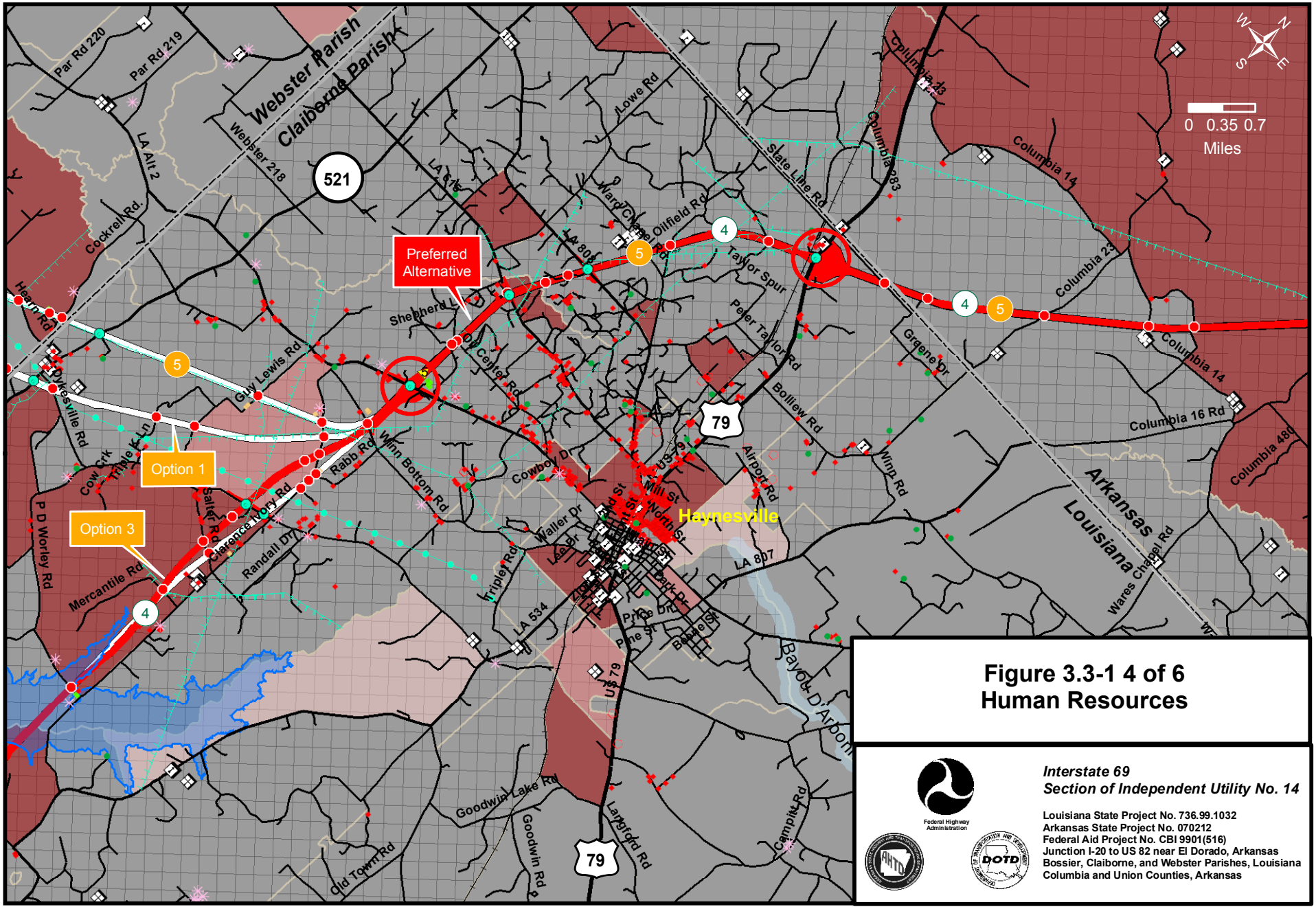

Figure 3.3-1 4 of 6
Human Resources

Federal Highway Administration

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Section of Independent Utility No. 14

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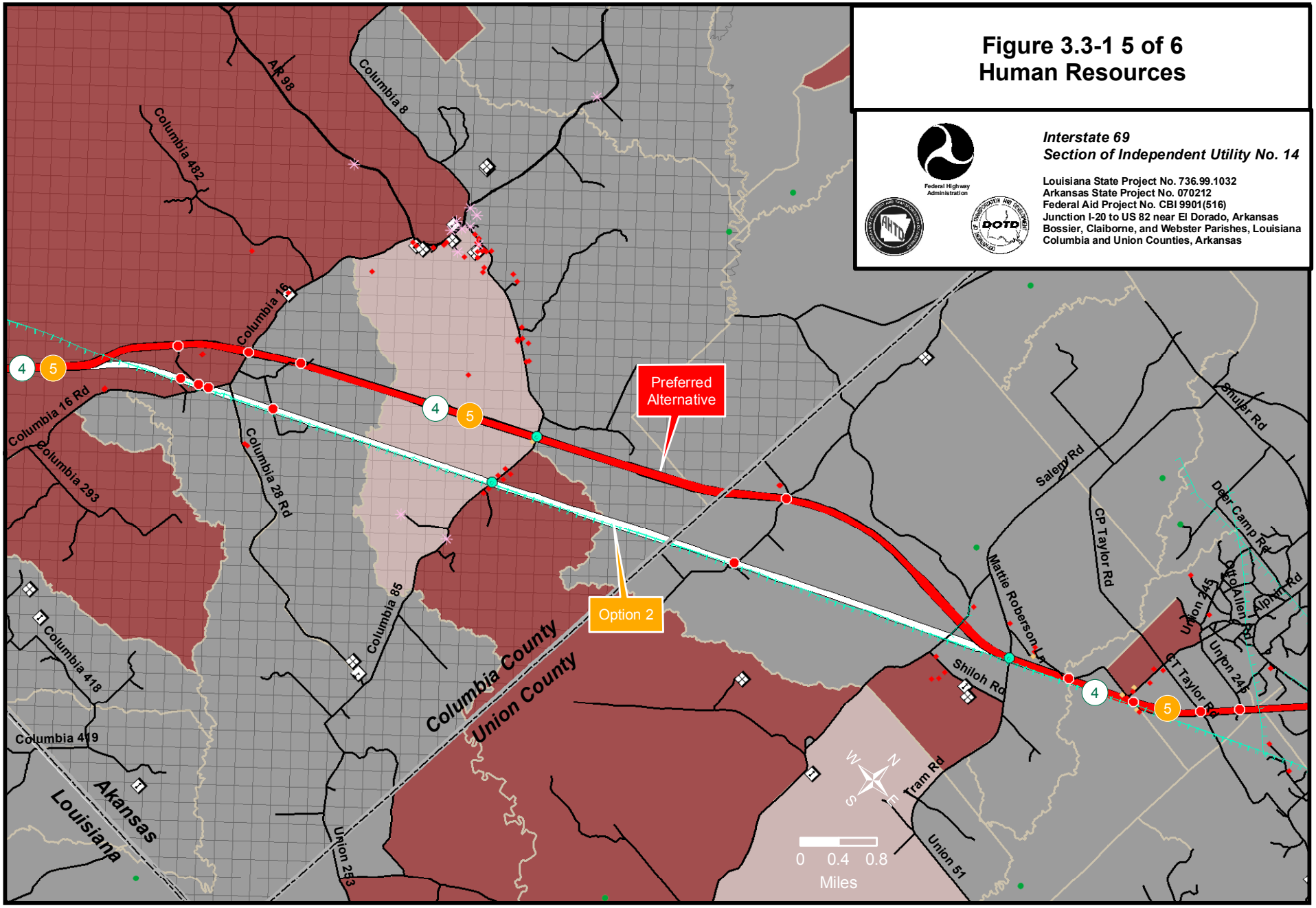
Figure 3.3-1 5 of 6
Human Resources
Interstate 69
Section of Independent Utility No. 14
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Columbia and Union Counties, Arkansas
Federal Highway Administration
Preferred Alternative
Option 2
Columbia County
Union County
Louisiana
Akansas
Columbia 482
AR 98
Columbia 8
Columbia 16
Columbia 16 Rd
Columbia 293
Columbia 28 Rd
Columbia 85
Columbia 418
Columbia 419
Union 253
Salem Rd
CP Taylor Rd
Mattie Robertson Ln
Shiloh Rd
Tram Rd
Union 51
Shuler Rd
Deer Camp Rd
Otto Allen Rd
Alpha Rd
Union 245
CT Taylor Rd
0 0.4 0.8
Miles

Figure 3.3-1 6 of 6
Human Resources

Interstate 69
Section of Independent Utility No. 14

Federal Highway Administration

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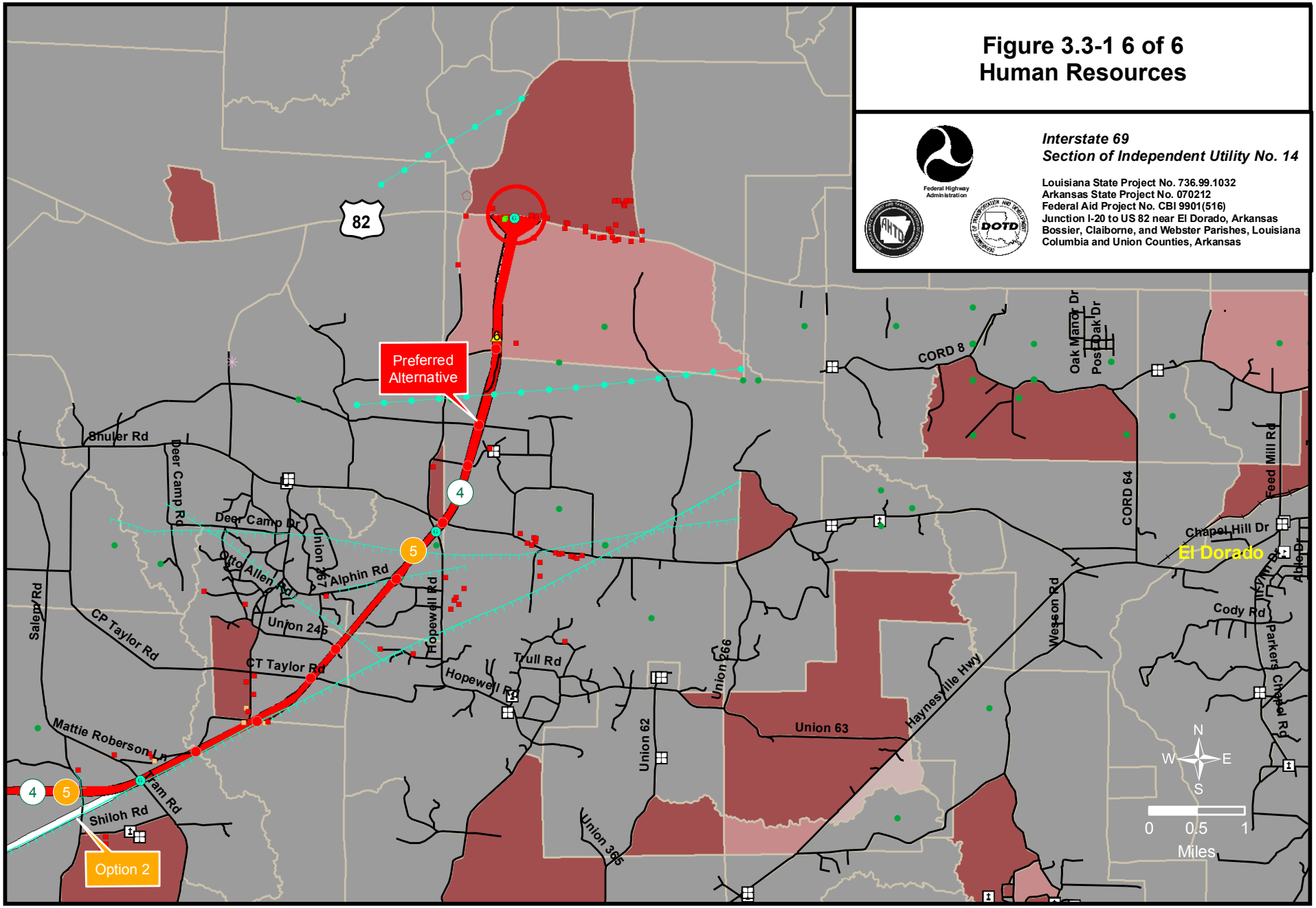

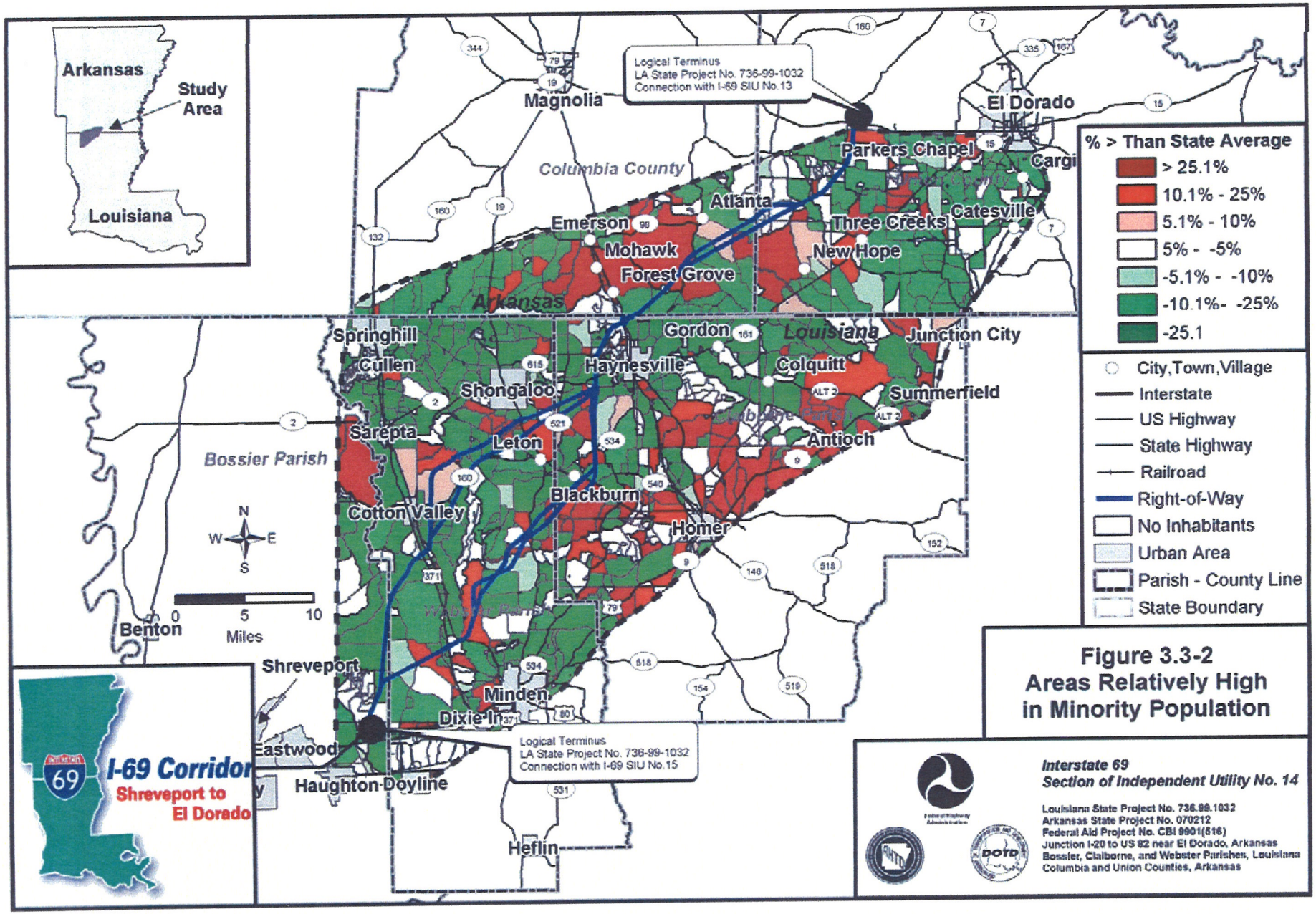

Figure 3.3-2
Areas Relatively High in Minority Population

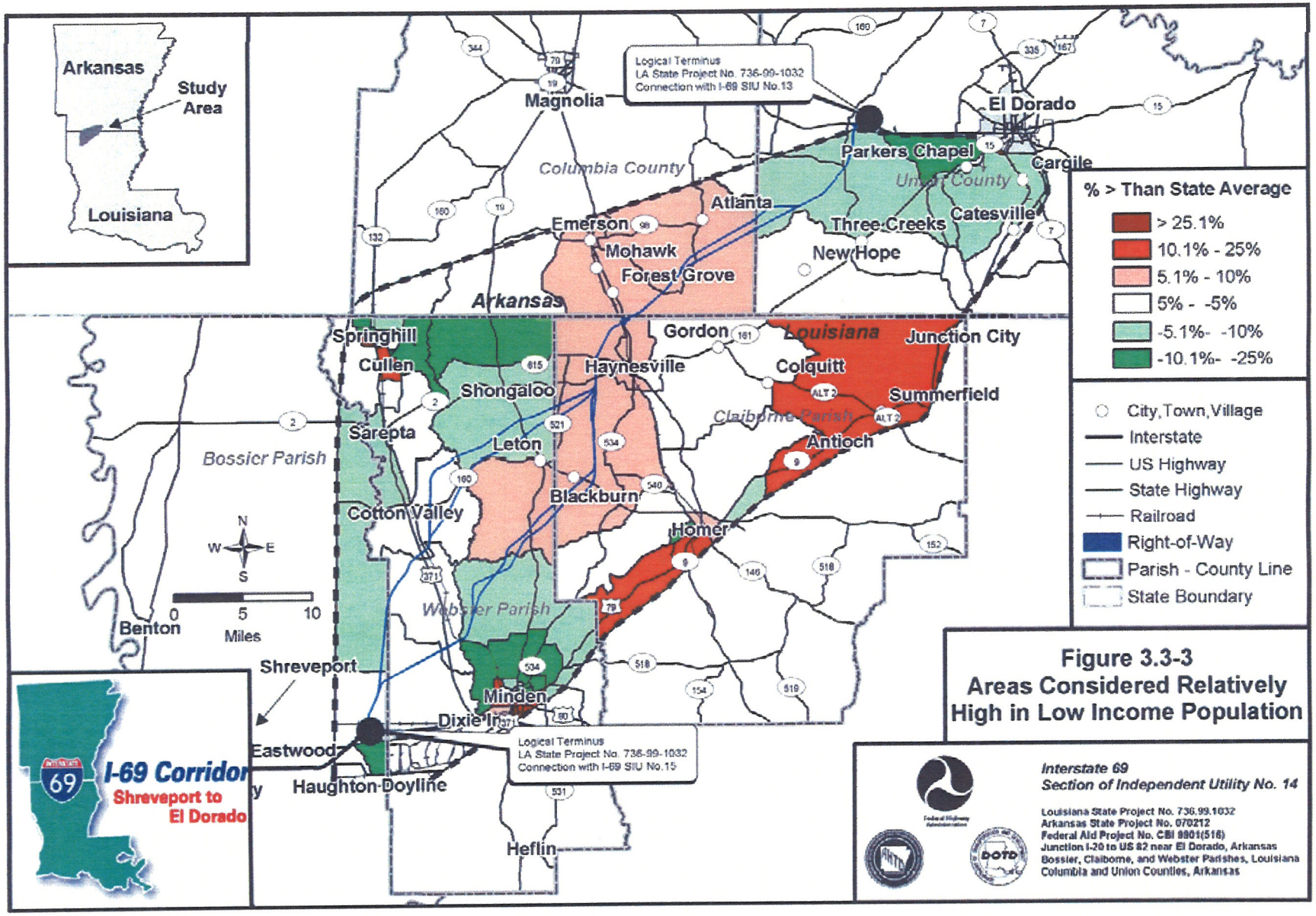

Figure 3.3-3
Areas Considered Relatively High in Low Income Population

Figure 3.3-4
Visual Impacts of Preferred Alternative Crossing Bayou Dorcheat

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

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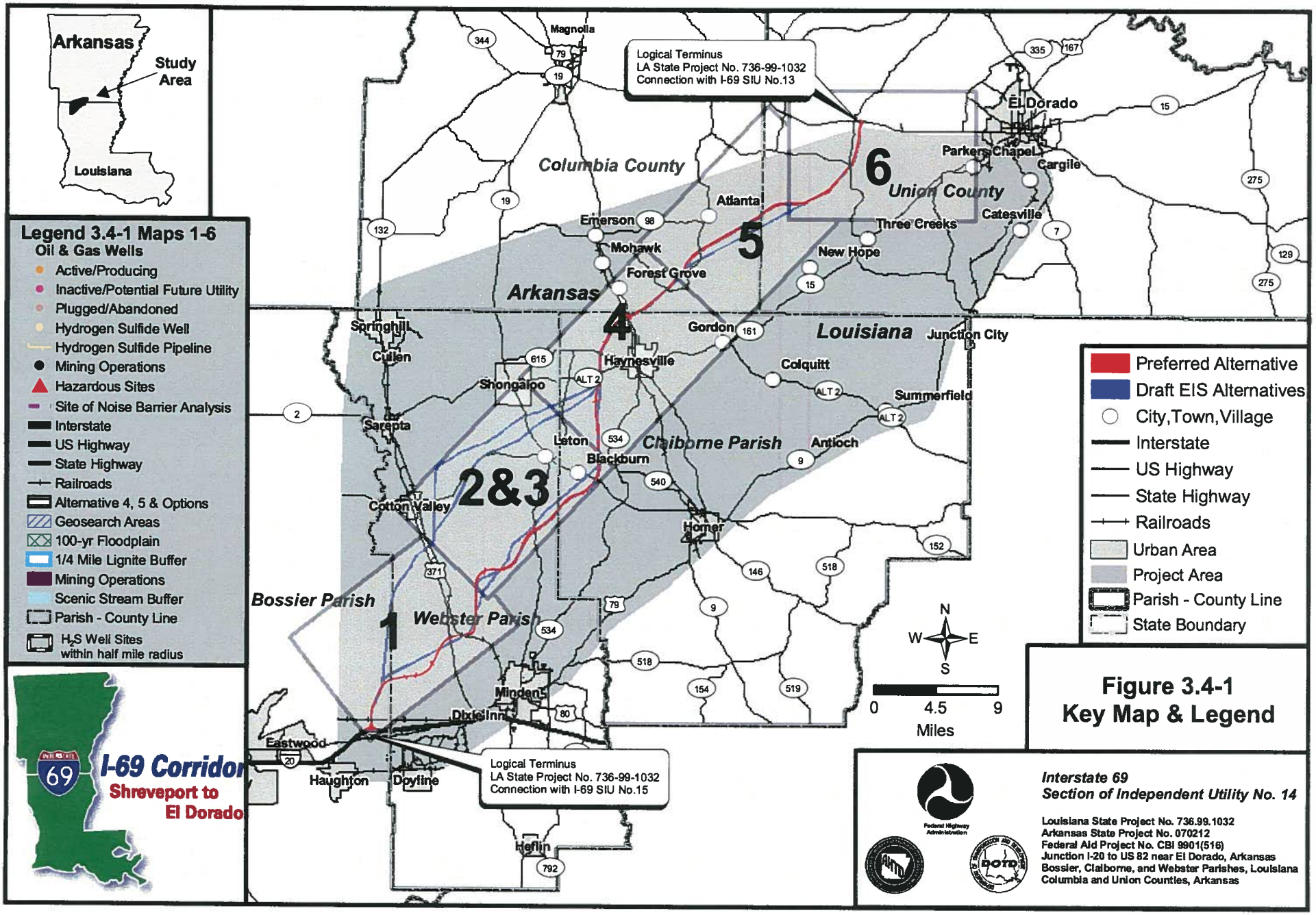

Figure 3.4-1
Key Map & Legend

Figure 3.4-1 1 of 6
Physical Resources

Interstate 69
Section of Independent Utility No. 14

Federal Highway Administration

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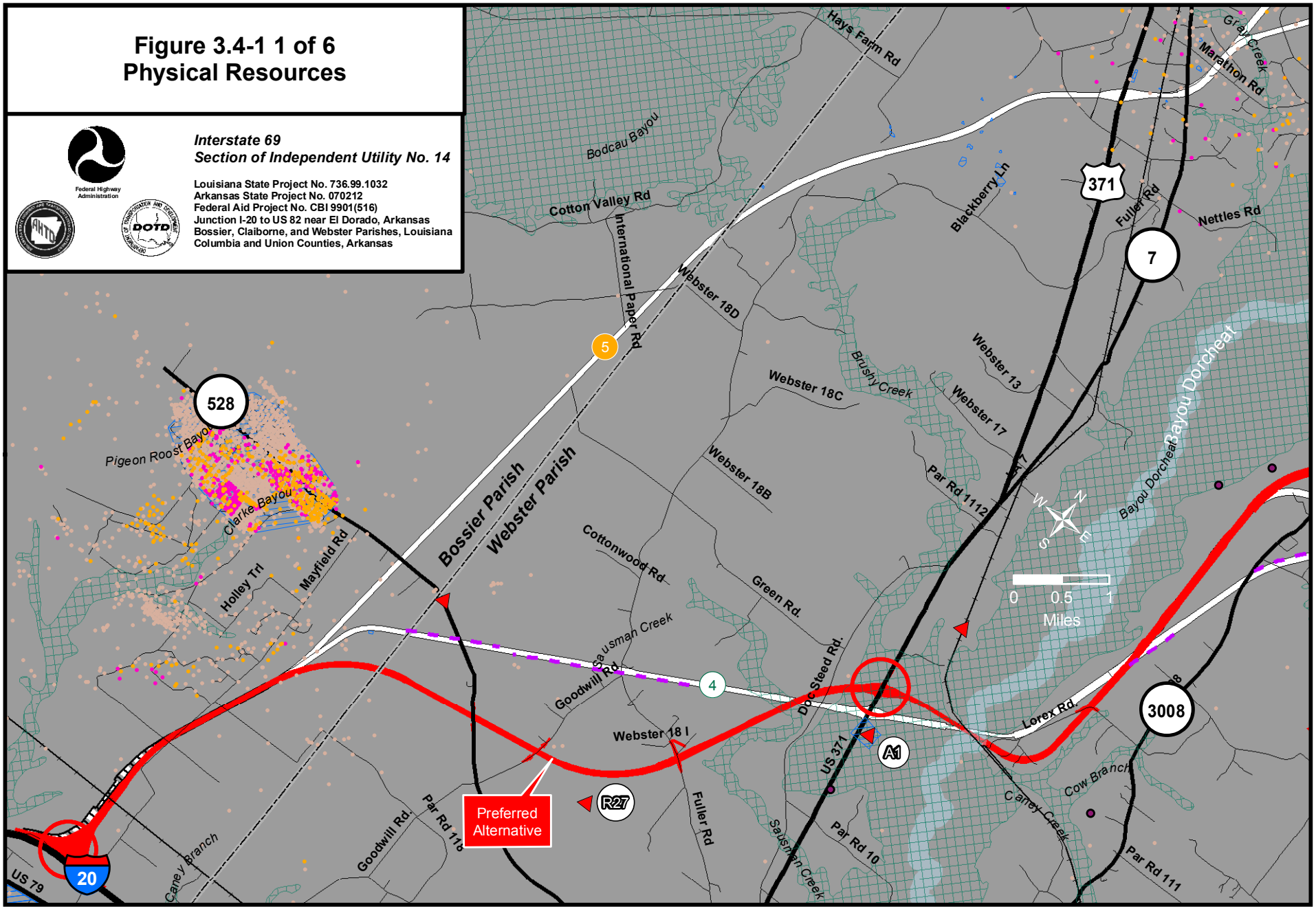

Figure 3.4-1 2 of 6
Physical Resources

Interstate 69
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Federal Highway Administration

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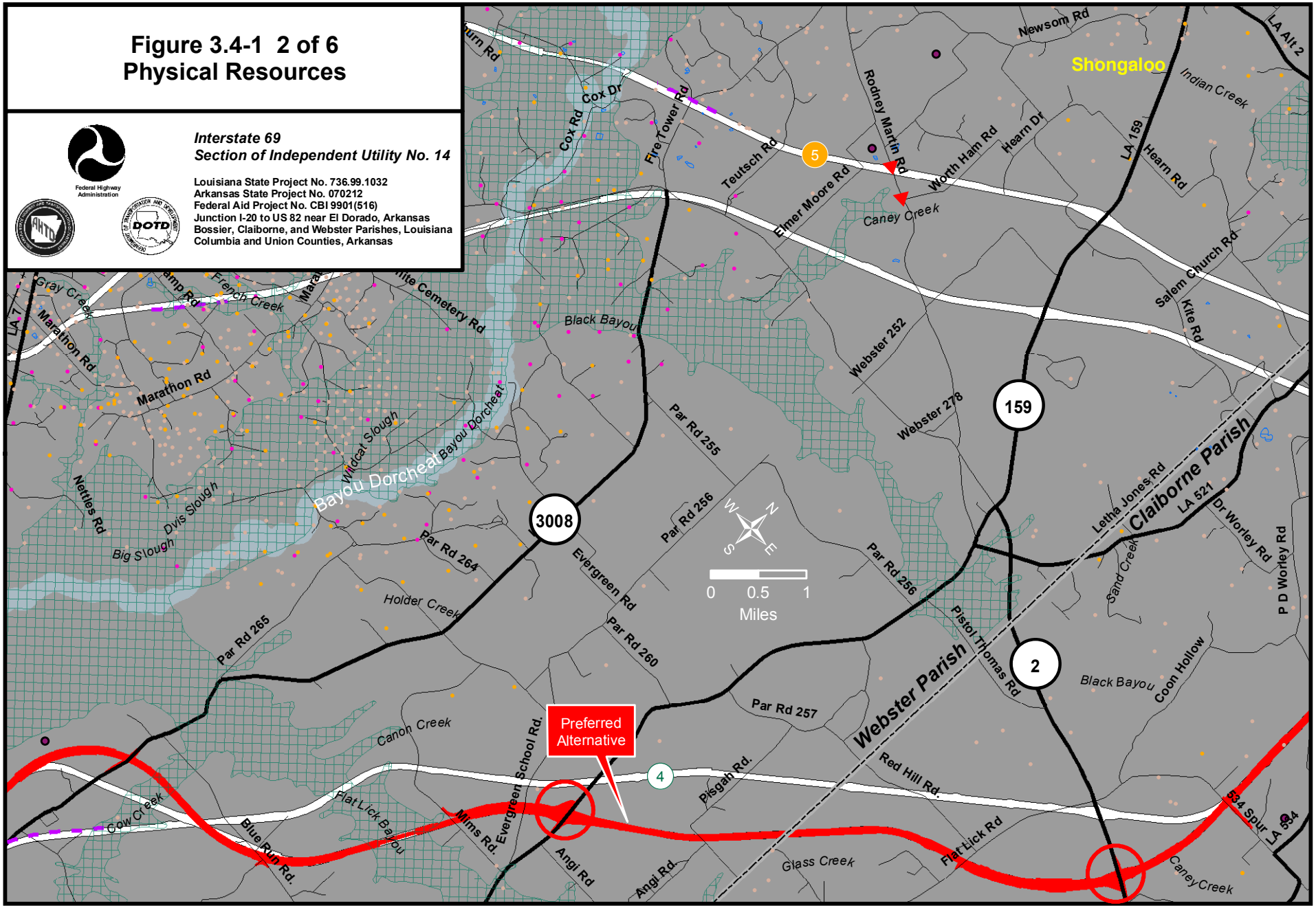

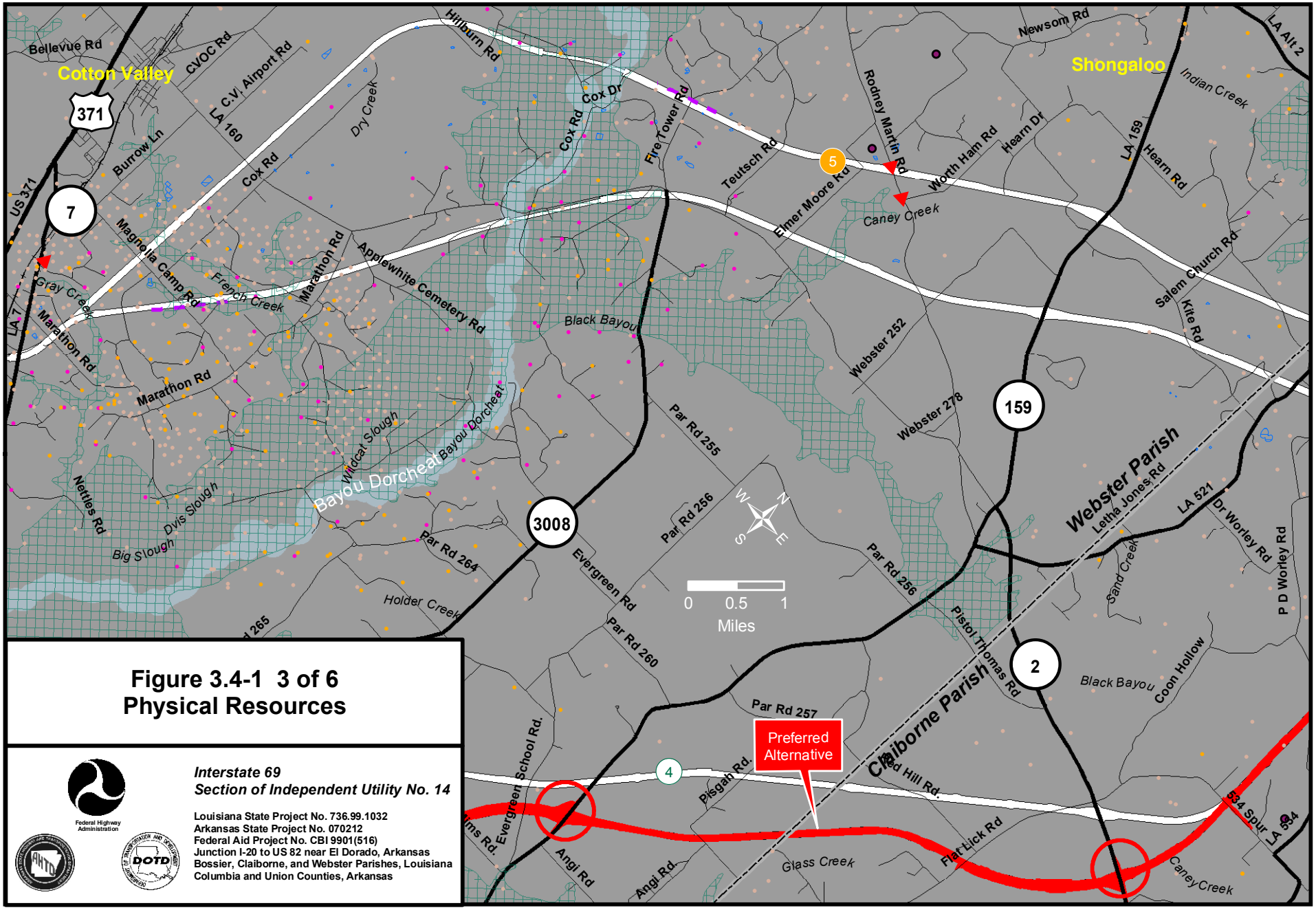

Figure 3.4-1 3 of 6
Physical Resources

Federal Highway Administration

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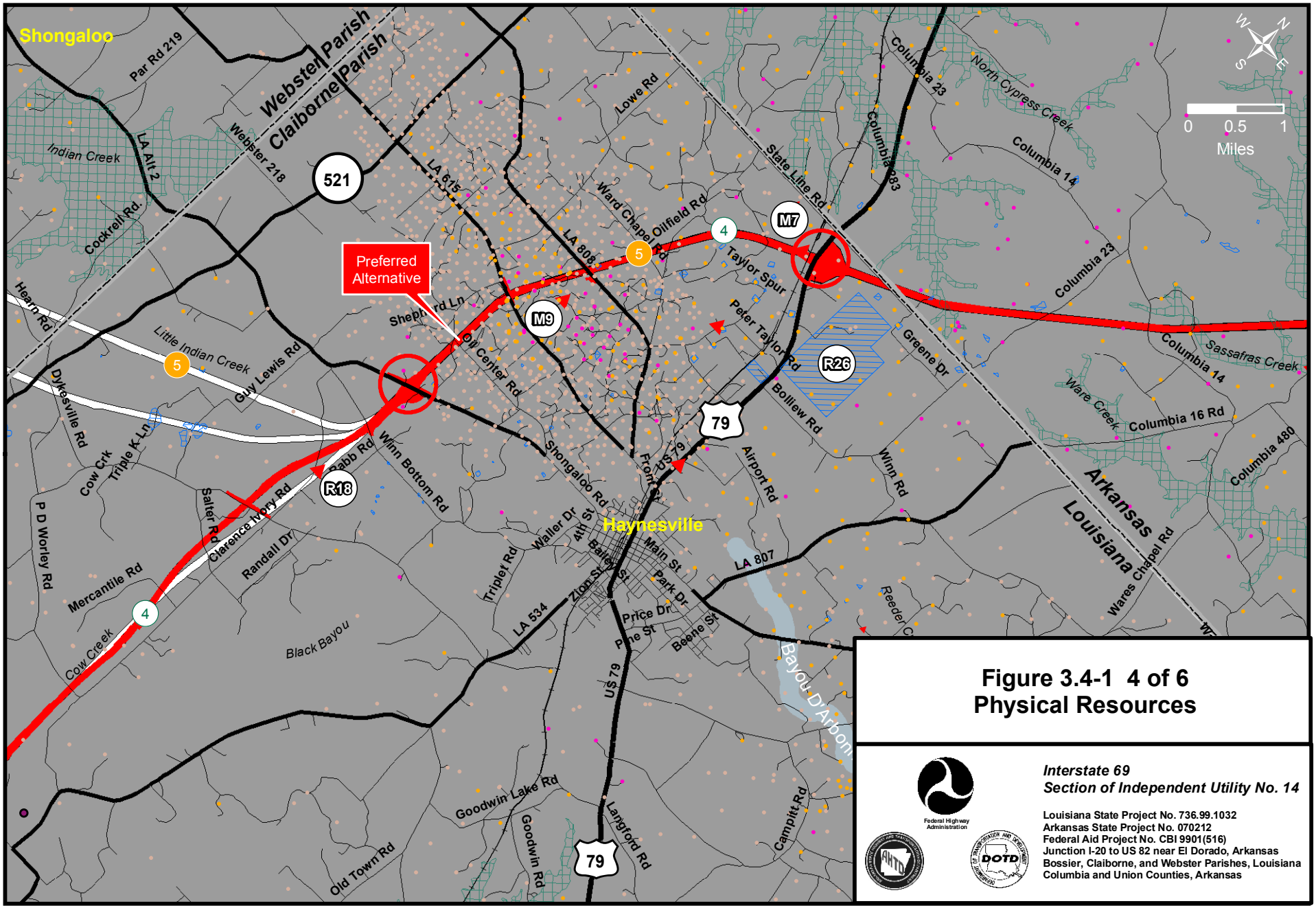

Figure 3.4-1 4 of 6
Physical Resources

Federal Highway Administration

Interstate 69
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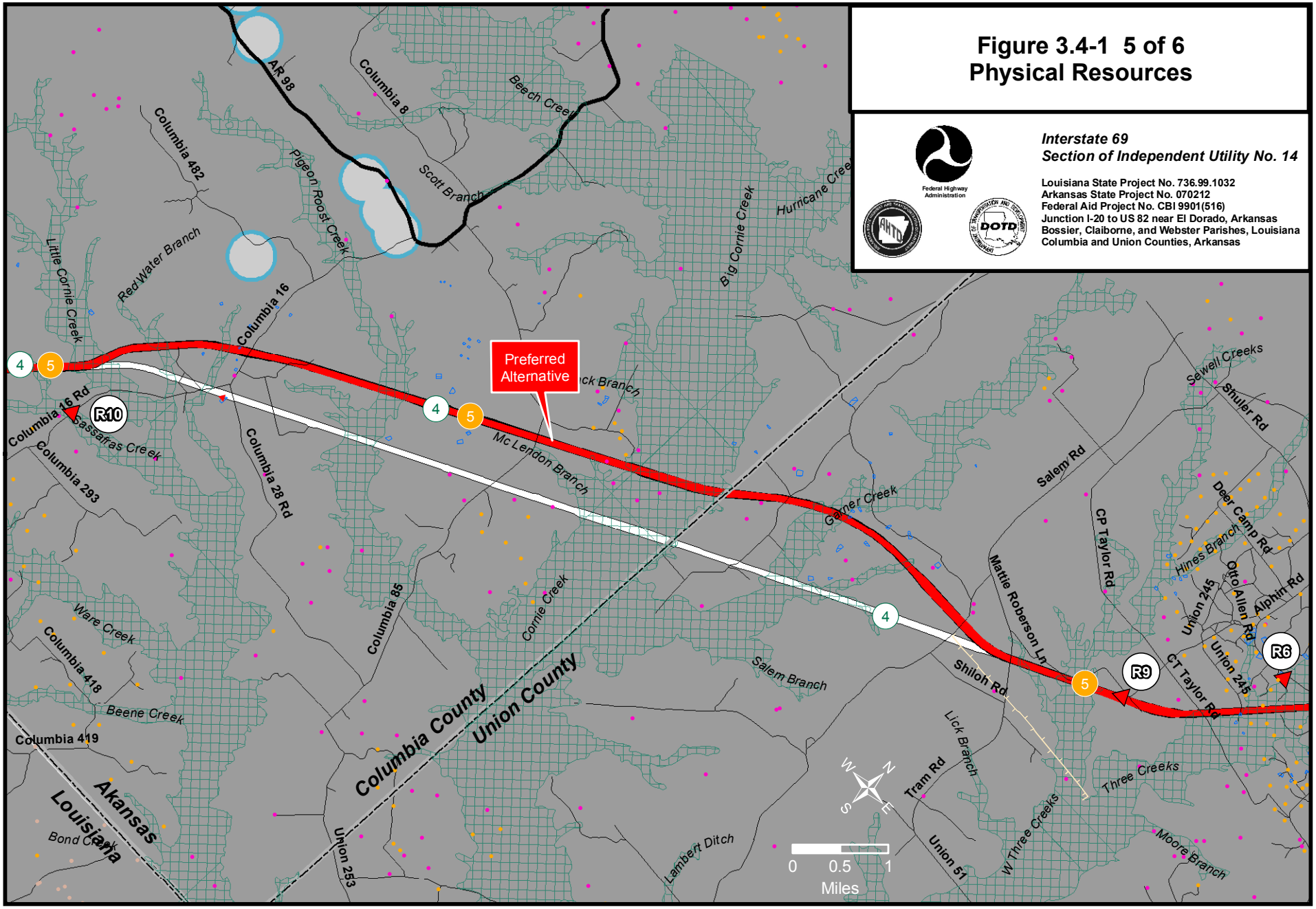
Figure 3.4-1 5 of 6
Physical Resources
Interstate 69
Section of Independent Utility No. 14
Louisiana State Project No. 736.99.1032
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Columbia and Union Counties, Arkansas
Federal Highway Administration
Preferred Alternative
R10
R9
R6
Columbia County
Union County
Louisiana
Akansas
AR 98
Columbia 8
Beech Creek
Scott Branch
Columbia 482
Pigeon Roost Creek
Red Water Branch
Little Cornie Creek
Columbia 16
Big Cornie Creek
Hurricane Cree
Columbia 16 Rd
Sassafras Creek
Columbia 293
Columbia 28 Rd
Mc Lendon Branch
Garner Creek
Salem Rd
Sewell Creeks
Shuler Rd
Deer Camp Rd
Hines Branch
Otto Allen Rd
Alphin Rd
Union 245
CP Taylor Rd
CT Taylor Rd
Mattie Roberson Ln
Shiloh Rd
Columbia 85
Cornie Creek
Ware Creek
Columbia 418
Beene Creek
Columbia 419
Salem Branch
Lick Branch
Tram Rd
Three Creeks
W Three Creeks
Moore Branch
Union 51
Lambert Ditch
Union 253
Bond Creek
0 0.5 1
Miles

Figure 3.4-1 6 of 6
Physical Resources

Interstate 69
Section of Independent Utility No. 14

Federal Highway Administration

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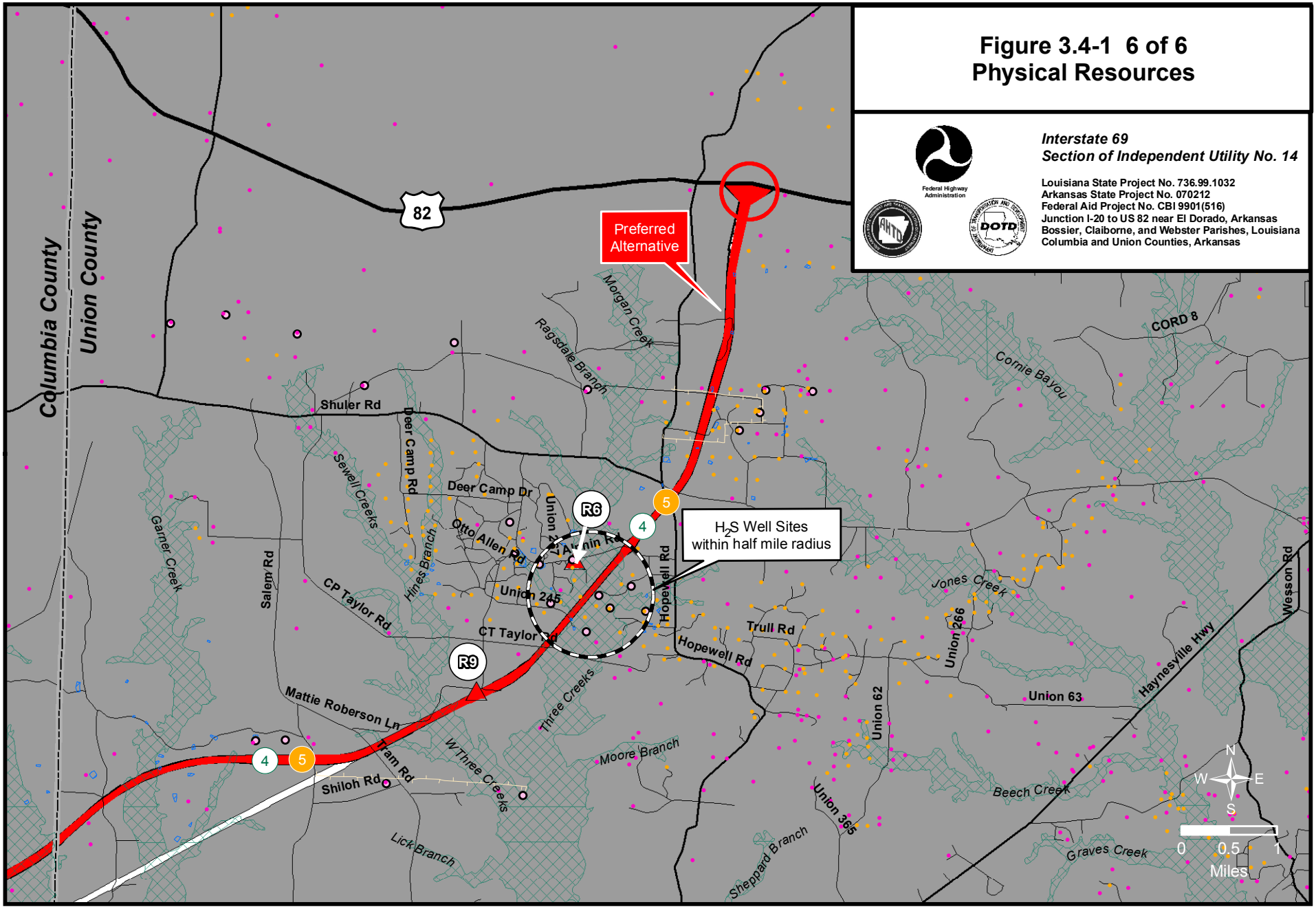
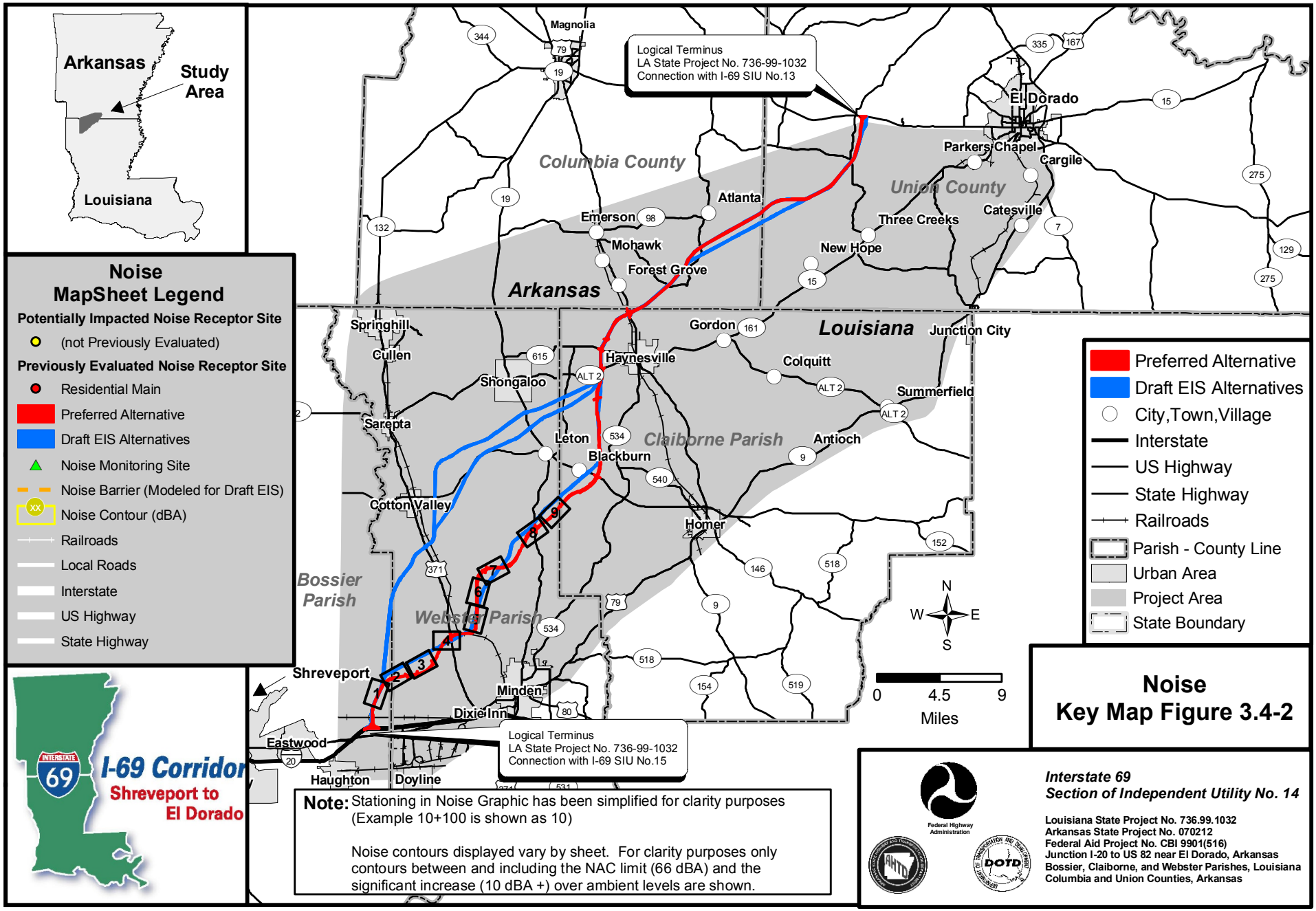
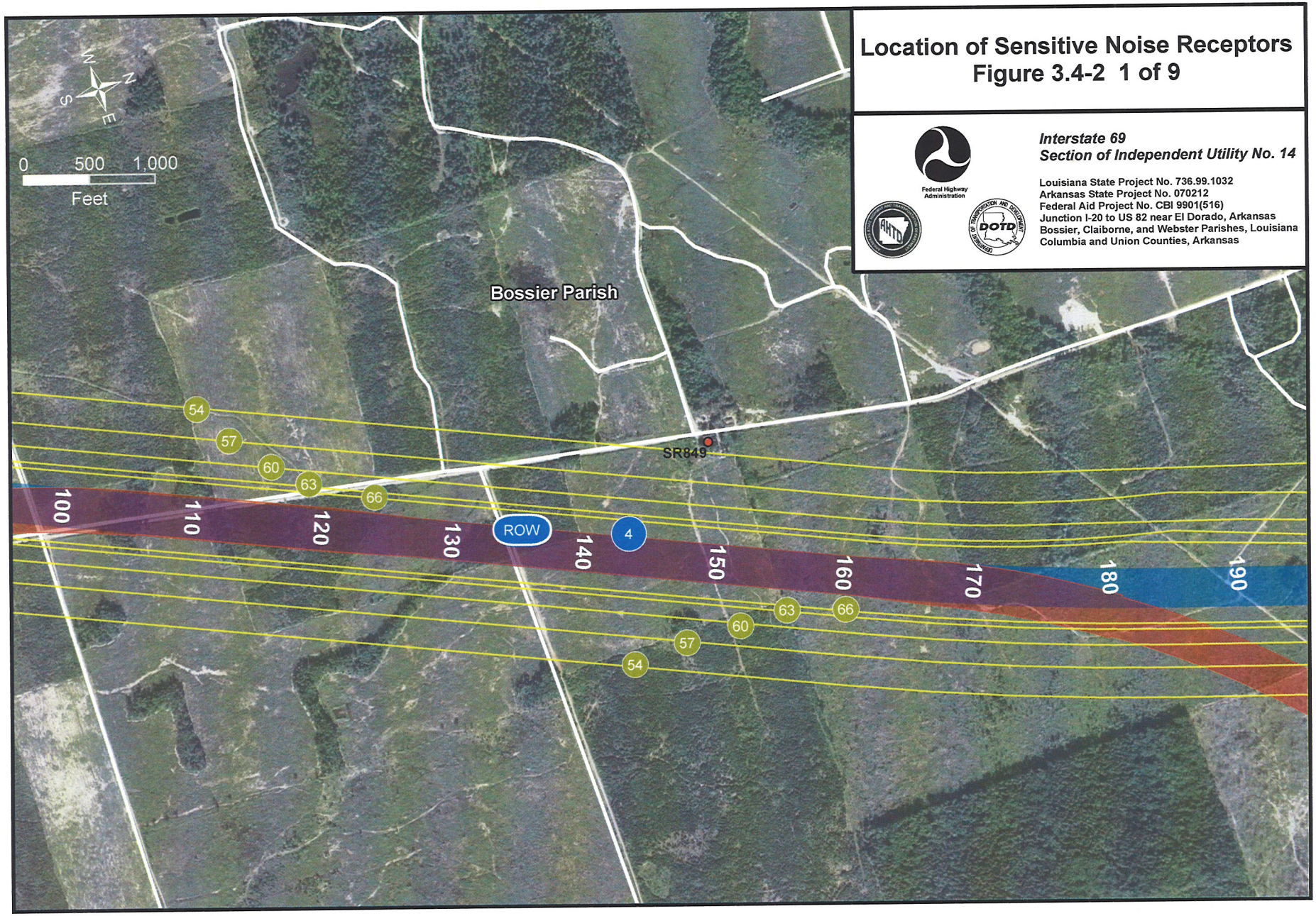




Noise
Key Map Figure 3.4-2

Location of Sensitive Noise Receptors
Figure 3.4-2 1 of 9



Federal Highway Administration

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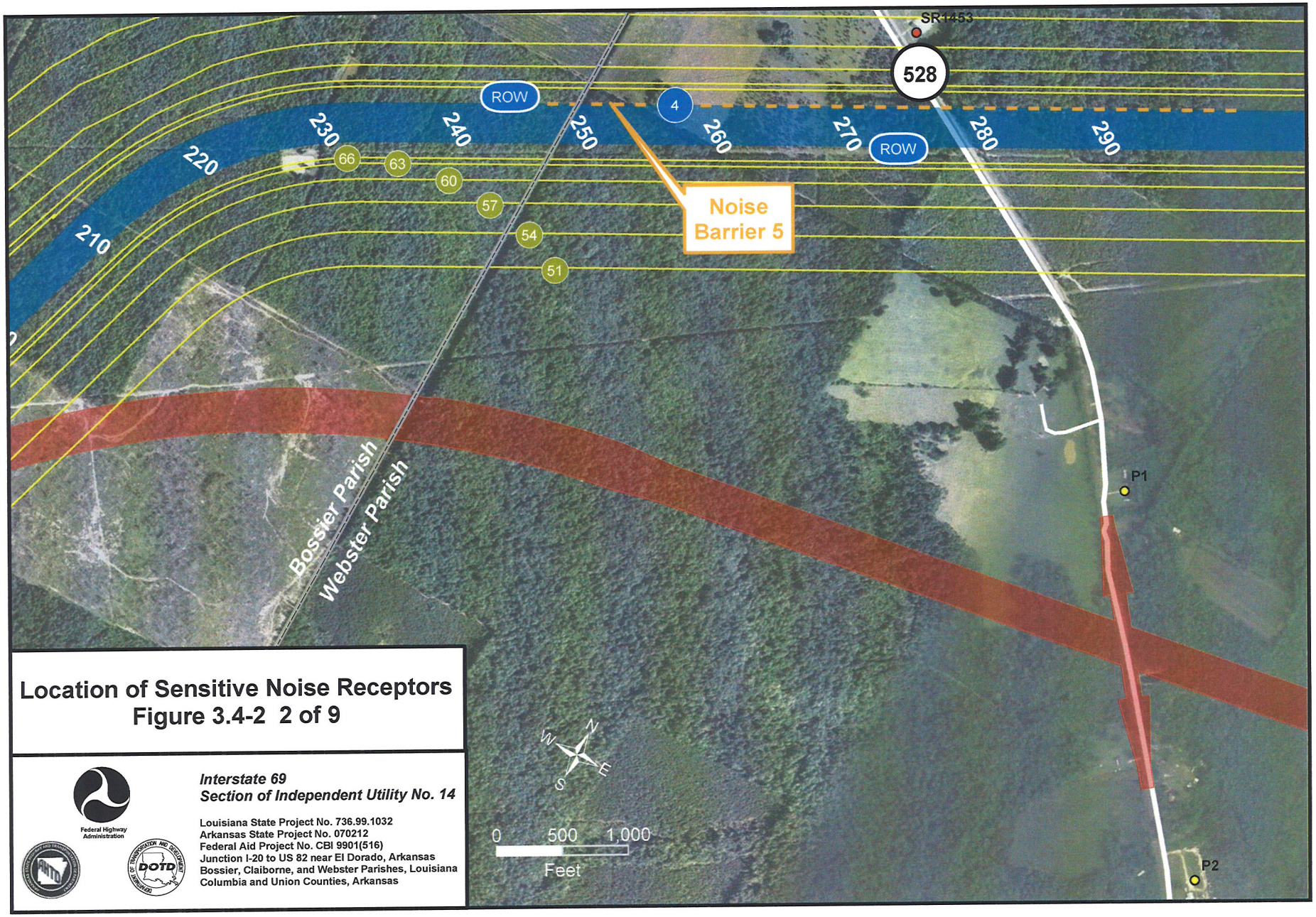

Location of Sensitive Noise Receptors
Figure 3.4-2 2 of 9

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

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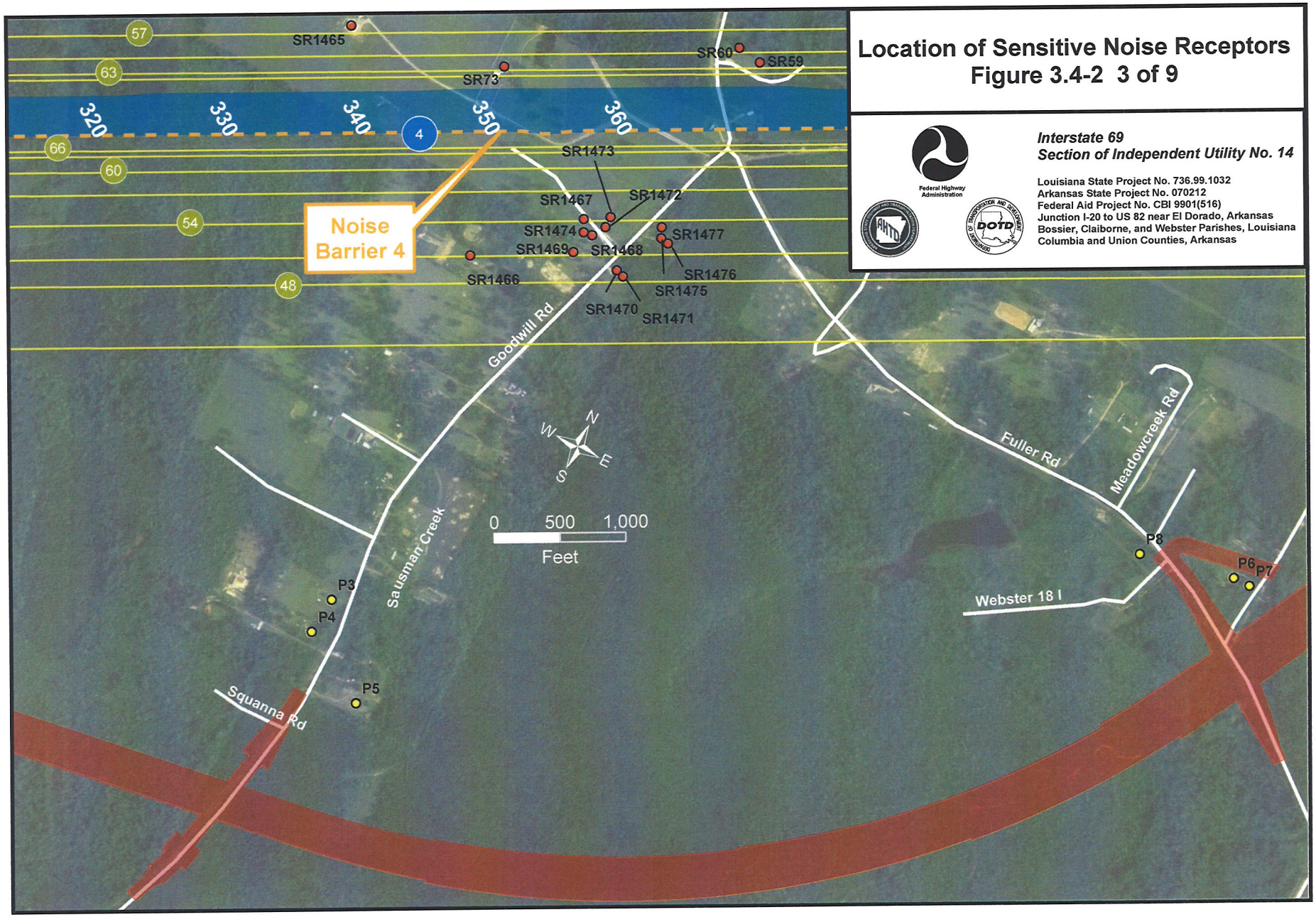

Location of Sensitive Noise Receptors
Figure 3.4-2 3 of 9

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

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Location of Sensitive Noise Receptors
Figure 3.4-2 4 of 9

Federal Highway Administration

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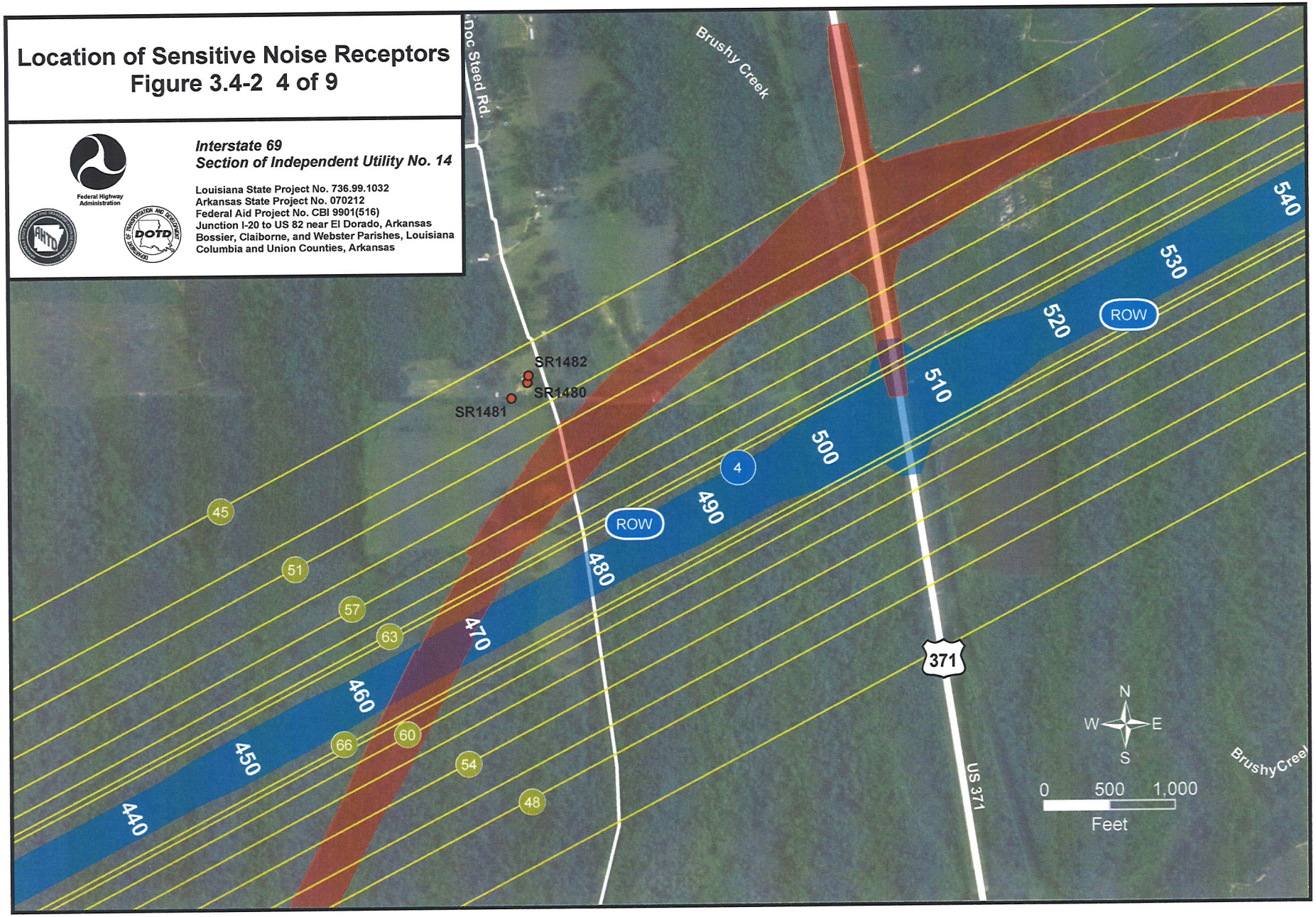

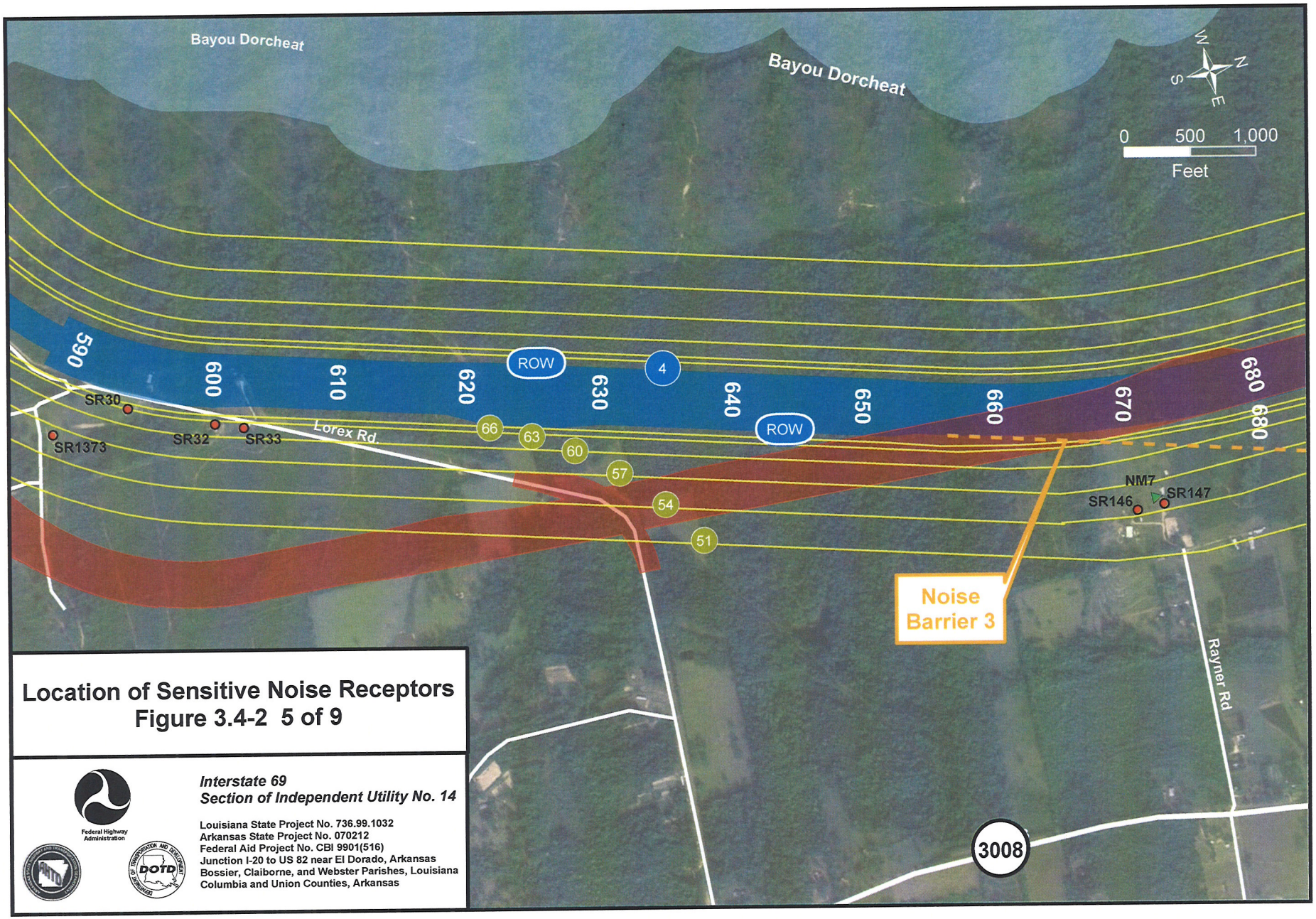

Location of Sensitive Noise Receptors
Figure 3.4-2 5 of 9

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

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Location of Sensitive Noise Receptors
Figure 3.4-2 6 of 9

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

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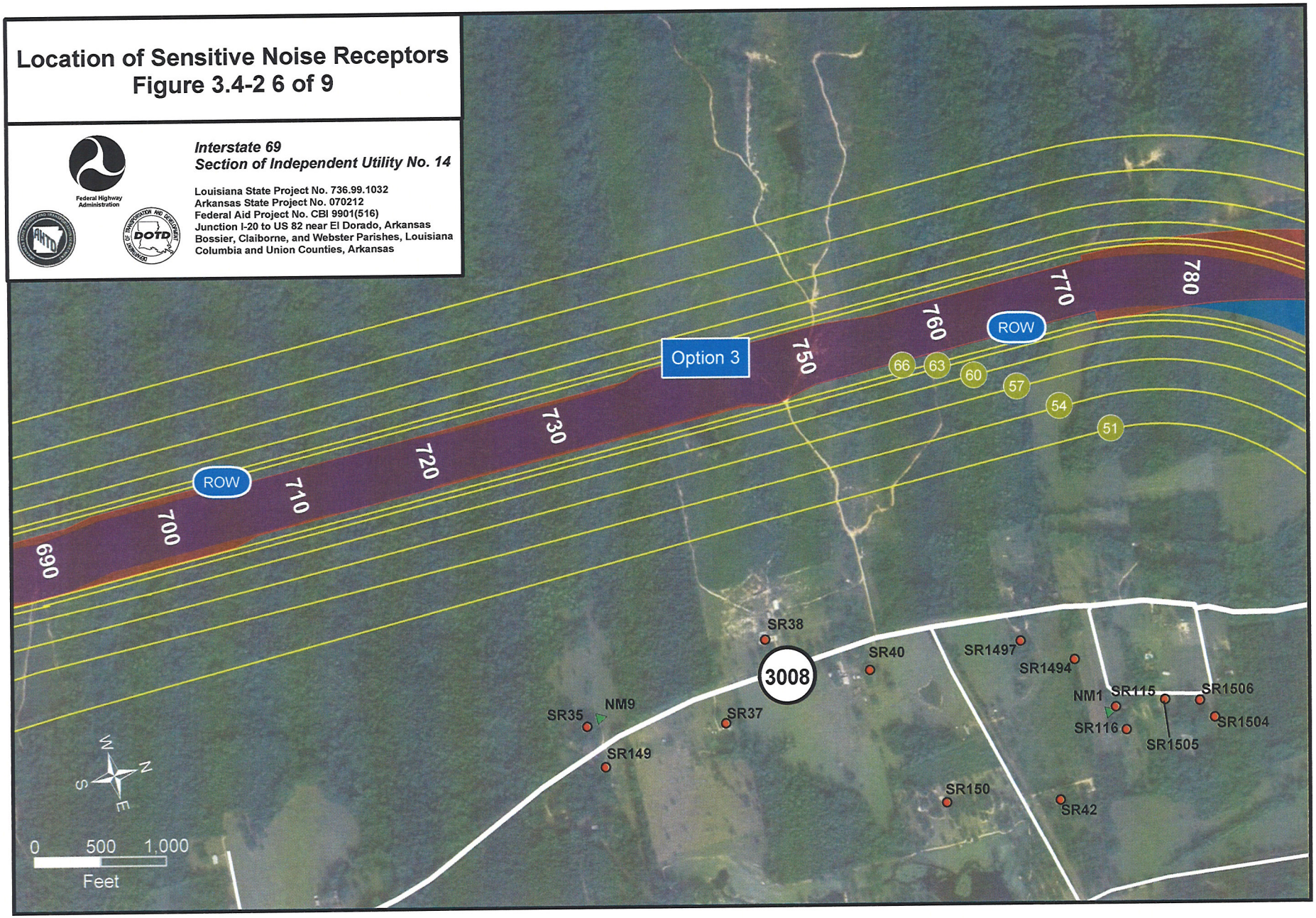

Location of Sensitive Noise Receptors
Figure 3.4-2 7 of 9

Interstate 69
Section of Independent Utility No. 14

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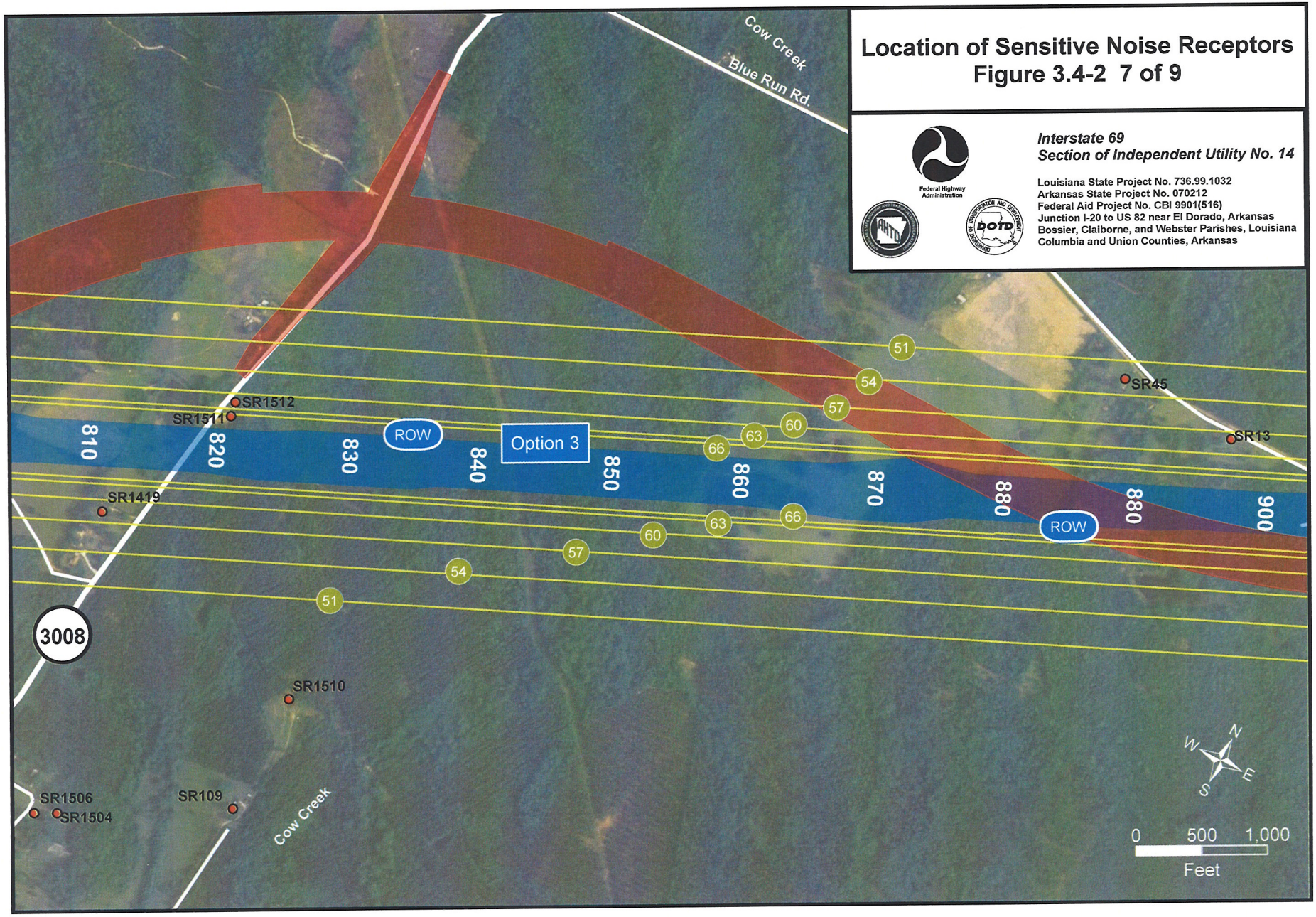

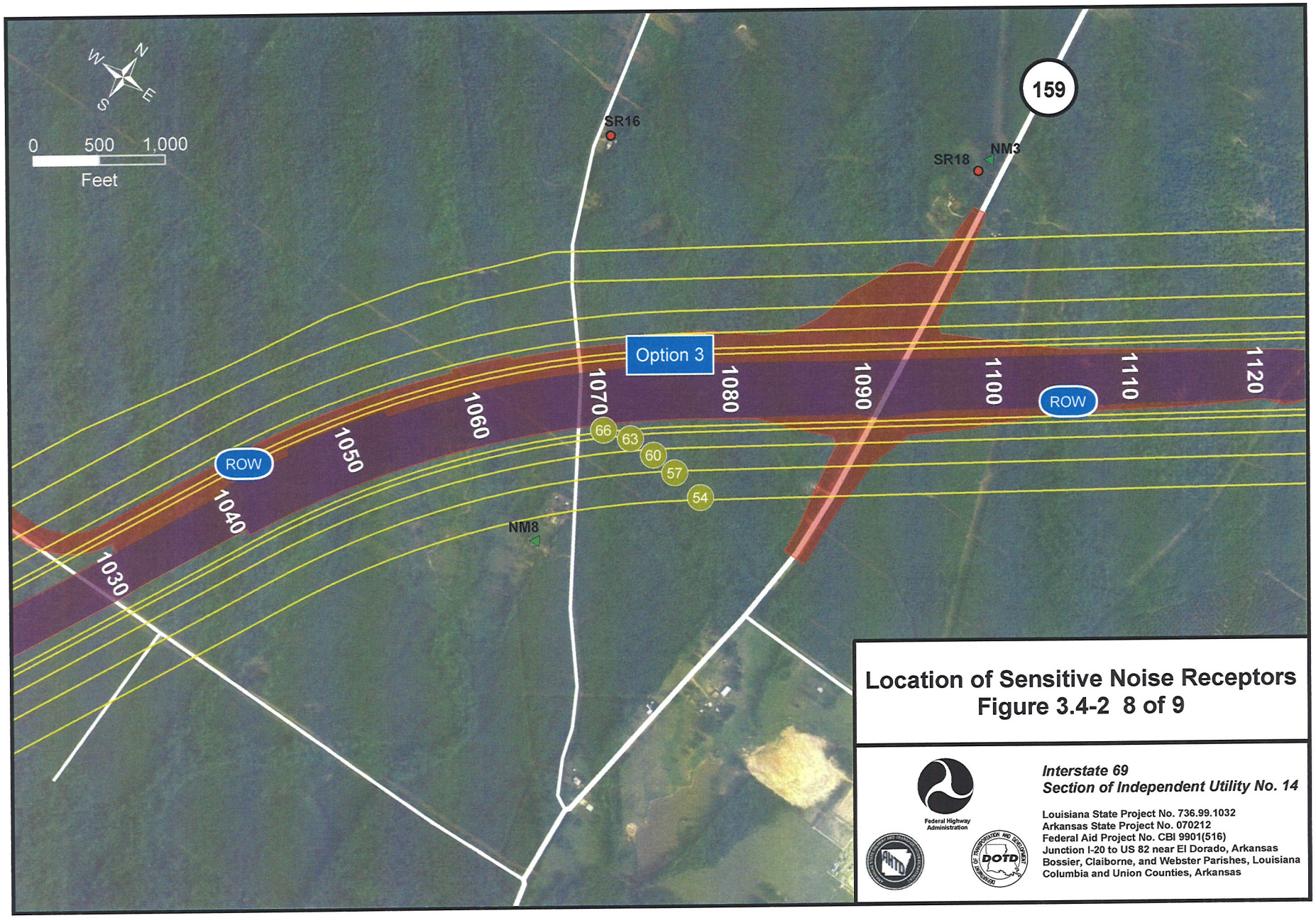

Location of Sensitive Noise Receptors
Figure 3.4-2 8 of 9

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

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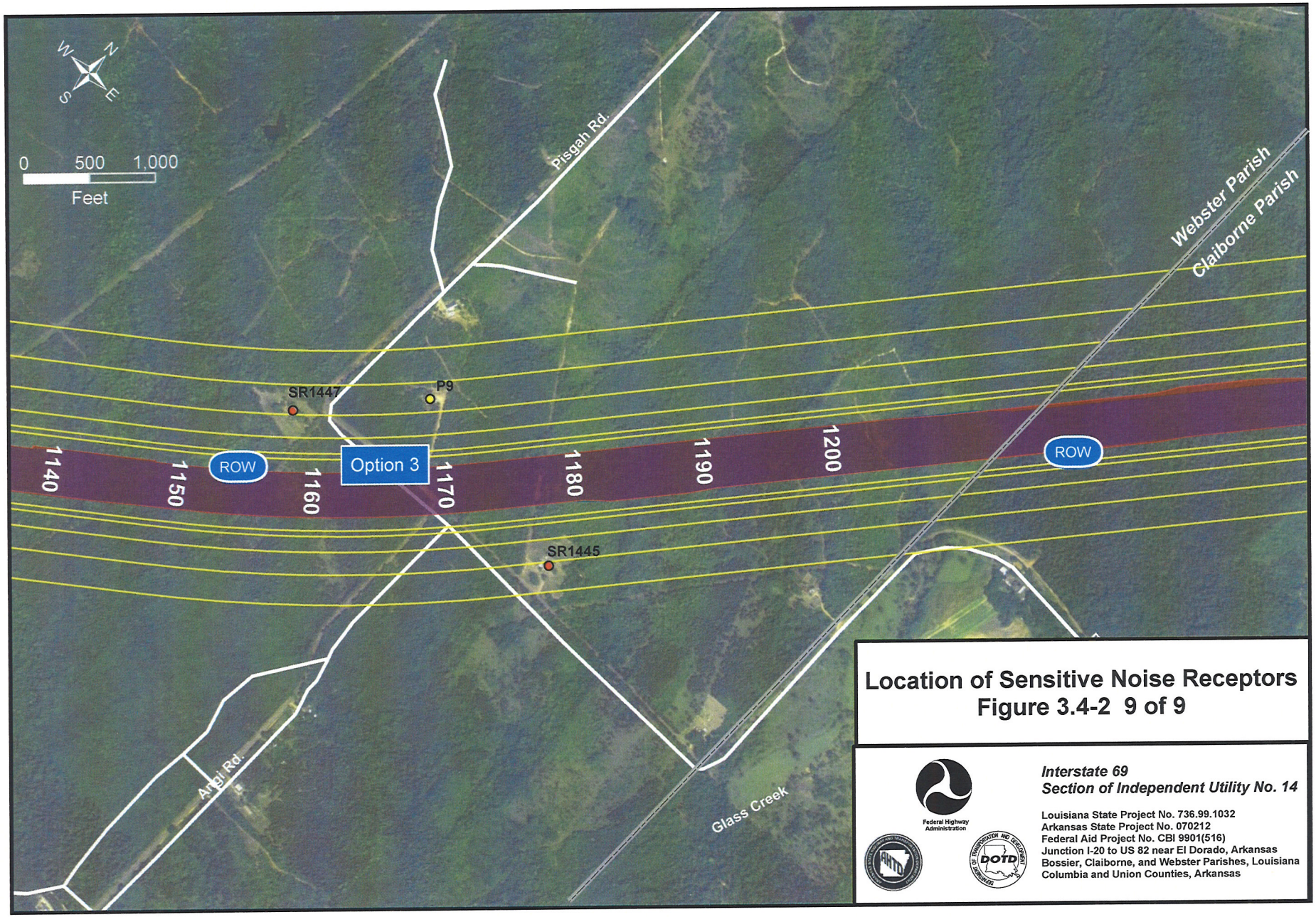

Location of Sensitive Noise Receptors
Figure 3.4-2 9 of 9

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

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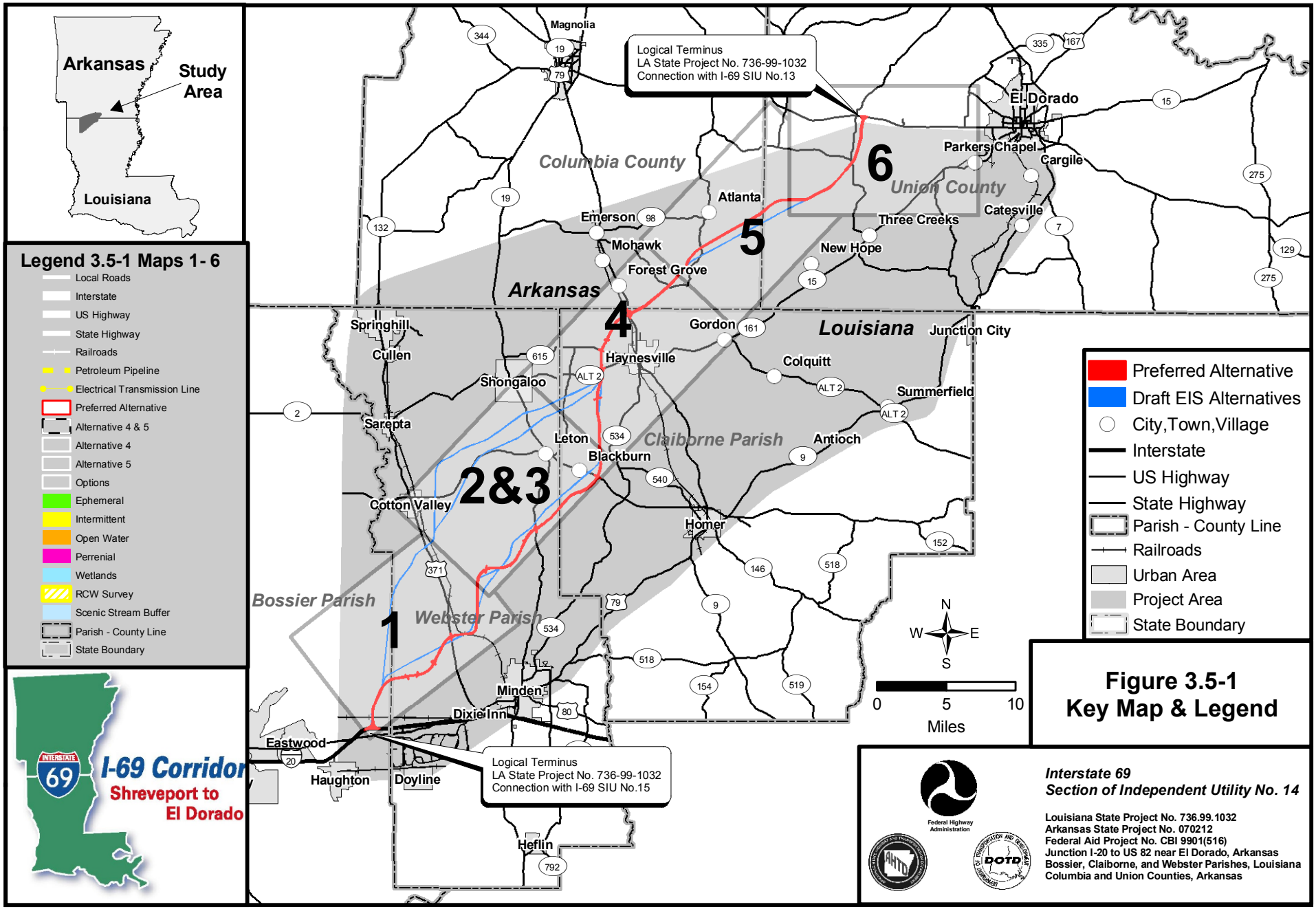

Figure 3.5-1
Key Map & Legend

Figure 3.5-1 1 of 6
Natural Resources

Interstate 69
Section of Independent Utility No. 14

Federal Highway Administration

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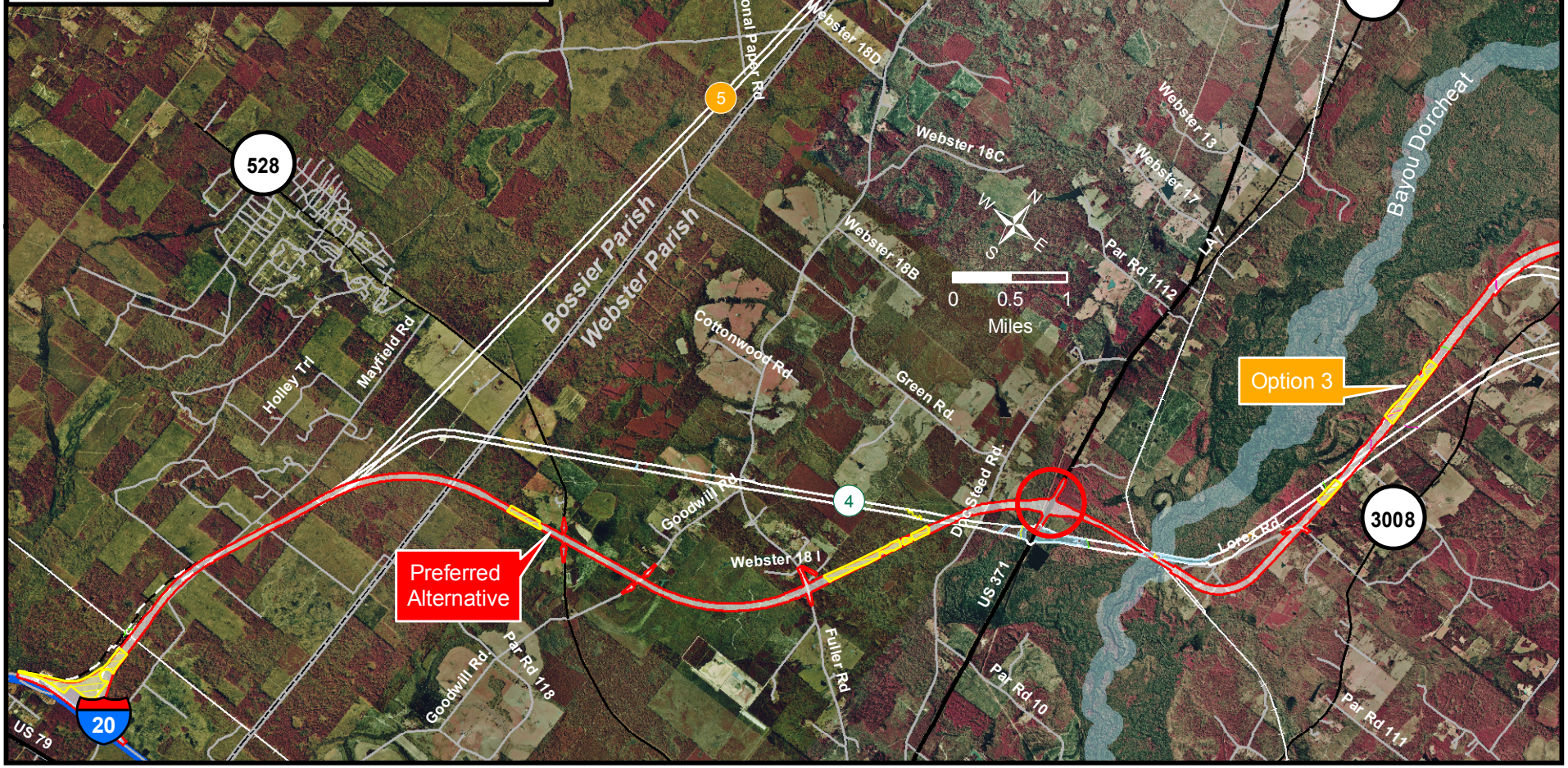
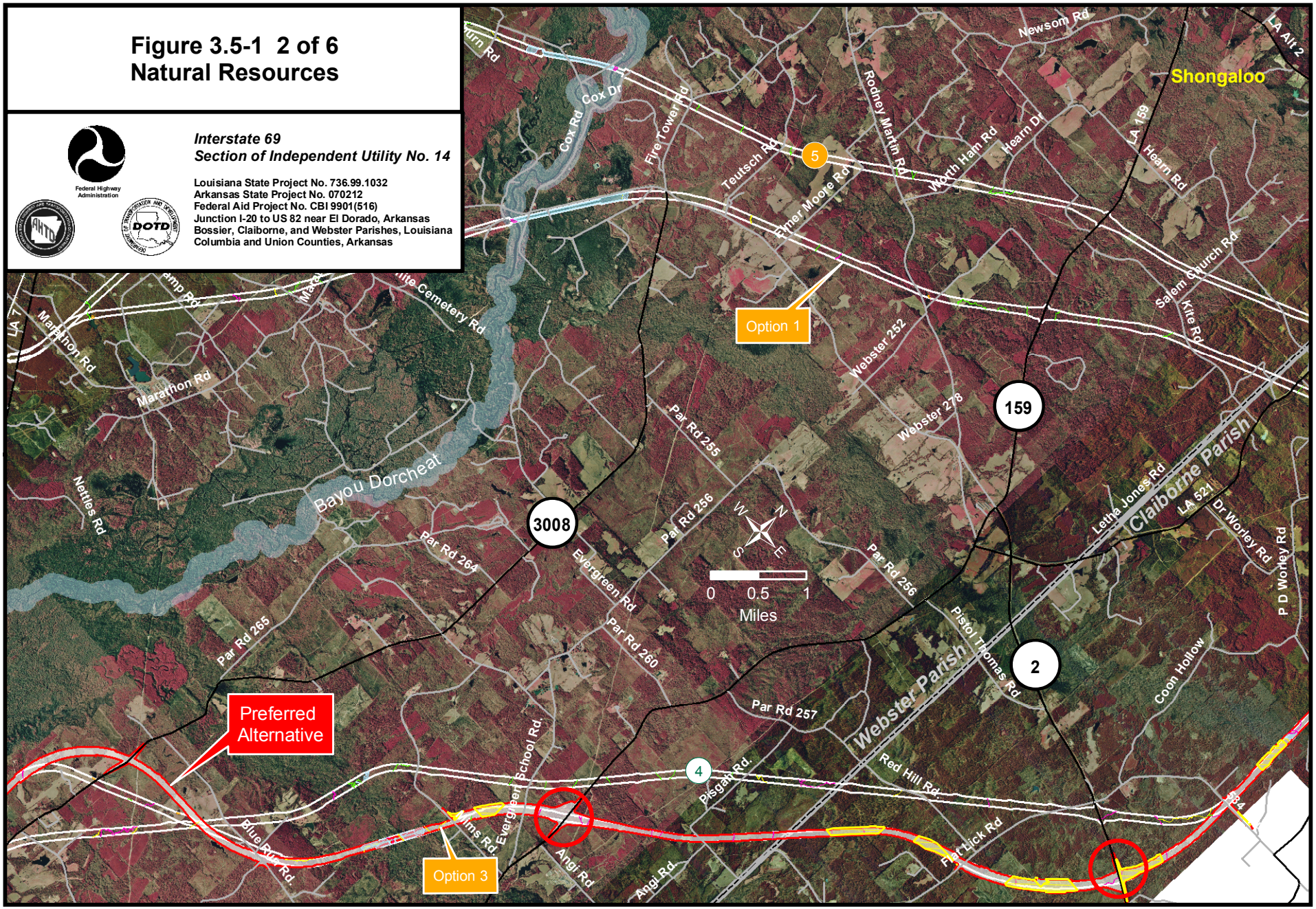


Figure 3.5-1 2 of 6
Natural Resources

Interstate 69
Section of Independent Utility No. 14

Federal Highway Administration

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas



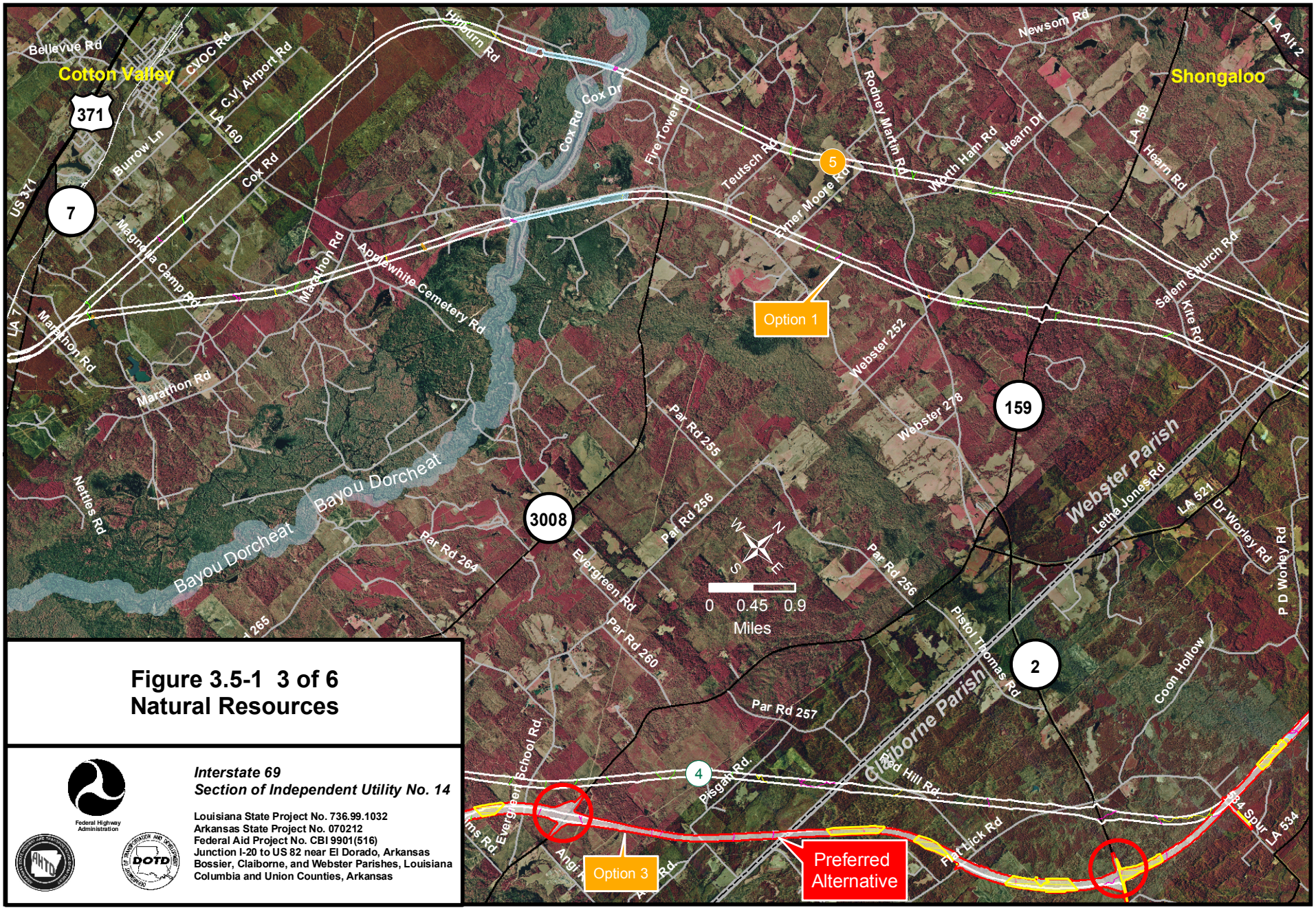


Figure 3.5-1 3 of 6
Natural Resources

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

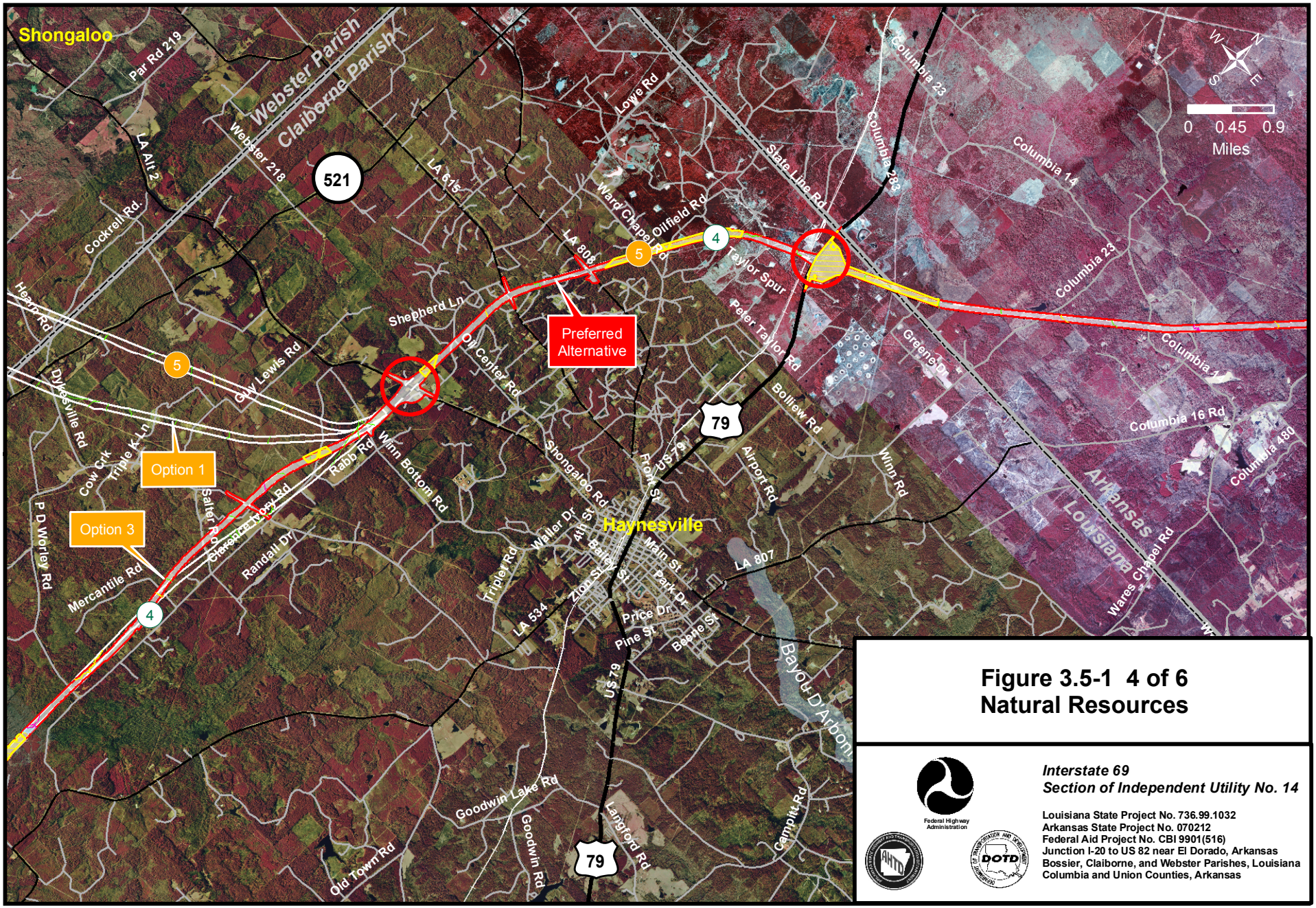


Figure 3.5-1 4 of 6
Natural Resources

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
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Figure 3.5-1 5 of 6
Natural Resources

Federal Highway Administration

Interstate 69
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Louisiana State Project No. 736.99.1032
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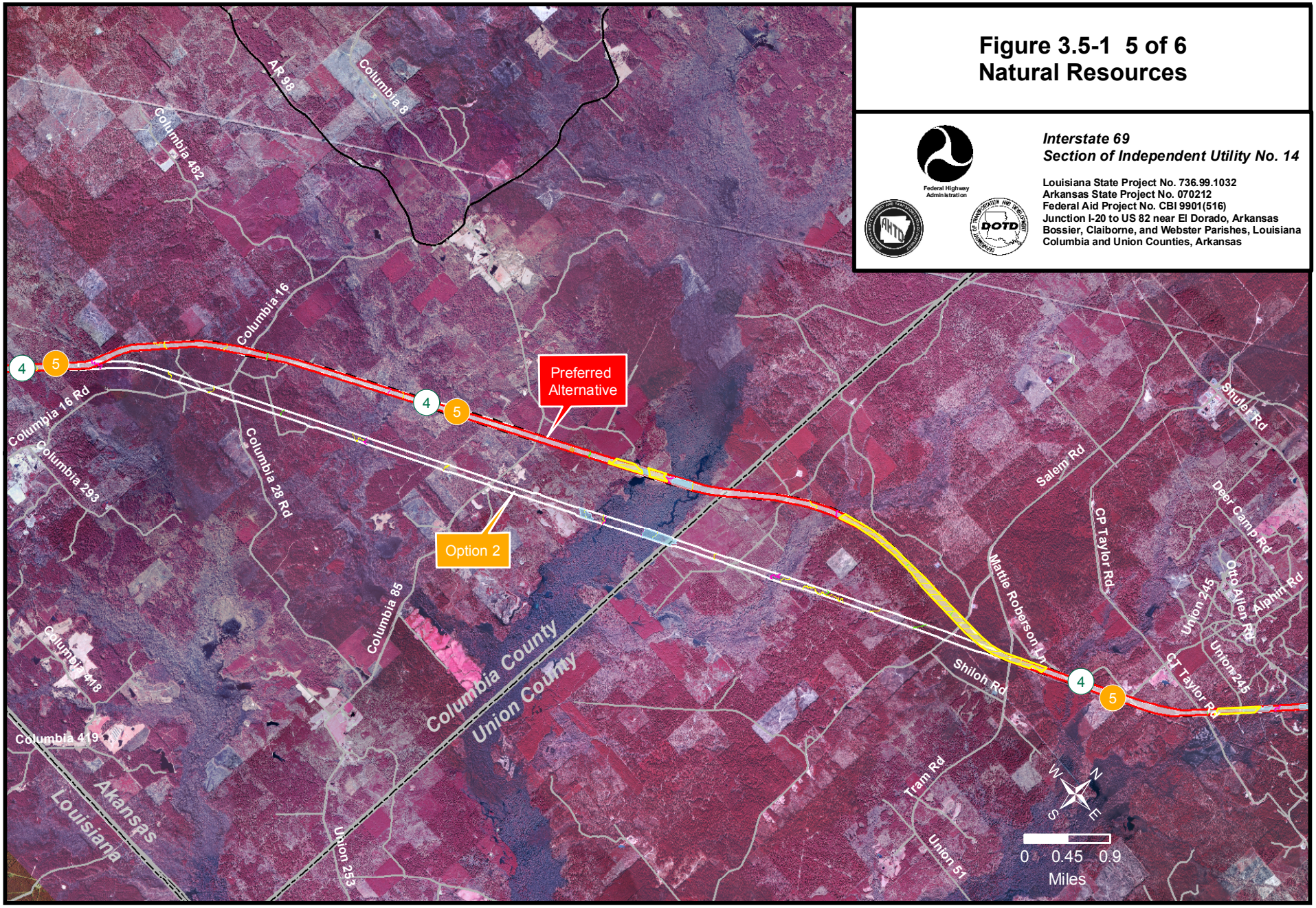

Figure 3.5-1 6 of 6
Natural Resources

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
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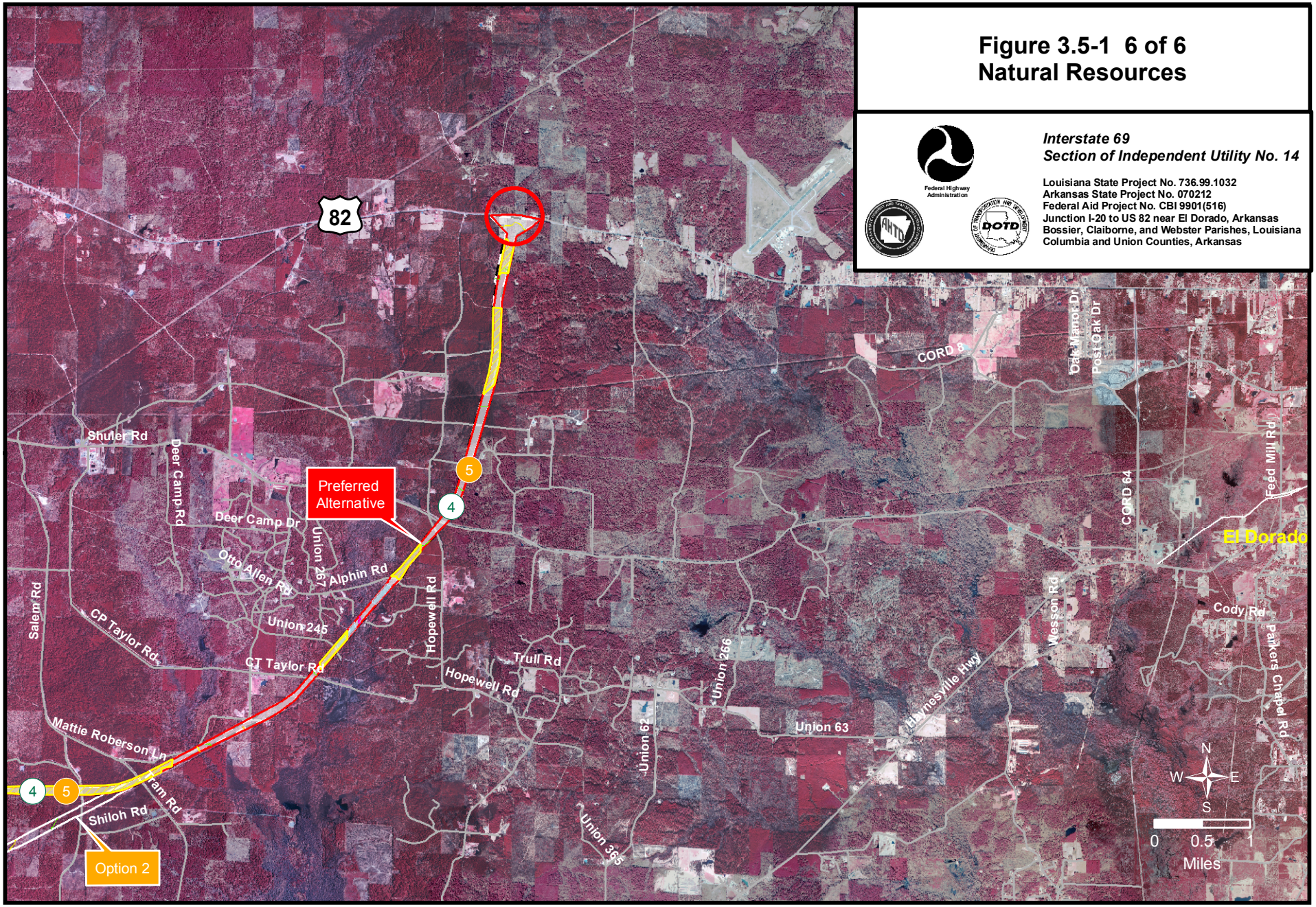

4.0 Agency, Public & Tribal Coordination & Involvement

4.0 AGENCY, PUBLIC AND TRIBAL COORDINATION AND INVOLVEMENT

The public involvement plan prepared for the I-69 SIU 14 Project serves as a guideline for project public outreach and involvement, yet allows flexibility to manage the demands required to meet the project needs. The project has evoked public response in both meeting attendance and comments received from stakeholders. This section of the EIS contains a summary of the agency coordination effort; the public involvement outreach process; and local American Indian Tribe consultation.

4.1 Agency Coordination

Agency coordination is an integral part of an EIS. The objective of early and frequent coordination with federal, state and local agencies is to generate the best possible solution for the project and to address issues or concerns of the agencies throughout the study. Agency coordination has been ongoing, beginning during the Scoping phase, and through Corridor Selection, Alternatives Development, Draft EIS, Preferred Alternative Selection, to the completion of the Final EIS.

4.1.1 Scoping

A Solicitation of Views (SOV) letter was sent to various agencies requesting input on possible project issues. A copy of this correspondence, dated March 11, 2003, is listed along with agency return correspondence in **Table B-1 Section 4.1.1 Scoping** located in **Appendix B**. All agency comment letters are included in **Appendix B.** Agency comments focused on process and general issues for consideration in the region.

Following the distribution of the SOV letter, two agency meetings were held in Little Rock, AR and Junction City, on the LA/AR border. Details of these meetings, and comments received are contained in the *Scoping Report* (URS 2003b), which is incorporated by reference into this EIS. State and federal agencies represented at these meetings included:

- AR Geological Commission (AGC);
- USFWS;
- LADOTD;
- USACE, Vicksburg District;
- AR State Historic Preservation Officer (AR SHPO);
- US Forest Service (USFS), Kisatchie National Forest;
- AR Natural Heritage Commission (ANHC);
- AHTD;
- FHWA;
- LDWF;
- North LA Council of Governments (NLCOG);
- US Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS).

Section 4.1.1 of Table B-1 located in **Appendix B** summarizes the principal agency comments in response to the SOV, which were received during the Scoping period.

4.1.2 Corridor Selection

One agency meeting was held on August 21, 2003 in Junction City, LA/AR to discuss the project purpose and need and to present details of the corridor evaluation process of the five remaining corridors under consideration. Agencies represented in this meeting included:

- AGC;
- LADOTD;
- FHWA;
- AHTD;
- LDWF;
- USACE, Vicksburg District;
- ANHC;
- USFWS.

The majority of agency comments concerned related to the affected environment, potential regulatory issues, review procedures, and requests for additional detailed information. No specific preferences were provided by agencies. However, Derek Hamilton with USFWS Lafayette Field Office and Elizabeth Guynes with the USACE, Vicksburg District provided verbal comments, questioning the comparative quality of the natural areas inside each of the five remaining corridors under consideration. Both emphasized that quality and not just quantity of wetlands and natural habitat must be considered in the selection of the single 2-mile-wide corridor for detailed alignment study. Phillip Hollis of the USACE, Vicksburg District, expressed concern that Corridors 2a and 2b may require an alignment through the Kisatchie National Forest parcel east of the Bayou Dorcheat crossing. Details about the Corridor Selection open houses and the comments received at these meetings are contained in the *Corridor Selection Public and Agency Presentation and Comment Summary* (URS 2003e), which is incorporated by reference into this EIS. **Section 4.1.2** of **Table B-1** located in **Appendix B** summarizes the agency comments associated with corridor selection. All agency comment letters are included in **Appendix B.**

4.1.3 Alternatives Development and Screening

As with the Corridor Selection phase of the project; one agency meeting was held on June 3, 2004 in Junction City to present the four best alternatives developed by the Project Team. Alternative alignments that were eliminated from further consideration were also presented for discussion. Agencies represented in this meeting included:

- AHTD;
- USDA, NRCS;
- USACE, Vicksburg District;
- LADOTD;
- FHWA;
- LDWF, Scenic Streams Program.
- LDWF;
- USFWS;

Comments received at this meeting were more specific than in the Scoping and Corridor Selection phases of the project. The LDWF Scenic Stream Coordinator, Keith Casio,

suggested that a crossing of Bayou Dorcheat along LA 160 should be evaluated. Because of the existence of the LA 160 crossing of Bayou Dorcheat, the addition of another crossing of Bayou Dorcheat at this location would be preferable compared to a new crossing in an area where there is presently none. Alternative 3 was revised to include this new crossing alignment. Alignment changes resulting from this agency meeting included: an improved crossing of Black Bayou by Alternative 4, which minimized wetland impacts; a modified alignment that avoided the newly constructed golf course located in The Grove residential community; and the consideration of three, instead of one, northern terminus interchange locations. Details about the Corridor Selection open houses and the comments received at these meetings are contained in the *Alignment Study Public, Elected Officials and Agency Presentation and Comment Summary* (URS 2004b), which is incorporated by reference into this EIS. All agency comment letters are included in **Appendix B**. **Section 4.1.3** of **Table B-1** located in **Appendix B** summarizes the agency comments associated with alternative selection. All agency comment letters are included in **Appendix B.**

4.1.4 Preliminary Draft EIS

Two meetings were held on March 8th and 9th, 2005, to provide local, state, and federal agencies an early opportunity to comment on the Preliminary Draft EIS, prior to public distribution. The March 8th meeting was held in the LADOTD District 04 Headquarters conference room in Bossier City, LA; and the March 9th meeting was held in the Arkansas Game and Fish Commission (AGFC) Auditorium in Little Rock, AR. A summary presentation regarding the Preliminary Draft EIS was provided for both meetings, followed by open discussion of project effects that appear to provide the most value to decision-makers in making alternative effects comparisons. Agency and other government attendees at these meetings included:

- LA Department of Natural Resources (LDNR);
- Webster Parish Police Jury (WPPJ);
- Bossier Parish Police Jury (BPPJ);
- ANHC;
- AGFC;
- AHTD;
- FHWA;
- ARDEQ;
- LADOTD;
- USFWS;
- USEPA;
- USDA, NRCS;
- USFS, Kisatchie National Forest;
- USACE, Little Rock District;
- USACE, Vicksburg District;
- LDWF, Scenic Streams Program.

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Discussions at the two meetings included the relative importance each adverse effect will be given in the selection of a PA by the FHWA, LADOTD, AHTD, USACE, USEPA, and the USFWS following the Draft EIS comment period. Agency consideration of the "big picture" of project effects, rather than simply consideration of their agency's specific responsibilities, was stressed by the project team. Consideration included both public comments and whether methods to avoid and minimize adverse effects were "practicable." However, each commenting agency has its area of responsibility that

guided their selection of the PA. Specific preference for one of the eight Draft EIS build alternatives was not provided by any attendee. However, in the March 8th meeting attended by the LDWF Scenic Stream Coordinator, it was agreed that Alternative 4 minimizes adverse effects to scenic and recreational use of Bayou Dorcheat. However, Alternative 4 also adversely affects more wetlands and is the only alternative to affect a substantial amount of spring-fed streams.

Agency comments regarding the preliminary Draft EIS received by March 11, 2005, are included in **Appendix B**. **Section 4.1.3** of **Table B-1** located in **Appendix B** summarizes agency comments associated with alternatives presented regarding the Preliminary Draft EIS and leading to the Draft EIS. Agency comment letters are included in **Appendix B.**

4.1.5 Draft EIS

The Draft EIS was distributed to agencies in March 2005, with an expected comment return date of May 30, 2005. Copies of the Agency comments regarding the Draft EIS received by May 30, 2005, as well as comments received after the end of the comment period, are included in Appendix B. Table B-2, also located in Appendix B, summarizes the agency comments associated with alternatives presented in the Draft EIS. The table also includes responses to address the comments received from the agencies.

4.1.6 Preferred Alternative and Revisions

The announcement of the PA was made by LADOTD, AHTD and FHWA in a news release dated December 6, 2005. The PA is fully described in **Section 2.6** and is depicted in **Figure 2.7-1** at the end of **Chapter 2.** During the Draft EIS comment period and following the announcement of the PA, the project management team received numerous comments and inquiries concerning various design improvements or suggestions. These design related comments were fully evaluated and proposed to LADOTD. As a result, revisions to the PA, based upon public comment and agency input, were made in cooperation with the agencies, as well as LADOTD, FHWA, and Bossier, Claiborne and Webster Parish Police Juries and Columbia and Union Counties in AR. The revisions are also fully described in **Section 2.6** and are represented in **Figure 2.7-1.**

Agency coordination efforts and participation are summarized in **Table 4.1-2**. Coordination with Bossier, Claiborne and Webster Parish Police Juries are summarized **Table 4.2-1**, also located later in this chapter.

A copy of the presentation with accompanying script; graphics and display materials; hand-outs; a detailed summary; and a copy of each comment received through October 16, 2006, in response to the Revisions Open Houses; is included in the *Preferred Alternative Revisions Agency, Elected Official, and Public Involvement and Comment Summary (URS 2006 Oct).*

Table 4.1-2
Select Small Agency Coordination Meeting Attendance and Topics

Date	Meeting With	Brief Description
01/20/04	USACE; USFWS; LDWF, LDWF Scenic Stream Coordinator; USDA; NRCS; FHWA; LADOTD; AHTD; URS; and other project study team members	Discussion of preliminary alignments evaluation and plans for field work activities during week of January 27, 2004. (See Photograph below)
01/27-30/04	Agency/Team listed above	Field investigation of environmentally sensitve project areas: Bayou Dorcheat, Cornie/Garner/Pigeon Creeks to determine best crossings and potential T&E habitat .
03/05/04	Keith Cascio, Scenic Stream Coordinator. Kent Dussom, URS	Field investigation of potential Bayou Dorcheat crossings resulted in recommendation to include crossings near railroad in location south of Corridor 2a/2b because of impacted flow existing because of railroad and impacted habitat area.
04/21/04	Kent Dussom and Christi Wilson, URS; Gary Looney, AR Oil and Gas Commission; Randy Evans, Great Lakes Chemical	Coordination regarding active well sites as well as coordination regarding hydrogen sulfide producing wells. Discussed safe distance for roadway from hydrogen sulfide wells.
07/08/04	Stan Fulcher and David Kane, LA Department of Economic Development; Kent Dussom and Scott Hoffeld, URS	Effects of I-69 project alignments to economic development in the region.
10/6/2005	David Soileau, USFWS; Michael Carloss, Kyle Balkum, Keith Cascio, Eric Baka, LDWF; Scott Hoffeld, URS	Field observation of wetland and stream impact differences between Alt. 4 & 5 in determination of PA.
12/8/06	LADOTD, AHTD, LDWF, USFWS, ARGF,URS	Conference call to discuss wetland fieldwork and biological surveys required for PA and revisions presented in Oct. 06
12/11/06	USACE, AHTD, LADOTD, LDWF, USFWS, ARGF, URS	Conference call to present fieldwork plans to USACE for wetland and biological surveys required for PA and revisions presented in Oct. 06
12/7/2010	Tonya Acuff, David Carraway, Charles Allred, USACE and Kent Dussom, Yong Goh, Chriati Wilson, URS	Meeting to discuss wetland delineation process and to provide USACE an update on Project progress, mainly selection of the PA, since USACE made new assignment of staff on the Project.

January 2004 Agency Field Investigation of Bayou Dorcheat Crossings

4.1.7 Cooperating Agency and "NEPA/404 Merger" Facilitation

Because each build alternative would adversely affect wetlands within the jurisdiction of the USACE, prior to construction, any of the build alternatives under consideration will require a permit from the USACE under Section 404 of the CWA. The USACE Section 404 permit application procedure requires a project need justification and an alternatives evaluation similar to that required by NEPA. USFWS and USEPA have commenting responsibilities on wetland permit applications and the associated state water quality certifications. To avoid redundant, similar efforts, USACE, USFWS, and the USEPA were invited to cooperate with FHWA to develop and process this EIS. Cooperation is largely governed by an existing agreement among FHWA, USACE, USFWS, USEPA, and the National Marine Fisheries Service (NMFS) titled, *Federal Highway Administration, Region 6 Interagency NEPA and 404/110 Concurrent Process Agreement for Transportation Projects* (FHWA 1996). This agreement outlines a streamlined system of checks and balances governing the development and ultimate selection of a preferred build alternative for any transportation project for which both a NEPA document and wetland permit application must be prepared. While the NMFS is included in this agreement among federal agencies, the NMFS has no interests in the I-69, SIU 14 project as no jurisdictional resources of their concern are present in the study area. Therefore, they were not invited as a cooperating agency and are not involved at concurrence points for this project.

This process is referred to as the "NEPA/404 Merger Agreement," which requires that FHWA, USACE, USFWS, and USEPA agree on decisions at selected milestones, which are:

- Milestone No. 1. Definition of the purpose and need for the project;
- Milestone No. 2. Process used and the results of the development and screening of alternatives for the project;
- Milestone No. 3. Preferred build alternative to be evaluated in greater detail in the Final EIS.

The *Purpose and Need Report* (URS 2003c) was distributed to the cooperating agencies for comment in July 2003. Letters noting concurrence for Milestone No. 1 were received in September from the USACE and USFWS and by USEPA in November, 2003.

The *Corridor Selection Report* (URS 2003g) was distributed to the cooperating agencies in October 2003. This distribution was followed by a conference call in late November to discuss questions. Letters noting concurrence on the selection of Corridor 1d as the preferred corridor for detailed alignment study were received shortly thereafter in November and December, 2003 from all cooperating agencies. This concurrence was a partial concurrence on Milestone No. 2.

Following the distribution of the *Alternatives Development and Screening Report* in May 2004 (URS 2004a), a conference call was held later in May to discuss the alternatives development and screening evaluation, with particular emphasis on the reevaluation of Corridor 2a/"Section F" (see **Section 2.2.5** of this EIS for details). Following the conference call, letters were received in May and June 2004 that provided concurrence on the alternatives development and screening process and the selection of four alternatives for full evaluation in the Draft EIS (Alternatives 1, 2, 3, and 4). Concurrence at this point completed the coordination needed for Milestone No. 2. Revisions to the alternatives that were evaluated in the Draft EIS were re-circulated for concurrence in late September, 2004 (see **Section 2.3.3** for detail of these modifications). In October and November, 2004, concurrence letters were received by all cooperating agencies regarding the Project Team's intention to fully evaluate Alternatives 4, 4.2, 5, 5.1, 5.2, and 5.1 & 2 in the Draft EIS. Concurrence at this project phase represented concurrence for Milestone No. 2, as revised.

Alternative 4.3 was added in November, 2004. Because Alternative 4.3 is an additional option for resource agencies to consider, as opposed to a reduction in options or change in known options, concurrence of cooperating agencies was deemed unnecessary and was not sought.

The final concurrence point (i.e., Milestone No. 3 – selection of a preferred alternative) should have occurred following the completion of the review and evaluation of all public and agency comments received regarding the Draft EIS. Concurrence was received from USFWS and USEPA in November of 2005. However, USACE withheld final concurrence on the PA until cultural resources survey work and the review of the Cultural Resources Survey Reports were complete, in order to assess the impacts on historic properties. Concurrence with both LA and AR SHPO's decisions was received from the USACE on Dec. 16, 2009. The USACE concurrence with the PA (completion of Milestone No.3) was received July 6, 2011and is identified as #63 in **Appendix B.** Correspondence to agencies and letters noting cooperative agency concurrence at Milestone Nos. 1, 2, and 3 are located in **Appendix B**; and summarized in **Tables B-1** and **B-2,** also located in **Appendix B.**

4.1.8 USACE Preliminary Jurisdictional Determination

Extensive coordination with the USACE occurred throughout all stages of the study. Ultimately, additional coordination and additional survey work resulted in the USACE completion of a preliminary jurisdictional determination prior to their issuance of concurrence on the PA. The USACE Preliminary Jurisdictional Determination was received June 22, 2011 and a copy of the letter is included in **Appendix B** as item # 62

The USACE determined that there are jurisdictional areas within the PA boundaries that are subject to regulation pursuant to Section 404 of the Clean Water Act and that a Department of the Army Section 404 permit is required. The USACE advises that an updated delineation of wetlands and other waters should be completed prior to the initiation of the permitting process.

The impacts of the PA on wetlands, streams and other waters that are reflected in the results of the USACE's preliminary jurisdictional determination differed from the results previously discussed in Chapter 3. The USACE survey results indicate 144.95 acres of wetland impacts whereas, the study team estimates 109.70 acres of wetland impacts within the right-of –way of the PA. The USACE survey results also indicate that there would be 92,731.66 linear feet of stream/creek crossings compared to the study team prediction of 77,147 linear feet of stream/creek crossings within the right-of–way of the PA. The acreage of open waters or ponds that would be impacted is very comparable with the USACE reporting 7.19 acres and the study team reporting 7.11. The numerical increase in the quantity of impacts that is shown by the USACE is a result of a higher level of fieldwork required to meet USACE preliminary jurisdictional determination stipulations and requirements. The original, planning level, fieldwork performed by the study team on all of the proposed alternatives demonstrated results of comparable numerical values between the alternatives. The *Preliminary Jurisdictional Determination* (USACE June 22, 2011) is included as Appendix G.

4.1.9 Other Meetings

In addition to the agency meetings held at selected milestones (i.e., Scoping, Corridor Selection, and Alternatives Development and Screening), Project Team members met with agency representatives on several occasions related to specific topics of concern. Some of these meetings focused on data collection, where discussion of the project was limited and no decisions or relevant regulatory actions were taken. Other meetings related to coordination of actions or the solicitation of comments on particular issues. Such select agency coordination meetings are summarized in **Table 4.1-2**.

4.2 Public and Elected Officials Involvement

4.2.1 Program Office and Telephone "Hot Line"

At the initiation of the project, the Project Team rented commercial space in Homer, LA for a local project office which would serve as a meeting room, field coordination office, and public information center. The I-69 SIU 14 Program Office was located at 425 West Main Street, Homer, LA. Homer was chosen over other locations because of its convenient location in the project area and available, inexpensive rental space. The involvement of the office was substantial throughout the duration of the Draft EIS public involvement stage of the project, but its involvement declined after the selection of the PA and the office was closed in April 2006. The activities of the program office were transferred to the Metairie, LA URS Corporation Office.

The Program Office was staffed by one full-time employee, who served as the principal public information specialist for the project. The office was also used at various times by the Project Team for team work/meetings, community meetings, agency coordination and public meetings. Current project maps, copies of all project reports, and high-speed internet access were provided for visitors' use. The office was host to approximately 30 visitors per month, with the greatest number of visits corresponding to

the public involvement opportunities. The highest number of visitors hosted in any one month was 68 following Alignment Selection Open Houses in June 2004. Responses to the numerous website comments and questions were handled through the Program Office. The Program Office also operated a toll free telephone "hot-line" at (877) 886-9233. The telephone hotline provided the public with the opportunity to speak with someone during business hours daily, and to record messages for future contact. The highest call volumes were associated with the public involvement opportunities during Scoping, Corridor Selection, Alternatives Development, and Draft EIS Presentation phases of the project.

4.2.2 Mailing List and Project Web Site

At the initiation of the project in January 2003, the project team developed a mailing list comprised of a cross-section of community representatives. The mailing list expanded to include approximately 3,500 entries. Entries include:

- General Public and Community Residents;
- Business Representatives;
- Media Representatives;
- Tribal Representatives;
- Government Resource Representatives and Elected Officials.

The greatest increases to this list have followed correspondence mail-outs and public involvement opportunity phases of the project. Citizens could register on the mailing list by calling or visiting the Program Office or directly registering on the web site at www.I69arkla.com. The internet site also provided information about the project status; meeting dates, times and locations; and mapping. An interactive mapping tool provided on this web site allowed users to focus on an area of interest using select GIS mapping data and aerial photography. Visitors also provided comments at this site.

4.2.3 Newsletters / News Cards Public Notification

Public notifications have been distributed since the initiation of the project in January, 2003. Distribution numbers have grown concurrent with the mailing list discussed in **Section 4.2.2**. Project notifications are described in the following listing:

• Newsletter	July 2003	Summary of Scoping Process
• News card	December 2003	Summary of Corridor Selection
• News card	June 2004	Announcement of Alignment Study Open Houses
• News card	April 2005	Announcement of Draft EIS Public Hearings
• Newsletter	April 2006	Announcement of Preferred Alternative (PA)
• News card	September 2006	Announcement of PA Revisions Open Houses

4.2.4 Small Group Meetings

In addition to the structured open public meetings that were held at selected milestones (i.e., Scoping, Corridor Selection, Alternatives Development and Screening, and Draft EIS Presentation), a number of meetings were held with small groups of citizens and elected officials. The purposes of these meetings varied. However, project study status and particular alignment concerns were the two primary topics of these meetings. A list of these meetings is provided in **Table 4.2-1** below:

Table 4.2-1
Small Group Meeting Attendees and Discussion Topics

Date	Meeting With	Brief Description
02/26/03	Northwest Webster Industrial District, Johnnie Hill	Gathered information regarding environmental and economic development in the area
02/27/03	R. O. Machen	Gathered community and archaeological information.
04/22/03	Shirley Ford, Claiborne Parish National Association for the Advancement of Colored People (NAACP)	Provided information packets for the upcoming meeting.
05/03/03	Three Creeks AR Fire Department Fundraiser	Provided brief information session and played video of public meetings.
05/7/03	Police Juries / Economic Development / North Hills Water Resources Conservation and Development Program	Gathered information about lakes development
05/27/03	Springhill Lions and Rotary Club	Provided brief information slide show displaying scoping report results and guidance on next steps.
05/27/03	Claiborne Parish Economic Develop	Discuss plans for new lakes within Claiborne Parish.
05/28/03	Magnolia Economic Develop Group	Provided brief information slide show displaying scoping report results and guidance on next steps.
05/29/03	Minden Lions Club	Provided brief information slide show displaying scoping report results and guidance on next steps.
06/27/03	Claiborne Parish Economic Development Committee – Summerfield	Discuss plans for new lakes within Claiborne Parish.
07/16/03	Bossier Parish Republican Women's Committee, Lt. Governor's Candidate Forum with Kurt Bennett and others	Provide update on project to candidates.
08/25/03	Claiborne Parish Police Jury's, W. Young, C. Steele, J. Price, R. Mardis, W. Kilpatrick, P. Newell, J. Adkins, G. Coleman, S. Herring, R. Fowler, B. Bays, J. Sturgess; and Christi Wilson/ URS	Meeting in Homer to present Corridor Evaluation
08/27/03	Claiborne Parish Watershed Commission members A. Willis, M. Wilson, P. Fincher, B. Joslin, A. Stewart; and Christi Wilson/ URS	Meeting in Homer to present Corridor Evaluation
10/23/03	I-69 Coalition, Christi Wilson/ URS	The Coalition Meeting held in Bossier City. Corridor Selection handouts, Corridor Evaluation Summary Sheet and Project Study Process Flowchart were provided. Mr. Easterly with LADOTD provided a verbal update and briefing on our progress.
01/13/04	Kent Dussom & Christi Wilson/ URS, Cat Cox/Webster Parish, Sidney Cox, Johnny Hill	Discuss potential routings through Cotton Valley.
01/13/04	Kent Dussom & Christi Wilson/ URS, John Herrington/Mayor of Springhill	Delivered map showing proposed corridor location.

Table 4.2-1
Small Group Meeting Attendees and Discussion Topics

Date	Meeting With	Brief Description
01/13/04	Kent Dussom & Christi Wilson/ URS, Magnolia Lions Club	Presentation of Corridor Selection to Lions Club (including Patricia Herring from Congressman Ross's office)
01/13/04	Kent Dussom& Christi Wilson/ URS, Cotton Valley Council Meeting	Presentation of Corridor Selection to City Council and Mayor of Cotton Valley. Attended by local residents.
01/14/04	Kent Dussom, John Caruthers, J.T. Taylor, Travis Tinsley, Bruce Easterly, others from Claiborne Parish	Presentation of Corridor Selection. Claiborne Parish representatives recommended review of Corridor Selection due to lack of corridor within Claiborne Parish. Requested review of economic development regarding lakes program and review of Sparta Aquifer recharge area.
01/15/04	Kent Dussom & Christi Wilson/ URS, Bruce Easterly, Bill Robertson/ Mayor of Minden, A.J. Hodges, and others	Presentation of Corridor Selection. Mayor requested that Cotton Valley oilfield impacts be reviewed and asked if another corridor would be better.
02/25/04	Piney Hills Economic Develop and Legislative Initiative ,Christi Wilson/ URS	Attended meeting and received video tape of local issues. Meeting attended by Bruce Easterly/LADOTD.
03/4/04	Claiborne Parish Police Jury, Kent Dussom/ URS	Made presentation of corridor selection. Fielded questions regarding corridor selection including Sparta Aquifer Recharge potential, crossings of Bayou Dorcheat, locations of oil / gas wells, economic development.
03/04/04	Claiborne Parish Officials and Kent Dussom/ URS	Coordination meeting related to Lakes Project
04/21/04	Kent Dussom & Christi Wilson, / URS Gary Looney/ Ark Oil and Gas Commission, Randy Evans/ Great Lakes Chemical	Coordination regarding active well sites as well as coordination regarding hydrogen sulfide producing wells. Discussed safe distance for roadway from hydrogen sulfide wells.
04/21/04	Kent Dussom, URS John Maynor, XTO Facility	Operator within Cotton Valley field. Identification of most productive wells and other sites that are considered important to avoid to this operator.
04/22/04	Kent Dussom & Christi Wilson/ URS, Donnie Zimmerman/ Marathon Oil	Operator within the Haynesville field. Identification of most productive wells and other sites that are considered important to avoid to this operator.
04/22/04	Kent Dussom & Christi Wilson / URS Mr. McCuen, Barry Johnson, Sarah Hampton/ Mid Valley Pipeline	Identification of major pipeline crossings and other sites that are considered important to avoid to this operator.
04/22/04	Kent Dussom / URS, David Russel, Joe McGowan/ McGowan Working Partners	Operator for Schuler Field in AR. Discussed alternative alignments and possibilities for mitigating impacts to the active oil well production area.
06/17/04	Meeting with R. Michaels, H. Byars, and T. Tinsley of North Hills Lakes Project; FHWA; LADOTD; and URS	Discuss concerns of North Hills Lakes Project regarding Alternative 4 and the Corridor Selection process undertaken
10/13/04	I-69 Coalition; Christi Wilson / URS	I-69 Coalition Meeting – project updates
10/13/04	Grove Community Residents; Christi Wilson / URS	Discuss effects of Alternative 4 on Grove Residents
10/19/04	Claiborne Parish Police Juries; LADOTD Secretary Bradbury; Christi Wilson / URS	Project updates
11/09/04	Webster Parish Police Jury; Grove Community Residents; Christi Wilson / URS	Discuss effects of Alternative 4 and its improvements to Grove Community and resolve confusion of Alt#4 and "Southern Route" of Dr. Michaels
11/11/04	Claiborne Parish Police Jury; Christi Wilson / URS	Project update.

Table 4.2-1
Small Group Meeting Attendees and Discussion Topics

Date	Meeting With	Brief Description
12/01/04	Residents along LA 3008 and developer of The Grove Residential Community; Scott Hoffeld / URS	Presentation of revised Option 3 alignment for Alternative 4.
12/03/04	Elected Officials and Economic Dev Representatives of South AR Area, Scott Hoffeld & Christi Wilson / URS	Conference to provide updates on progress and plans for the South AR Region
12/05/06	Webster Parish Police Jury, Webster Parish Citizens, and Christi Wilson / URS	WPPJ announced public hearing to decide on the acceptance of proposed road closures to result from construction of I-69. The police jurors had not reviewed the information sent by URS prior to the meeting and were unable to make a decision. Questions were asked by numerous citizens in attendance. Another meeting, with better notification was scheduled.
12/05/06	Mr. and Mrs. Clarence Ivory, Jr. Claiborne Parish, LA Christi Wilson / URS	Explanation of Clarence Ivory Road closure and the connection to Rabb Road and Winn Bottom Road via added frontage road was provided. Numerous comments from area citizens and the Ivory family precipitated this meeting. Property access issue was discussed.
1/3/07	Webster Parish Police Jurors, Christi Wilson / URS	WPPJ Public Meeting resulting in Jury refusal to accept parish road closures until property access issues are resolved for property owners along LA 3008, Bayou Dorcheat and the proposed alignment of I-69.
Feb./March 2007	Scott Hoffeld, Christi Wilson / URS, Webster Parish property owners.	Contact and meetings with each individual property owner in the area along LA 3008, Bayou Dorcheat and the proposed alignment of I-69 to discuss options being considered to resolve access issues in this specific area.
8/14/07	Webster Parish Police Jurors: Robert Lee, Steve Ramsey, C.C. Cox, Jim Bonsall, Bruce Blanton; Christi Wilson and Scott Hoffeld/ URS	WPPJ discussion of options concerning access issues posed by property owners along LA 3008, Bayou Dorcheat and the proposed alignment of I-69.
8/14/07	Webster Parish Police Jurors: C. Reeder, Daniel Thomas, Charlie Odom, Herb Byars, Vera Davison, Jimmy Thomas; Christi Wilson and Scott Hoffeld / URS	WPPJ discussion of options concerning access issues posed by property owners along LA 3008, Bayou Dorcheat and the proposed alignment of I-69.

4.2.5 Public and Elected Officials Meetings

4.2.5.1 Scoping

The Notice of Intent (NOI) to prepare an EIS, published on March 6, 2003 in the *Federal Register (*FR*),* initiated the Scoping comment period that lasted 30 days after the public hearings and closed on April 28, 2003. The Scoping meetings were held at the places and dates below:

- El Dorado, AR March 25, 2003
- Haynesville, LA March 26, 2003
- Minden, LA March 27, 2003
- Homer, LA March 28, 2003.

Hourly 15-minute presentations were held between 4:00 and 7:00 p.m. for the March 25-27 meetings. The March 28th meeting was open house format between 8:00 a.m.

and 5:00 p.m. at the Program Office in Homer. Over 220 citizens and 25 elected officials attended these meetings. Comments were received and considered in the development of the project scope of work, but comments noted in **Table 4.2-2** were recurrent during the Scoping period and are therefore, considered *principal issue* comments. A photocopy of the NOI, public meeting notices, sign-in sheets, and comments received during the scoping process for this project are included in the *Scoping Report* (URS 2003b) for this project.

Table 4.2-2
Summary of Public and Elected Official
Principal Issue Comments Compiled During Scoping

Central Theme of Principal Issue Comments	# Similar Comments	Primary study component where comment will be addressed
Economic Development in the Region	195	Purpose and Need; Human Environment
Financial / Job Benefits for the People	112	Purpose and Need; Human Environment
Increase in Tourism / Retirement	104	Human Environment
Connect Claiborne Parish with rest of the area	100	Purpose and Need; Human Environment
Benefits C&S Plastics / Access / Safety in Springhill	38	Purpose and Need
Specific Revisions to Base Mapping Data	27*	Base Mapping
Improve flow of People and Goods in the Region	20	Purpose and Need
Unclassified	17	Various Locations
Design / Alignment Suggestions and Safety Issues	14	Purpose and Need; Alternatives Development
Concerns over Environmental Impacts	12	Consequences Section
Cross US 79 north of Haynesville to keep chemical transport away from populated areas	9	Purpose and Need

Note: *A total of 201 corrections to the Study Area maps were made as a result of the Scoping Process. However, only 27 individual comments associated with map corrections were documented as comments. Other comments not listed in this table were received. Some comment forms included comments on several issues. See *Scoping Report* (URS 2003b) for a copy of actual comments and materials presented at the Scoping Meetings.

While public comments were grouped into broad categories, there were many comments that mentioned a particular town, parish, or county. Over half of the comments dealing with economic development, financial/job benefits, and an increase in tourism/recreation were part of a form letter that focused on Claiborne Parish.

4.2.5.2 Corridor Selection

Four open houses were held during the week of August 19, 2003 to present the five remaining 2-mile-wide corridors under consideration to be selected as the single 2-mile-wide corridor for detailed alternative alignment study. Locations and dates of these events were:

- Minden, LA August 19, 2003
- Haynesville, LA August 20, 2003
- Three Creeks, AR August 21, 2003
- Homer, LA August 22, 2003.

It is estimated that over 450 individuals attended these meetings, with 417 persons signing-in. Following a 10-minute introductory video, attendees were provided a copy of the “Corridor Selection Handout” and directed to an area in the meeting room to review

large-scale maps and given the opportunity to ask questions of team members. The public comment period lasted until September 5, 2003 at which time over 500 public comments had been received. The script of the video presented in these meetings and a detailed summary and a copy of each comment received during the Corridor Selection phase of the project through September 5, 2003 is included with other materials in the *Corridor Selection Public and Agency Presentation and Comment Summary* (URS 2003e). Comments are summarized as follows:

- Approximately 552 individual comments were received
- 463 of 552 (84 percent) were from LA
- 89 of 552 (16 percent) were from AR
- Comments or Respondents' references to preference were as follows:
  - 236 of 552 (43 percent) preferred Corridor Alternative 1c;
  - 204 of 552 (37 percent) preferred Corridor Alternative 1d;
  - 197 of 552 (36 percent) preferred Corridor Alternative 1e;
  - 190 of 552 (34 percent) preferred Corridor Alternative 2b;
  - 108 of 552 (20 percent) preferred Corridor Alternative 2a;
  - 204 of 463 (44 percent) LA responses preferred Corridor Alternative 1c; and
  - 55 of 89 (62 percent) AR responses preferred Corridor Alternative 2a.

Some respondents noted equal preference for more than one corridor, or alternative; therefore, the total number of references to preferred corridors is greater than the number of individual comments or respondents.

Section 2.2 provides context regarding how these comments were used in the selection of Corridor 1d for detailed study and the reevaluation of Corridor 2a / "Section F" that was conducted.

4.2.5.3 Alternatives Development and Screening

The best four highway alignment alternatives developed and refined by the Project Team were presented to the public in a series of public open houses in June 2004. Locations and dates of these events were:

- El Dorado, AR June 22, 2004
- Haynesville, LA June 23, 2004
- Minden, LA June 24, 2004
- Homer, LA June 25, 2004.

While 490 individuals signed-in, it is estimated that over 500 individuals attended these four meetings. As with the Corridor Selection open houses, a short (10-minute) video was presented as attendees entered the open house. Following the video, attendees were provided an "Alignment Study Handout" and directed to an area in the meeting

room to review large-scale maps, summary boards, and to ask questions of team members. The public commenting period lasted until July 9, 2004, at which time over 1,396 comments had been received. Approximately 380 of these comments were completed by persons who received their comment forms from displays erected by a concerned citizen. This citizen urged others to respond in opposition to Corridor 1d alignments (Alternatives 1, 2 and 3) due to the required crossing of Bayou Dorcheat in the reach of the Bayou within Corridor 1d. These comments were coded with the hand-written phrase, “use one form per person” at the bottom of the instructions on the comment form.

Additionally, some comments were provided on comment forms that had been pre-completed in favor of a particular alternative alignment. Comments received in response to the June public open houses presenting Alternatives 1, 2, 3, and 4 are summarized below.

- 1,396 individual comments were received from the public;
- 91 percent (i.e., 1,271 of 1,396) of comments were from LA residents;
- Alternative 4 was preferred by over 53 percent of all commentors, followed by Alternative 1, which was preferred by 36 percent of all commentors;
- Approximately 43 percent of all commentors preferred Corridor 1d alternatives (i.e., Alternatives 1, 2, or 3);
- 71 percent of all LA comments (i.e., 907 of 1,271) were from Webster Parish residents;
- 52 percent of Webster Parish commentors preferred Alternative 4; 39 percent prefer Alternative 1;
- 79 percent of Claiborne Parish commentors preferred Alternative 4;
- 87 percent of all AR commentors prefer Alternative 1;
- 58 percent of all LA commentors prefer Alternative 4;
- A petition signed by 3,700 persons from the region protests a crossing of Bayou Dorcheat inside Corridor 1d due to its impacts to this scenic water body; and
- A petition signed by 1,100 persons from the Cotton Valley, Sarepta, Shongaloo, and Springhill communities request that alternatives remain inside Corridor 1d.

The script of the video presented in these meetings, hand-outs, and both a detailed summary and a copy of each comment received through July 9, 2004, in response to the Alignment Study Open Houses held in June, 2004 is included with other materials in the *Alignment Study Public, Elected Officials and Agency Presentation and Comment Summary* (URS 2004b).

4.2.5.4 Draft Environmental Impact Statement Presentation

Following the Notice of Availability (NOA) of the Draft EIS in the FR, a series of Public Hearings for the Draft EIS Presentation were held during the week of May 10, 2005. Preview meetings for elected officials and the public hearing locations and dates are listed below.

- El Dorado, AR May 10, 2005
- Haynesville, LA May 11, 2005
- Minden, LA May 12, 2005

The hearings followed an open house format with information stations set up to allow the public to proceed at their leisure. These information stations included:

- Introductory video that explained the alternatives development process and introduced Alternatives 4 and 5 and their options;
- Map display that illustrated these alternatives and options;
- Graphics that highlighted particular issues;
- Charts that summarized of effects of the alternatives;
- Property maps with complete listing of ownership information for the public to identify property in relation to the alternatives;
- GIS station with graphical representation of various socio-economic and environmental layers such as property boundaries, structure locations, political boundaries, wetlands, etc.;
- Verbal and written comment station for the public to record their official comments; and,
- Display of all reference materials to date for the project as well as all news articles related to the project.

The NOA established the beginning of the comment period on April 8, 2005 and designated the close of the comment period as May 30, 2005. A copy of the NOA is displayed in **Appendix A. Table 4.2-3** displays the number and percentage of comments expressing a preference and an opposition to the alternatives presented in the Draft EIS. **Table C-1** located in **Appendix C** lists the comments received during the comment period that required detailed review and individual responses. The comments not included in this listing are comments to which the responses were generally noted.

The script of the video presented in these Public Hearings; hand-outs; a detailed summary; and a copy of each comment received through May 30, 2005, in response to the Draft EIS presented at the Public Hearings are included with other materials in the *Draft EIS Presentation and Comment Summary Book 1, Book 2 and Book 3* (URS 2005g).

Table 4.2-3
Summary of Alternative Preference and Opposition

Alternative	Preference		Opposition	
	Number of Responses	Percentage	Number of Responses	Percentage
Alternative 4	50	1.06%	10	0.76%
Alternative 4.2	5	0.11%	0	0%
Alternative 4.3	8	0.16%	4	0.30%
Alternative 4.2&3	1,846	39.06%	4	0.30%
Alternative 5	2,626	55.56%	653	49.70%
Alternative 5.1	102	2.16%	639	48.64%
Alternative 5.2	0	0%	0	0.0%
Alternative 5.1&2	15	0.32%	4	0.30%
No Build	7	0.15%	n/a	n/a
No Preference	67	1.42%	n/a	n/a
Total	**4,726**	**100.00%**	**1,314**	**100.00%**

4.2.5.5 Preferred Alternative and Revisions

The announcement of the PA was made by LADOTD, AHTD and FHWA in a news release dated December 6, 2005. The PA is fully described in **Section 2.7** and is depicted in **Figure 2.7-1.** Revisions to the PA were based upon public comment and agency input and were made in cooperation with the agencies, as well as LADOTD, FHWA, and Bossier, Claiborne and Webster Parish Police Juries and Columbia and Union Counties in AR. The revisions are also fully described in **Section 2.7** and are displayed in **Figure 2.7-1.**

The location and date of the two public hearings to present the revisions are outlined below:

- Minden, LA October 2, 2006
- Haynesville, LA October 3, 2006

Table C-2 located in **Appendix C** lists the comments received during the comment period. The listing also provides responses to address each comment.

A copy of the presentation with accompanying script; graphics and display materials; hand-outs; a detailed summary; and a copy of each comment received through October 16, 2006, in response to the Revisions Open Houses; is included in the *Preferred Alternative Revisions Agency, Elected Official, and Public Involvement and Comment Summary (URS 2006 Oct).*

4.2.5.6 Additional Public Comments

Comments received following the close of the comment periods associated with the Draft EIS Public Hearing and following the Revisions Open Houses have also been considered as important input in the decision making process. **Table C-3** located in **Appendix C** lists the comments received following those comment periods. The listing also provides responses to address each comment. Copies of these comments are located in **Appendix C.**

4.3 Indian Tribe Consultation

In accordance with 36 CFR 800 et seq. and Section 106 of the *National Historic Preservation Act (NHPA)*, FHWA has embarked on a continuing program of meaningful consultation with Native American Indian Tribes who may consider archeological resources or landscapes within the study area to be of cultural or religious significance. Identification of tribes with which to consult was accomplished with guidance of the AR SHPO (Ms. Cathie Matthews, SHPO, c/o Mr. Ken Grunewald and Mr. George McCluskey, AR Historic Preservation Program) and the LA SHPO (Ms. Laurel Wyckoff, SHPO, c/o Philip G. (Duke) Rivet, Division of Archaeology, Department of Culture, Recreation, and Tourism). Together with SHPO review and compliance staffs recommended consultation with the following federally recognized tribes:

- Mississippi Band of Choctaw Indians, Philadelphia, Mississippi (Mr. Ken Carleton, Tribal Historic Preservation Officer (THPO);
- Choctaw Nation of Oklahoma, Durant, Oklahoma (Mr. Terry Cole, THPO);
- Jena Band of Choctaw, Jena, LA (Ms. Christine Norris, Tribal Council Member);
- Chickasaw Nation, Ada, Oklahoma (Ms. Stephanie Seeley, THPO; Ms. 'Rena Duncan, Director of Cultural Preservation; Mr. Kirk Perry, Administrator of Cultural Preservation);
- Quapaw Tribe of Oklahoma, Quapaw, Oklahoma (Mrs. Carrie V. Wilson, *Native American Grave Protection and Repatriation Act* (NAGPRA) Coordinator;
- Tunica-Biloxi Indians of LA, Inc., Marksville, LA (Mr. Earl J. Barbry, Jr., THPO; Mr. Brent Barbry, Sr., Assistant THPO);
- Alabama Coushatta Tribe of Texas, Livingston, Texas (Ms. Debbie Thomas, NAGPRA Coordinator);
- Coushatta Tribe of LA, Elton, LA (Lovelin Poncho, Chairman);
- Caddo Nation, Binger, Oklahoma (Mr. Robert Cast, THPO; Mr. Bobby Gonzales, NAGPRA Coordinator).

Contacts have been made with all of the identified tribes and consultation with each sovereign nation continued through the planning process. Response comments were received from the Choctaw Nation of Oklahoma and the Alabama Coushatta Tribe of Texas in December 2009 stating no objection to the PA and agreement that the project would have no adverse effect on religious, cultural or historical assets. Copies of these letters are located in located in **Appendix B**; and summarized in **Table B-2,** also located in **Appendix B.**

5.0 Implementation Plan

5.0 IMPLEMENTATION PLAN

*Graphics for **Chapter 5.0** are included at the end of the chapter.*

5.1 Project Implementation Phasing

A project implementation plan was developed for the PA, which consists of five potential implementation phases in LA and four potential implementation phases in AR. The phases represent portions of the project that can be constructed independently and provide a reasonable schedule and funding level for each phase of implementation.

Louisiana

Table 5.1-1 presents the limits and lengths of the five implementation phases in LA. The phases for LA were divided by interchange locations. A graphical representation of the implementation phases, by state, for the PA is presented in **Figure 5.1-1**.

Table 5.1-1
Project Implementation Phasing – Louisiana

Implementation Phase	Parish	Limits	Begin Station	End Station	Approx. Length	Approx. Phase Length
1	Bossier / Webster	I-20 to US 371	9+84	516+50	9.60	9.60
2	Webster	US 371 (includes interchange) to LA 159	516+50	718+60[1]	3.83	11.44
			686+82	1088+66	7.61	
3	Webster/ Claiborne	LA 159 (includes interchange) to LA 2	1088+66	1401+45	5.92	5.92
4	Claiborne	LA 2 (includes interchange) to LA Alt 2	1401+45	1795+80[1]	7.47	7.79
			1804+52	1821+51	0.32	
5	Claiborne	LA Alt 2 (includes interchange) to US 79 / State Line	1821+51	2063+80	4.59	4.59
				Total	**39.34**	**39.34**

Note: (1) Station equation

Arkansas

Table 5.1-2 presents the limits and lengths of the four implementation phases in AR. The phases were divided based on the locations of proposed I-69 grade separations that are proposed at local roadways that will remain open. The PA does not include interchanges within AR, other than the interchange at US 79 and the interchange at the northern terminus on US 82.

Table 5.1-2
Project Implementation Phasing – Arkansas

Implementation Phase	Parish/ County	Limits	Begin Station	End Station	Approx. Length (miles)
1	Claiborne/ Columbia	US 79/State Line to Columbia County Road 16	2063+80	2455+00	7.41
2	Columbia / Union	Columbia County Road 16 to Union County Unnamed Road	2455+00	2764+00	5.85
3	Union	Union County Unnamed Road to Union County Road 10 (Shuler Road)	2764+00	3145+00	7.22
4	Union	Union County Road 10 (Shuler Road) to US Highway 82 (Project Terminus)	3145+00	3322+00	3.35
				Total	**23.83**

5.2 Phasing Cost Estimates

Louisiana

The project implementation cost estimates were separated by the phase limits for LA and AR. For the LA portion of the project, costs are expressed in 2008 dollars and are separated into project stages. Each of the implementation phases for LA have been subdivided into four main project stages including: (A) preliminary engineering, (B) earthwork, (C) bridges and (D) paving. Miscellaneous contingencies, construction contingencies, engineering, and construction engineering and inspection (CE&I) are included in the each project stage as appropriate. **Table 5.2-1** presents the preliminary cost estimates by implementation phase and construction stage. The total estimated cost, in 2008 dollars, for the PA in LA is approximately $640 million. In Phase 2, the estimated cost of the US 371 bridge was segregated from the total cost of the bridge construction because of the cost and complexity of the project. The US 371 bridge is estimated to cost approximately $40 million while the rest of the bridge structures in Phase 2 total $42 million.

Table 5.2-1
Implementation Phase Preliminary Cost Estimates - Louisiana

Phase	Stage	Stage Elements	Estimated Cost ($2008)
1	Stage A: Preliminary Engineering	Survey, Preliminary Plans and Right-of-Way Maps	$411,724
		Stage A Total	**$411,724**
	Stage B: Earthwork	Right-of-Way Acquisition	$1,025,556
		Final Plans	$343,104
		Earthwork	$3,250,557
		Drainage	$1,395,022
		Subtotal	$5,671,135
		Miscellaneous (10%)	$567,113
		Construction Contingency (10%)	$623,825
		Engineering and CE&I (4%)	$274,483
		Stage B Total	**$7,479,660**
	Stage C: Bridges	Final Plans	$2,355,702
		Construction (Bridges)	$27,812,303
		Subtotal	$27,812,303
		Miscellaneous (10%)	$2,781,230
		Construction Contingency (10%)	$3,059,353
		Engineering and CE&I (8%)	$2,692,231
		Stage C Total	**$38,700,820**
	Stage D: Paving	Final Plans	$4,264,275
		Mainline	$46,157,255
		Crossroads	$2,817,494
		Ramps	$1,370,882
		Subtotal	$50,345,632
		Miscellaneous (10%)	$5,034,563
		Construction Contingency (10%)	$5,538,019
		Engineering and CE&I (8%)	$4,873,457
		Stage D Total	**$70,055,946**
		Phase 1 Total	**$116,648,150**
2	Stage A: Preliminary Engineering	Survey, Preliminary Plans and Right-of-Way Maps	$3,480,847
		Stage A Total	**$3,480,847**
	Stage B: Earthwork	Right-of-Way Acquisition	$1,222,465
		Final Plans	$2,900,706
		Earthwork	$43,320,617
		Drainage	$3,402,465
		Subtotal	$47,945,547
		Miscellaneous (10%)	$4,794,555
		Construction Contingency (10%)	$5,274,010
		Engineering and CE&I (4%)	$2,320,564
		Stage B Total	**$63,235,382**

Table 5.2-1
Implementation Phase Preliminary Cost Estimates - Louisiana

Phase	Stage	Stage Elements	Estimated Cost ($2008)
	Stage C: Bridges	Final Plans	$6,933,434
		Construction (Bridges) US 371	$39,616,125
		Construction (Bridges)	$42,242,600
		Subtotal	$81,858,725
		Miscellaneous (10%)	$8,185,873
		Construction Contingency (10%)	$9,004,460
		Engineering and CE&I (8%)	$7,923,925
		Stage C Total	**$113,906,416**
	Stage D: Paving	Final Plans	$4,662,939
		Mainline	$48,285,928
		Crossroads	$4,124,399
		Ramps	$2,642,084
		Subtotal	$55,052,411
		Miscellaneous (10%)	$5,505,241
		Construction Contingency (10%)	$6,055,765
		Engineering and CE&I (8%)	$5,329,073
		Stage D Total	**$76,605,430**
		Phase 2 Total	**$257,228,075**
3	Stage A: Preliminary Engineering	Survey, Preliminary Plans and Right-of-Way Maps	$1,671,034
		Stage A Total	**$1,671,034**
	Stage B: Earthwork	Right-of-Way Acquisition	$633,140
		Final Plans	$1,392,528
		Earthwork	$19,227,154
		Drainage	$3,156,702
		Subtotal	$23,016,996
		Miscellaneous (10%)	$2,301,700
		Construction Contingency (10%)	$2,531,870
		Engineering and CE&I (4%)	$1,114,023
		Stage B Total	**$30,357,116**
	Stage C: Bridges	Final Plans	$169,612
		Construction (Bridges)	$2,002,500
		Subtotal	$2,002,500
		Miscellaneous (10%)	$200,250
		Construction Contingency (10%)	$220,275
		Engineering and CE&I (8%)	$193,842
		Stage C Total	**$2,786,479**
	Stage D: Paving	Final Plans	$3,082,689
		Mainline	$30,055,457
		Crossroads	$3,623,914
		Ramps	$2,716,014
		Subtotal	$36,395,385

Table 5.2-1
Implementation Phase Preliminary Cost Estimates - Louisiana

Phase	Stage	Stage Elements	Estimated Cost ($2008)
		Miscellaneous (10%)	$3,639,539
		Construction Contingency (10%)	$4,003,492
		Engineering and CE&I (8%)	$3,523,073
		Stage D Total	**$50,644,178**
		Phase 3 Total	**$85,458,807**
4	Stage A: Preliminary Engineering	Survey, Preliminary Plans and Right-of-Way Maps	$2,385,497
		Stage A Total	**$2,385,497**
	Stage B: Earthwork	Right-of-Way Acquisition	$832,620
		Final Plans	$1,987,914
		Earthwork	$29,832,017
		Drainage	$2,193,443
		Subtotal	$32,858,081
		Miscellaneous (10%)	$3,285,808
		Construction Contingency (10%)	$3,614,389
		Engineering and CE&I (4%)	$1,590,331
		Stage B Total	**$43,336,523**
	Stage C: Bridges	Final Plans	$754,601
		Construction (Bridges)	$8,909,100
		Subtotal	$8,909,100
		Miscellaneous (10%)	$890,910
		Construction Contingency (10%)	$980,001
		Engineering and CE&I (8%)	$862,401
		Stage C Total	**$12,397,013**
	Stage D: Paving	Final Plans	$3,636,690
		Mainline	$39,024,450
		Crossroads	$1,257,408
		Ramps	$2,654,268
		Subtotal	$42,936,125
		Miscellaneous (10%)	$4,293,613
		Construction Contingency (10%)	$4,722,974
		Engineering and CE&I (8%)	$4,156,217
		Stage D Total	**$59,745,618**
		Phase 4 Total	**$117,864,650**
5	Stage A: Preliminary Engineering	Survey, Preliminary Plans and Right-of-Way Maps	$709,459
		Stage A Total	**$709,459**
	Stage B: Earthwork	Right-of-Way Acquisition	$490,440
		Final Plans	$591,216
		Bidding	$0
		Earthwork	$8,278,210
		Drainage	$1,003,507

Table 5.2-1
Implementation Phase Preliminary Cost Estimates - Louisiana

Phase	Stage	Stage Elements	Estimated Cost ($2008)
		Subtotal	$9,772,157
		Miscellaneous (10%)	$977,216
		Construction Contingency (10%)	$1,074,937
		Engineering and CE&I (4%)	$472,972
		Stage B Total	**$12,888,498**
	Stage C: Bridges	Final Plans	$725,824
		Construction (Bridges)	$8,569,350
		Subtotal	$8,569,350
		Miscellaneous (10%)	$856,935
		Construction Contingency (10%)	$942,629
		Engineering and CE&I (8%)	$829,513
		Stage C Total	**$11,924,251**
	Stage D: Paving	Final Plans	$2,294,241
		Mainline	$22,824,589
		Crossroads	$2,917,510
		Ramps	$1,344,578
		Subtotal	$27,086,676
		Miscellaneous (10%)	$2,708,668
		Construction Contingency (10%)	$2,979,534
		Engineering and CE&I (8%)	$2,621,990
		Stage D Total	**$37,691,110**
		Phase 5 Total	**$63,213,317**
		Overall Louisiana Project Total	**$640,413,000**

Arkansas

The project implementation cost estimates for the AR portion of the project are expressed in 2008 dollars and are separated into project components. Each of the implementation phases for the AR segment has been subdivided into three main project components including: (1) engineering and CE&I; (2) utility relocations and right-of-way acquisition; and (3) construction. **Table 5.2-2** presents the estimated costs for each of the implementation phases in 2008 dollars. The total estimated cost for the PA in AR is approximately $390 million.

Table 5.2-2Implementation Phase
Preliminary Cost Estimates by Project Component - Arkansas

Implementation Phase	Project Component			Total ($2008)
	Engineering and CE&I	ROW	Construction	
1	$16,948,630	$856,580	$103,163,650	$120,968,860
2	$13,387,340	$676,590	$81,486,620	$95,550,550

Table 5.2-2Implementation Phase Preliminary Cost Estimates by Project Component - Arkansas

Implementation Phase	Project Component			Total ($2008)
	Engineering and CE&I	ROW	Construction	
3	$16,506,720	$834,250	$100,473,800	$117,814,770
4	$7,668,480	$387,560	$46,676,800	$54,732,840
Project Total	**$54,511,170**	**$2,754,980**	**$331,800,870**	**$389,067,020**

5.3 Project Implementation Schedule

Louisiana

A project schedule was developed for planning purposes to maintain a project duration of 15 years and to determine year of expenditure cost by phase. The project schedule for LA is presented in **Figure 5.3-1**. The project schedule for LA is presented by phase, but also by the four construction stages (Stage A through Stage D). As discussed above, there are five implementation phases for I-69 and four construction stages in LA. The project is anticipated to start the first quarter of 2019 and extend through 2033. The construction of phases overlaps to maintain the 15 year project duration; each phase has been initiated two years after the start of the previous phase. For instance, Phase 1 is initiated in 2019 and Phase 2 is initiated in 2021.

Before Stage A of Phase 1 can begin, the Final EIS will have to undergo a re-evaluation of impacts because of the extended length of time between the Record of Decision and the proposed date for beginning construction. It is estimated that approximately 6 months would be required to re-evaluate the Final EIS prior to LADOTD's Stage 2, the search and identification of funding. The schedule was developed based on the assumption that nothing will have significantly changed to require neither preparation of a supplement to the Final EIS nor the preparation of a new EIS.

As depicted in **Figure 5.3-1**, the length of each of Phase 1 and Phase 3 through Phase 5 are estimated to be the same for each of the four construction stages. Phase 2 is anticipated to last longer during the construction of bridges because of the complexity of the US 371 bridge. Phase 1 and Phase 3 through Phase 5 are anticipated to have project completion duration of 6.5 years, while Phase 2 is anticipated to last approximately 8 years.

Table 5.3-1 presents the annual cost estimates for the estimated duration of LA project buildout: 2019 to 2033. Costs for each year are shown in 2008 dollars, as well as year of implementation dollars. The cost estimates correspond to the conceptual project completion schedule presented in **Figure 5.3-1**. Multiple phase costs may be incurred in one year depending on the beginning of each project component. The costs presented in the schedule are the total estimated costs for each construction stage

(Stage A through Stage D); the estimated costs for each task per stage are presented in **Table 5.2-1**.

Cost estimates were grown at a rate of 5.0 percent to calculate costs in the year of expenditure at the request of LADOTD. The table provides the annual costs that would be incurred by LADOTD for full build-out of the PA over the 15-year project duration. Cost estimates are provided in millions. The total estimated cost of the project in year of implementation is approximately $1,410 million.

Table 5.3-1
Annual Project Phasing Cost Estimates - Louisiana

Year	Total Estimated Cost ($ 2008)	Total Estimated Cost ($ Year of Implementation)
2019	$0.41	$0.70
2020	$7.48	$13.43
2021	$42.18	$79.54
2022	$133.29	$201.94
2023	$115.58	$240.28
2024	$30.36	$66.27
2025	$5.17	$8.25
2026	$119.94	$288.65
2027	$63.75	$161.09
2028	$12.89	$34.20
2029	$71.67	$199.67
2030	$0.00	$0.00
2031	$37.69	$115.77
2032	$0.00	$0.00
2033	$0.00	$0.00
Total	**$640.41**	**$1,409.80**

Note: Estimated costs are shown in millions.

Arkansas

The project schedule, shown in **Figure 5.3-2**, presents the schedule for the four phases of I-69 in AR. Each of the implementation phases has been subdivided into three project components including: engineering and CE&I; utility relocations and right-of-way acquisition; and construction. The project is anticipated to start in the first quarter of 2015 and extend through 2040.

Table 5.3-2 presents the annual cost estimates for the estimated duration of AR project buildout: 2015 to 2040. Costs for each year are shown in 2008 dollars, as well as year of implementation dollars. The cost estimates correspond to the conceptual project completion schedule presented in **Figure 5.3-2**. Multiple phase costs may be incurred in one year depending on the beginning of each project component.

Using the nine year average rate of inflation (from 2000 to 2008) calculated from the Consumer Price Index from the Bureau of Labor Statistics, the 2008 AR cost estimates were grown at a rate of 2.90 percent to calculate costs in the year of expenditure. The table provides the annual costs that would be incurred by AHTD for full build-out of the PA over the 25-year project duration. Cost estimates are provided in millions. The total cost of the AR project, in year of expenditure, is estimated to be approximately $729 million.

Table 5.3-2
Annual Project Phasing Cost Estimates – Arkansas

Year	Total Estimated Cost ($ 2008)	Total Estimated Cost ($ Year of Implementation)
2015	$16.95	$21.92
2016	$0.00	$0.00
2017	$0.86	$1.17
2018	$0.00	$0.00
2019	$103.16	$149.54
2020	$0.00	$0.00
2021	$0.00	$0.00
2022	$13.39	$21.14
2023	$0.00	$0.00
2024	$0.68	$1.13
2025	$0.00	$0.00
2026	$81.49	$144.26
2027	$0.00	$0.00
2028	$0.00	$0.00
2029	$16.51	$31.84
2030	$0.00	$0.00
2031	$0.83	$1.70
2032	$0.00	$0.00
2033	$100.47	$217.24
2034	$0.00	$0.00
2035	$0.00	$0.00
2036	$7.67	$18.06
2037	$0.00	$0.00
2038	$0.39	$0.97
2039	$46.68	$119.78
2040	$0.00	$0.00
Total	**$389.07**	**$728.75**

Note: Estimated costs are shown in millions.

As depicted in **Figure 5.3-2**, the length of each of the three project components for AR varies for each phase due to complexity and overall limits. Phase 1 through Phase 3 have a project completion duration of 7 years each. The project component durations,

for Phases 1 through 3, are as follows: engineering and design lasting about 30 months each; utility relocations and ROW acquisition lasting approximately 18 months each; and construction lasting approximately 36 months each. Phase 4 is shorter in duration, lasting about 5 years from initiation of project design through construction.

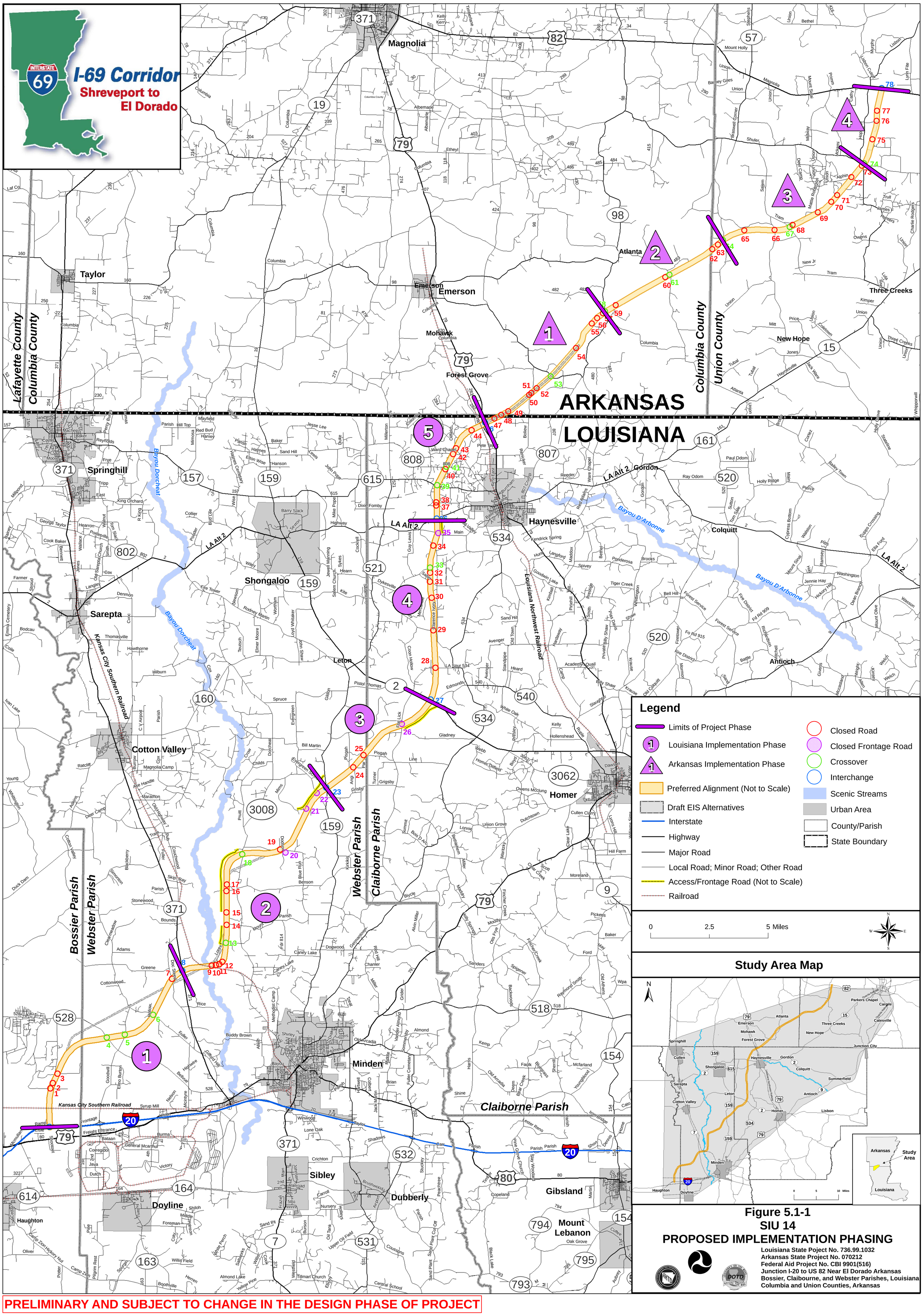

Figure 5.1-1
SIU 14
PROPOSED IMPLEMENTATION PHASING

Louisiana State Poject No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 Near El Dorado Arkansas
Bossier, Claibourne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

PRELIMINARY AND SUBJECT TO CHANGE IN THE DESIGN PHASE OF PROJECT

Figure 5.3-1
Draft I-69 Implementation Schedule - Louisiana

15 Year Project Duration
5.0% Inflation Rate

		Duration	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Implementation Phase 1	**Stage A - Preliminary Engineering**																	
	2008 Estimated Cost		$0.41															**$0.41**
	Survey	6 Months																
	Preliminary Plans	9 Months																
	Right-of-Way Maps	4 Months																
	Year of Implementation Cost		$0.70															**$0.70**
	Stage B - Earthwork																	
	2008 Estimated Cost			$7.48														**$7.48**
	Right-of-Way Acquisition	12 Months																
	Drainage Structures & Embankment	16 Months																
	Year of Implementation Cost			$13.43														**$13.43**
	Stage C - Bridges																	
	2008 Estimated Cost				$38.70													**$38.70**
	Final Plans	12 Months																
	Bidding	4 Months																
	Construction	18 Months																
	Year of Implementation Cost				$72.98													**$72.98**
	Stage D - Paving																	
	2008 Estimated Cost					$70.06												**$70.06**
	Final Plans	12 Months																
	Bidding	4 Months																
	Paving	18 Months																
	Year of Implementation Cost					$138.71												**$138.71**
Implementation Phase 2	**Stage A - Preliminary Engineering**																	
	2008 Estimated Cost				$3.48													**$3.48**
	Survey	6 Months																
	Preliminary Plans	9 Months																
	Right-of-Way Maps	4 Months																
	Year of Implementation Cost				$6.56													**$6.56**
	Stage B - Earthwork																	
	2008 Estimated Cost					$63.24												**$63.24**
	Right-of-Way Acquisition	12 Months																
	Drainage Structures & Embankment	16 Months																
	Year of Implementation Cost					$63.24												**$63.24**
	Stage C - Bridges																	
	2008 Estimated Cost						$113.91											**$113.91**
	Final Plans	12 Months																
	Bidding	4 Months																
	Construction	30 Months																
	Year of Implementation Cost						$236.80											**$236.80**
	Stage D - Paving																	
	2008 Estimated Cost									$76.61								**$76.61**
	Final Plans	12 Months																
	Bidding	4 Months																
	Paving	18 Months																
	Year of Implementation Cost									$184.36								**$184.36**
Implementation Phase 3	**Stage A - Preliminary Engineering**																	
	2008 Estimated Cost						$1.67											**$1.67**
	Survey	6 Months																
	Preliminary Plans	9 Months																
	Right-of-Way Maps	4 Months																
	Year of Implementation Cost						$3.47											**$3.47**
	Stage B - Earthwork																	
	2008 Estimated Cost							$30.36										**$30.36**
	Right-of-Way Acquisition	12 Months																
	Drainage Structures & Embankment	16 Months																
	Year of Implementation Cost							$66.27										**$66.27**
	Stage C - Bridges																	
	2008 Estimated Cost								$2.79									**$2.79**
	Final Plans	12 Months																
	Bidding	4 Months																
	Construction	18 Months																
	Year of Implementation Cost								$2.79									**$2.79**
	Stage D - Paving																	
	2008 Estimated Cost										$50.64							**$50.64**
	Final Plans	12 Months																
	Bidding	4 Months																
	Paving	18 Months																
	Year of Implementation Cost										$127.98							**$127.98**
Implementation Phase 4	**Stage A - Preliminary Engineering**																	
	2008 Estimated Cost								$2.39									**$2.39**
	Survey	6 Months																
	Preliminary Plans	9 Months																
	Right-of-Way Maps	4 Months																
	Year of Implementation Cost								$5.47									**$5.47**
	Stage B - Earthwork																	
	2008 Estimated Cost									$43.34								**$43.34**
	Right-of-Way Acquisition	12 Months																
	Drainage Structures & Embankment	16 Months																
	Year of Implementation Cost									$104.29								**$104.29**
	Stage C - Bridges																	
	2008 Estimated Cost										$12.40							**$12.40**
	Final Plans	12 Months																
	Bidding	4 Months																
	Construction	30 Months																
	Year of Implementation Cost										$31.33							**$31.33**
	Stage D - Paving																	
	2008 Estimated Cost												$59.75					**$59.75**
	Final Plans	12 Months																
	Bidding	4 Months																
	Paving	18 Months																
	Year of Implementation Cost												$166.45					**$166.45**
Implementation Phase 5	**Stage A - Preliminary Engineering**																	
	2008 Estimated Cost										$0.71							**$0.71**
	Survey	6 Months																
	Preliminary Plans	9 Months																
	Right-of-Way Maps	4 Months																
	Year of Implementation Cost										$1.79							**$1.79**
	Stage B - Earthwork																	
	2008 Estimated Cost											$12.89						**$12.89**
	Right-of-Way Acquisition	12 Months																
	Drainage Structures & Embankment	16 Months																
	Year of Implementation Cost											$34.20						**$34.20**
	Stage C - Bridges																	
	2008 Estimated Cost												$11.92					**$11.92**
	Final Plans	12 Months																
	Bidding	4 Months																
	Construction	18 Months																
	Year of Implementation Cost												$33.22					**$33.22**
	Stage D - Paving																	
	2008 Estimated Cost														$37.69			**$37.69**
	Final Plans	12 Months																
	Bidding	4 Months																
	Paving	18 Months																
	Year of Implementation Cost														$115.77			**$115.77**
	Total 2006 Cost Estimate (in millions)		**$0.41**	**$7.48**	**$42.18**	**$133.29**	**$115.58**	**$30.36**	**$5.17**	**$119.94**	**$63.75**	**$12.89**	**$71.67**	**$0.00**	**$37.69**	**$0.00**	**$0.00**	**$640.41**
	Total Future Year Cost Estimate (in millions)		**$0.70**	**$13.43**	**$79.54**	**$201.94**	**$240.28**	**$66.27**	**$8.25**	**$288.65**	**$161.09**	**$34.20**	**$199.67**	**$0.00**	**$115.77**	**$0.00**	**$0.00**	**$1,409.80**

Notes: All cost estimates are provided in millions.
Year of implementation estimated costs were grown using an inflation rate of 5.0%.

Project Stage:

Stage A - Preliminary Engineering
Stage B - Earthwork
Stage C - Bridges
Stage D - Paving

Figure 5.3-2
Draft I-69 Implementation Schedule - Arkansas

		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total
Implementation Phase 1	2006 Estimated Cost	$14.33		$0.72		$87.23																						$102.29
	Project Component Duration																											
	Year of Implementation Estimated Cost	$18.53		$0.99		$126.45																						$145.98
Implementation Phase 2	2006 Estimated Cost								$11.32		$0.57		$68.90															$80.80
	Project Component Duration																											
	Year of Implementation Estimated Cost								$17.88		$0.96		$121.98															$140.82
Implementation Phase 3	2006 Estimated Cost															$13.96		$0.71		$84.96								$99.62
	Project Component Duration																											
	Year of Implementation Estimated Cost															$26.92		$1.44		$183.69								$212.05
Implementation Phase 4	2006 Estimated Cost																						$6.48		$0.33	$39.47		$46.28
	Project Component Duration																											
	Year of Implementation Estimated Cost																						$15.27		$0.82	$101.29		$117.38
	Total 2006 Cost Estimate (in millions)	$14.33	$0.00	$0.72	$0.00	$87.23	$0.00	$0.00	$11.32	$0.00	$0.57	$0.00	$68.90	$0.00	$0.00	$13.96	$0.00	$0.71	$0.00	$84.96	$0.00	$0.00	$6.48	$0.00	$0.33	$39.47	$0.00	$328.99
	Total Future Year Cost Estimate (in millions)	$18.53	$0.00	$0.99	$0.00	$126.45	$0.00	$0.00	$17.88	$0.00	$0.96	$0.00	$121.98	$0.00	$0.00	$26.92	$0.00	$1.44	$0.00	$183.69	$0.00	$0.00	$15.27	$0.00	$0.82	$101.29	$0.00	$616.23

Notes: All cost estimates are provided in millions.
Year of implementation estimated costs were grown using the nine year average inflation rate of 2.90%.

Project Component
Stage 1 - Engineering and CEI
Stage 2 - ROW
Stage 3 - Construction

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6.0 REFERENCES CITED

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Claiborne Parish Library	901 Edgewood Drive Homer, LA 71040-3915	Documents Librarian	1	

Agency	Address	Contact	# of EIS Copies	# of Exec. S Copies
Webster Parish Library Doyline Branch	P.O. Box 413 333 Main Street Doyline, LA 71023	Mrs. Linda Watson	1	
Webster Parish Library	521 East and West Street Minden, LA 71055	Documents Librarian	1	
Springhill Public Library	217 N. Main Street Springhill, LA 71075	Documents Librarian	1	
Haughton Branch Library	P.O. Box 60 116 West McKinley Haughton, LA 71037	Documents Librarian	1	
Joe W. Webb Memorial Library	1919 Main street Haynesville, LA 71038	Documents Librarian	1	
Shreve Memorial Library	424 Texas Avenue Shreveport, LA 71101	Government Documents	1	
State Library of Louisiana	P.O. Box 131 Baton Rouge, LA 70821 701 N. 4th Street Baton Rouge, LA 70802	Recorder of Documents Ms. Ferol Foos	3	
McNeese State University	Lether E. Frazar Memorial LIbrary 4205 Ryan Street Lake Charles, LA 70609	Mr. Rodney Smith State Documents	1	
Louisiana State University in Shreveport	Noel Memorial Library One University Place Shreveport, La 71115	State Documents	1	
University of New Orleans	Earl K. Long Memorial Library 2000 Lakefront New Orleans, LA 70148	Mr. K. E. Owen	1	
University of Louisiana at Lafayette	P.O. Box 40199 Edith Garland Dupre Library 302 E. St. Mary Boulevard Lafayette, LA 70504	State Documents	1	
Economic Development and Planning Organizations				
Bossier City Parish Metro Planning Commission	620 Benton Road Bossier City, LA 71111	Mr. Sam Marsiglia, Director		1
Bossier Parish Chamber of Commerce	710 Benton Road Bossier City, LA 71111	Ms. Lisa Johnson, Executive Director		1
Claiborne Chamber of Commerce	519 South Main Street Homer, LA 71040	Mr. John Watson. Executive Director		1
Claiborne Parish I-69 Coalition	905 West Main Street Homer, LA 71040	Mr. J.T. Taylor	2	1
El Dorado Chamber of Commerce	111 West Main Street El Dorado, AR 71730	Mr. Don Wales, President		1
Magnolia Chamber of Commerce	P.O. Box 866, 621 E. North Street Magnolia, AR 71754	President		1
Northwest Louisiana Council on Governments	401 Market Street Shreveport, LA 71101	Mr. Kent Rogers, Executive Director		1
North Webster Parish Industrial District	117 Loading Dock Drive Cullen, LA 71021	Mr. Tom Craig, President		1
Minden - South Webster Chamber of Commerce	P.O. Box 819, 110 Sibley Road Minden, LA 71058	President		1
Springhill - North Webster Chamber of Commerce	400 N. Giles Springhill, LA 71075	Chamber Manager		1

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Native American Tribal Contacts				
Alabama Coushatta Tribe of Texas	56 State Park Road Livingston, TX 77351	Mr. Kevin Battise, Chairman Ms. Debbie Thomas, NAGPRA Coordinator	1	1
Caddo Nation	P.O. Box 487 Binger, OK 73009	Mr. Bobby Gonzales, NAGPRA Coordinator Mr. Robert Cast, Tribal Historic Preservation Officer	1	1
Chickasaw Nation	P.O. Box 1548 Ada, OK 74821-1548	Honorable Bill Anoatubby, Governor Ms. Stephanie Seeley, Tribal Historic Preservation Officer Ms. Rena Duncan, Director of Cultural Preservation Mr. Kirk Perry, Administrator of Cultural Preservation	1	3
Choctaw Nation of Oklahoma	P.O. Drawer 1210 Durant, OK 74702-1210	Mr. Gregory E. Pyle, Chief Mr. Terry Cole, Tribal Historic Preservation Officer	1	1
Coushatta Tribe of Louisiana	P.O. Box 818 Elton, LA 70532	Mr. Lovelin Poncho, Chairman	1	
Jena Band of Choctaw	P.O. Box 14 Jena, LA 71342	Ms. B. Cheryl Smith, Chief Ms. Christine Norris, Tribal Council Member	1	1
Mississippi Band of Choctaw Indians	P.O. Box 6010 Philadelphia, MS 39350-6010	Mr. Phillip Martin, Chief Mr. Ken Carleton, Tribal Historic Preservation Officer	1	1
Quapaw Tribe of Oklahoma	P.O. Box 765 Quapaw, OK 74363-0765	Ms. Tamara Martin, Tribal Chairperson Mrs. Carrie V. Wilson, NAGPRA Coordinator	1	1
Tunica-Biloxi Indians of Louisiana, Inc.	P.O. Box 1589 Marksville, LA 71351	Mr. Earl J. Barbry, Sr., Tribal Chairman Mr. Earl J. Barbry, Jr., Tribal Historic Preservation Officer Mr. Brent Barbry Sr., Assistant Tribal Historic Preservation Officer	1	2
Private Citizens				
Private Citizen	2550 Evergreen Road Minden, LA 71055	Mr. J.B. Schwaller	1	
Private Citizen	8300 Highway 160 Cotton Valley, LA 71018	Mr. Lane Merritt	1	
Total Copies			**123**	**107**

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8.0 List of Preparers

8.0 LIST OF PREPARERS

Table 8-1
Preparers and General Responsibilities

Name	Education		General Responsibility	Years Experience
	Degree	Major		
Federal Highway Administration				
William Farr	B.S.	Civil Engineering	Sponsor Project Administration	33
Scott Nelson, P.E.	B.S., M.S.	Civil Engineering, Transportation Engineering	Sponsor Project Coordination	13
Colby Guidry, P.E.	B.S.	Civil Engineering	Sponsor Project Coordination	5
Jerry Pitts, P.E.	B.S.	Civil Engineering	Sponsor Project Coordination	12
Carl Highsmith, P.E.	B.S.	Civil Engineering	Sponsor Project Coordination	20
Hector Santiago	PE, BS	Civil Engineering	Sponsor Project Coordinator	8
Robert Mahoney, P.E.	B.S., M.S.	Civil Engineering, Transportation Engineering	Sponsor Quality Control	41
Lismary Gavillán	P.E., B.S.	Civil Engineering	Sponsor Project Coordination	6
Randall Looney	B.S., M.S.	Wildlife Management, Biology	Sponsor Project Coordination	23
Louisiana Department of Transportation and Development				
Quang V. Nguyen, P.E.	B.S, MBA	Chemical Engineering, Business Administration	Local Project Management and Quality Control	13
Vincent Russo, Jr., PE	B.S.	Civil Engineering	Local Project Administration and Quality Control	24
Noel Ardoin, P. E.	B. S., M.S., J.D., M.B.I.	Engineering, Law, Business	Environmental Engineering Administrator	15
Ryan Reviere	N/A	N/A	LADOTD Document Reviewer	N/A
Richard Savoie	B. S.	Civil Engineering	Chief Engineer	30
Arkansas Highway and Transportation Department				
John Fleming	B.S, M.A.	Wildlife Management, Public Administration	Local Project Management and Quality Control	23
Bill Richardson	B.S., M.P.A.	Mathematics, Environmental Administration	Local Project Management and Quality Control	29 (retired)
Lynn Malbrough	N/A	Division Head	Sponsor Project Administration	N/A
URS Corporation				
Amy K. Baker, PE	B.S.E.	Civil Engineering	Air & Noise Analysis; Visual Environment; Local Travel Patterns & Safety; partial Hazardous Materials	6.5
John Van Conner, PhD	B.S., M.S., Ph.D.	Wildlife Management / Journalism, Fisheries Science, Biology	Natural Resources Technical Memorandum; Wetland Inventory;	37
Ken Duay	N/A	N/A	Utilities	40

Table 8-1
Preparers and General Responsibilities

Name	Education		General Responsibility	Years Experience
	Degree	Major		
Kent Dussom, PE	B.S., M.S.	Civil Engineering	Project Manager	24
Yong Goh, PhD	B.S., M.Ap.St., M.S., Ph.D.	Agronomy / Soil Science, Experimental Statistics, Soil Chemistry	Natural Resources Technical Memorandum; Wetland Inventory	26
David A. Griffin, CEP	B.S.	Biology	Environmental documentation review; NEPA compliance; QA/QC	33
Matthew Griffin	B.A.	Geography, Anthropology	Geographic Information Systems GIS	3
Scott Hoffeld, CEP	B.A., M.S.	Economics / Natural Resources Management	Project Coordination; Purpose and Need; Alternatives Development; Impact Assessment; Agency and Public Involvement	14
Tom Hunter, RLA	B.L.A.	Landscape Architecture	Independent Technical Review of DEIS, Project Coordination, Agency Coordination	24
Doree Magiera	B.S.	Civil Engineering	Environmental documentation review	24
Jonathan Martinez	B.S.	Forestry / Ecosystem Management	Physical Environment; Wetland Inventory	9
Lindsay Nakashima, PhD	B.S., M.A., Ph.D.	Physical Geography	Geographic Information Systems GIS	24
Lowell Pitre, PE	B.S.	Civil Engineering	General Engineering Review	20
James Rayburn	B.S.	Fisheries Management	Natural Resources Technical Memorandum; Wetland Inventory;	15
Emmanuel J. Russo, PG	B.S.	Geology	Hazardous Materials and Geology and Mineral Resources	22
Christi Wilson	B.S.	B.S. Science and Home Economics Education	Program Office; Project Historian; Project Assistant; Agency and Public Involvement	35
Allen Muhic	B.S. B.S.	Civil Engineering, Life Sciences	NEPA compliance; Cultural Resources; Noise; Air Quality; Floodplains	35
Chris LaRue	B.A	Government / History	Project Coordination; NEPA Compliance; Environmental Justice Review; EIS Document Production and Coordination	13
N. Kent Israel	B. S.	Civil Engineering	Project Manager, General Engineering Review	40
Bradley Marler	M.S.	M.S. Fisheries and Wildlife Ecology	Natural Resource Final Technical Memo, RCW Biological Assessment, Wetland Inventory	20
Heather Lafser	B.S.	B.S. Environmental Science	Wetland Inventory	2
Brandon Muller	B.S.	B.S. Wildlife Management	RCW Biological Assessment, Wetland Inventory	5
Ted Soileau	B.S.	B.S. Fisheries Management	RCW Biological Assessment, Wetland Inventory	10

Table 8-1
Preparers and General Responsibilities

Name	Education		General Responsibility	Years Experience
	Degree	Major		
Jyothi Swargam, E.I.	M.S.	Civil Engineering	Geographic Information Systems GIS	6
Coyle Engineering, Inc.				
Charles Coyle, Jr., PLS	B.S.	Business Management	Public Involvement; Land Access	13
Charles Coyle, Sr., PE, PLS	B.S.	Civil Engineering	Public Involvement; Land Access	42
Garver Engineers, Inc.				
Wayne Black	N/A	Civil Tech	Line and Grade Engineering, Arkansas	3
Steve Haynes, PE	B.S.	Civil Engineering	Line and Grade Engineering, Arkansas	35
Kris Kyzer	B.A.	Criminal Justice	Geographic Information Systems GIS	15
Dudley Leary	N/A	Cadd Technician	Line and Grade Engineering, Arkansas	12
Historic Preservation Association				
Don R. Dickson	BA	Anthropology	Cultural Resources Identification and Analysis, GIS, Mapping	14
John L. Gray, IV	BA	Anthropology	Cultural Resources Identification and Analysis, GIS, Mapping	14
Timothy C. Klinger	BA, MA, JD, CEP, ROPA	Anthropology, Cultural Resource Management, Historic Preservation, Law, Certified Environmental Professional, Registry of Professional Archeologists	Assist in Indian Tribe Consultation, Cultural Resources Identification and Analysis	34
HNTB Corporation				
Brent Duet, PE	B.S.	Chemistry, Civil Engineering	Line and Grade Engineering, Louisiana	8
Brenda Gautreau	N/A	Senior Cadd Technician	Line and Grade Engineering, Louisiana	24
John “Sparky” Hoffman, PE	B.S.	Civil Engineering	Line and Grade Engineering, Louisiana	28
Bob Schmidt	N/A	N/A	Line and Grade Engineering, Louisiana	N/A
R. Christopher Goodwin and Associates, Inc.				
William Athens	B.A., M.A.	Anthropology	Cultural Resources	26
Sean Coughlin	B.A., M.A.	Anthropology	Cultural Resources	16
David Stitcher	B.A.	Anthropology	Cultural Resources	2

Table 8-2
Preparers, by EIS Section

EIS Section	Preparers
Purpose and Need	Kent Dussom, Scott Hoffeld (URS)
Alternatives	Kent Dussom, Scott Hoffeld, Chris LaRue (URS)

Table 8-2
Preparers, by EIS Section

EIS Section	Preparers
Human Environment	
Communities and Residential Dwellings	Jonathan Martinez, Scott Hoffeld (URS)
Community Facilities and Services	Jonathan Martinez, Scott Hoffeld (URS)
Local Travel Patterns and Safety	Scott Hoffeld (URS); John Hoffman (HNTB)
Industry, Employment and Commercial Structures	Scott Hoffeld, Jonathan Martinez, (URS)
Land Use, Development and Property Values	Scott Hoffeld, Chris LaRue, (URS)
Public Lands and Recreation	Scott Hoffeld, Allen Muhic, Jonathan Martinez (URS)
Environmental Justice	Scott Hoffeld, Chris LaRue, Jonathan Martinez (URS)
Utilities	Allen Muhic, Ken Duay (URS)
Visual Environment	Scott Hoffeld, Allen Muhic, Amy Baker (URS)
Cultural Resources	Tim Klinger, Don Dickson, and John Gray (Historic Preservation Associates); Sean Coughlin, William Athens, David Stitcher (RC Goodwin Associates); Scott Hoffeld, Allen Muhic (URS)
Physical Environment	
Surface Water Resources	Jonathan Martinez, Scott Hoffeld, Van Conner, Emmanuel Russo (URS)
Floodplains	J. Hoffman (HNTB); Steve Haynes (Garver); S. Hoffeld, Allen Muhic (URS)
Potable Ground Water	Emmanuel Russo, Scott Hoffeld, Jonathan Martinez (URS)
Geology and Mineral Resources	Emmanuel Russo, Scott Hoffeld, Jonathan Martinez (URS)
Prime Farmland and other Soils	Emmanuel Russo, Scott Hoffeld, Jonathan Martinez (URS)
Hazardous Materials and Sites	Emmanuel Russo, Scott Hoffeld, (URS)
Air Quality	Amy Baker, Scott Hoffeld, Allen Muhic (URS)
Noise	Amy Baker, Scott Hoffeld, Allen Muhic (URS)
Natural Environment	
Upland Communities	John Conner, James Rayburn, Jonathan Martinez, Scott Hoffeld, Brad Marler, David Griffin (URS)
Wetland Communities	John Conner, James Rayburn, Jonathan Martinez, Brad Marler, Scott Hoffeld (URS)
Aquatic Communities	John Conner, James Rayburn, Jonathan Martinez, Brad Marler, Scott Hoffeld (URS)
Protected Flora and Fauna Species	John Conner, James Rayburn, Jonathan Martinez, Brad Marler, Scott Hoffeld (URS)
Construction Effects	
Economic Effects	Scott Hoffeld, Chris LaRue (URS)
Physical and Social Effects	Amy Baker, Scott Hoffeld, Chris LaRue (URS)
Other Considerations	
Energy	Scott Hoffeld, Chris LaRue (URS)
Secondary and Cumulative Effects	Scott Hoffeld, David Griffin (URS)
Irreversible and Irretrievable Commitments of Resources	Scott Hoffeld, Chris LaRue (URS)
Relationship Between Short-Term Impacts and Long-Term Productivity	Scott Hoffeld, Chris LaRue (URS)
Public, Agency and Native American Tribal Involvement	Scott Hoffeld, Christi Wilson (URS); Tim Klinger (HPA)
References	Scott Hoffeld, Jonathan Martinez, clerical support (URS)
Distribution List	Christi Wilson, Jonathan Martinez, Scott Hoffeld, clerical support (URS)
List of Preparers	Scott Hoffeld, Jonathan Martinez, Christi Wilson (URS)
Index and Acronyms	Scott Hoffeld, Christi Wilson, clerical support (URS)

9.0 Abbreviations and Acronyms

9.0 ABBREVIATIONS AND ACRONYMS

Ac.	Acre or Acres
ACSL	Arkansas Commission of State Lands
ACHP	Advisory Council of Historic Preservation
ADAF	Arkansas Department of Agriculture and Forestry
ADEQ	Arkansas Department of Environmental Quality
ADHHS	Arkansas Department of Health and Human Services
ADPT	Arkansas Department of Parks and Tourism
ADT	Average Daily Traffic
AGC	Arkansas Geological Commission
AGFC	Arkansas Game and Fish Commission
AHTD	Arkansas State Highway and Transportation Department
Alt.	Alternative or Alternate
ANHC	Arkansas Natural Heritage Commission
APE	Area of Potential Effect
AR	Arkansas or Arkansas route
ASTM	American Society for Testing and Material
ANHC	Arkansas Natural Heritage Commission
AR SHPO	Arkansas State Historic Preservation Officer
BA	Biological Assessment
BGEPA	Bald and Golden Eagle Protection Act
BLH	Bottomland hardwood forest
BMP	Best Management Practice
CE&I	Construction Engineering and Inspection
CEQ	Council on Environmental Quality
CERCLIS	*CERCLA Information System*
CFR	*Code of Federal Regulations*
CIR	Color Infrared [photography]
CPPJ	Claiborne Parish Police Jury
CO	Carbon Monoxide
CSD	Context Sensitive Design
CSS	Context Sensitive Solutions
CWA	*Clean Water Act*
dB	Decibel (unit of sound pressure measurement)
dBA	A-weighted average sound level
Draft EIS	Draft Environmental Impact Statement
DNPL	*Delisted National Priority List*
EA	Environmental Assessment
e.g.,	exempli gratia (for example)
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	US Environmental Protection Agency

ERI	Emergency Response Incidents
ERNS	*Emergency Response Notification System*
ESA	*Endangered Species Act*
FAA	Federal Aviation Administration
FCC	Federal Communication Commission
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FR	*Federal Register*
Ft.	Foot or feet
GIS	Geographic Information System or computerized mapping system
GNIS	*Geographic Names Information System*
H2S *or* H_2S	Hydrogen Sulfide
HGM	Hydrogeomorphic
HLUST	Historical Leaking Underground Storage Tank
HMIRS	*Hazardous Materials Incident Reporting System*
HNTB	HNTB Corporation
HOV	High Occupancy Vehicle
KCS	Kansas City Southern (railroad)
I-20	Interstate 20
I-69	Interstate 69
Ibid	Same as before
i.e.	id est (that is, *or* specifically)
IJR	Interchange Justification Report
ISTEA	*Intermodal Surface Transportation Efficiency Act* of 1991
LA	Louisiana or Louisiana Route
LAAP	Louisiana Army Ammunition Plant
LDAF	Louisiana Department of Agriculture and Forestry
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources
LADOTD	Louisiana Department of Transportation and Development
LA SHPO	Louisiana State Historic Preservation Officer
LDWF	Louisiana Department of Wildlife and Fisheries
L_{eq}	Equivalent steady noise level
$L_{eq(h)}$	Equivalent steady noise level, averaged over an hour
L&NW	Louisiana and Northwest Railroad
LOS	Level of Service
LOSP	Louisiana Office of State Parks
LRST	Leaking registered storage tank
LSU	Louisiana State University
LUST	Leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MPG	Miles per gallon
MPH	Miles per hour
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area

MSL	Mean Sea Level
Mi.	Mile or Miles
NA	Not applicable or not available
NAACP	National Association for the Advancement of Colored People
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAFTA	*North American Free Trade Agreement*
NAGPRA	*Native American Graves Protection and Repatriation Act*
NEPA	*National Environmental Policy Act of 1969*
NFRAP	*No Further Remedial Action Planned*
NHPA	*National Historic Preservation Act*
NHS	National Highway System
NLCOG	North Louisiana Council on Governments
NMFS	National Marine Fisheries Service
No. *or* #	Number
NOA	Notice of Availability
NOI	Notice of Intent
NO_2	Nitrogen Dioxide
NPDES	*National Pollution Discharge Elimination System*
NPL	*National Priority List*
NRCS	USDA Natural Resources Conservation Service
NRHP	*National Register of Historic Places*
O_3	Ozone
PA	Preferred Alternative
Pb	Lead
PM_x	Particulate Matter
RCRIS	*Resource Conservation & Recovery Act Information System*
RCW *or* rcw	federally-protected red cockaded woodpecker
RIMS II	Bureau of Economic Analysis Regional Input-Output Modeling System
RMD	Recycling Market Directory
ROD	Record of Decision for EIS
ROW	Right of way
RRZ	Rural Renewal Zone
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHPO	State Historic Preservation Officer
SIU	Section of Independent Utility
SOV	Solicitation of Views
SO_x	Sulfur Oxides
Sta.	Station Location along alignment
SWLF	Solid Waste Landfill
SWF	Solid Waste Facilities
TEA-21	*Transportation Equity Act for the 21st Century*
THPO	Tribal Historic Preservation Officer
TNM	FHWA Traffic Noise Model
TSM	Transportation System Management

URS	URS Corporation
US	United States or United States route
USACE	US Army Corps of Engineers
USCG	US Department of Homeland Security, US Coast Guard
USDA	US Department of Agriculture
USDC	US Department of Commerce
USDOI	US Department of the Interior
USDOT	US Department of Transportation
USEPA	US Environmental Protection Agency
USFS	US Forest Service
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
USHUD	US Department of Housing and Urban Development
UST	Underground Storage Tank
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VRP	Volunteer Remediation Program
VOC	Volatile Organic Compounds
WPPJ	Webster Parish Police Jury

Appendix A Project Notifications

Appendix B Agency Correspondence and Comments

Comments Received Prior to Draft EIS

Comments Requiring No Response

TABLE B-1
I-69 SIU 14 EIS
Agency Correspondence

Comments Received Prior to Draft EIS

ID#	Date	Agency	Summary of Correspondence
Section 4.1.1 Scoping - Agency Correspondence, SOV Responses, and Comments Received after Scoping Meetings thru May 8, 2003			
1	2/22/2002	United States Environmental Protection Agency	Steamlining Coordination Package for I-69 National Environmental Policy Act
2	3/11/2003	URS Corporation	Solicitation of Views - Outgoing Correspondence
3	3/12/2003	Department of Arkansas Heritage	Transmittal of records indicating occurrence of rare plants, animals, outstanding natural communities, natural and scenic rivers, or other elements of special concern within or near the study area.
4a	3/17/2003	Department of Arkansas Heritage	Transmittal of AR files and element occurrence records from database of rare and, threatened and endangered species or critical habitat within or near the study area. (Ref: Attachments Scoping Report)
4b	3/17/2003	Department of Arkansas Heritage	Request additional information showing affected structures and description of project.
5	3/17/2003	Department of the Army, Vicksburg District, Corps of Engineers	Potential issues of concern include flood control, recreation, water quality, environmental compliance, wetlands and wildlife and forestry management, and operational management of the Bayou Bodcau Dam and Reservoir.
6	3/18/2003	United States Department of Health and Human Services, Center for Disease Control and Prevention	No specific comment. List of potential public health concerns for consideration.
7	3/19/2003	United States Department of Homeland Security, US Coast Guard	Any proposed waterway crossing of I-69 project will need to be evaluated from navigational standpoint.
8	3/20/2003	Federal Emergency Management Agency, Region 6	Contact the Floodplain Administrator for parishes and counties to determine whether a Floodplain Development Permit is needed for particular project sites.
9	3/20/2003	Louisiana Department of Natural Resources, Office of Conservation	Provided access and available information regarding oil and gas exploration, production, distribution, and other data along with injection well information, surface mining, and other natural resource related data.
10	3/21/2003	Louisiana Department of Environmental Quality, Permits Division	Encouraged investigation of requirements concerning wetland impacts, protection of groundwater, control of non-point source pollution, and stormwater permits for construction areas.
11	3/21/2003	United States Department of Transportation, Federal Aviation Administration	The FAA cannot identify possible adverse effects to facilities. If any proposed structure protrudes higher than existing structures Form 7460-1 should be filed.
12	3/25/2003	Arkansas Geological Commission	Of particular concern are undeveloped lignite reserves between Emerson and Atlanta in Columbia County, numerous oil fields along the southern borders of Columbia and Union Counties, and municipal water wells.
13	3/25/2003	Arkansas Commissioner of State Lands	No reservations about the project or the construction of this section of I- 69.
14	3/25/2003	Louisiana Department of Environmental Quality, Contracts and Grants Division	Noted necessary permits or approvals from LDEQ or other state, local, or federal agencies. Bossier, Claiborne and Webster Parishes are classified as attainment parishes with the National Ambient Air Quality Standards.
15	3/25/2003	United States Department of Homeland Security, US Coast Guard	Project does not cross waterways where the Coast Guard exercises jurisdiction for bridge administration purposes. Coast Guard bridge permit is not required.
16	4/1/2003	Arkansas Department of Health	Buffer zones(100-foot radius) for existing public water wells not to be encroached upon.

Comments Requiring No Response

TABLE B-1
I-69 SIU 14 EIS
Agency Correspondence

Comments Received Prior to Draft EIS

ID#	Date	Agency	Summary of Correspondence
17	4/3/2003	United States Department of the Interior, Fish and Wildlife Service	Evaluate impacts of the proposed project on important fish and wildlife resources, including threatened and endangered species and their habitats, migratory birds, wetland habitats, inter-jurisdictional fishes, and National Wildlife Refuges.
18	4/4/2003	Louisiana Department of Agriculture and Forestry	No comment at this time regarding the project.
19	incorrectly dated 4/4/04 actual 4/4/2003	United States Environmental Protection Agency, Region 6	Comments are based upon the Council on Environmental Quality regulations 40 CFR (Parts 1500-1508) and authority under Section 309 of the Clean Air Act. Comments and recommendations for EIS preparation.
20a	4/7/2003	United States Department of the Interior, Fish and Wildlife Service	Evaluate impacts of the proposed project on important fish and wildlife resources, including threatened and endangered species and their habitats, migratory birds, wetland habitats, inter-jurisdictional fishes, and National Wildlife Refuges.
20b	4/7/2003	United States Department of the Interior, Fish and Wildlife Service	Evaluate impacts of the proposed project on important fish and wildlife resources, including threatened and endangered species and their habitats, migratory birds, wetland habitats, inter-jurisdictional fishes, and National Wildlife Refuges.
21	4/8/2003	Louisiana Department of Wildlife and Fisheries	Transmittal of LNHP files and element occurrence records from database of rare and, threatened and endangered species or critical habitat within or near the study area. (Ref:Attachments Scoping Report)
22	4/11/2003	Arkansas Department of Parks and Tourism	Records do not indicate a conflict with this project.
23	4/11/2003	LA Dept. of Culture, Recreation and Tourism, SHPO	Recommend a Phase I cultural resources survey be conducted for project.
24	4/14/2003	LA Department of Transportation and Development	Assure compliance with parish requirements for the National Flood Insurance Program.
25	4/17/2003	Arkansas Department of Environmental Quality	Do not foresee potential environmental impacts relative to the project at this time.
26	4/23/2003	Arkansas Natural Resources Conservation Services	Concerned about the important farmland that will be involved in Columbia and Union Counties in Arkansas.
27	4/23/2003	United States Environmental Protection Agency, Region 6	Follow up of 4-4-03 letter - presents a current scoping/streamlining package specific to the I-69 project. Disregard previous enclosures. (Attachments Ref: Scoping Report last comment in Appendix D & DEIS comment No.1)
28	4/25/2003	Arkansas Soil and Water Conservation Commission	Recommend development of several alternative alignments that prioritize the mitigation process (voidance, minimization, compensation) to avoid or minimize adverse impacts to AR unique wetlands
29	4/25/2003	Arkansas Natural Resources Conservation Services	Important to fully address all of the “Potential Issues” listed for the project.
30a	4/30/2003	URS Corporation	Outgoing Correspondence to AR State Employment Statistics Director requesting manufacturing and employment information
30b	4/30/2003	URS Corporation	Outgoing Correspondence to LA Department of Labor Research and Statistics Division requesting manufacturing and employment information
31	5/8/2003	Louisiana Natural Resources Conservation Services	No objections to the proposed project, consider scenic streams in the area, wetlands, and prime and unique farmland.
32	5/8/2003	United States Department of Agriculture, Kisatchie National Forest	Major concern is proposed routes crossing Kisatchie National Forest System Lands.

ID#	Date	Agency	Summary of Correspondence
Section 4.1.2 Corridor Selection - Agency Responses and Comments Received after Scoping Comment Period and thru Corridor Selection Sept. 5, 2003			
33a	5/22/2003	URS Project Record	Record of Conversation with Cindy Osborne with Department of Arkansas Heritage concerning scenic stream registry
33b	5/23/2003	Department of Arkansas Heritage	Clarification of Bayou Dorcheat being listed on the Nationwide Rivers Inventory and information on Scenic Rivers Designation in Arkansas.
34	7/2/2003	URS Corporation	Outgoing Correspondence to USACE concerning details of wetland boundary deliniation used in the identification of corridors in the project.
35	7/15/2003	United States Department of Homeland Security, US Coast Guard	Ref. letters dated 3-19-03 & 3-25-03 clarifying Coast Guard jurisdiction of the Western Rivers Section for AR and the Coastal Section of the Bridge Administration in New Orleans for LA. Waterway crossings and bridge plans need to be evaluated and permitting requirements determined by the US Coast Guard.
36a	7/18/2003	URS Corporation	Outgoing Correspondence to USEPA -Transmittal of *Purpose and Need Report* and invitation to Agency Coordination meeting
36b	8/5/2003	URS Corporation	Outgoing Correspondence to AR Game and Fish Commission - Transmittal of *Purpose and Need Report*- invitation to Agency Coordination meeting
37	8/11/2003	Federal Emergency Management Agency, Region 6	Contact the Floodplain Administrator for parishes and counties to determine whether a Floodplain Development Permit is needed for particular project sites. List provided.
38	8/14/2003	Louisiana Department of Wildlife and Fisheries	Response to request for information.
39	8/21/2003	Louisiana Department of Environmental Quality, Permits Division	No objections to the project provided; contact is made with USACE to determine wetland jurisdiction and permit requirements, contact is made with OES for Water Quality Certification requirements, precautions are observed to protect groundwater, precautions are observed to control non-point source polution from contruction activities, and contact is made with DEQ to meet requirements for stormwater/general permits.
40	8/21/2003	Louisiana Department of Environmental Quality, Contracts and Grants Division	Re: LDEQ, Permits Div. letter 8-21-03 Approval granted by LDEQ is relevant to project funding and proper procedure in obtaining permits or approvals from other State, Local or Federal agencies. Recommend following BMP's set bt LDEQ.
41	8/29/2003	URS Corporation	Outgoing Correspondence to attached list - requesting conncurrence on the Purpose and Need Statement and comments on Corridor Evaluation Report
42	9/4/2003	United States Department of the Interior, Fish and Wildlife Service	Two Federally listed threatened or endangered species have been observed in Columbia and Union Counties in AR: Red Cockaded Woodpecker and Bald Eagle. Contact agency if nests are discovered.

ID#	Date	Agency	Summary of Correspondence
Section 4.1.3 Alternative Selection - Agency Responses and Comments Received after Corridor Selection Comment Period thru Alternative Selection leading to Draft EIS March 2005			
43	9/9/2003	Department of the Army, Vicksburg District, Corps of Engineers	Purpose and Need concurrence.
44	9/18/2003	United States Department of the Interior, Fish and Wildlife Service	Purpose and Need concurrence. Guidelines for conducting wetland habitat surveys, T&E surveys, and wading bird colony identification.
45	11/7/2003	URS Corporation	Outgoing Correspondence to attached list - transmitting the Corridor Selection Report and requesting conncurrence on the selection of corridor 1d as the corridor to for detailed study in the EIS.
46a	11/10/2003	Arkansas State Highway and Transportation Department	Transmittal of letter to AR Highway Comissioner from Senators Lincoln and Pryor who voiced support of selection of Corridor 2a
46b	10/21/2003	United States Senate	Letter to AR Highway Comissioner from Senators Lincoln and Pryor who voiced support of selection of Corridor 2a
46c	11/12/2003	Arkansas State Highway Commission	Recoginition of receipt of letter from Senator Lincoln
46d	11/12/2003	Arkansas State Highway Commission	Recoginition of receipt of letter from Senator Pryor
47	11/17/2003	United States Environmental Protection Agency, Region 6	Purpose and Need concurrence and support of Corridor 1d as single 2-mile corridor for detailed study in the EIS
48	11/18/2003	Department of the Army, Vicksburg District, Corps of Engineers	Concurrence and support of Corridor 1d as single 2-mile corridor for detailed study in the EIS
49	12/2/2003	United States Department of the Interior, Fish and Wildlife Service	Concurrence and support of Corridor 1d as single 2-mile corridor for detailed study in the EIS. Requests an interagency field investigation for the least environmentally damaging aligment for crossing Bayou Dorcheat.
50	12/5/2003	Arkansas Game and Fish Commission	Concurrence and support of Corridor 1d as single 2-mile corridor for detailed study in the EIS
51	12/9/2003	Arkansas Department of Environmental Quality	Air Division: Shortest route will have minimun impact on air quality. Comments and opinions have placed little importance on environmental concerns (mainly wetland impacts) but stressed economic development and community benefits. Water Division:No specific comment on corridor location but require AHTD to comply with provisions of NPDES general Storm Water Permit and Polution Prevention plan before construction. Environmental Preservation Division: no comment
52	12/10/2003	Louisiana Department of Wildlife and Fisheries, Office of Wildlife	Concurrence and support of Corridor 1d as single 2-mile corridor for detailed study in the EIS. Suggests contact with Keith Cascio, Scenic Stream Coordinator concerning aligment for crossing Bayou Dorcheat.
53	12/30/2003	URS Corporation	Outgoing Correspondence to USACE and USFWS - Transmitting graphics of alignments in corridor 1d with identification of potential wetlands for sampling or spot checking. Arrangements for agency field visit in Jan.
54	1/7/2004	URS Corporation	Memo

ID#	Date	Agency	Summary of Correspondence
55	1/8/2004	URS Corporation	Outgoing Correspondence to attached list - Announcing Agency Field visit and Agency meeting
56	2/10/2004	URS Corporation	Outgoing Correspondence to AR Dept. of parks and Recreation requesting information on location and activities near or within project corridor.
57	2/11/2004	Louisiana Department of Transportation and Development	Outgoing Correspondence to US Department of Transportation Research and Special Programs Administration Office of Pipeline Safety to determine unmapped pipelines and wells in area of proposed alignments.
58	2/11/2004	URS Corporation	Outgoing Correspondence to LA Dept. of culture, Recreation and Tourism to determine locations of smaller recreation areas within area of proposed alignments.
59	2/19/2004	URS Corporation	Outgoing Correspondence to LA Dept. of Natural Resources to solicit specific input related to the corridor screening evaluation conducted for the project as related to the effects of the Sparta Aquifer and oil and gas activities in the region.
60	3/5/2004	Louisiana Department of Natural Resources, Office of Conservation	No comment, acknowledged receipt of information regarding corridor evaluation.
61	3/9/2004	Arkansas State Highway Transportation Department	Outgoing Correspondence to US Department of Transportation Research and Special Programs Administration Office of Pipeline Safety to determine unmapped pipelines and wells in area of proposed alignments in Columbia and Union Counties.
62	3/9/2004	Louisiana Department of Natural Resources, Office of Conservation	Acknowledged receipt of letter dated 2-19-04 with information regarding corridor evaluation. Sparta Aquifer: Project should not have a negative effect on recharge.Address disturbances of wells when more final plans are submitted. Oil and Gas Wells: Obtain information from SONRIS at DNR website and follow recomendations set forth in letter.
63a	3/18/2004	Louisiana Department of Transportation and Development	Transmittal and response to letter from J. T. Taylor, Pres.of Homer-Claiborne Parish Chamber of Commence expressing concerns over corridor 1d decision and recommending reasons for preferring corridor 2.
63b	3/2/2004	Homer Claiborne Chamber of Commerce	Letter from J. T. Taylor, Pres.of Homer-Claiborne Parish Chamber of Commence expressing concerns over corridor 1d decision and recommending reasons for preferring corridor 2.
64	3/22/2004	Arkansas Department of Parks and Tourism	No comment.
65a	4/1/2004	Louisiana Department of Transportation and Development	Transmittal of Homer-Claiborne Chamber of Commerce resolution dated 2-24-04 stating preference for corridor 2 selection.
65b	Resoulution dated 2/24/2004	Homer Claiborne Chamber of Commerce	Homer-Claiborne Chamber of Commerce resolution stating preference for corridor 2 selection.
66a	4/2/2004	Louisiana Department of Transportation and Development	Transmittal of Town of Homer resolution dated 3-9-04 stating preference for corridor 2b selection.
66b	Resoulution 3/9/2004	Town of Homer	Town of Homer resolution stating preference for corridor 2b selection.

Comments Requiring No Response

TABLE B-1
I-69 SIU 14 EIS
Agency Correspondence

Comments Received Prior to Draft EIS

ID#	Date	Agency	Summary of Correspondence
67	5/21/2004	URS Corporation	Outgoing Correspondence transmitting draft Alterrnatives Development and Screening Report to cooperating agencies
68	5/28/2004	United States Environmental Protection Agency, Region 6	No objections to Alternatives 1, 2, 3, or 4 for further environmental impact analysis
69	6/1/2004	Department of the Army, Vicksburg District, Corps of Engineers	Concurrence for consideration of additional alternative 4 inside corridor 2a for detailed study in the EIS.
70	6/1/2004	Webster Parish Police Jury	Resolution requesting consideration of corridor possibility other than 1D, based upon economic boost potential of corridor located near to proposed lake development site.
71	6/8/2004	United States Department of the Interior Fish and Wildlife Service	Concurrence for consideration of additional alternative 4 inside corridor 2a for detailed study in the EIS.
72	6/14/2004	Department of the Army, Vicksburg District, Corps of Engineers	Concurrence for consideration of additional alternative 4 inside corridor 2a for detailed study in the EIS.
73a	9/24/2004	URS Corporation	Outgoing Correspondence transmitting Alterrnatives Development and Screening Report to cooperating agencies
73b	10/21/2004	URS Corporation	Outgoing Correspondence transmitting Alterrnatives Development and Screening Report to USFWS AR field office
74	10/6/2004	Department of the Army, Vicksburg District, Corps of Engineers	Concurrence for consideration of three alternatives located within corridor 1d and one alternative located within corridor 2a and the additional fifth alternative combined from alternatives 1, 2, & 3 for detailed study in the EIS.
75	10/15/2004	United States Environmental Protection Agency, Region 6	Concurrence with alternatives to be evaluated in DEIS.
76	11/4/2004	United States Department of the Interior, Fish and Wildlife Service	Concurrence with alternatives to be evaluated in DEIS provided biological assessment to determine the effects to RCW, bald eagles and wading bird nesting colonies is completed prior to release of DEIS. Section 7ESA consultation to be completed prior to FEIS if FHWA determines that project will affect listed species, and ROD must address the results of the consultation.
77	2/2/2005	United States Department of Agriculture.	Enclosed completed sections of NRCS-CPS-106 form indicating acres of prime farmland and relative values for each alternative in Arkansas and Louisiana. Enclosed hydric soils list for Louisiana Parishes: Bossier, Webster, and Claiborne. Enclosed hydric soils list for Arkansas Counties: Union and Columbia.
78	2/9/2005	United States Department of Homeland Security, US Coast Guard	No navigable waterways requiring a formal bridge permit are known for the coridors. When a PA is selected any crossings should be forwarded for review. Crossings over water should provide for normal passage of recreational vessels at high water and not impede the flow of water in flood plain.
79	2/28/2005	Arkansas Department of Environmental Quality	Water Division: no comment on the Preliminary Draft EIS
80	2/28/2005	United States Department of Homeland Security, US Coast Guard	No comment on Preliminary Draft EIS. Same recommedations in letters dated 2-9-05 and 2-19-03

ID#	Date	Agency	Summary of Correspondence
81a	3/9/2005	Federal Emergency Management Agency, Region 6	Review stating Executive Order 11988 concerning Floodplain Development is addressed. Transmittal of LDOTD Floodplain Management Letter
81b	3/9/2005	Louisiana Department of Transportation and Development, Floodplain Management	Response to Preliminary DEIS: Provided list of Floodplain Administrators for the project area communities. Allow for the occurrence of base flood inundation in all areas of the project. Enclosed 94 Reservoir Regulation Requirements for reference to Claiborne Parish Reservoirs. New bridge over Bayou Dorcheat will require the following consideration and attention to: digging of culverts; no creation of additional flooding; clearing the area of debris to allow for adequate flow of water; no occurence of damming water.
82	3/10/2005	Bossier Parish Police Jury	Recommends Alternative 5 with options 1&2 to be the route for construction.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

FEB 22 2002

Mr. Eugene Cleckley
National I-69 Coordinator
Director, Southern Resource Center
Federal Highway Administration
Suite 17T26
61 Forsyth Street, S.W.
Atlanta, Georgia 30303

SUBJECT: U.S. EPA's Scoping and Streamlining Coordination Package for Interstate 69 National Environmental Policy Act (NEPA) Documentation

Dear Mr. Cleckley: Gene

The U.S. Environmental Protection Agency (EPA) Regions 4, 5 and 6 agreed to cooperatively develop an EPA review approach for the proposed Interstate 69 (I-69) project. This systematic approach is consistent with the environmental streamlining provisions set forth in the Transportation Equity Act for the 21st Century (TEA-21). In subsequent discussions you welcomed this effort and requested that we share the completed approach with the Federal Highway Administration (FHWA). In our opinion, a streamlined approach for I-69 should focus on improving communication and coordination among environmental and transportation agencies, increasing the efficiency of the transportation project development process through concurrent environmental reviews, and providing a mechanism for avoiding or resolving interagency disputes. EPA is suggesting a streamlined approach for I-69 environmental review that includes two basic areas of emphasis: 1) establishment of consistent, integrated review processes, and 2) development of EPA's technical expectations for NEPA documentation content and analysis.

The enclosed streamlining coordination package is the result of our inter-regional effort and represents the first step in furthering these objectives. Specifically, the package identifies review and technical criteria upon which EPA will base our review of I-69 NEPA documentation. This package has been developed in a coordinated fashion by all three EPA Regional Offices (Regions 4, 5, and 6) involved with I-69. By sharing this coordination package with you, EPA anticipates that this should avoid future issues related to the technical analysis and content of future I-69 NEPA documents and therefore help expedite FHWA's program delivery.

Further, we believe this approach can become a model for interagency involvement. We also recommend the use of the NEPA/404 Merger Process to ensure concurrent reviews and to streamline the permitting process for the individual project segments. Use of the Merger Process would result in regular interagency meetings, coordination efforts, and concurrence points with established timelines.

In addition, as has been discussed with you, the three EPA Regions involved with the project have information and expertise that may be of benefit to the process such as the Region 6 Cumulative Risk Model, Region 5 Critical Ecosystems database, and Region 4 Southeast Ecological Framework database. Regional staff have already provided some of this information and would be interested in exploring further applications if resource constraints can be addressed.

A streamlined approach for I-69 will mutually benefit both EPA and FHWA. One benefit of streamlining will be to further the dialogue on the inter-relationship of growth, sustainable development, and transportation infrastructure and to identify opportunities for environmental protection, community enhancement, and economic development throughout the entire length of the proposed I-69 corridor. With that in mind, EPA Regions 4, 5, and 6 are committed to assist in achieving these objectives. Specific EPA regional contacts are included at the end of the enclosed package.

We would like to discuss with you how we can best advance EPA's and FHWA's mutual objectives for this important national project.

Sincerely,

Phyllis P. Harris
Environmental Accountability Division
Region 4

Jerri-Anne Garl
Office of Strategic Environmental Analysis
Region 5

Samuel Coleman
Compliance Assurance and Enforcement Division
Region 6

Enclosure

cc: Federal Highway Administration – Arkansas Division
Federal Highway Administration – Kentucky Division
Federal Highway Administration – Indiana Division
Federal Highway Administration – Louisiana Division
Federal Highway Administration – Mississippi Division
Federal Highway Administration – Tennessee Division
Federal Highway Administration – Texas Division
U.S. Army Corps of Engineers – Great Lakes and Ohio River Division
U.S. Army Corps of Engineers – Mississippi Valley Division
U.S. Army Corps of Engineers – Southwestern Division
U.S. Fish & Wildlife Service – Great Lakes and Ohio Rivers Region

U.S. Fish & Wildlife Service – Southeast Region
U.S. Fish & Wildlife Service – Southwest Region
Arkansas State Highway and Transportation Department
Kentucky Transportation Cabinet
Indiana Department of Transportation
Louisiana Department of Transportation and Development
Mississippi Department of Transportation
Tennessee Department of Transportation
Texas Department of Transportation

Federal Highway Administration
Arkansas Division
Federal Office Building
700 W Capitol Avenue
Room 3130
Little Rock, AR 72201-3298

Federal Highway Administration
Indiana Division
575 N Pennsylvania Street
Room 254
Indianapolis, IN 46204-1576

Federal Highway Administration
Kentucky Division
John C Watts Federal Building
330 W Broadway
Frankfort, KY 40601-1922

Federal Highway Administration
Louisiana Division
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808-4348

Federal Highway Administration
Mississippi Division
666 North Street
Suite 105
Jackson, MS 39202-3199

Federal Highway Administration
Tennessee Division
640 Grassmere Park Road
Suite 112
Nashville, TN 37211-3568

Federal Highway Administration
Texas Division
Federal Office Building
300 East Eighth Street
Room 826
Austin, TX 78701-3233

U.S. Army Corps of Engineers
Great Lakes and Ohio River Division
CELRD-ET-CO-F

550 Main Street
Cincinnati, OH 45201-1159

U.S. Army Corps of Engineers
Mississippi Valley Division
CEMVD-ET-CO
1400 West Walnut Street
Vicksburg, MS 39181

U.S. Army Corps of Engineers
Southwestern Division
CESWD-ETO-R
Earl Cabell Federal Building
1100 Commerce Street
Dallas, TX 75242-0216

U.S. Fish and Wildlife Service - Region 3
Great Lakes and Ohio Rivers Region
Bishop Henry Whipple Federal Building
1 Federal Drive
Fort Snelling, MN 55111

U.S. Fish and Wildlife Service - Region 4
Southeast Region
1875 Century Boulevard
Suite 200
Atlanta, Georgia 30345-3301

U.S. Fish and Wildlife Service - Region 7
Southwest Region
P.O. Box 1306
Albuquerque, NM 87103-1306

Arkansas State Highway and Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203

Kentucky Transportation Cabinet
501 High Street
Frankfort, KY 40622

Indiana Department of Transportation
100 N. Senate Ave.
Room IGCN 755
Indianapolis, IN 46204

Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804

Mississippi Department of Transportation
P. O. Box 1850
Jackson, MS 39215-1850

Tennessee Department of Transportation
James K. Polk Building, Suite 900
505 Deaderick Street
Nashville, Tennessee 37243-0334

Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

STREAMLINING COORDINATION PACKAGE FOR INTERSTATE 69 NATIONAL ENVIRONMENTAL POLICY ACT DOCUMENTATION

Introduction

To address the environmental streamlining provisions set forth in the Transportation Equity Act for the 21st Century (TEA-21), the U.S. Environmental Protection Agency (EPA) agreed to cooperatively set goals and develop a systematic review approach for all EPA Regional Offices involved with the proposed Interstate 69 (I-69). This approach is meant to improve communication and cooperation within EPA and among EPA and other agencies involved with this important national priority project.

This streamlining coordination package represents a comprehensive inter-regional approach related to EPA involvement with the I-69 project. Specifically, the package identifies review and technical criteria upon which EPA will base our review of documentation prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) for the I-69 project. This document has been developed in a coordinated fashion by all three EPA Regional Offices (Regions 4, 5, and 6) involved with I-69 with detailed input from other EPA programs (i.e., air, water, wetlands). Major NEPA topics have been addressed (e.g., purpose and need, alternatives, wetlands impacts/mitigation, and secondary and cumulative impacts).

This coordination package identifies a number of state and federal environmental programs with regulatory requirements which will likely apply to various segments of the I-69 project. The information is intended for use as a general framework that EPA intends to apply across all segments of I-69, yet allows for consideration of segment-specific project development processes or environmental issues into its framework. This information is intended to identify EPA's basic information needs and analytical expectations for NEPA documentation related to I-69.

Purpose and Need

The NEPA document for each Segment of Independent Utility (SIU) should include a summarized version of the National I-69 Purpose and Need documentation along with any information specifically referring to the SIU in question (e.g., route definition, logical termini, etc.). This should include a discussion of logical termini that are specified in the Transportation Equity Act for the 21st Century (TEA-21), as part of the proposed National Corridor 18/I-69, as well as any other legislative mandates that would influence the route definition and the timing of this project. The international trade goals in accordance with the North American Free Trade Agreement (NAFTA) should be stated. Documentation that identifies how the new interstate would accomplish these goals should be provided.

In order for EPA to fully evaluate the alternatives, the document should identify the basic underlying transportation problems (deficiencies) or needs between the two logical termini for the SIU under consideration. Traditional traffic data or analysis should be presented to substantiate each identified need. For example: if the problem is congestion, then Level of Service (LOS) data should be presented to support this need. In addition, traffic numbers [e.g., LOS, vehicle miles of travel (VMT), vehicle hours of travel (VHT), etc.], if applicable, for existing (current) and future (20 year) forecasts should also be presented.

The traffic analysis should include projected traffic volumes that would utilize the facility from the connecting portions of the proposed I-69. Even though a facility would presumably have independent utility, each segment of the proposed I-69 is envisioned to connect with other segments. The traffic analysis must include an estimation of additional traffic volumes, particularly truck traffic, that would utilize the proposed I-69. This should include traffic considered as "pass-through" (NAFTA-generated or other national traffic) to the study area, as well as traffic that either originates or would ultimately end their destination in the study area. This traffic information should be split out and reported separately.

As a NAFTA highway transporting goods, heavy truck traffic can be expected. Projections for truck traffic using the interstate highway should be consistent from state to state when incorporated in the air quality and noise analysis for each I-69 section, although additional national truck traffic may vary by state. It should also be noted that the National Highway Traffic Safety Administration has promulgated rulemaking and an associated Environmental Assessment (EA) regarding the safety standards for Mexican trucks traveling along the NAFTA highway. NEPA documents generated for the various sections of I-69 should be consistent with this rule and EA.

If an individual SIU states that there is an economic development need in the Purpose and Need statement, then that need must be credibly substantiated. This might include the use of unemployment figures, poverty figures, income figures as compared to the rest of the State. This data should support the location of the termini for each SIU. The international trade issues germane to the project, assuming they have been defined, should be stated as well.

Any local need identified and substantiated should have measurable objectives that will be used to assess whether an alternative or combination of alternatives would reasonably meet (i.e., solve) the problems or needs identified in the document. The overall purpose and need statement, including these objectives, should be developed with input from cooperating regulatory and resource agencies, as project alternatives, impacts, and impact mitigation are all evaluated in the context of project need.

Alternatives

EPA encourages consideration of a full range of feasible alternatives to accomplish the varied

needs related to development of I-69. Generally, we expect that if an EA is prepared, a minimum of one feasible action alternative as well as the No-Action Alternative should be considered. A Draft Environmental Impact Statement (EIS) should include a minimum of two feasible action alternatives which should be fully considered, in addition to the No-Action Alternative. Other alternatives that should be considered include Transportation System Management/Travel Demand Management alternatives which maximize the efficiency of existing highways or transportation networks. When applicable, a multi-modal alternative that contains a combination of transportation modes (i.e., rail, air, roadway, etc.) should also be considered (especially in metropolitan areas).

The NEPA document should also discuss the status of the adjacent SIUs, including those in other states, and identify and provide an analysis of different alternative termini locations within the Study Area in relation to the termini of the neighboring SIUs. EPA recommends that the Draft EIS should identify a preferred alternative. This minimizes some of the issues associated with rating every action alternative and enables us to provide a thorough review of the environmental issues associated with the preferred alternative. The preferred alternative should avoid or minimize adverse impacts, so that the need for mitigation of impacts will be lessened or eliminated. A critical factor of the analysis of alternatives is the avoidance or minimization of adverse impacts. When alternatives are rejected, a rationale for rejection should be provided. The rationales should include environmental reasons, along with other considerations.

If stimulating economic development is identified as a major/primary need, appropriate alternatives that consist of a combination of transportation modes with other economic development strategies in the study area should be identified and analyzed. The analysis of economic development alternatives must contain an evaluation of the environmental impacts that result from that economic development (see Secondary and Cumulative Impacts section).

Alternatives should include corridors or alignments that utilize existing highway to the maximum extent practicable, even if this includes extending the alignment outside the "green" I-69 representative corridor depicted in Exhibit 2 of the February 7, 2000, I-69 (Corridor 18) Special Environmental Study - Statement of Purpose and Need for Interstate Highway 69. Furthermore, appropriate flexibility should be allowed in siting specific alignments outside the "green" corridor if environmental or other information suggests movement of an alignment outside this area would avoid or minimize environmental effects. The number and type of alternatives that meet the overall purpose and need, as well as the rejection of specific action alternatives, should be developed with input and concurrence from cooperating regulatory and resource agencies in order to streamline review of the NEPA document and expedite permitting requirements in later phases, as appropriate.

Air Quality

The NEPA document should contain a discussion of the transportation air quality regulatory

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requirements, regional air quality concerns in the project area, and a localized carbon monoxide (CO) analysis. The document should assess existing air quality conditions in terms of National Ambient Air Quality Standards (NAAQS), Federal Prevention of Significant Deterioration (PSD) increments, and state air quality standards (particularly if they are more stringent than the federal regulations). Any aspects of the project that could adversely affect air quality, in terms of creating new violations of Federal air quality standards, increasing the frequency and severity of existing violations of the standards, or delaying attainment of the standards should be identified. All emissions resulting from the project must be in compliance with applicable air quality regulations, particularly the NAAQS for criteria air pollutants [e.g., ozone, carbon monoxide (CO), nitrogen oxides, sulfur dioxide, lead and particulate matter (PM)] in designated non-attainment or maintenance areas.

Mesoscale Concerns: Ozone, hydrocarbons, and nitrogen oxides air quality concerns are regional in nature and as such meaningful evaluation on a project-by-project basis is not possible. Therefore, the EIS should include a discussion of regional air quality conditions, depending on the location of the project, as described below:

> Non-attainment/Maintenance Areas: If the project is located in a nonattainment or maintenance area, the EIS must document that provisions of 40 CFR Part 93 Subpart A, Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Project Development, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws, have been satisfied. For example, the project should be included in a Long Range Transportation Plan (LRTP) and/or Transportation Improvement Program (TIP) that is in conformance with an approved State Implementation Plan (SIP). The relationship of the project to the SIP should be described in the EIS. Specifically, the EIS must show that the project (without significant changes to the scope and/or design) has been included in the LRTP and/or TIP, and that FHWA has issued a conformity determination for the most recent SIP.
>
> Attainment Areas: If the project is not located in a nonattainment or maintenance area, the EIS should make a negative declaration for Section 176(c) of the Clean Air Act. In this case, the provisions of 40 CFR Part 93 Subpart A, Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Project Development, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws, will not apply.

Microscale (Project-level) Concerns: The primary pollutant that is analyzed at the project stage is carbon monoxide. Therefore, CO emissions must be addressed by a localized hot spot analysis. The locations and level of detail for conducting analyses should be collectively determined by the affected agencies. The requirements of 40 CFR Part 93 Subpart A for carbon monoxide emissions must be satisfied. A localized PM-10 quantitative hot spot analysis will not be required until EPA releases modeling guidance in the Federal Register.

Coordination with state/local/regional air pollution control agencies on air quality planning, air

quality modeling, compliance with federal/state air quality standards, the need for air permits, air quality monitoring, and mitigation for adverse impacts should be identified in the NEPA document. The air quality analyses at the regional and local scales should include as modeling inputs the additional traffic volumes that would utilize the I-69 facility from other segments (as described in the purpose and need section above). Parties which will be responsible for implementing air quality mitigation measures should be included in the document.

Construction: It is recommended that all construction equipment be tuned to manufacturer's specifications to reduce air emissions. Open burning should also be minimized/avoided to reduce the emissions of ozone precursors. It is recommended that any necessary open burning be coordinated with the state and/or county regarding permitting needs. The NEPA document should discuss the types and effectiveness of any mitigation measures that will be used to protect air quality (e.g., vapor recovery systems, fumes incinerators, and dust control measures) during construction phase. We recommend water for fugitive dust control during construction, instead of oils and other chemicals.

Example (Segment 9): Shelby County, Tennessee, is currently a maintenance area for both ozone and carbon monoxide. As such, the LRTP must include an air emissions analysis that demonstrates conformity with the SIP. Since Segment 9 of the proposed I-69 traverses Shelby County, it must be included in the LRTP and the corresponding conformity analysis. This analysis and relationship to the LRTP should be identified in the NEPA document.

Noise

Interstate construction and operational (highway) noise should be predicted for the no build and each of the build alternatives. State-of-the-art noise modeling should be utilized and consistent methods used by the DOTs of the various states involved. In general, a greater level of consistency in approach, methodology and mitigation of noise impacts is needed for the I-69 project.

Construction Noise: The NEPA document should analyze construction noise attributable to the project. Typical noise levels produced by construction equipment (e.g., trucks, front end loaders, pile drivers, etc.) within 50 feet, which are available in the literature, should be disclosed. The total project construction time (months, years) should also be estimated to assess the magnitude of the construction noise impact. Attempts should also be made to estimate the temporary construction time associated with any one feature along the ROW or section thereof. For example, how long is construction expected to take near any given affected residence or for an average mile of roadway? This information would allow affected residents to approximate their degree of noise disturbance during construction.

Although temporary, construction noise should be reasonably mitigated in the vicinity of residential areas or other noise-sensitive land uses. Under normal circumstances, EPA

recommends that construction should not start before 7:00 AM or continue after 7:00 PM during the work week and should be discontinued on Sundays (preferably the whole weekend) and on locally-observed federal and/or state holidays (exceptions could involve nighttime construction in urban areas that would otherwise involve lane closures during daytime peak traffic periods). In addition, the use of "hush houses" should be considered around any stationary equipment to shield noise at its source. EPA recommends that all motorized equipment be properly tuned to the manufacturer's specifications for additional source reduction. All construction equipment should be equipped with noise attenuation devices, such as mufflers and insulated engine housings. Such mitigative methods should be identified in the NEPA document for implementation as part of future construction-related activities.

Highway Noise: Given that I-69 is a national highway under NAFTA, several states will be crossed and consistency in the noise analysis could become an issue. In order to provide consistency within the streamlined NEPA process for the I-69 sections, EPA recommends the following measures:

> *Definitions of Substantial Noise Increases* - Pursuant to 23 CFR 772, the Federal Highway Administration (FHWA) provides the state DOTs discretion in their interpretation of what constitutes a "substantial increase" in noise levels attributable to their highway projects. When predicted traffic noise levels substantially exceed the existing noise level, it is defined as a traffic noise impact which warrants further attention. Some states consider a 10 dBA or greater increase as substantial while other states believe that increases are not substantial until increases are 15 dBA or greater. EPA believes that a 10 dBA or greater increase due to the project is substantial (significant) since a 10 dBA increase is perceived as a doubling of sound by the human ear. For those states that adhere to the 15 dBA or greater threshold, EPA requests that noise analysis also be provided for a 10-14 dBA increment category as well as the 15 dBA or greater increment category.
>
> *Consistent Use of Noise Metrics* - Similar to the states' discretion in defining substantial incremental increases, FHWA allows the use of either the L_{eq} or the L_{10} metric in the noise analysis. In order to achieve consistency within the noise analysis of this national highway, EPA requests that if the use of L_{10} is prescribed by state regulation, a noise analysis using L_{eq} should also be provided to supplement the required L_{10} analysis. However, if all states along the route use L_{10}, then L_{eq} data need not be secondarily provided since consistency would already be achieved.
>
> *Consistent Use of Noise Models* - Modeling should also be consistent for noise analyses along the I-69 NAFTA highway. It is particularly important that the same noise model version be used for both the Draft EIS and Final EIS and among EISs for I-69 sections to the extent possible. For example, use of STAMINA followed by the use of the Traffic Noise Model could create concern regarding model acceptability.

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Noise Mitigation: Noise abatement should be considered by FHWA when project noise impacts approach FHWA Noise Abatement Criteria or meet or exceed the existing noise levels by the state thresholds, i.e., incremental increases of 10 dBA or greater (preferred by EPA) or 15 dBA or greater. Forms of noise mitigation include -- but are not limited to -- the construction and use of fabricated noise barriers and vegetated earthen berms (suburban areas). Vegetative screens included as part of highway landscaping can also be useful to visually remove receptors from the project, but have to consist of a substantial width of dense evergreen vegetation to offer any real attenuation. In general, avoiding noise impacts via alignment shifts is frequently the most effective form of "mitigation" (since it avoids or minimizes the need for attenuation) and should therefore be emphasized during the alternative analysis.

Waters of the United States and Aquatic Resources

The EIS should identify and discuss the location, amount, type, and quality of waters of the U.S., including wetlands, in the study area, by whom they were delineated (i.e., U.S. Army Corps of Engineers (COE), contractor, lead agency, etc.), the delineation method(s) used, and impacts to these resources for each action alternative. All discussions of waters of the U.S. should be broken out by rivers/streams and wetlands. Include maps, text, and tables that feature areas occupied by wetlands, aquatic systems, and non-wetland riparian habitat. Specific wetland and other waters of the U.S. requirements are as follows:

NEPA/404 Merger: If waters of the United States may be impacted by activities regulated by Section 404 of the Clean Water Act, EPA strongly recommends that the NEPA document contain a thorough discussion of the proposed project's consistency with Federal Guidelines for specification of disposal sites for dredged or fill materials [the 404(b)(1) Guidelines found at 40 CFR Part 230]. In order to demonstrate compliance with the 404(b)(1) Guidelines, the NEPA document should meet the following criteria to the extent possible:

- The proposed action must be the practicable alternative which would have the least adverse impact on the aquatic ecosystem [40 CFR 230.10(a)]. If wetlands would be filled, then the NEPA document should explain why there are no practicable alternatives to locating the project outside jurisdictional wetlands and demonstrate how the project has been designed to minimize harm to existing wetlands.

- The proposed action must not cause or contribute to significant degradation of waters of the United States including wetlands and other special aquatic sites [40 CFR 230.10(c)]. Significant degradation includes the loss of fish and wildlife habitat and the loss of other wetland habitat values and functions. Significant degradation also includes cumulative impacts.

- The proposed project does not violate state-adopted, EPA-approved water quality standards or jeopardize the continued existence of any species listed as threatened or

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endangered under the Endangered Species Act [40 CFR 230.10(b)].

- Minimize the number of acres subject to Section 404 jurisdiction that would be permanently lost or degraded due to impacts other than the placement of fill (e.g., the impacts of erosion, sedimentation and runoff of pollutants on wetland habitats; diversion of water from wetland habitats).

- Direct, indirect and cumulative impacts to these resources should be fully described.

Avoidance and Minimization: Impacts to wetlands and stream resources should be avoided and minimized to the maximum extent practicable. As described above, feasible alternatives that avoid wetland impacts should be evaluated consistent with the Section 404(b)(1) Guidelines. In addition, further fragmentation of remaining large contiguous undeveloped wetland or riparian areas should also be avoided. Special attention should also be given to avoidance and minimization of impacts in areas assigned special regional, state, or local designation or recognition (i.e. Scenic Rivers, wildlife management areas, etc.).

Characterization: Wetland types should be characterized using the hydrogeomorphic (HGM) classification for wetlands (Brinson 1993) and augmented with vegetation and hydroperiod modifiers, such as those utilized nationally by Cowardin et al. (1979)[Citation information is included in Appendix A below]. Where sufficient documentation exists, wetland types and descriptors should follow regional or local protocol, such as those found in the Tennessee Wetlands Conservation Strategy (GIWC 1998). Stream types should be delineated according to the Rosgen classification of natural rivers (Rosgen 1994, 1996) which is based on the fluvial geomorphic condition of rivers and their valleys.

Where rivers and streams are not adequately evaluated by the wetland functional assessment methodology utilized, impacts to river and stream channels should be evaluated utilizing appropriate local or State conservation plans or strategies (i.e., KDOW 2001) or regional guidelines, such as the North Carolina Stream Mitigation Guidelines (NCWRC 1996, NCDENR 2001) or the Compensatory Stream Mitigation Standard Operating Procedure developed by the COE Savannah District (COESD 2000).

The NEPA document should also identify farmed wetlands (FW) and prior converted wetlands (PCW) in the project study area. The Natural Resources Conservation Service (NRCS) has determined which areas are PCW and which areas are considered FW. If the State DOT, NRCS, or private landowners cannot verify a PCW or FW designation (which happens often since these determinations were made many years ago), then a delineation should be completed based on the current conditions at the site. Mitigation will be required for impacts to farmed wetlands.

Quality: The quality of the wetland resources proposed for impact should be evaluated using a wetland functional assessment methodology. Where the appropriate guidebooks have been developed (e.g., Kentucky, Mississippi, and Tennessee), HGM should be utilized (Ainslie et al.

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1999, Smith and Klimas 2000, Wilder and Roberts 1999). Where the appropriate HGM guidebooks have not been developed, equivalent functional assessment methodologies should be utilized.

Quantity: Impacts to wetlands and other waters should be appropriately quantified for each alternative considered in the EIS. For example, the amount of impacts to wetlands should be characterized in terms of acreage, while impacts to stream channels should be characterized in terms of linear feet of stream and stream order. Impacts for each alternative should be compiled to facilitate comparison.

Mitigation: A draft mitigation plan should be developed during the NEPA process to compensate for predicted wetland and stream losses that remain following efforts to avoid and minimize such impacts.

Wetlands: Wetland restoration is EPA's preferred mitigation option for impacts to wetlands. Wetland restoration is normally considered an action that successfully restores all three wetland parameters (hydric soils, hydrophytic vegetation, and wetland hydrology) to an area that was formerly a wetland, but where at least one of the aforementioned parameters has been removed. At a minimum, any restored site must meet the criteria outlined in the 1987 COE wetland delineation manual for a jurisdictional wetland (or the Clean Water Act definition of a water of the U.S.). However, site selection and the specific restoration measures employed should be designed to replace the aquatic ecosystem functions lost or impaired due to the proposed project, and this may entail more than simply the three parameters.

Enhancement is the second preference for mitigation for impacts to wetlands. Enhancement measures must address a suite of functions, as opposed to only a single function, and the enhancement measures themselves must not adversely affect other wetland functions currently performed or capable of being performed by the mitigation site. EPA does not view the conversion of one wetland type to another as enhancement. As with wetland restoration, it is important to establish a baseline condition for a wetland prior to any action, and then establish measurable performance criteria to quantify the level of enhancement. The results of the aforementioned wetland functional assessment will assist in determining the appropriate type, location and amount of mitigation for impacts to wetlands.

Streams: Stream restoration is EPA's preferred mitigation option for impacts to streams. Stream restoration includes actions taken to correct previous alterations that have destroyed, diminished, or impaired the character and function of streams or rivers. Restoration is the process of converting an unstable, altered, or degraded stream channel to its natural or referenced stable condition, with consideration of recent and future watershed conditions. This process may include restoration of the stream's geomorphic dimension, pattern and profile and/or biological and chemical integrity, including

transport of water and sediment produced by the streams' watershed in order to achieve dynamic equilibrium. Other components of stream mitigation may include riparian buffer restoration and preservation of appropriately buffered streams. The results of the aforementioned wetland functional assessment will assist in determining the appropriate type, location and amount of mitigation for impacts to stream assessment.

Location: While mitigation for otherwise disparate impacts may be clustered to provide the maximum level of ecological benefit, impacts in "special designation" areas or watersheds may require mitigation in the subject watersheds.

The mitigation proposal should include the proposed mitigation replacement ratio, the habitat value and proposed location of replacement habitats, general grading and revegetation plans and a biological maintenance and monitoring program. Clear mitigation goals and objectives and quantifiable criteria by which to judge the success or failure of mitigation should be provided. The proposal should include commitments to ensure the restoration, creation, and protection of wetland habitats of equal or greater resource value.

Water Quality & Quantity

EPA is concerned about degradation of water quality in various waterways from erosion, siltation and other pollutants associated with road construction and operations. The NEPA document should discuss potential impacts to water quality, designated uses and biological resources from construction and operations of the proposed I-69. The discussion in the document should be of sufficient detail to determine which alternatives are environmentally preferable. Site-specific water quality problems need to be assessed in greater detail, if applicable, including the adoption of site-specific mitigation measures to protect water quality and designated uses.

Protecting water quality ensures the protection of its designated uses. Especially critical is the protection of several sensitive uses. It is important to protect water quality in order to maintain freshwater and wildlife habitats, since many species are sensitive to the introduction of pollutants or the adverse modification of their habitats. It is also important to protect groundwater recharge and freshwater replenishment, particularly if public drinking water supplies could be adversely affected. These sensitive beneficial uses should be carefully considered when evaluating potential impacts caused by the placement of fill, erosion, sedimentation, the runoff of pollutants, and the accidental discharge of hazardous waste or toxic substances.

Characterization: The NEPA document should identify all surface waters that may be affected by the proposed project, as well as current drainage patterns in the project study area. The document should identify the existing and potential designated uses of these surface waters. Protected designated uses for streams, creeks, lagoons, tidal areas and other surface waters may include one or more of the following: cold and warm freshwater habitat; marine habitat; fish spawning and migration; shellfish habitat; wildlife habitat; preservation of rare, threatened or

endangered species; groundwater recharge; freshwater replenishment; public drinking water supplies; agricultural supply; and water contact and non-contact recreation. Individual waterbodies in the vicinity of the project not meeting designated uses should be identified in the NEPA document. The causes and sources of the impairments should also be identified.

Critical habitat areas (wildlife feeding and drinking areas; fishery migration, spawning or rearing areas; sensitive aquatic habitats such as wetlands; riparian resources; critical habitat for threatened and endangered species) should be identified in the study area, including a description of the existing designated uses and resource values of these critical areas.

Impacts and Coordination: The document should discuss any proposed crossings of water bodies. In general, crossings should be minimized. Unavoidable crossings should be strategically placed to reduce harm by avoiding fish spawning areas, avoiding fringe wetlands, approaching at right angles to streams, etc. Impacts to critical habitat areas, described previously, that cannot be avoided should be discussed. The document should assess how altering drainage patterns and characteristics will affect drainage hydrology, surface runoff, erosion potential, soils vegetation, and water quality. The document should include an analysis of project effects on floodplains in the study area. This includes using maps prepared by the Federal Emergency Management Agency, National Flood Insurance Program, and other appropriate agencies to determine whether the proposed action is located in or will likely affect a floodplain. The document should discuss these impacts and also describe the alternatives considered. Compliance with Executive Order 11988 on floodplain management should be documented. EPA strongly recommends bridging of floodplains whenever feasible. Any wetland loss or other impacts contributing to loss of floodwater storage or retention functions should be appropriately mitigated with in-kind replacement of those functions.

The NEPA document should discuss how the project will comply with state and local water quality management plans, state water quality objectives; and state-adopted, EPA-approved water quality standards. The state DOT should work closely with state water pollution control agencies, state fish and game agencies, the U.S. Fish and Wildlife Service (USFWS), and/or the National Marine Fisheries Service (NMFS) on water quality standards; the protection of water quality, designated uses and biological resources; mitigation and monitoring for adverse impacts. If the proposed project includes disturbance of five or more acres of land during construction, and point source discharges into waters of the United States (i.e., water bodies such as rivers, lakes, wetlands, etc.), coverage under an EPA stormwater National Pollutant Discharge Elimination System (NPDES) General Permit or state equivalent may be required. The state DOT should contact the appropriate state environmental agency for further information on the NPDES program.

In addition, Section 319 of the CWA requires states to assess nonpoint source water pollution problems, develop nonpoint source pollution management programs, and implement controls to protect and improve water quality and beneficial uses. The state DOT should work closely with appropriate state water pollution control agencies to determine what pollution control measures

should be adopted to advance the state's nonpoint source management plans in the project area. Specifically, the status of development of Total Maximum Daily Loads (TMDLs) for any waterways in the study area should be identified and how the proposed project could affect implementation of restoration efforts in these watersheds.

Mitigation: The NEPA document should discuss what mitigation measures (e.g., nonpoint source controls) will be implemented to protect or improve water quality, designated uses, and biological resources. Mitigation measures related to protection of water quality should be tailored depending on the condition of the specific water resource as well as the severity of the potential impacts. Best Management Practices (BMPs) should be used to reduce erosion during construction and operation of the facility. In the vicinity of impaired surface water resources in the project area, it is recommended that all storm water runoff from the proposed roadway be collected and treated before being discharged to surface waters. In other areas, typical BMPs, including the use of staked hay bales, silt fences, mulching and reseeding, and use of buffer zones along water bodies, are appropriate. The document should include an erosion control plan or reference the State erosion control regulations and a commitment to compliance. Compliance should include both BMP application and long-term maintenance.

Groundwater: For each alternative under consideration, the NEPA document should:

- Describe current groundwater conditions in the project area. Any likely impacts to groundwater quality and quantity from the proposed action should be assessed.

- Identify mitigation measures to prevent or reduce adverse impacts to groundwater quality and discuss their effectiveness. The state DOT should work closely with state and local agencies which regulate the protection of groundwater resources (i.e., state health departments and water pollution control agencies.)

Sole Source Aquifers: Pursuant to Section 1424(e) of the Safe Drinking Water Act of 1974, all Federal financially assisted projects which have the potential to contaminate designated sole source aquifers (SSA) are subject to EPA review. The NEPA document should identify if there is a designated sole source aquifer in the vicinity of the project and the potential for impacts to this sensitive resource. Segments of the proposed I-69 should be designed in a manner that will prevent the introduction of contaminants into the SSAs in quantities or concentrations which may create a significant hazard to public health. The document should determine whether the proposed project may contaminate the aquifer through its recharge zone so as to create a significant hazard to public health, or which may require a public water system to install additional treatment to prevent such adverse effect.

Public Water Supply Systems: A concerted effort should be made to avoid locating capacity adding transportation projects within water supply recharge of defined critical areas associated with water supply impoundments and intakes. If unavoidable, any projects that are located in these areas should be carefully designed to avoid or minimize any adverse effects from accidental

spills and runoff. Source water protection areas are areas defined and delineated by each state for the purpose of geographically identifying the surface and ground waters currently used as a source of public drinking water. States are required by the Safe Drinking Water Act, through EPA-approved Source Water Assessment Programs (SWAPs), to conduct a source water assessment at every public water supply in each State. State deadlines for completing source water assessments are dependent upon each state's SWAP approval date.

Example (Segment 9): There are no surface water sources of drinking water in Mississippi (MS) in the areas of concern for I-69 (and probably few, if any in Tennessee (TN)). These areas within TN and MS have extensive and very productive confined aquifers that public water supplies typically use. For the well locations in Mississippi, a 3,500-foot radius around each well location will sufficiently capture the source water protection area for these wells. Mississippi is still conducting source water assessments for many of the counties throughout the northern Mississippi Delta and have not specifically delineated the source water protection areas yet. Therefore, a 3500-foot radius will be sufficient.

Environmental Justice

Background: Executive Order 12898: (*Federal Actions to Address in Minority and Low-Income Populations)* requires all federal agencies to identify and address disproportionately high and adverse human health or environmental effects of federal programs on minority or low-income populations. The general purpose is to foster non-discrimination in federal programs and to provide minority and low-income communities greater opportunities for public participation in, and access to public information regarding human health and environmental issues.

In an effort to determine whether there are potential environmental justice (EJ) areas of concern (areas that have high levels of minority and/or low-income populations relative to the reference area), the demographic characteristics of the proposed project area are examined. Information regarding potential EJ areas identified in the screening process is used to ensure that these communities have access to both concise and clear information sufficient to effectively participate in the public involvement process and to ensure that these communities/areas are not disproportionately adversely affected by this project area. Consistent with Executive Order 12898, potential EJ impacts should be considered in the NEPA document. The following items should be incorporated into all EJ analyses related to the I-69 project:

Demographic Characterization: The NEPA document should identify potential EJ areas of concern. Appropriate geographic boundaries surrounding the communities that may be potentially impacted by the proposed project must be identified. General screening to identify potential EJ areas involves comparing the minority and low-income characteristics of smaller geographic areas (project area) with those of a larger geographic areas (reference area). U.S. Census data for 1990 (or more recent data if possible) should be used for the minority and low-income analysis. Data should be collected at the block group level for the project area and the county, metropolitan

statistical area, or state for the reference area. The block group data level should be used because it provides the best combination of demographic accuracy and data accessibility. The appropriate reference area should be selected based on the scope and intent of the project. Given the magnitude of the proposed I-69, state-level data should be used as the reference areas. The NEPA document should indicate what demographic threshold or methodology was used to determine whether low-income and/or minority populations exist in the study area. EPA recommends the use of a relative threshold in EJ analyses for determining significant minority and low-income populations. In an effort to ensure inter-regional consistency, the relative threshold recommended for use in I-69 NEPA documents is 1.2 times the State Average of low-income and minority populations. The 1.2 figure is recommended for use because it allows the determination of areas that contain a "meaningfully " greater percent minority or low- income population than the reference population which is consistent with recommendations from the Interim Federal Interagency Working Group Guidance, EPA Region 4 Interim Policy and other regions EJ Guidance to Identify and Address Potential EJ Areas. This threshold is merely used as a benchmark in determining whether or not a target area has a significant minority or low-income population. Therefore, additional analysis or information may be necessary for certain segments.

The following information includes some data sources or tools that may be used to identify low-income and minority communities:

- Maps provide by state, county and local agencies that delineate political and population boundaries
- U.S. Census Bureau geographic data
- Sources such as Chambers of Commerce, civic groups, trade associations and commercial organizations
- Standard demographic surveys that identify minority and low-income populations
- Local resources such as community and public outreach groups, community leaders, state universities
- Tools such as maps, aerial photographs and geographical information systems

Environmental Characterization and Impact Assessment: If percentages of low-income or minority populations are elevated within the project area, alternatives should be considered that avoid or minimize impacts to potential EJ areas. The issue of disproportionately high and adverse impacts should also be evaluated in the document by comparing environmental impact data to EJ information for highway segments. Adverse effects are defined as "disproportionate" if the risk of adverse environmental impacts are predominately borne in areas with minority or low-income populations or if the impacts are greater in magnitude in areas with minority or low-income populations than in other areas. When analyzing these impacts, it is important to assess both the negative and positive impacts, consider both the short and long-term effects as well as the secondary and cumulative impacts. One of the most detrimental aspects of controlled access can be to divide defined communities regardless of whether they are EJ communities. This potential impact must be assessed.

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Public Involvement: If impacts are unavoidable, EPA recommends that coordination with these affected populations be conducted to determine the affected population's concerns and comments regarding the proposed project. This coordination should include a clear discussion of the project, project updates or expansions, environmental impacts, any economic benefits (job opportunities, etc.) of the project to the affected population, and the opportunity for informal and/or formal comments (e.g., EIS scoping meetings, public hearings, or other public meetings). Because public involvement is an important part of the NEPA process, we recommend early involvement with the potentially impacted communities and documentation of community coordination in the NEPA document.

Maps: The NEPA document should contain maps of potential EJ areas of concern within the proposed project corridor. Maps for the route should evaluate population density, minority status, and low-income status.

Economic Development: In those segments where economic development is a primary objective, efforts should be made to describe any opportunities the impacted community, especially EJ communities, may have for economic benefit. These opportunities should be described as clearly and in as much detail as possible. For example, the document should discuss how many jobs (or other economic development opportunities) would be created as a result of the proposed project and what percentage of the affected EJ community would likely be the recipient of these opportunities. The document should also address any adverse economic effects on potential EJ communities that may occur.

Example (Segment 9) - Based on preliminary EJ screening analysis using 1990 Census data, it appears as though there are a substantial amount of potential EJ communities along Alternative A (Memphis area). Therefore, EPA recommends that additional analysis should be conducted based on some of the recommendations above and that potential EJ communities should be involved throughout the EIS development process.

Archeological and Historic Property

Federal agencies are required to consider the effects of their actions on historic properties that are on or eligible for listing on the National Register of Historic Places in compliance with Section 106 of the National Historic Preservation Act. If identified early, federal undertakings often can avoid historic properties, or minimize adverse effects when avoidance is not feasible. EPA believes the flexibility to merge the NEPA and Section 106 processes, which the revised implementing regulations offer agencies, also can serve to minimize potential conflicts between the natural environment and cultural resources. To gain the greatest streamlining efficiencies, EPA recommends that merging the two processes be considered for segments which may effect historic properties. At a minimum, EPA believes each NEPA document should describe the cultural resources which the undertaking may effect, and demonstrate to the public that appropriate consultation with the State Historic Preservation Officer/Tribal Historic Preservation

Officer (SHPO/THPO) is underway or has occurred. If consultation is completed, EPA also believes any mitigation for adverse effects agreed to through the Section 106 process should be included in the NEPA documentation so the public, as well as EPA, has a complete picture of the action and all of its potential impacts to the environment, both natural and man-made. This enables all reviewers to give better, more informed comments.

Additionally, EPA is concerned that some of the proposed corridors in eastern Texas, for example, may affect sites to which a tribe may attach religious and/or cultural significance. EPA encourages FHWA to work with the SHPO/THPO as appropriate to avoid or minimize effects to such sites as early as possible.

Agricultural Land

The NEPA document should clarify if any agricultural land, specifically prime and unique farmland, would be impacted by the program. If so, the document should use the U.S. Department of Agriculture classification scheme to describe the present use of agricultural land which would be affected. If this acreage includes prime agricultural land (Class 2), consideration should be given to the Council on Environmental Quality (CEQ) guidelines (August 30, 1976 and August 11, 1980) which urge the protection of prime agricultural land. Mitigation measures should be developed to avoid loss of such valuable resources.

Biodiversity/Natural Areas

Biodiversity is defined as the variety of plants and animals (biota) of a site or region, and is typically measured by the number of different species and number of individuals per species. In general, the more diverse an area (number of habitat types and animal inhabitants) and the better represented these components are (population counts), the more rigorous (resistant, undisturbed, natural, "healthy") the area is considered. Consistent with CEQ guidance, the NEPA document should discuss biodiversity aspects of the proposal as appropriate. For example, will the project increase, restore, or decrease biodiversity of the area or region? Coordination with the USFWS/NMFS and the state fish and wildlife agency is recommended regarding the design of any project mitigation areas to enhance or restore biodiversity.

In addition to important natural areas in the vast Lower Mississippi River ecosystem, a number of other critical environmental resources exist in the I-69 project area, such as national and state parks/refuges, wildlife management areas, and other important habitat and greenspace areas on private lands. However, successful protection of natural resources requires more than "spot" conservation of isolated highly valuable and sensitive ecological areas, but also the links between them. One of the biggest threats to the environment is loss of ecosystem functionality due to fragmentation. Roads, agriculture and other development often lead to cutting natural systems into smaller pieces. Large, contiguous tracts of natural land are required not only for species

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habitat range, such as migratory birds or black bears, but for ecosystem function. Many ecological processes require large areas of land, often crossing more than one land cover type. Viable landscape linkages are needed to connect these different land types, or the processes are disrupted and their capabilities to function healthily are compromised. For these reasons, conservation must take on the new challenge of not only protecting pristine areas, but ecological connectivity as well.

EPA strongly encourages utilization of existing roads and discourages placement of new interchanges in the vicinity of these areas to minimize potential direct and indirect impacts to these important conservation areas and other important connecting ecological areas. EPA has developed various geographic information system (GIS) tools that attempt to identify linkages between important natural resources. EPA encourages state DOTs in the I-69 corridor to utilize this information for inclusion in the NEPA document in order to refine alternatives such that impacts to these resources could be minimized. Any proposed routing of I-69 on new alignment should be sited to minimize fragmentation of forested areas or other important natural resources in the project areas. Appropriate compensatory mitigation for impacts to these resources or loss of critical ecosystem functions should be addressed in the NEPA document. Coordination between the appropriate EPA Regional Office and other natural resource agencies in the project area is encouraged to identify important areas, habitat connections, and potential mitigation opportunities. EPA Regional GIS points-of-contact are provided at the end of this document.

Endangered Species

The USFWS and NMFS are the agencies with responsibility for overseeing compliance with the Endangered Species Act. EPA recommends early coordination with the UFWS/NMFS and that the NEPA document demonstrate adequate coordination with the USFWS as part of the identification of any listed species in the project area, the potential for adverse effects, and any measures taken to avoid and minimize these impacts. "Adequate coordination" includes either a concurrence letter from USFWS or a biological opinion from USFWS for the species concerned. Mitigation measures (including reasonable and prudent measures) should be incorporated in the appropriate places in the NEPA document.

Cumulative and Secondary Impacts

NEPA requires the analysis and disclosure of the direct, secondary and cumulative impacts of major federal actions on the environment. While the direct impacts of transportation projects may or may not be significant, the secondary or indirect effects of the project on land use and the subsequent environmental effects can be both temporally and geographically more extensive. Similarly, there could be cases where the cumulative impacts would be great due to existing environmental conditions or other projects planned in an area. With respect to transportation projects, such as the proposed I-69, which both appear to serve and induce land use changes, the

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analysis of these changes and their subsequent environmental effects is important to the understanding of the overall impact of the federal action on the natural, cultural and socioeconomic environment. Consideration of secondary and cumulative impacts requires the assessment of an area's ability to absorb additional development, the loss of businesses or residences, and the watershed's ability to absorb the loss of additional wetlands.

EPA is concerned about the environmental effects of secondary development in the project study area that would come about as an indirect result of the new roadway. For example, one of the goals for I-69 is to "facilitate economic development and enhance economic growth opportunities domestically and internationally through efficient and flexible transportation with specific emphasis being given to economic growth in the Lower Mississippi Delta Region." In this context, highway investment is meant to attract new businesses and expand existing businesses. If the impact area of interest is the geographic area along the highway, an increase in economic activity is almost certain in this area along the highway. The NEPA document should include a more detailed analysis of the economic and environmental implications of secondary development, focusing more directly within the project study area.

The NEPA document should examine the relative impacts of the various alternatives on potential land use changes. It should not only identify areas for development potential in the project study area, specifically in the vicinity of proposed interchanges, but also the secondary environmental impacts of the projected land use change associated with improved access and economic development. For example, what will be the secondary impact on service-related businesses along existing roadways through towns that will be bypassed? What will be the environmental effects of potential land use change associated with varying degrees and locations of access to the facility? The specific environmental impacts at these areas should be quantified and compared between alternatives, as much as possible. In particular, if there are important existing natural resources, such as high quality wetlands or wildlife habitat, in the vicinity of proposed access points for any of the alternatives, these areas should be identified for potential acquisition as mitigation sites.

A critical aspect to the process will be to provide the local communities with a better understanding of the land use implications that will be expected from implementation of the project. With this information, these communities can develop future land use plans and potential zoning regulations that could be enacted in concert with development of the transportation infrastructure.

The NEPA document should estimate the cumulative impacts associated with the proposed project. Cumulative impacts include the additive effects of a given parameter for all contributing projects in the area, as well as the cumulative impact of all parameters for all projects in the area. The document should define what cumulative impacts would result from implementation of the proposed project. Existing or future projects (federal and non-federal projects) with attendant pollutants should also be considered. EPA also suggests that the spacial/temporal criteria of the analysis be given and that they be uniform throughout the analyses of the interstate highway

project, if appropriate given the varied terrain.

As an organizational approach, EPA recommends discussion of the secondary and cumulative impacts of each of the alternatives within each impact section, as opposed to a separate section at the end of the "Environmental Consequences" section. A specific break-out of the direct, indirect (secondary), and cumulative effects is suggested.

Public Involvement

Public involvement should be initiated early and solicited throughout the NEPA documentation process. It is essential to know the values of a community in order to avoid, minimize and mitigate impacts as well as narrow the field of alternatives. The community also needs to understand the tradeoffs and constraints of the process. Some useful strategies that EPA has employed in public involvement throughout the NEPA process includes the following:

- Identify stakeholders – the affected or potentially impacted people and communities with an economic, cultural, social or environmental "stake" in the action. Stakeholders can be identified through conducting community profiles and/or by holding public meetings. State, local and tribal governments; Federal agencies with jurisdiction by law or expertise; civic and environmental organizations; interested or affected private citizens; and communications media should be informed of key upcoming project decisions or milestones throughout the NEPA process. Participants should be sought out through effective outreach methods, such as the utilization of existing community-based organizations and communication networks.

- Make information available in an understandable form. It should be clear, simple and straightforward to encourage mutual understanding and discussion. It should be tailored to the audience, including the provision of bi- or multi-lingual formats, depending on the demographics of the project area.

- Information can be provided via direct mailing, display advertisements, inserts in local newspapers, information hotlines, internet web sites, mall exhibits, open houses, civic meetings, public meetings, and workshops. The media used should be selected for its ability to reach all members of the target audience. For example, notices should be run in papers with diverse readerships, which specifically cater to each sector of the target audience. Multiple public meetings/hearings should be held in locations closest to potentially impacted communities.

- Another successful strategy for community outreach is the establishment of a project office at a central location in the project corridor. The primary benefit of such an office would be to provide qualified project representatives empowered to meet with the public regarding any issue of concern they may have (e.g., environmental or property

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information, project location, design) throughout all phases of project planning, engineering, and construction.

- Public participation strategies should be designed to avoid conflicts with cultural events and beliefs.

- All public involvement activities and input should be well documented.

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U.S. EPA Regional Points-of-Contact for I-69

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GIS
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Appendix A – Wetland References

Ainslie, W.B., R.D. Smith, B.A. Pruitt, T.H. Roberts, E.J. Sparks, L. West, G.L. Godshalk, and M.V. Miller. 1999. A regional guidebook for assessing the functions of low gradient, riverine wetlands in western Kentucky. Technical Report TR-WRP-DE-17, Army Corps of Engineers, Waterways Experiment Station, Vicksburg, MS.

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http://144.3.144.48/permit.htm

URS

I-69 Corridor
Shreveport to El Dorado

2

March 11, 2003

Sandi Formica
Arkansas Department of Environmetal Quality Environmental Preservation
8001 National Drive
Little Rock, Arkansas 72209

Subject: State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Interstate 69
Section of Independent Utility No. 14
Junction I-20 near Haughton, Louisiana to US 82 near El Dorado, Arkansas
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Solicitation of Views

The Louisiana Department of Transportation and Development and the Arkansas Highway and Transportation Department are preparing an Environmental Impact Statement to construct a section of the proposed Interstate Highway 69 between Highway 20 near the town of Haughton, Louisiana to US Highway 82 near the town of El Dorado, Arkansas. 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 with early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the early timing of this request for your views, very limited data concerning the proposed project exists. We have, however, attached a map showing the general location of the study area, along with a preliminary description of the project and preliminarily identified environmental features of the study area.

On behalf of the Federal Highway Administration, the Louisiana Department of Transportation and Development and the Arkansas Highway and Transportation Department, I request your written response to this letter describing your agency's concerns related to the proposed action's potential effects.

URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002-3542
Tel: 504.837.6326
Fax: 504.831.8860
www.urscorp.com

URS

I-69 Corridor
Shreveport to
El Dorado

2
P82

To facilitate refining the scope of analysis to those issues having the greatest potential for effects, the project team has enclosed for your review the attached summary of issues/concerns that are considered for evaluation in a typical Environmental Impact Statement. Please review the accompanying information. Any written comments that you can provide on these anticipated issues/concerns by March 25th will help facilitate discussion at the planned interagency scoping meeting. Please fax your responses to (504) 831-8860, ATTN: Kent Dussom, P.E. However, written responses will be accepted through April 28, 2003.

While agency representatives are invited to attend all public scoping meetings, a special interagency scoping meeting has been scheduled for March 27th, 2003 at 10:00 A.M. in the Minden Courthouse at 520 Broadway in Minden, Louisiana (318-377-2144), which will provide a more productive environment for discussion among the participants.

Providing your responses in advance will allow the project team an opportunity to compile these concerns prior to the interagency scoping meeting. In addition, the project team is currently preparing a project geographic information system (GIS) and project database. Please indicate if your agency can provide data in GIS format for consideration during the project development. Formal, written replies should be addressed to:

Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Written comments may also be faxed to Kent Dussom's attention at (504) 831-8860. As noted, all written responses will be accepted through April 28, 2003.

Thank you for your cooperation.

Sincerely,

Kent B. Dussom

Kent B. Dussom, P.E.
Project Manager

Enclosures

I-69 Corridor
Shreveport to El Dorado

State Project No. 736-99-1032

Federal Aid Project No. CBI-9901(516)

Interstate 69

Section of Independent Utility No. 14

Junction I-20 near Haughton, Louisiana to US 82 near El Dorado, Arkansas

Bossier, Claiborne and Webster Parishes, Louisiana

Columbia and Union Counties, Arkansas

The Federal Highway Administration, in cooperation with the Louisiana Department of Transportation and Development and the Arkansas Highway and Transportation Department, is preparing an Environmental Impact Statement (EIS) to construct a section of the proposed Interstate Highway 69. The Notice of Intent to prepare this EIS was published in the *Federal Register* on 6 March 2003. Public scoping meetings are scheduled for the following:

Open Forum Public Meetings:

- **El Dorado - Tuesday, March 25th, 4-7pm**, at the South Arkansas Community College West Campus, Library Auditorium, 300 South West Avenue, El Dorado, Ark.
- **Haynesville - Wednesday, March 26th, 4-7pm**, at the Claiborne Parish Fair Barn Complex, 1563 Fairgrounds Drive, Haynesville, La.
- **Minden - Thursday, March 27th, 4-7pm**, at the Minden Civic Center Complex Court, Meeting Room, 520 Broadway, Minden, La.

In addition to the above public meetings, the local project Program Office, located at 425 West Main Street, Homer, Louisiana will be open between Monday, March 24th, and Friday, March 28th during the hours of 8:00am to 5:00pm. The public is welcome to come to the Program Office to view information presented at the public meetings. The Program Office phone number is 1-877-886-9233. Additional information is available on the project website: www.I69arkla.com.

Regional public officials' meetings will be held at 1:30pm on the above noted dates and places, and a special interagency scoping meeting will be held on March 27th.

This project is one of many sections under independent evaluation for development in association with the Interstate 69 project between Mexico and Canada. The project proposes a divided four-lane, limited access highway between Interstate Highway 20 near the town of Haughton, Louisiana to US Highway 82 near the town of El Dorado, Arkansas.

The purpose of this proposal is to improve international and interstate trade in accordance with state, regional and local policies and plans; and improve the surface transportation system consistent with national, state, regional, and local needs. Existing access between the Bossier City/Haughton, Louisiana region and El Dorado, Arkansas is via a composite system of state and Federal arterial roadways including US 79, LA 9, and US 82, as well as other less direct routes.

The study area is displayed on the accompanying map and spans from I-20 near Haughton, Louisiana northeast to US 82 near El Dorado, Arkansas. It includes:

- Webster Parish, Louisiana;
- Claiborne Parish, Louisiana;
- Bossier Parish, Louisiana;
- Union County, Arkansas; and
- Columbia County, Arkansas.

This region includes Bossier City, Minden, Haynesville, Cotton Valley, Shaongaloo, Junction City, Springhill, and other small communities in Louisiana; and El Dorado, Junction City and several small communities in Arkansas. Land use is relatively homogeneous, with large tracts of forested and agriculture/pastoral areas.

Bayou Dorcheat, a Louisiana designated natural and scenic stream between the Arkansas state line and Lake Bistineau, must be crossed by any build alternative, and wetlands along this bayou must also be considered in the alignment design and proposed construction methods of the preferred build alternative. Two other streams, Corney Bayou and the Middle Fork of Bayou D'Arbonne, also have stream segments designated as state natural and scenic streams located in the study area.

The project study area also includes portions of the Kisatchie National Forest, the Bodcau Wildlife Management Area and the US Corps of Engineers Bodcau Reservoir Recreational Area. No state or federal parks, resorts or major tourist attractions are located in the study area. However, the passive recreational opportunities provided by Kisatchie National Forest, Bodcau Wildlife Management Area and the Bodcau Reservoir are substantial for the region.

Aside from the Kisatchie National Forest lands, there are at least two other identified tracts of federal land including Barksdale Air Force Base and a former US Army ammunition facility. Other physical features of the study area, such as oil wells and fields, are present throughout the area.

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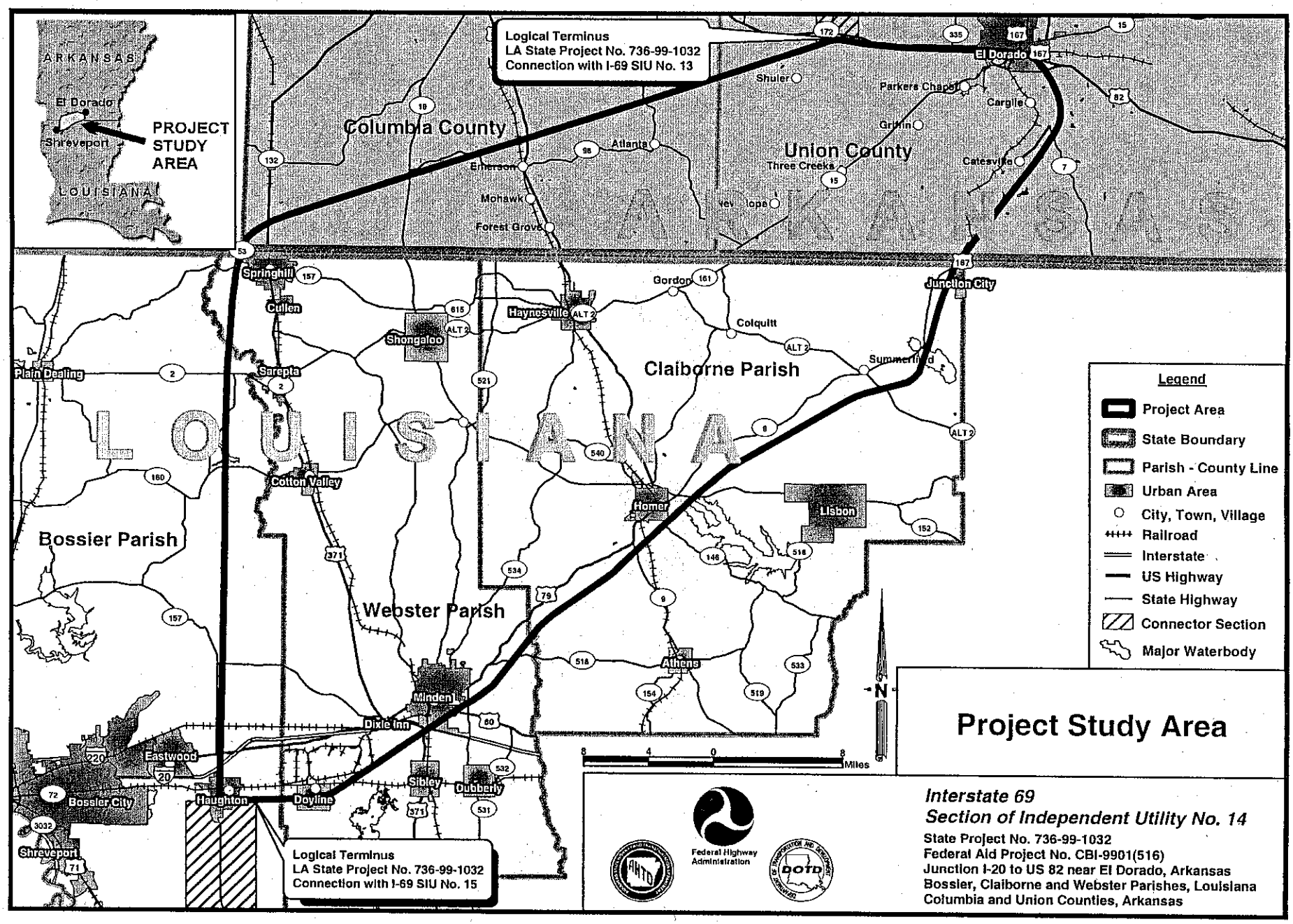
P5

While the study area is not underlain by any EPA-designated sole source aquifers, there are several public potable water system wellhead protection areas within the study area. All of the parishes and counties in the study area are in attainment status for all criteria pollutants for which National Ambient Air Quality Standards have been developed. There are three sites listed on the National Priority List of Superfund Sites located in Bossier and Webster Parishes Louisiana; and in Union County Arkansas.

Federally-protected flora and fauna species that have been determined by the US Fish and Wildlife Service to potentially occur in the study area include:

- Federally threatened Bald Eagle (*Haliaeetus leucocephalus*)
- Federally endangered Pallid Sturgeon (*Scaphirhynchus albus*)
- Federally endangered Interior Least Turn (*Sterna antillarum*)
- Federally endangered Red-cockaded Woodpecker (*Picoides borealis*)

The National Register of Historic Places lists at least 66 sites across the three parishes in Louisiana and two counties in Arkansas. An unknown number of architectural resources and recorded and unrecorded archaeological sites also exists in the study area.


ARKANSAS
El Dorado
Shreveport
LOUISIANA
PROJECT STUDY AREA
Logical Terminus
LA State Project No. 736-99-1032
Connection with I-69 SIU No. 13
Columbia County
Union County
Shuler
Parkers Chapel
Cargile
Griffin
Atlanta
Emerson
Three Creeks
Catesville
Mohawk
Forest Grove
El Dorado
Springhill
Cullen
Haynesville
Gordon
Colquitt
Junction City
Shongaloo
Plain Dealing
Sarepta
Claiborne Parish
Summerfield
LOUISIANA
Cotton Valley
Homer
Lisbon
Bossier Parish
Webster Parish
Athens
Minden
Dixie Inn
Eastwood
Bossier City
Haughton
Doyline
Sibley
Dubberly
Shreveport
Logical Terminus
LA State Project No. 736-99-1032
Connection with I-69 SIU No. 15
Legend
Project Area
State Boundary
Parish - County Line
Urban Area
City, Town, Village
Railroad
Interstate
US Highway
State Highway
Connector Section
Major Waterbody
N
8 4 0 8 Miles
Project Study Area
Federal Highway Administration
DOTD
Interstate 69
Section of Independent Utility No. 14
State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

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P57

I-69 Corridor
Shreveport to
El Dorado

Potential Issues List

Note: Below is a list of potential issues in twenty (20) categories that are typically considered for evaluation in NEPA documents. Please review this list and rank (where 1 is most important) each category (e.g., Demographics – *not* population changes*) in order of the anticipated potential importance for evaluation in this study. Please fax your rankings/checklist to Kent Dussom's attention at 504-831-8860. Issues/ rankings will be discussed in the upcoming meetings. Thank you.*

☐ **DEMOGRAPHICS**
- Population Changes in Number/Composition
- Low-Income Populations
- Racial or Ethnic Minority Populations
- Transit-Dependent Persons
- Disabled and Dependent-Care Persons

☐ **RIGHT OF WAY ISSUES**
- Residential and Business Displacements
- Planned, Approved or Under Construction Developments
- Large Tract Land Owners
- Control of Roadway Access Issues

☐ **COMMUNITY IMPACTS**
- Neighborhood/Community Cohesion
- Residential/Business Isolation
- Quality of Life Changes
- Changes in Population (Number/Composition)
- Changes in Social Values
- Crime Effects
- Aesthetic/Visual Effects
- Local/Community Travel Pattern Changes/Disruption
- Pedestrians/Bicyclists Travel Patterns and/or Safety
- Public Transportation
- Roadway Safety
- Land Use Compatibility

☐ **COMMUNITY SERVICES/FACILITIES**
- Churches and Church Parishes
- Schools and School Districts
- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
- Cemeteries, Government Buildings, etc.
- Sensitive Sites (Hospitals, Retirement Communities, Schools, Libraries, etc)

☐ **COMPATIBILITY WITH EXISTING PLANS**
- Compatibility with Local and State Comprehensive Plans/Goals/Projects
- Compatibility with Federal Agencies' Plans/Goals/Projects

☐ **ECONOMIC EFFECTS**
- Temporary Direct/Indirect Construction Effects to Local/Regional Economy
- On-going Direct/Indirect Effects from Operations and Maintenance
- Changes in Land Use/Induced Land Development/Economic Development
- Minority-Owned Businesses
- Property Values and Land Speculation
- Property and Sales Tax Revenues

☐ **NOISE AND VIBRATION**

☐ **CONSTRUCTION METHODS AND PHASING**

☐ **SECONDARY/INDIRECT EFFECTS**

☐ **CUMULATIVE EFFECTS**

☐ **ENERGY CONSUMPTION**

☐ **HAZARDOUS, TOXIC, AND RADIOACTIVE SITES**

☐ **TEMPORARY CONSTRUCTION EFFECTS**
- Air Quality/Nuisance Dust
- Noise and Vibration
- Travel Pattern Disruption
- Temporary Easements/Staging Areas

☐ **CULTURAL RESOURCES**
- Historic Architectural Resources – Recorded and Potential
- Archeological Sites - Recorded and Area Potential
- National Register Properties
- Tribal Reservation, Aboriginal, and/or Treaty Lands

☐ **RECREATIONAL RESOURCES**
- Tourism Volume
- State Parklands/Sites
- Federal Parklands/Sites
- Local Parklands/Sites
- Wildlife Management Areas
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Wildlife Refuges
- National/State Forests
- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands
- Unofficial Recreational Areas/Lands
- Land and Water Conservation Trust Funded Sites

☐ **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

☐ **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_20, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing

☐ **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

☐ **WATER RESOURCES**
- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Drainage Basins
- Floodplains and Floodways
- Groundwater Quality
- Surface Water Quality and Impaired Waters

☐ **NATURAL RESOURCES**
- Wildlife Corridors
- Natural Vegetation
- Federal/State Threatened and Endangered Flora/Fauna
- Recreational and Commercial Fisheries, Fur, and Hide Resources
- Sensitive/Rare Habitats
- Terrestrial Habitats
- Aquatic Habitats
- Marine Habitats
- USACE-Jurisdictional Wetlands
- Cumulative Wetland Impacts
- Mitigation Banks/Wetland Preserves
- Wetland Preservation Program Sites
- Terrestrial and Subterranean Minerals Resources

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The Department of
Arkansas Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council
▪
Arkansas Historic Preservation Program
▪
Historic Arkansas Museum
▪
Delta Cultural Center
▪
Old State House Museum

Arkansas Natural Heritage Commission

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Date: March 12, 2003
Subject: Arkansas Elements of Special Concern
I-69, El Dorado to Louisiana State Line
Segment No. 14
ANHC No.: P-CF..-03-004

Mr. Scott Hoffeld
URS Corporation
3500 N. Causeway BLVD., Ste. 900
Metairie, LA 70002-3527

Dear Mr. Hoffeld:

Staff members of the Arkansas Natural Heritage Commission have reviewed our files for records indicating the occurrence of rare plants and animals, outstanding natural communities, natural or scenic rivers, or other elements of special concern within or near the study area provided as an ArcView shape file for the proposed Interstate 69 project. The project will include a four-lane interstate highway on new location and will span an area in Arkansas from El Dorado to the Louisiana state line. Information on locations of sensitive elements is being provided to your organization for use in preliminary screening and later detailed evaluation of alternatives under consideration.

All known sensitive species occurrences within the project area are provided electronically on the enclosed CD as a dBase table. This table includes point data with latitude and longitude coordinates (in decimal degrees) that will allow you display the information in ArcView. Documentation describing the data set and each field is provided both electronically as a Microsoft word file on the CD and in "hard-copy." It is important for you to carefully review this documentation to fully understand and appropriately interpret the data. Precision code assignments indicate the accuracy of each mapped location and should be given special attention. A data sharing agreement describing restrictions on the data set is also enclosed.

Fifteen elements of special concern have been recorded within the project area. A list of these elements with a brief habitat description is enclosed for your reference. Union and Columbia County element lists are also provided. You may refer to the data documentation for help interpreting the codes used on these lists.

In addition to known occurrences of special elements, project evaluation should also consider places in the study area likely to harbor sensitive resources. Of particular note are two uncommon natural community types

that typically support a variety of rare plant species: sandhill woodland and sweetbay forest. Both of these community types are found on the Sparta geologic formation. Sweetbay forests are concentrated on the Sparta formation, but may be found throughout the study area. Sandhill woodlands are typically confined to the Sparta, but we are aware of remnant sandhill communities in the El Dorado vicinity on the Cockfield formation. These areas are characterized by groves of trees, usually no more than 40 feet in height, interspersed with open areas that are largely lacking woody vegetation. Within the study area there are two known locations of high quality sweetbay forests, but others may be present. The typical habitat is a small area with seepage of ground water. In these areas sweetbay (*Magnolia virginiana*) is a major component with sweetgum often a co-dominant. These forests include a lush ground layer with mosses, ferns, sedges and orchids. In addition to these community types, prairies or similar communities may occur on the Cook Mountain geologic formation. This formation has Marl that weathers to a calcareous black soil.

No occurrences of the federally endangered red-cockaded woodpecker (*Picoides borealis*) have been recorded within the study area. However, we do have several records mapped just outside of the project boundaries, indicating their possible presence. Potential project impacts to Red-cockaded woodpeckers should be evaluated.

Bayou Dorcheat, located in the western portion of the study area, is on the state registry of Natural and Scenic Rivers and is a component of the Nationwide Rivers Inventory (NRI). A federal directive requires that care be taken to avoid or mitigate adverse effects to rivers identified on the NRI. Consultation with the National Park Service is required on projects where potential impacts could foreclose wild, scenic, or recreational status for rivers on the inventory. An ArcView shape file depicting the segment of Bayou Dorcheat that is on the state registry is included on the enclosed CD (Dorcheat.shp). Documentation on this layer is provided as a Microsoft Word file and in "hard-copy."

Please keep in mind that the project area may contain important natural features of which we are unaware. Staff members of the Arkansas Natural Heritage Commission have not conducted a field survey of the study area. Our review is based on data available to the program at the time of the request. It should not be regarded as a final statement on the elements or areas under consideration, nor should it be substituted for on-site surveys required for environmental assessments. Because our files are updated constantly, you may want to check with us again at a later time.

Thank you for consulting us. It has been a pleasure to work with you on this study.

Sincerely,

Cindy Osborne

Cindy Osborne
Data Manager

Enclosures: Data CD
List of Elements of Special Concern in project area
County Element Lists for Union and Columbia Counties
Printed Documentation for Sensitive Element Data Table and Dorcheat shape file
Data Sharing Agreement
Invoice

4a

The Department of
Arkansas Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council
•
Arkansas Historic Preservation Program
•
Historic Arkansas Museum
•
Delta Cultural Center
•
Old State House Museum

Arkansas Natural Heritage Commission

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e-mail: info@arkansasheritage.org
website:
http://naturalheritage.com

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Invoice No. 02-052

To: URS Corporation
3500 N. Causeway Blvd., Suite 900
Metaririe, LA 70002-3527

Date: March 14, 2003

ANHC No. P-CF..-03-004

RE: Data from Arkansas Natural Heritage Inventory Program.
Elements of Special Concern
I-69, El Dorado to Louisiana State Line
Segment No. 14

Transmittal of Data
Consisting of
Inventory of Elements
of Special Concern

on file

4b

The Department of
Arkansas
Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council
•
Arkansas Natural Heritage Commission
•
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•
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Arkansas Historic Preservation Program

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March 17, 2003

Mr. Kent B. Dussom, P.E.
Project Manager
URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, Louisiana 70002-3527

RE: Multi-County - General
Section 106 Review - FHwA; AHPP Tracking#39715
Proposed Environmental Impact Statement For The I-69 Project Between Highway 20, Haughton, LA To U.S. Hwy. 82, El Dorado, AR.
(State Project No. #736-99-1032)

Dear Mr. Dussom:

This letter is written in response to your inquiry, regarding properties of architectural, historical, or archeological significance in the area of the proposed referenced project.

In order for the Arkansas Historic Preservation Program (AHPP) to complete its review of the proposed project, we will need the additional information checked below:

✓ a 7.5 minute 1:24,000 scale U.S.G.S. topographic map clearly delineating the project route;

✓ a project description detailing all aspects of the proposed project;

✓ the location, age, and photographs of structures (if any) to be renovated, removed, demolished, or abandoned as a result of this project;

✓ photographs of any structures 50 years old or older on property directly adjacent to the project area.

Once we have received the above information, we will complete our review as expeditiously as possible. If you have any questions, please contact me at (501) 324-9880.

Sincerely,

George McCluskey
Senior Archeologist

An Equal Opportunity Employer

5

DEPARTMENT OF THE ARMY
LOUISIANA FIELD OFFICE
VICKSBURG DISTRICT, CORPS OF ENGINEERS
3505 SOUTH GRAND STREET
MONROE, LOUISIANA 71202-5273
PHONE (318) 322-6391 Ext. 104

REPLY TO
ATTENTION OF:

CEMVK-OD-ML

17 March 2003

Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Mr. Dussom:

This letter is in response to your letter dated 10 March 2003 to the Bayou Bodcau Dam and Reservoir concerning preparation of an Environmental Impact Statement.

Having reviewed your letter, and without any proposed interstate corridors, we must include the entire Bayou Bodcau Dam and Reservoir in our potential issues list. Potential issues of concern for the U.S. Army Corps of Engineers are identified below.

1. Flood Control.
   a. Bayou Bodcau Dam and Reservoir was constructed for the primary purpose of providing flood control management, including approximately 8300 of Barksdale Air Force Base. Issues of concern include the interference with the flood control dynamics during and after construction as well as the current drainage system in relation to the actual location of Interstate 69 (which is unknown at this time).

2. Recreation.
   a. An increase in the number of visitors to the Bayou Bodcau Dam and Reservoir for the purposes of recreation is expected irregardless of the location of the proposed interstate. An issue of concern is the impact of such visitation on load carrying capacity on exiting facilities and developed recreation, wildlife and natural areas as well as the requirement to rehabilitate existing facilities and recreation sites to accommodate the increasing number of visitors and increasing demand on project resources.
   b. Also, an issue of concern is the impact of such visitation on natural, cultural and historical resources on the reservoir. This could consequently have both negative and positive affects on the projects.

3. Water Quality.
   a. Water quality could be adversely affected during the construction phase of the project if the route were proposed through the project or the reservoir's drainage basin.

4. Environmental Compliance.
    a. Environmental compliance of the projects minerals production permits could be affected during construction.

5. USACE Wetlands Management.
    a. Potentially, several known of wetlands located on the reservoir could be impacted by the construction of the project.

6. Wildlife Management.
    a. The federally endangered Red-cockaded Woodpecker habitat located on Bayou Bodcau Dam and Reservoir could be negatively impacted by construction of an interstate on the project, or in the region.
    b. Loss of wildlife habitat and/or change in habitat types could occur during construction and/or afterwards along the Interstate route.
    c. Wildlife corridors, i.e. neotropical birds migratory routes, could be impacted by construction.

7. Forestry Management.
    a. Timber management activities could be negatively affected by the construction of an interstate through the project. Additional vehicle traffic in the area could have negative affect on vegetative growth, etc.

8. Operational Management.
    a. Reservoir operational management plans and master plans would require revisions and/or multiple updates as a result of the impact of the proposed interstate on the project. Management practices and techniques would have to be reviewed/revised to accommodate additional visitation, facilities, etc.

If you require any further assistance from our office regarding this or any other matter, please do not hesitate to contact me at the above listed address and phone number or email gene.davis@mvk02.usace.army.mil.

Sincerely,

Gene Davis
Park Manger,
Louisiana Field Office

6

DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
and Prevention

March 18, 2003

WLF
SN
F.L

Mr. William Farr
Program Operations Manager
Federal Highway Administration
5304 Flanders Drive, Suite A,
Baton Rouge, Louisiana 70808

Dear Mr. Farr:

We understand from Federal Register Notice 68 FR 10775 dated March 6 that the Federal Highway Administration has issued a notice to the public that an Environmental Impact Statement will be prepared, in cooperation with the Louisiana Department of Transportation and Development (DOTD) and the Arkansas Highway and Transportation Department (AHTD), on proposed construction of Interstate Highway 69 (I-69) in Bossier, Webster, and Claiborne Parishes, Louisiana and in Union and Columbia Counties, Arkansas. This proposal will provide a divided four-lane, limited access highway on new location between Interstate Highway 20 (I-20) near the Town of Haughton in Bossier Parish, Louisiana to U.S. Highway 82 (U.S. 82) near the Town of El Dorado in Union County, Arkansas, a distance of approximately 80 miles. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

We do not have any specific comments to offer at this time. However, we do recommend that the topics listed below be considered and addressed if appropriate for this project. Mitigation plans which are protective of the environment and public health should be described in the EA wherever warranted. We believe that addressing these additional areas of public health concern will result in a final plan protective of human health to workers and also to nearby residents.

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Air Quality
- dust control measures during project construction, and potential releases of air toxins
  potential process air emissions after project completion
- compliance with air quality standards

II. Water Quality/Quantity
- special consideration to private and public potable water supply, including ground and surface water resources
- compliance with water quality and waste water treatment standards
- ground and surface water contamination (e.g. runoff and erosion control)
- body contact recreation

III. Wetlands and Flood Plains
- potential contamination of underlying aquifers
- construction within flood plains which may endanger human health
- contamination of the food chain

IV. Hazardous Materials/Wastes
- identification and characterization of hazardous/contaminated sites
- safety plans/procedures, including use of pesticides/herbicides; worker training
- spill prevention, containment, and countermeasures plan

V. Non-Hazardous Solid Waste/Other Materials
- any unusual effects associated with solid waste disposal should be considered

VI. Noise
- identify projected elevated noise levels and sensitive receptors (i.e. residential, schools, hospitals) and appropriate mitigation plans during and after construction

VII. Occupational Health and Safety
- compliance with appropriate criteria and guidelines to ensure worker safety and health

VIII. Land Use and Housing
- special consideration and appropriate mitigation for necessary relocation and other potential adverse impacts to residential areas, community cohesion, community services
- demographic special considerations (e.g. hospitals, nursing homes, day care centers, schools)
- consideration of beneficial and adverse long-term land use impacts, including the potential influx of people into the area as a result of a project and associated impacts
- potential impacts upon vector control should be considered

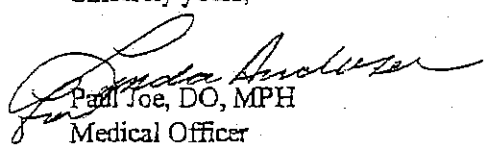
IX. Environmental Justice
- federal requirements emphasize the issue of environmental justice to ensure equitable environmental protection regardless of race, ethnicity, economic status or community, so that no segment of the population bears a disproportionate share of the consequences of environmental pollution attributable to a proposed project. (Executive Order 12898)

While this is not intended to be an exhaustive list of possible impact topics, it provides a guide for typical areas of potential public health concern which may be applicable to this project. Any other health related topics which may be associated with the proposed project should also receive consideration when developing this DEIS.

When it becomes available, please send a copy of this DEIS to the following address for our review and comment:

Paul Joe, DO, MPH
Medical Officer
National Center for Environmental Health
Centers for Disease Control & Prevention
4770 Buford Highway, MS (F-16), NE
Atlanta, Georgia 30341-3724

Sincerely yours,



Paul Joe, DO, MPH
Medical Officer
National Center for Environmental Health (F16)
Centers for Disease Control & Prevention

7

U.S. Department of Homeland Security

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
Email:

16591A
March 19, 2003

MR KENT B DUSSOM PE
PROJECT MANAGER
URS CORPORATION
3500 N CAUSEWAY BOULEVARD SUITE 900
METAIRIE LOUISIANA 70002

Dear Mr. Dussom:

We have reviewed your letter dated March 10, 2003, soliciting views on the Interstate Highway 69, Section of Independent Utility No. 14. We have no comments on this phase of the project study as there are no specific details on locations and plans for any particular bridges over which the Coast Guard has jurisdiction. The Coast Guard will have a permitting action and an active part in this project as the locations and plans for waterway crossings 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, any proposed waterway crossings of the I-69 project will need to be evaluated from the standpoint of navigation.

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 and cumulative or those which would not ordinarily occur were it not for the existence of the bridges. As with any major transportation project which involves crossings of navigable waterways, the Environmental Impact Statement should address all impacts directly associated with the bridges as well as those which are secondary and cumulative.

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 the Coast Guard's role with this project.

Sincerely,

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

8

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: State Project # 736-99-1032

X We offer the following comments:

Communities that participate in the National Flood Insurance Program (NFIP) regulate development in their Special Flood Hazard Areas.

Please contact the Floodplain Administrator of each parish and county for determinations as to whether a Floodplain Development Permit is needed for particular project sites. Bossier Parish, phone (318) 965-2328; Claiborne Parish, phone (318) 927-2222; Webster Parish, phone (318) 377-7564, Columbia County, phone (870) 235-3705; and Union County, phone (870) 864-1906.

A similar process is necessary for any NFIP-participating towns through which the project may pass.

David Hiegel
Reviewer

3-20-3
Date

State of Louisiana

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

JACK C. CALDWELL
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
March 20, 2003

TO: Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, Louisiana 70002

RE: Solicitation of Views
Section of Independent Utility No. 14
Junction I-20 near Haughton, Louisiana to US 82 near El Dorado, Arkansas
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
State Project No. 736-99-1032

In response to your Solicitation of Views letter dated March 10, 2003, regarding 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 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.

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. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

Division	Contact	Phone No.	E-mail Address
Engineering	Jeff Wells	225-342-5638	JEFFW@dnr.state.la.us
Pipeline	Don Hebert	225-342-2989	Donh@dnr.state.la.us
Injection & Mining	Laurence Bland	225-342-5515	LaurenceB@dnr.state.la.us
Geological	Mike Kline	225-342-3335	MikeKl@dnr.state.la.us

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pg 2

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,

for James H. Welsh
Commissioner of Conservation

JHW:MBK/her

cc: Jeff Wells
Don Hebert
Laurence Bland
Mike Kline

10

State of Louisiana

Department of Environmental Quality

MAR 21 2003

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

L. HALL BOHLINGER
SECRETARY

Mr. Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002

RE: Project No. 736-99-1032; proposed Construction of a Section of Interstate 69; URS; Bossier, Claiborne & Webster Parishes

Dear Mr. Dussom:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated March 10, 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.

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PJ2

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

hat takes into consideration the population served, whether the aquifer is protected by natural overlying clay layers, and the depth of the water wells.

Step 2. Presentations are made to communities in the order established by the vulnerability ranking, meeting with the most vulnerable first. The Program is presented to local government officials and the public.

Step 3. If the Program is accepted, LDEQ assists the community in determining the Wellhead Protection Area, developing an inventory of potential sources of contamination, and locating these sources on a Wellhead Protection Area map.

Step 4. LDEQ assists the community in adopting a Management Plan to minimize the potential risks to public water supplies. The Management Plan can include ordinances, source prohibitions, and education of the public. Signs are posted marking the boundaries of the Wellhead Protection Area.

Step 5. LDEQ assists the community in establishing a Contingency Plan to provide emergency response procedures which may become necessary in the event of a partial or total loss of public water supply service.

HOW TO GET MORE INFORMATION

CONTACT YOUR LOCAL GOVERNMENT OFFICIAL OR THE LDEQ WELLHEAD PROTECTION PROGRAM AT:

LOUISIANA DEPARTMENT OF
ENVIRONMENTAL QUALITY
OFFICE OF WATER RESOURCES
GROUND WATER PROTECTION DIVISION
P.O. BOX 82215
BATON ROUGE, LA 70884-2215
(504) 765-0585

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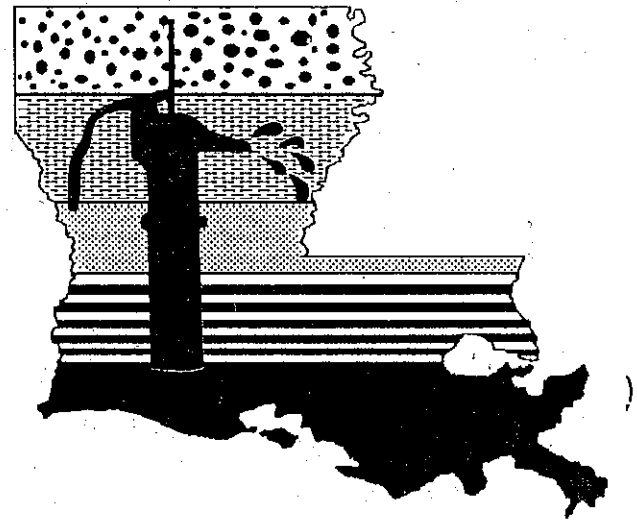
State of Louisiana
Department of Environmental Quality
Ground Water Protection Division
P.O. Box 82215
Baton Rouge, Louisiana 70884-2215



Louisiana Department of Environmental Quality

LOUISIANA WELLHEAD PROTECTION PROGRAM

OFFICE OF WATER RESOURCES
GROUND WATER PROTECTION
DIVISION

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PS3

WELLHEAD PROTECTION — WHAT IS IT?

Wellhead Protection is a program designed to protect the quality of public drinking water supplies obtained from community water wells. The term "Wellhead" refers to the part of a water well that is present at the surface. A "Wellhead Protection Area" is the surface and subsurface area surrounding a water well.

WHY IS A WELLHEAD PROTECTION PROGRAM NEEDED?

Because two-thirds of the population of Louisiana depends on ground water, it is important to take steps to protect this valuable resource. Since ground water is easier to contaminate than it is to cleanup, an ounce of prevention is worth far more than a pound of cure. The Wellhead Protection Program helps communities protect the quality of their water supply.

CONTAMINATION — WHERE DOES IT COME FROM?

There are many potential sources of contamination:
Septic Tanks,
Urban Runoff,
Pesticides,
Industrial Impoundments,
Underground Gas Tanks,
Landfills,
Fertilizers,
Animal Waste Lagoons,
Industrial Facilities,
Hazardous Waste Sites,
Household Waste,
to name a few. The improper management of these potential sources can lead to ground water contamination.

HOW DOES THE CONTAMINATION GET INTO THE GROUND WATER?

Ground water is stored in and moves through underground sand and gravel formations called "aquifers." Aquifers are saturated with water that seeps into the ground in the area where the aquifer is close to the earth's surface. These locations are called "recharge areas." Contamination can migrate into the aquifers from poorly managed sources of pollution. Contamination can move through the aquifer and eventually reach a water well that supplies drinking water to a community. When this happens, the water may no longer be suitable for consumption and the well sometimes has to be abandoned and replaced, costing up to hundreds of thousands of dollars. There were six cases of benzene (a chemical found in gasoline) contamination of public supply wells in Louisiana in 1992.

HOW DOES THE WELLHEAD PROTECTION PROGRAM WORK?

The Louisiana Department of Environmental Quality's (LDEQ) Office of Water Resources, Ground Water Protection Division administers the Wellhead Protection Program. The steps below explain how:

Step 1. LDEQ establishes a vulnerability ranking for public water supplies

Louisiana Department of Environmental Quality
Office of Water Resources
Nonpoint Source Pollution Program
Post Office Box 82215
Baton Rouge, Louisiana 70884-2215

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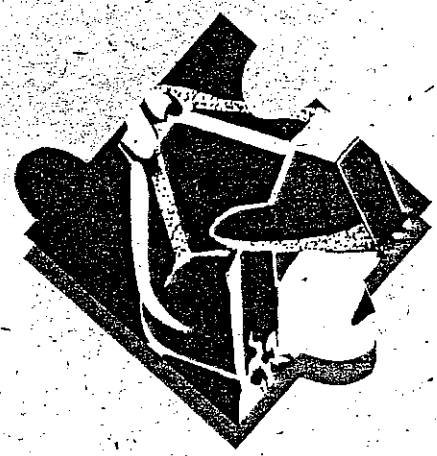
P85

Louisiana Department of Environmental Quality

Office of Water Resources



Construction Nonpoint Source Pollution Program

What Are BMPs?

The most efficient and cost effective methods of controlling NPS pollution from construction activities are careful planning and implementation of BMPs. "Best management practices" describe any practices or procedures designed to reduce pollutants or their content in runoff before they reach a body of water. Proper implementation of BMPs can reduce pollutants such as sediments, nutrients, heavy metals, bacteria, pesticides or other forms of storm water runoff from construction sites.

BMPs suitable for construction sites include pollution source controls, solid waste collection, waste disposal and runoff collection. Vegetative filter strips and hay bale dikes can be used to slow the flow of runoff and help filter out pollutants. Solid waste can be properly disposed of or recycled. Pollution source controls include appropriate land use planning, proper application of fertilizers and pesticides, and local governmental ordinances limiting certain construction activities. Local governments can create and enforce litter laws, collect penalties for illegal dumping, implement zoning ordinances and develop ordinances for sediment control at construction sites.

What Are The Benefits of BMPs?

If erosion and sediment control measures are carefully planned and implemented, soil loss from construction sites can be greatly reduced. Reducing soil loss has immediate economic and environmental benefits. A U.S. Environmental Protection Agency study indicates that proper erosion control measures can reduce soil loss from construction sites by 90 to 96 percent, and that the cost of erosion prevention is one-half to one-thirteenth that of cleaning up sediment after erosion has occurred.

Effective BMPs for Construction Activities

Diversion Dikes

Diversion dikes should be built at the upslope perimeter of the construction site to channel rain water away from the disturbed area. The diversion dikes should be built prior to any earth moving, and should be seeded and mulched immediately after they are built.

Vegetative Buffer Strips

Of primary importance when construction sites are adjacent to water bodies, a buffer strip of undisturbed vegetation between the water body and the construction area reduces runoff water velocity and traps sediment. This reduces sediment delivery to surface waters and adjacent properties.

Seeding and Mulching

Mulch should be applied to exposed soil at the end of each work day. Seed should be applied to topsoil stockpiles and bare soil after use of the soil and disturbances to the soil have stopped.

Hay Bale Dikes

Hay bale dikes are very cost effective as short-term sediment traps. They can be located across slopes, at the foot of slopes, along stream banks and in small drainage ditches that occasionally carry sediment-laden water.

Silt Fencing

Sediment fencing is temporary filter-cloth fencing that is used to catch sediment-laden runoff from small areas of soil disturbance. This usually reduces runoff velocity to a degree favorable for sediment deposition.

Vegetative Cover

Natural vegetation controls erosion in several ways. It protects the soil surface from the impact of falling rain and decreases the velocity of runoff. It helps maintain the soil's capacity to absorb water and holds soil particles in place. A construction planner can significantly reduce soil erosion and sedimentation by limiting the removal of vegetation. If removal is necessary, it should be done in stages to decrease the duration of soil exposure. Vegetation should be retained in areas of moderate to high soil erosion potential, such as steep slopes, drainage ways, highly erodible soils and stream banks.

Sediment Basin

A sediment basin is a temporary dam constructed across a drainageway to intercept and retain sediment and other waterborne debris. It provides a temporary means of detaining sediment-laden runoff long enough for the majority of sediment to settle out. Special consideration needs to be given on depth of water table when this practice is used in order to ensure that infiltration of pollutants do not contaminate ground water aquifers.

Sediment Trap

A sediment trap is a small temporary ponding area formed by constructing an earthen embankment to intercept sediment-laden runoff from a small disturbed area long enough to trap and retain it to settle out. This practice should be installed at points of discharge from disturbed areas for a maximum period of 18 months. Special consideration needs to be given on depth of water table when this practice is used in order to ensure that infiltration of pollutants do not contaminate groundwater aquifers.

DEQ's Role In Preventing Construction Runoff

The Louisiana Department of Environmental Quality (DEQ)'s Nonpoint Source Unit is developing a demonstration project to evaluate the effectiveness of construction BMPs for reducing sediments and other nonpoint source pollutants from construction activities. Educational workshops will encourage the application of sediment control ordinances at the parish and city levels. DEQ's NPS Pollution Unit staff will review existing sediment control ordinances to determine if BMPs could be incorporated into local laws regarding land development projects.

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P57

What is Nonpoint Source Pollution?

Nonpoint source (NPS) pollution is pollution that originates from diffuse sources which are difficult to measure directly. There are eight general categories of NPS pollution in Louisiana including agriculture, silviculture (forestry related activities), urban runoff, resource extraction, septic tanks, hydromodification, saltwater intrusion and construction. Erosion from construction sites contributes significantly to NPS pollution in Louisiana.

Where Does It Come From?

Every time it rains, sediments, nutrients, bacteria, heavy metals, pesticides, oil, grease and other pollutants are washed from streets, parking lots, lawns, farms, logging areas, parks, camps and construction areas into our rivers, bayous, lakes and estuaries. Excess rain that cannot be absorbed into the soil becomes storm water runoff which washes pollutants into water bodies. Excess sediment runoff resulting from construction activities negatively affects stream turbidity and water quality.

What Are Construction Activities?

Construction activities include the development of homes, businesses, industrial areas, bridges, highways and streets. Sediment runoff from construction areas into rivers, streams, lakes and estuaries can degrade water quality and is a primary pollution concern. Specific pollutants such as fuel, oil, paints, glues, pesticides, fertilizers, metals and solid wastes also are washed from construction sites by storm water runoff.

The rate of erosion from construction sites is 10 times greater than that from agricultural land, 200 times that from pasture land, and 2000 times more than erosion from forest land. Severity of NPS pollution from construction areas is dependent upon the type and duration of construction, amount of rainfall, soil characteristics, topography, degree of slope, distance to the receiving water body and the application of best management practices (BMPs).

What Are The Effects of Sediment Runoff?

Water bodies receiving excess sediment may experience aesthetic, recreational, biological, physical and chemical degradation. Excess suspended sediments increase turbidity which can reduce light penetration through the water column. This affects aquatic plant growth and ultimately reduces the amount of oxygen available in the aquatic ecosystem. Chemicals such as pesticides and heavy metals attach to sediments and may wash into water bodies through erosion. They may adversely affect aquatic life and the availability of dissolved oxygen in water bodies.

Who Can You Contact?

For further information on...
Preventing Nonpoint Source Pollution

La. Dept. of Environmental Quality
Water Quality Management Division
Nonpoint Source Pollution Program
(504) 765-0634

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11

U.S. Department
of Transportation
Federal Aviation
Administration

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Fort Worth, Texas 76193-0000

MAR 2 1 2003

Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002-3527

RE: Solicitation of Views on State Project 736-99-1032

Dear Mr. Dussom:

Thank you for the opportunity to review and comment on your upcoming projects. At this time, the Federal Aviation Administration (FAA) cannot identify any possible adverse effects to any of our facilities.

If any new or proposed structure in the area protrudes higher than the existing structures, the Form 7460-1, Notice of Proposed Construction or Alteration, should be filed with the FAA. This form is located at www.faa.gov.

If you have any questions or comments, please contact Mr. Mike Goodrich, Environmental/Integration Engineering Section, ASW-472, at 817-222-4724.

Jo L. Tarrh
Manager, Airway Facilities Division,
Southwest Region

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Attention: Kent B.Dussom, P. E. Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002

From: J. Michael Howard
Arkansas Geological Commission
3815 West Roosevelt Road
Little Rock, AR 72204

RE: Interagency Scoping Meeting in Minden, March 27th

I am bringing some materials pertinent to the mineral resources of the AR portion of the area. Of particular concern to this Agency are the presently undeveloped lignite reserves known to exist between Emerson and Atlanta in southeastern Columbia County, AR; the numerous oil fields of the area locally known as the "stateline fields"along the southern borders of Columbia and Union Counties; and the situation concerning municipal water wells. I will have some published data with me, along with some commercially available oil and gas maps and the contacts for obtaining these maps at larger scales.

If possible, I would appreciate approximately 5 to 7 minutes of time during the meeting to bring this information to the attention of all attending.

At present we have little data available in digital format, particularly maps that we can contribute to the project. There is a Microsoft Excel spreadsheet with information concerning natural resources of both Columbia and Union Counties. I will bring several copies on diskettes for those interested in obtaining that information.

Thanks.

13

Mark Wilcox
Commissioner of State Lands
State of Arkansas

Records Division
501-324-9222
501-324-9421 Fax

Real Estate Division
501-324-9422
501-324-9424 Fax

Land Survey Division
501-324-9168
501-324-9169 Fax

Mineral Leasing Division
501-324-9168
501-324-9169 Fax

Communications Division
501-324-9222
501-324-9421 Fax

March 25, 2003

Kent B. Dussom, P. E.
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

I have discussed your project with Mark Wilcox, Arkansas Commissioner of State Lands, and he has no reservations about the project or the construction of this section of Interstate 69.

If this office can be of further assistance to you please do not hesitate to call at your convenience.

Sincerely,

Jerry O. Bradshaw
Mineral Leasing Officer

Fax Number: 504-831-8860

109 State Capitol Building, Little Rock, AR 72201
land@aristotle.net
www.state.ar.us/land/land.html

14

State of Louisiana

Department of Environmental Quality

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

L. HALL BOHLINGER
SECRETARY

March 25, 2003

Mr. Kent B. Dussom, P. E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Blvd., Ste. 900
Metairie, LA 70002

RE: State Project No. 736-99-1032; Bossier, Claiborne and Webster Parishes
Proposed Construction of a Section of Interstate 69
SIU No. 14/Junction I-20 near Haughton, LA to US 82 near El Dorado, AR

Dear Mr. Dussom:

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."

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Pg 2

Currently, Bossier, Claiborne and Webster 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. **Also, please 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 Miller

Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosures

15

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: obr
Phone: (314) 539-3900, Ext 2378
Fax: (314) 539-3755
Email:

16593.22
25 March 2003

Mr. Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, LA 70002

Subj: INTERSTATE 69, SECTION OF INDEPENDENT UTILITY NO. 14

Dear Mr. Dussom:

Please refer to your letter dated March 10, 2003. After reviewing the plans that you submitted we have determined that this project does not cross waterways over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard bridge permit is not required.

I appreciate the opportunity to comment on the proposed project. Should you have any questions, contact me at the above number.

Sincerely,

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

Arkansas Department of Health

4815 West Markham Street • Little Rock, Arkansas 72205-3867 • Telephone (501) 661-2000
Fay W. Boozman, MD, MPH, Director
Mike Huckabee, Governor

April 1, 2003

Mr. Kent B. Dussom, P.E.
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

RE: State Project No. 736-99-1032
Interstate 69
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
ADH #03-42475

Dear Mr. Dussom:

This office has reviewed the above listed Engineering Report for Interstate 69. We concur with the proposal in general with the following provisions:

1. Buffer zones for existing public water supply wells (100-foot radius) are not to be encroached upon. Upon your request, our office would be happy to supply the location of these wells as planning for this project continues.

The report is being retained for our files. When submitting correspondence pertaining to this project, please include our reference number 03-42475.

Sincerely,

Robert Hart

Robert Hart, P.E.
Chief Engineer
Division of Engineering

RH:LD:Gk:gk

cc: Union County Sanitarian
Protective Health Codes

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

April 3, 2003

Mr. Kent B. Dussom, P.E.
Project Manager, I-69 SIU 14
URS Corporation
3500 N. Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

Please reference your March 10, 2003, letter requesting our review of the proposed U.S. Interstate Highway 69 (I-69) project (Federal Aid Project No. CBI-9901(516); State Project No. 736-99-1032) in Bossier, Webster, and Claiborne Parishes, Louisiana; and Columbia and Union Counties, Arkansas. The new 4-lane highway would be about 75 miles long, and would connect Interstate Highway 20 near Haughton, Louisiana, with U.S. Highway 82, near El Dorado, Arkansas, via new interchanges. 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.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

Portions of the proposed project would be located in areas that may be inhabited by the endangered red-cockaded woodpecker (*Picoides borealis, RCW*). Within the proposed project boundary, RCWs are known to occur in Bossier and Webster Parishes, Louisiana; and Union County, Arkansas. Within potentially suitable RCW habitat (as defined below), there may also be undocumented clusters in all of the Parishes and Counties that comprise the study area. During the forthcoming selection and evaluation of proposed routes for I-69, we recommend that surveys be conducted for the presence of RCW clusters within areas of potentially suitable habitat. Such habitat includes 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). 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 alignments do not transect suitable nesting and/or foraging habitat as defined above, then further consultation with the Service concerning RCWs will not be necessary. If, however, suitable nesting and/or foraging habitat is encountered, the area within a one-half-mile radius of the corridor should be carefully surveyed by a qualified biologist for the presence of RCW clusters, and a copy of the resulting survey report should be provided to the Service. That survey report should include the following details:

1. survey methodology including dates, qualifications of personnel, size of survey area, and transect density;

Portions of the proposed project may also be located within several publically-owned or managed areas, including the Louisiana Army Ammunition Plant (United States Army National Guard), the Caney Ranger District of the Kisatchie National Forest (United States Forest Service), the Bodcau Wildlife Management Area (Louisiana Department of Wildlife and Fisheries), Lake Claiborne State Park (Louisiana Office of State Parks), and the North Louisiana Hill Farm Experiment Station (Louisiana State University). Should any of the proposed alternatives potentially impact those areas, we recommend that the appropriate agency administrators be contacted for their comments and recommendations.

The proposed project may 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.

Furthermore, the proposed project would likely cross Bayou Dorcheat, which is designated as a scenic stream within Louisiana. Accordingly, we recommend that the Louisiana Department of Wildlife and Fisheries, Natural and Scenic Rivers Program be contacted for further information regarding the possible need for any additional permits for work conducted in the vicinity of that stream.

Finally, we recommend that the Natural Resources Conservation Service (NRCS) be contacted to identify lands which are part of their Wetland Reserve Program (WRP). We also recommend that NRCS be contacted for information regarding pending WRP applications on properties located within the I-69 project area boundary.

We appreciate the opportunity to provide comments during the early planning stages of this proposed project. If you need further assistance please contact Derek Hamilton (337/291-3138) of this office.

Sincerely,

Russell C. Watson
Acting Field Supervisor
Louisiana Field Office

cc: FWS, Conway, AR
FHWA, Baton Rouge, LA
Corps of Engineers, Vicksburg, MS
NRCS, Alexandria, LA
Kisatchie National Forest (Caney Ranger District), Homer, LA
U.S. Army National Guard, Minden, LA
LDWF, Natural Heritage Program, Baton Rouge, LA
LDWF, Region 1 Office, Minden, LA
LDWF, Natural and Scenic Rivers Program
Louisiana Office of State Parks, Baton Rouge, LA
LDOTD, Baton Rouge, LA
Louisiana State University, Baton Rouge, LA

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LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
BOB ODOM, COMMISSIONER

RANDAL JOHNSON
DEPUTY COMMISSIONER

ASSISTANT COMMISSIONERS

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

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

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

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

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

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

April 4, 2003

URS
Mr. Kent B. Dussom, P. E.
Project Manager
Executive Tower
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002-3527

RE: Solicitation of Views

State Project No: 796-99-1032
F.A.P. No.: CBI-9901 (516)
Interstate 69
Section of Independent Utility No. 14
Route: Junction I-20 near Haughton, LA to US 82 near El Dorado, AK
Parishes: Bossier, Claiborne and Webster, Louisiana
Columbia and Union Counties, Arkansas

Dear Mr. Dussom:

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

Sincerely,

Bradley Spicer

Bradley E. Spicer
Assistant Commissioner

BES:le

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

April 4, 2004

Date error
April 4, 2003

Kent B. Dusson, P.E.
Project Manager
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Lousiana 70002

Dear Mr. Dusson:

In accordance with Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency (EPA), Region 6 office, has reviewed your Solicitation For Comments and Scoping Request for initiating Advanced Project Development Studies and preparing an Environmental Impact Statement (EIS) for the proposed Interstate 69, Section of Independent Utility No.14, Junction I-20 near Haughton, Louisiana to US 82 near El Dorado, Arkansas.

We have completed our review of the brief project description and would like to take this opportunity to submit basic recommendations on the scope of the EIS you are preparing. Our comments, which are enclosed, are based upon the Council on Environmental Quality regulations 40 CFR (Parts 1500-1508) and our authority under Section 309 of the Clean Air Act.

We appreciate the opportunity to comment and look forward to future coordination in the alternative development phase of the project. Please send our office five copies of the Draft EIS at the same time that you send copies to the Office of Federal Activities for filing. If you have any questions, please contact me at (214) 665-7451.

Sincerely yours,

Michael P. Jansky, P.E.
Regional Environmental Review
Coordinator

Enclosure

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
1875 Century Boulevard
Atlanta, Georgia 30345

In Reply Refer To:
FWS/R4/ES

APR 07 2003

Mr. William Farr
Program Operations Manager
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

Re: Notice of Intent for Proposal to Construct Section of Independent Utility Number 14 for I-69 (ER 03/0228)

Dear Mr. Farr:

The Fish and Wildlife Service offers the following comments in response to the Federal Highway Administration's February 27, 2003, Federal Register Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the proposed construction of the Interstate Highway 69 Segment of Independent Utility No. 14 (I-69), in Bossier, Webster, and Claiborne Parishes, Louisiana; and Union and Columbia Counties, Arkansas. The new 4-lane highway would be about 80 miles long, and would connect Interstate Highway 20 near Haughton, Louisiana, with U.S. Highway 82, near El Dorado, Arkansas, via new interchanges. The comments consolidate the views and recommendations of the Service's Lafayette, Louisiana; and Conway, Arkansas, Field Offices.

General Comments

The forthcoming draft EIS should fully evaluate impacts of the proposed project on significant fish and wildlife resources. Within the proposed study area, those resources include threatened and endangered species and their habitats, migratory birds, wetland habitats, interjurisdictional fishes, and National Wildlife Refuges. Because the evaluation of potential project effects on fish and wildlife resources will be a key factor in determining the least environmentally damaging project alignment, we are pleased to provide the following specific scoping-level comments.

Specific Comments

Portions of the proposed project may be located in areas that are inhabited by the endangered red-cockaded woodpecker (*Picoides borealis*, RCW). Within the proposed project boundary, RCWs are known to occur in Bossier and Webster Parishes, Louisiana; and Union County, Arkansas. Within potentially suitable RCW habitat (as defined below), there may also be undocumented

clusters in all of the parishes and counties that comprise the study area. During the forthcoming selection and evaluation of proposed routes for I-69, we recommend that surveys be conducted for the presence of RCW clusters within areas of potentially suitable habitat. Such habitat includes 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). 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 alignments do not transect suitable nesting and/or foraging habitat as defined above, then further consultation with the Service concerning RCWs will not be necessary. If, however, suitable nesting and/or foraging habitat is encountered, the area within a one-half mile radius of the corridor should be carefully surveyed by a qualified biologist for the presence of RCW clusters, and a copy of the resulting survey report should be provided to the Service. That survey report 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 boundary, a request for Service 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 the Service will be necessary for RCWs. If RCW clusters are found in the surveyed areas, however, further consultation with the Service's Lafayette, Louisiana, Field Office will be required.

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Portions of the proposed project may also be located in areas that are inhabited by the threatened bald eagle (*Haliaeetus leucocephalus*). Within the proposed project boundary, the bald eagle is known to nest in Bossier Parish, Louisiana, and to winter in Webster and Claiborne Parishes, Louisiana. Bald eagles are also known to occur in Union County, Arkansas. Undocumented bald eagle nests may also occur throughout the project study area. Accordingly, we recommend that surveys be conducted for the presence of bald eagle nests during the selection and evaluation of proposed I-69 routes. Bald eagles typically nest in bald cypress trees near large bodies of open-water from October through mid-May. We further caution that the project should not damage any portion of eagle nest trees, including their root systems (i.e., through soil compaction or disturbance). If nesting bald eagles are discovered within a potential construction alignment, or if the proposed project or associated work activities encroach within one mile of an eagle nest during the nesting season (October through mid-May), further consultation with the Service's Lafayette, Louisiana, Field Office will be required.

In accordance with Section 7 of the Endangered Species Act, the draft EIS should contain a Biological Assessment of the proposed project effects on the above Federally listed threatened and endangered species, together with the rationale for the Federal Highway Administration's determination of whether the proposed project is likely (or not likely) to adversely affect those species. For further information regarding endangered species, please contact the Service's Lafayette, Louisiana, Field Office.

Depending on its final alignment, wading bird nesting colonies could potentially be impacted by project construction-related activities. Within the proposed project study area, a wading bird nesting colony is known to occur east of Springhill, in Webster Parish, Louisiana. Within Louisiana, colonies not currently listed in the database maintained by the Louisiana Department of Wildlife and Fisheries may be present within the potential alignments, and undocumented colonies may exist elsewhere throughout the study area. That Louisiana database is updated primarily by monitoring the colony sites that were previously surveyed during the 1980s. Until a comprehensive survey is conducted to determine the location of newly-established nesting colonies, we recommend that a qualified biologist inspect the proposed alignments for the presence of undocumented nesting colonies prior to the selection of the preferred alternative. That survey should focus within early successional, scrub/shrub, and forested swamp wetlands, as these are most commonly inhabited by colonial nesting wadingbirds. If colony sites are located within or adjacent to the proposed route, the Service's Lafayette, Louisiana, Field Office should be contacted for additional recommendations to ensure that those colonies are protected during the nesting season.

Implementation of the proposed project would likely result in the placement of fill in wetlands; therefore, Clean Water Act Section 404 permits may be necessary. We recommend that the Vicksburg District, U.S. Army Corps of Engineers be contacted for a complete jurisdictional wetland delineation of the proposed project. If the Corps determines that the proposed project is within their regulatory jurisdiction, additional Service comments regarding permit issuance would be provided in response to the corresponding Public Notice(s). Wetland areas that would

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potentially be impacted by the proposed project that are of particular concern to the Service, based primarily on their quality, extent, and habitat value for Federal trust species, include the Bayou Dorcheat Basin, Lake Claiborne, Murray Lake, Paper Mill Pond, Williams Lake, and Corney Lake.

Portions of the proposed project may also be located within several publically-owned or managed areas, including the Louisiana Army Ammunition Plant (United States Army National Guard), the Caney Ranger District of the Kisatchie National Forest (United States Forest Service), the Bodcau Wildlife Management Area (Louisiana Department of Wildlife and Fisheries), Lake Claiborne State Park (Louisiana Office of State Parks), and the North Louisiana Hill Farm Experiment Station (Louisiana State University). Should any of the proposed alternatives potentially impact those areas, we recommend that the appropriate agency administrators be contacted for their comments and recommendations.

Furthermore, the proposed project would likely cross Bayou Dorcheat, which is designated as a scenic stream within Louisiana. Accordingly, we recommend that the Louisiana Department of Wildlife and Fisheries, Natural and Scenic Rivers Program be contacted for further information regarding the possible need for any additional permits for work conducted in the vicinity of that stream.

Finally, we recommend that the Natural Resources Conservation Service (NRCS) be contacted to identify lands which are part of their Wetland Reserve Program (WRP). We also recommend that NRCS be contacted for information regarding pending WRP applications on properties located within the I-69 project area boundary.

We appreciate the opportunity to provide comments during the early planning stages of the proposed project. If further information is needed, please contact David Frugé, Field Supervisor of the Lafayette, Louisiana, Field Office at 337/291-3115 or Kevin Moody, Regional Environmental Coordinator at 404/679-7089.

Sincerely yours,

for Sam D. Hamilton
Regional Director

20b

United States Department of the Interior

FISH AND WILDLIFE SERVICE
1875 Century Boulevard
Atlanta, Georgia 30345

In Reply Refer To:
FWS/R4/ES

APR 07 2003

Mr. Randal Looney
Environmental Specialist
Federal Highway Administration
700 West Capitol Avenue, Room 3130
Little Rock, Arkansas 72201

Re: Notice of Intent for Proposal to Construct Section of Independent Utility Number 14 for I-69 (ER 03/0228)

Dear Mr. Looney:

The Fish and Wildlife Service offers the following comments in response to the Federal Highway Administration's February 27, 2003, Federal Register Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the proposed construction of the Interstate Highway 69 Segment of Independent Utility No. 14 (I-69), in Bossier, Webster, and Claiborne Parishes, Louisiana; and Union and Columbia Counties, Arkansas. The new 4-lane highway would be about 80 miles long, and would connect Interstate Highway 20 near Haughton, Louisiana, with U.S. Highway 82, near El Dorado, Arkansas, via new interchanges. The comments consolidate the views and recommendations of the Service's Lafayette, Louisiana; and Conway, Arkansas, Field Offices.

General Comments

The forthcoming draft EIS should fully evaluate impacts of the proposed project on significant fish and wildlife resources. Within the proposed study area, those resources include threatened and endangered species and their habitats, migratory birds, wetland habitats, interjurisdictional fishes, and National Wildlife Refuges. Because the evaluation of potential project effects on fish and wildlife resources will be a key factor in determining the least environmentally damaging project alignment, we are pleased to provide the following specific scoping-level comments.

Specific Comments

Portions of the proposed project may be located in areas that are inhabited by the endangered red-cockaded woodpecker (*Picoides borealis*, RCW). Within the proposed project boundary, RCWs are known to occur in Bossier and Webster Parishes, Louisiana; and Union County, Arkansas. Within potentially suitable RCW habitat (as defined below), there may also be undocumented

clusters in all of the parishes and counties that comprise the study area. During the forthcoming selection and evaluation of proposed routes for I-69, we recommend that surveys be conducted for the presence of RCW clusters within areas of potentially suitable habitat. Such habitat includes 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). 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 alignments do not transect suitable nesting and/or foraging habitat as defined above, then further consultation with the Service concerning RCWs will not be necessary. If, however, suitable nesting and/or foraging habitat is encountered, the area within a one-half mile radius of the corridor should be carefully surveyed by a qualified biologist for the presence of RCW clusters, and a copy of the resulting survey report should be provided to the Service. That survey report 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 boundary, a request for Service 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 the Service will be necessary for RCWs. If RCW clusters are found in the surveyed areas, however, further consultation with the Service's Lafayette, Louisiana, Field Office will be required.

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Portions of the proposed project may also be located in areas that are inhabited by the threatened bald eagle (*Haliaeetus leucocephalus*). Within the proposed project boundary, the bald eagle is known to nest in Bossier Parish, Louisiana, and to winter in Webster and Claiborne Parishes, Louisiana. Bald eagles are also known to occur in Union County, Arkansas. Undocumented bald eagle nests may also occur throughout the project study area. Accordingly, we recommend that surveys be conducted for the presence of bald eagle nests during the selection and evaluation of proposed I-69 routes. Bald eagles typically nest in bald cypress trees near large bodies of open-water from October through mid-May. We further caution that the project should not damage any portion of eagle nest trees, including their root systems (i.e., through soil compaction or disturbance). If nesting bald eagles are discovered within a potential construction alignment, or if the proposed project or associated work activities encroach within one mile of an eagle nest during the nesting season (October through mid-May), further consultation with the Service's Lafayette, Louisiana, Field Office will be required.

In accordance with Section 7 of the Endangered Species Act, the draft EIS should contain a Biological Assessment of the proposed project effects on the above Federally listed threatened and endangered species, together with the rationale for the Federal Highway Administration's determination of whether the proposed project is likely (or not likely) to adversely affect those species. For further information regarding endangered species, please contact the Service's Lafayette, Louisiana, Field Office.

Depending on its final alignment, wading bird nesting colonies could potentially be impacted by project construction-related activities. Within the proposed project study area, a wading bird nesting colony is known to occur east of Springhill, in Webster Parish, Louisiana. Within Louisiana, colonies not currently listed in the database maintained by the Louisiana Department of Wildlife and Fisheries may be present within the potential alignments, and undocumented colonies may exist elsewhere throughout the study area. That Louisiana database is updated primarily by monitoring the colony sites that were previously surveyed during the 1980s. Until a comprehensive survey is conducted to determine the location of newly-established nesting colonies, we recommend that a qualified biologist inspect the proposed alignments for the presence of undocumented nesting colonies prior to the selection of the preferred alternative. That survey should focus within early successional, scrub/shrub, and forested swamp wetlands, as these are most commonly inhabited by colonial nesting wadingbirds. If colony sites are located within or adjacent to the proposed route, the Service's Lafayette, Louisiana, Field Office should be contacted for additional recommendations to ensure that those colonies are protected during the nesting season.

Implementation of the proposed project would likely result in the placement of fill in wetlands; therefore, Clean Water Act Section 404 permits may be necessary. We recommend that the Vicksburg District, U.S. Army Corps of Engineers be contacted for a complete jurisdictional wetland delineation of the proposed project. If the Corps determines that the proposed project is within their regulatory jurisdiction, additional Service comments regarding permit issuance would be provided in response to the corresponding Public Notice(s). Wetland areas that would

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Pg 4

potentially be impacted by the proposed project that are of particular concern to the Service, based primarily on their quality, extent, and habitat value for Federal trust species, include the Bayou Dorcheat Basin, Lake Claiborne, Murray Lake, Paper Mill Pond, Williams Lake, and Corney Lake.

Portions of the proposed project may also be located within several publically-owned or managed areas, including the Louisiana Army Ammunition Plant (United States Army National Guard), the Caney Ranger District of the Kisatchie National Forest (United States Forest Service), the Bodcau Wildlife Management Area (Louisiana Department of Wildlife and Fisheries), Lake Claiborne State Park (Louisiana Office of State Parks), and the North Louisiana Hill Farm Experiment Station (Louisiana State University). Should any of the proposed alternatives potentially impact those areas, we recommend that the appropriate agency administrators be contacted for their comments and recommendations.

Furthermore, the proposed project would likely cross Bayou Dorcheat, which is designated as a scenic stream within Louisiana. Accordingly, we recommend that the Louisiana Department of Wildlife and Fisheries, Natural and Scenic Rivers Program be contacted for further information regarding the possible need for any additional permits for work conducted in the vicinity of that stream.

Finally, we recommend that the Natural Resources Conservation Service (NRCS) be contacted to identify lands which are part of their Wetland Reserve Program (WRP). We also recommend that NRCS be contacted for information regarding pending WRP applications on properties located within the I-69 project area boundary.

We appreciate the opportunity to provide comments during the early planning stages of the proposed project. If further information is needed, please contact David Frugé, Field Supervisor of the Lafayette, Louisiana, Field Office at 337/291-3115 or Kevin Moody, Regional Environmental Coordinator at 404/679-7089.

Sincerely yours,

for Sam D. Hamilton
Regional Director

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I-69 / T+E Spp

13.2

State of Louisiana

James H. Jenkins, Jr.
Secretary

Department of Wildlife & Fisheries
Post Office Box 98000
Baton Rouge, LA 70898-9000
(225) 765-2800

M.J. "Mike" Foster, Jr.
Governor

Name	Mr. Scott L. Hoffeld
Company	URS Corporation
Street Address	3500 N. Causeway Blvd., Suite 900
City, State, Zip	Metairie, LA 70002-3527
Project	Segment of Independent Utility No. 14 of the Proposed Interstate 69 Project
Date	April 8, 2003
Invoice Number	03032501

The enclosed diskette contains an ArcView GIS 3.2 Shape File of LNHP element occurrence records from our database of rare, threatened, and endangered species or critical habitats which appear to be located in your project area using the electronic polygon shapefile provided by you. Please refer to the LNHP Data Utilization Agreement for restrictions regarding the use of these data. I have enclosed information regarding the field descriptions and ranking codes used in the database. Element occurrences are displayed as point data and do not reflect local extent of the occurrence. At this time we are unable to provide polygons identifying critical habitat around these points. In addition, the accuracy of the location information may be limited. Please refer to the precision data field which defines the precision to which the element occurrence as described can be located on a topograhic map. Your project area appears to be in the Kisatchie National Forest Caney Ranger District. Please contact the Caney District Ranger at 318-972-2061to discuss boundaries and coordinate activity. Middle Fork of Bayou D'arbonne, Corney Bayou, and Bayou Dorcheat are designated Louisiana Department of Wildlife and Fisheries Natural and Scenic Streams. Please contact Keith Cascio with this department at 318-343-4044 to determine the effects of the proposed project on the streams. Your project area is in the Louisiana Department of Wildlife and Fisheries Bodcau Wildlife Management Area. Additionally, several natural areas occur in this wildlife management area. Please contact the District Supervisor Steve Hebert at 318-371-3050 to discuss boundaries and coordinate activity. There are records in our database of red-cockaded woodpeckers (RCW) in the area of this project. The red-cockaded woodpecker (Picoides borealis) is provided an endangered status on both the federal and state species lists. It is against the law to harass or harm this bird and/or the habitat in which it requires to live. Surveys should be conducted throughout the project area for adequate nesting and/or foraging habitat. In the case of projects that occur in or adjacent to nesting and/or foraging habitat additional surveys will be required for active RCW clusters within ½ mile of the project area. You should contact the RCW biologist, before work is done, in cases where active RCW clusters are found within the project area. A response letter should be sent to the Louisiana Department of Wildlife and Fisheries RCW biologist Sean Kinney (225)-765-2359 with the results of all surveys conducted.

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PS2

About the Data

Data will be sent in an ArcView GIS 3.2 Shape File Format in decimal degrees. LNHP element occurrences will appear as point data and do not reflect local extent of the occurrence. At this time we are unable to provide polygons identifying critical habitat around these points. In addition, the accuracy of the location information may be limited. Please refer to the precision data field which defines the precision to which the element occurrence as described can be located on a topograhic map.

The Louisiana Natural Heritage Program 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 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. 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. The LNHP database represents a compilation of information extracted from published and unpublished literature, museums and herbaria, field surveys, personal communications, and other sources. Records for new occurrences of plants and animals are continuously being added to the database and other occurrence records may change as new information is gathered. The Louisiana Natural Heritage Program requires that this office be acknowledged in all reports as the source of all data provided here. If you have any questions or need additional information, please call Louisiana Natural Heritage Program Data Manger Jill Kelly at (225) 765-2643.

EXPLANATION OF RANKING CATEGORIES EMPLOYED BY NATURAL HERITAGE PROGRAMS NATIONWIDE

Each element is assigned a single global rank as well as a state rank for each state in which it occurs. Global ranking is done under the guidance of NatureServe, Arlington, VA. State ranks are assigned by each state's Natural Heritage Program, thus a rank for a particular element may vary considerably from state to state. Federal ranks are designated by the U.S. Fish & Wildlife Service under the provisions of the Endangered Species Act of 1973.

FEDERAL RANKS (USESA FIELD):

LE = Listed Endangered

LT = Listed Threatened

PE = Proposed endangered

PT = Proposed Threatened

C = Candidate

PDL = Proposed for delisting

E (S/A) or T (S/A) = Listed endangered or threatened because of similarity of appearance

XE = Essential experimental population

XN = Nonessential experimental population

No Rank = Usually indicates that the taxon does not have any federal status. However, because of potential lag time between publication in the Federal Register and entry in the central databases and state databases, some taxa may have a status which does not yet appear.

(Rank, Rank) = Combination values in parenthesis = The taxon itself is not named in the Federal Register as having U.S. ESA status; however, all of its infraspecific taxa (worldwide) do have official status. The statuses shown in parentheses indicate the statuses that apply to infraspecific taxa or populations within this taxon. *THE SPECIES IS CONSIDERED TO HAVE A COMBINATION STATUS IN LOUISIANA*

(PS) = partial status= Status in only a portion of the species' range. Typically indicated in a "full" species record where an infraspecific taxon or population has U.S. ESA status, but the entire species does not. *THE SPECIES DOES NOT HAVE A STATUS IN LOUISIANA*

(PS: Rank) = partial status= Status in only a portion of the species' range. The value of that status appears because the entity with status does not have an individual entry in Natureserve. *THE SPECIES MAY HAVE A STATUS IN LOUISIANA*

GLOBAL ELEMENT RANKS:

G1 = critically imperiled globally because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extinction

G2 = imperiled globally because of rarity (6 to 20 known extant populations) or because of some factor(s) making it very vulnerable to extinction throughout its range

G3 = either very rare and local throughout its range or found locally (even abundantly at some of its locations) in a restricted range (e.g., a single physiographic region) or because of other factors making it vulnerable to extinction throughout its range (21 to 100 known extant populations)

G4 = apparently secure globally, though it may be quite rare in parts of its range, especially at the periphery (100 to 1000 known extant populations)

G5 = demonstrably secure globally, although it may be quite rare in parts of its range, especially at the periphery (1000+ known extant populations)

GH = of historical occurrence throughout its range; i.e., formerly part of the established biota, with the possibility that it may be rediscovered (e.g., Bachman's Warbler)

GU = possibly in peril range-wide, but status uncertain; need more information

G? = rank uncertain. Or a range (e.g., G3G5) delineates the limits of uncertainty

GQ = uncertain taxonomic status

GX = believed to be extinct throughout its range (e.g., Passenger Pigeon) with virtually no likelihood that it will be rediscovered

T = subspecies or variety rank (e.g., G5T4 applies to a subspecies with a global species rank of G5, but with a subspecies rank of G4)

STATE ELEMENT RANKS:

S1 = critically imperiled in Louisiana because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extirpation

S2 = imperiled in Louisiana because of rarity (6 to 20 known extant populations) or because of some factor(s) making it very vulnerable to extirpation

S3 = rare and local throughout the state or found locally (even abundantly at some of its locations) in a restricted region of the state, or because of other factors making it vulnerable to extirpation (21 to 100 known extant populations)

S4 = apparently secure in Louisiana with many occurrences (100 to 1000 known extant populations)

S5 = demonstrably secure in Louisiana (1000+ known extant populations)

(B or N may be used as qualifier of numeric ranks and indicating whether the occurrence is breeding or nonbreeding)

SA = accidental in Louisiana, including species (usually birds or butterflies) recorded once or twice or only at great intervals hundreds or even thousands of miles outside their usual range

SH = of historical occurrence in Louisiana, but no recent records verified within the last 20 years; formerly part of the established biota, possibly still persisting

SR = reported from Louisiana, but without conclusive evidence to accept or reject the report

SU = possibly in peril in Louisiana, but status uncertain; need more information

SX = believed to be extirpated from Louisiana

SZ = transient species in which no specific consistent area of occurrence is identifiable

LNHP Record #	Abbrev. EOCODE	LONGDEC	LATDEC	PRECISION	QUADNAME	COUNTYNAME	GRANK	SRANK	USESA
URS01	PD*006*LA	-93.5086	32.6450	S	BODCAU LAKE	Bossier	G5T2Q	S1?	
URS02	CP*007*LA	-93.4992	32.7736	S	COTTON VALLEY²IVAN	Bossier		S3	
URS03	PD*009*LA	-93.2833	32.6667	S	MINDEN NORTH	Webster	G2	S2	
URS04	CT*051*LA	-92.7708	32.9353	S	SUMMERFIELD	Claiborne		S4	
URS05	PD*015*LA	-93.4558	32.8683	S	COTTON VALLEY	Bossier	G3	S2	
URS06	PD*001*LA	-93.4683	32.7067	S	HORTMAN	Bossier	G5	S1	
URS08	AB*007*LA	-93.0200	32.8103	S	HOMER	Claiborne	G5	S3S4B	
URS09	PD*008*LA	-93.4869	32.7550	S	COTTON VALLEY	Bossier	G5T5	S2	
URS10	CT*018*LA	-93.2597	32.6689	S	MINDEN NORTH	Webster		S3S4	
URS11	PM*001*LA	-93.0442	32.9836	M	HAYNESVILLE EAST	Claiborne	G5?	S2	
URS12	PD*017*LA	-93.4744	32.9167	S	CULLEN	Bossier	G3	S2	
* URS13	OR*459*LA Bud Rodgers	-93.3992	32.9922	S	CULLEN	Webster			
URS14	IM*005*LA Mollusk	-92.8367	32.9881	S	SUMMERFIELD	Claiborne	G5	S2	
URS15	CP*040*LA	-92.7778	32.9278	S	SUMMERFIELD	Claiborne		S3	
URS16	CP*039*LA	-92.8028	32.9486	S	SUMMERFIELD	Claiborne		S3	
URS17	AB*005*LA Bird	-93.2083	32.9167	M	HAYNESVILLE WEST	Claiborne	G5	S2	
URS18	PD*016*LA	-93.4639	32.8764	S	CULLEN	Webster	G3	S2	
URS19	PD*001*LA	-92.7717	32.9183	S	SUMMERFIELD	Claiborne	G5	S2	
URS20	AB*022*LA Bird	-93.4422	32.5650	M	DOYLINE	Webster	G3	S2	LE
URS21	PD*005*LA	-92.7678	32.9381	S	SUMMERFIELD	Claiborne	G5	S2	
URS22	IM*006*LA Mollusk	-92.7992	32.9458	S	SUMMERFIELD	Claiborne	G5	S2	
URS23	CT*017*LA	-93.2806	32.6689	S	MINDEN NORTH	Webster		S3S4	
URS24	CT*002*LA	-93.4875	32.8289	S	COTTON VALLEY²IVAN	Bossier	G2Q	S2	
URS25	AB*021*LA	-93.4347	32.5658	M	DOYLINE	Webster	G3	S2	LE
URS26	PM*001*LA	-92.7744	32.9189	M	SUMMERFIELD	Claiborne	G5T5	S1	
URS27	IC*001*LA	-93.3964	32.9972	S	CULLEN	Webster	G3G4	S2S3	
URS28	PM*002*LA	-92.7708	32.9353	S	SUMMERFIELD	Claiborne	G5	S2	
URS29	CT*039*LA	-93.4600	32.7700	S	COTTON VALLEY	Webster		S4	
URS30	CP*013*LA	-93.4781	32.7069	S	HORTMAN²BODCAU LAKE	Bossier		S4	
URS31	PM*002*LA	-92.9708	32.9819	M	COLQUITT	Claiborne	G5?	S2	
URS33	CT*021*LA	-93.3478	32.7358	S	MINDEN NORTH	Webster		S4	
URS34	PD*014*LA	-93.4631	32.8742	S	COTTON VALLEY	Webster	G3	S2	
URS35	IC*005*LA Mollusk	-92.8367	32.9881	S	SUMMERFIELD	Claiborne	G4	S2	
URS36	PM*008*LA	-93.4583	33.0083	G	TAYLOR²CULLEN	Webster	G4G5	S2	
URS37	PD*006*LA	-93.4500	32.8711	S	COTTON VALLEY	Webster	G4G5	S2	
URS38	AB*025*LA Bird	-93.0167	32.8694	G	HOMER	Claiborne	G3	S3	
URS39	AB*023*LA Bird	-93.4367	32.5631	M	DOYLINE	Webster	G3	S2	LE
URS40	PD*018*LA	-93.4767	32.9292	S	CULLEN	Webster	G3	S2	
URS41	CT*006*LA	-92.7736	32.9208	S	SUMMERFIELD	Claiborne		S4	
URS43	CT*002*LA	-93.4869	32.7550	S	COTTON VALLEY	Bossier	G1G2	S1	
URS44	CT*049*LA	-93.2958	32.6653	S	MINDEN NORTH	Webster		S4	
URS45	CP*041*LA	-93.2931	32.7161	S	MINDEN NORTH	Webster		S3	
URS46	AB*578*LA Bird	-93.4869	32.7472	S	HORTMAN	Bossier	G3	S2	LE

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Louisiana Natural Heritage Program
Biological Conservation Database Field Definitions

RECORD # - Refers to an LNHP code used to match record to appropriate eocode. This field will be necessary to obtain additional information about the record.

MAJORGROUP –Refers to the first two letters of the EOCODE. Refer to the attachment "Listing of Natural Heritage Element Occurrence Codes" for more information.

QUADNAME – (Quadrangle Name) Name of the US Geological Survey topographic quadrangle map(s) on which the element occurrence is located. If the EO spans more than one map, the map that includes the centrum of the EO is listed first. The code(s) for the map(s) is entered in the associated QUADCODE field.

GRANK– (Global Rank) The global element rank which best characterizes the relative rarity or endangerment of the element worldwide.

SRANK – (State Rank) The state element rank which best characterizes the relative rarity or endangerment of the element in the state.

USESA – (United States Endangered Species Act) Appropriate standard abbreviation for the U.S. federal register category for the element as proposed or determined by the U.S. Fish and Wildlife Service or the National Oceanic and Atmospheric Administration (marine species)

PRECISION - Precision to which the element occurrence as described can be located on a topographic map.

S = Seconds (accuracy of locality mappable within a three-second radius)
M = Minute (within a one minute radius, approximately 2 km or 1.5 miles from centerpoint)
G = general (to quad or place name precision only, precision within about 8 km or 5 miles)

LONG DEC– Longitude in decimal degrees of the centrum of the element occurrence. Element Occurrence data is given as point information for the centrum of the occurrence, at this time we can not supply information about the local extent of the occurrence.

LAT DEC– Latitude in decimal degrees of the centrum of the element occurrence. Element Occurrence data is given as point information for the centrum of the occurrence, at this time we can not supply information about the local extent of the occurrence.

Listing Of Natural Heritage Element Occurrence Codes

****The first two letters of the EO code reference this list****

A - Vertebrate Animals
AA - Amphibians
AB - Birds
AF - Fish
AM - Mammals
AR - Reptiles

I - Invertebrate Animal
IA - Annelids
IC - Chelicerates
ID - Cnidarians / Ctenophores
IE - Echinoderms
IG - Lophoporates
II - Insects
IK - Aschelminths
IL - Chelicerates
IM - Mollusks
IN - Nemerteans
IP - Platyhelminthes
IR - Lesser Protosomes
IT - Uniramian Arthropods (except insects)
IW - Lesser Deuterostomes
IZ - Protozoans / Placozora/ Porifera

O - Other
OC - Champion Tree
OR - Bird Rookery
OM - Migratory Bird Concentration Site
OB - Bat Cave

P - Vascular Plant
PP - Pterdiophytes
PG - Gymnosperms
PD - Dicots
PM - Monocots

CM - Community Marine
CE - Community Estuarine
CP - Community Palustrine
CT - Community Terrestrial
CS - Community Subterranean

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Arkansas
THE NATURAL STATE®

DEPARTMENT OF PARKS & TOURISM
One Capitol Mall
Little Rock, AR 72201
Phone: 501-682-7777
FAX: 501-682-1364
History Commission
501-682-6900 (V/TT)
Keep Arkansas Beautiful Division
501-682-3507
Personnel Section
501-682-7742 (V/TT)
State Parks Division
501-682-1191 (V/TT)
Tourism Division
501-682-7777 (V/TT)
INTERNET
arkansas.com
ArkansasStateParks.com

Mike Huckabee
GOVERNOR

Richard W. Davies
EXECUTIVE DIRECTOR

STATE PARKS, RECREATION & TRAVEL COMMISSION
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Nancy Clark
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Robert Phelps
KEEP ARKANSAS BEAUTIFUL

AN EQUAL OPPORTUNITY/ AFFIRMATIVE ACTION / AMERICANS WITH DISABILITIES ACT EMPLOYER

April 11, 2003

Kent B. Dussom, P.E. Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

RE: State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Interstate 69
Section of Independent Utility No.14
Junction 1-20 near Haughton, Louisiana
To US 82 near El Dorado, Arkansas
Columbia and Union Counties, Arkansas
ORGP 3-61

Dear Mr. Dussom:

Thank you for this opportunity to comment regarding the proposed construction of Interstate 69 from junction I-20 near Haughton, Louisiana to US 82 near El Dorado Arkansas. Based on the information you have provided, our records do not indicate a conflict with this project.

If you have any questions or require additional assistance, please feel free to contact me at 501-682-6946.

Sincerely,

Anita Chouinard

Anita Chouinard, Environmental Planner
Outdoor Recreation Grants Program

23

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

LAUREL WYCKOFF
ASSISTANT SECRETARY

April 11, 2003

Mr. Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Re: State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Interstate 69
Section of Independent Utility No. 14
Junction I-20 near Haughton, Louisiana
to US 82 near El Dorado, Arkansas
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Mr. Dussom:

Receipt is acknowledged of your letter dated March 10, 2003, transmitting a copy of the Solicitation of Views data for the above-referenced project. We have completed our review of the early planning information for this proposed project and we have the following comments to offer.

Due to the magnitude of the proposed undertaking and its potential to affect historic properties, we recommend that a Phase I cultural resources survey be conducted of the proposed project's Area of Potential Effects (APE). Upon completion of the survey and submittal of a report of findings to this office for review, we will comment further on project effects on historical and archaeological properties.

In the meantime, should you have any questions, do not hesitate to contact Duke Rivet in the Division of Archaeology at 9225) 342-8170.

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Sincerely,

Laurel Wyckoff

Laurel Wyckoff
State Historic Preservation Officer

LW:PR:s

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

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

KAM K. MOVASSAGHI
SECRETARY

April 14, 2003

STATE PROJECT NO.: 736-99-1032
F.A.P. NO.: CBI-9901(516)
INTERSTATE 69
SECTION OF INDEPENDENT UTILITY NO. 14
JCT I-20 NEAR HAUGHTON, LA TO US 82 NEAR EL DORADO, AK
BOSSIER, WEBSTER & CLAIBORNE PARISHES

Mr. Kent B. Dussom, P.E
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002

SUBJECT: SOLICITATION OF VIEWS

Dear Mr. Dussom:

It appears that this project covers a large area that is both in and out of the special flood hazard areas contained in Bossier, Webster and Claiborne Parishes.

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 parish requirements for the National Flood Insurance Program (NFIP) and so that appropriate permits are obtained please contact the floodplain administrator for Bossier, Webster and Claiborne Parish with reference to their area. The contact person for Bossier Parish is: Mr. Dennis Woodward, 204 Burt Blvd., Benton, LA, phone (318) 965-2328. For Webster Parish, contact Ms. Shirley Byrd, 410 Main Street, Minden, LA, phone (318) 377-7564 and for Claiborne Parish, Ms. Eylene Bolling, 507 W. Main, Homer, LA, phone (318) 927-2222.

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

Sincerely,
Clyde P. Martin, Jr., P.E.
Chief, Federal Programs

Pamela L. Miller
Floodplain Insurance Analyst I

pc: Mr. Dennis Woodward, Bossier Parish
Ms. Shirley Byrd, Webster Parish
Ms. Eylene Bolling, Claiborne Parish

ADEQ

A R K A N S A S
Department of Environmental Quality

April 17, 2003

Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 North Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

I have reviewed the information and project map you sent the ADEQ regarding the proposed construction of Interstate Highway 69 near the town of Haughton, Louisiana, to U.S. Highway 82 near the town of El Dorado, Arkansas.

Based on the information you submitted and after reviewing the contents of the project map, the ADEQ does not foresee any potential environmental impacts relative to this aspect of the project. Therefore, the ADEQ does not have any comments at this time.

If the project's status relative to environmentally-sensitive issues should change as the project progresses, please feel free to contact us. On behalf of the ADEQ, I thank you for your consideration to the agency on this matter.

Sincerely,

Sandi Formica
Chief, Environmental Preservation Division

Cc: Mary Leath, Chief Deputy Director

ARKANSAS DEPARTMENT OF ENVIRONMENTAL QUALITY
8001 NATIONAL DRIVE / POST OFFICE BOX 8913 / LITTLE ROCK, ARKANSAS 72219-8913 / TELEPHONE 501-682-0744 / FAX 501-682-0798
www.adeq.state.ar.us

Alex L. Winfrey
Natural Resources Conservation Service
640 South 6th Street
Arkadelphia, Arkansas 71923

April 23, 2003

Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Dear Sir:

We are concerned about the important farmland that will be involved in your project in Columbia and Union Counties in Arkansas.

Although I didn't see an acreage figure associated with the two Arkansas Counties in question, it appears to be 15 to 35 percent prime farmland and land of statewide importance mapped in the area proposed in Columbia and Union Counties.

Much of the area only qualifies for prime farmland if it is drained.

Sincerely,

Alex L. Winfrey
Resource Soil Scientist

AR-NRCS

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I-69 Corridor
Shreveport to
El Dorado

Potential Issues List

Note: Below is a list of potential issues in twenty (20) categories that are typically considered for evaluation in NEPA documents. Please review this list and rank (where 1 is most important) each category (e.g., Demographics – not population changes) in order of the anticipated potential importance for evaluation in this study. Please fax your rankings/checklist to Kent Dussom's attention at 504-831-8860. Issues/ rankings will be discussed in the upcoming meetings. Thank you.

11 DEMOGRAPHICS
- Population Changes in Number/Composition
- Low-Income Populations
- Racial or Ethnic Minority Populations
- Transit-Dependent Persons
- Disabled and Dependent-Care Persons

18 RIGHT OF WAY ISSUES
- Residential and Business Displacements
- Planned, Approved or Under Construction Developments
- Large Tract Land Owners
- Control of Roadway Access Issues

3 COMMUNITY IMPACTS
- Neighborhood/Community Cohesion
- Residential/Business Isolation
- Quality of Life Changes
- Changes in Population (Number/Composition)
- Changes in Social Values
- Crime Effects
- Aesthetic/Visual Effects
- Local/Community Travel Pattern Changes/Disruption
- Pedestrians/Bicyclists Travel Patterns and/or Safety
- Public Transportation
- Roadway Safety
- Land Use Compatibility

12 COMMUNITY SERVICES/FACILITIES
- Churches and Church Parishes
- Schools and School Districts
- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
- Cemeteries, Government Buildings, etc.
- Sensitive Sites (Hospitals, Retirement Communities, Schools, Libraries, etc)

4 COMPATIBILITY WITH EXISTING PLANS
- Compatibility with Local and State Comprehensive Plans/Goals/Projects
- Compatibility with Federal Agencies' Plans/Goals/Projects

5 ECONOMIC EFFECTS
- Temporary Direct/Indirect Construction Effects to Local/Regional Economy
- On-going Direct/Indirect Effects from Operations and Maintenance
- Changes in Land Use/Induced Land Development/Economic Development
- Minority-Owned Businesses
- Property Values and Land Speculation
- Property and Sales Tax Revenues

15 NOISE AND VIBRATION

8 CONSTRUCTION METHODS AND PHASING

16 SECONDARY/INDIRECT EFFECTS

17 CUMULATIVE EFFECTS

13 ENERGY CONSUMPTION

7 HAZARDOUS, TOXIC, AND RADIOACTIVE SITES

6 TEMPORARY CONSTRUCTION EFFECTS
- Air Quality/Nuisance Dust
- Noise and Vibration
- Travel Pattern Disruption
- Temporary Easements/Staging Areas

10 CULTURAL RESOURCES
- Historic Architectural Resources – Recorded and Potential
- Archeological Sites - Recorded and Area Potential
- National Register Properties
- Tribal Reservation, Aboriginal, and/or Treaty Lands

20 RECREATIONAL RESOURCES
- Tourism Volume
- State Parklands/Sites
- Federal Parklands/Sites
- Local Parklands/Sites
- Wildlife Management Areas
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Wildlife Refuges
- National/State Forests
- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands.
- Unofficial Recreational Areas/Lands
- Land and Water Conservation Trust Funded Sites

19 AIR QUALITY
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

9 UTILITIES SERVICE/FACILITIES
- Power, gas, H_2O, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing

1 GEOLOGY AND SOILS
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

14 WATER RESOURCES
- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Drainage Basins
- Floodplains and Floodways
- Groundwater Quality
- Surface Water Quality and Impaired Waters

2 NATURAL RESOURCES
- Wildlife Corridors
- Natural Vegetation
- Federal/State Threatened and Endangered Flora/Fauna
- Recreational and Commercial Fisheries, Fur, and Hide Resources
- Sensitive/Rare Habitats
- Terrestrial Habitats
- Aquatic Habitats
- Marine Habitats
- USACE-Jurisdictional Wetlands
- Cumulative Wetland Impacts
- Mitigation Banks/Wetland Preserves
- Wetland Preservation Program Sites
- Terrestrial and Subterranean Minerals Resources

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

April 23, 2003

Kent B. Dusson, P.E.
Project Manager
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, LA 70002

Dear Mr. Dusson:

This is in follow-up to an EPA Region 6 response dated, April 4, 2003, responding to your Solicitation For Comments and Scoping Request for initiating Advanced Project Development Studies and preparing an Environmental Impact Statement (EIS) for the proposed Interstate 69, Section of Independent Utility No.14, Junction I-20 near Haughton, Louisiana to US 82 near El Dorado, Arkansas. We inadvertently attached an earlier developed generic scoping package. A more current scoping and streamlining package specific to the I-69 project has been enclosed for your consideration. Please disregard the previous enclosure.

We appreciate the opportunity to comment and look forward to future coordination in the alternative development phase of the project. If you have any questions, please contact me at (214) 665-7451.

Sincerely yours,

Michael P. Jansky, P.E.

Michael P. Jansky, P.E.
Regional Environmental Review
Coordinator

Enclosure (I-69 Scoping Package)

LATE

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I-69/AGENCY COMMENTS

Arkansas Soil & Water Conservation Commission

J. Randy Young, PE
Executive Director

101 East Capitol, Suite 350
Little Rock, Arkansas 72201
www.accessarkansas.org/aswcc

Phone: (501) 682-1611
Fax: (501) 682-3991
E-mail: aswcc@mail.state.ar.us

Mike Huckabee
Governor

April 25, 2003

Lindsay Nakashima
URS Corporation
8550 United Plaza Blvd., Suite 601
Baton Rouge, LA 70809

Re: Interstate 69-Section of Independent Utility No. 14
State Project No. 736-99-1032
Federal Aid Project No CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Mr. Nakashima:

Thank you for the opportunity to be a part of the Interagency Scoping Process regarding the I-69 SIU 14. Staff members from the Arkansas Soil and Water Conservation Commission visited the proposed corridor area southwest of El Dorado, Arkansas.

This area of Arkansas contains wetlands only found in the West Gulf Coastal Plain. These wetlands are unique in regards to wetland type. Although adverse impacts to forested wetlands in the Mississippi Alluvial Plain (MAP) are commonly compensated for by the restoration of bottomland hardwoods and wetland hydrology to a particular site in the MAP, large-scale compensation for wetlands in the Coastal Plain has yet to be accomplished.

Because most of the streams in southwest Arkansas flow in a southeasterly direction, it appears as if the proposed project will have major adverse impacts in the portion of the project area located in Arkansas. After visiting portions of the proposed project area on April 16, 2003, it is clear that impacts will occur to Arkansas streams, Arkansas wetlands in the Coastal Plain, and natural areas in Arkansas located between El Dorado and Haughton, LA.

I recommend that several alternative alignments be developed that prioritize the mitigation process (avoidance, minimization, compensation) in order to avoid and minimize all adverse impacts. Once the most beneficial alignment has been chosen, Best Management Practices (BMPs) should be developed specifically for the Coastal Plain in order to minimize proposed project impacts. Compensatory mitigation plans need to be

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Pg 2

developed, reviewed, and approved that will address all unavoidable impacts in Arkansas between El Dorado and Haughton.

If you need further assistance, please contact Kenneth Colbert of my staff at 501-682-1608.

Again, thank you for the opportunity to review and comment on the above referenced project.

Sincerely,

J. Randy Young, P.E.
Executive Director

JRY/kc

29

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
Room 3416, Federal Building
700 West Capitol Avenue
Little Rock, Arkansas 72201-3225

APR 2 5 2003

FAXED

Mr. Kent B. Dussom, Professional Engineer
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

This is in response to your letter dated March 11, 2003, soliciting views concerning the proposed section of Interstate Highway 69 between Highway 20 near the town of Haughton, Louisiana to US Highway 82 near the town of El Dorado, Arkansas.

The Arkansas Natural Resources Conservation Service believes that it is important to fully address all of the categories in the "Potential Issues List" that was attached to your letter. Therefore, we have chosen to not rank these categories in order of the anticipated potential importance.

Digital soils data that can be used in Geographic Information Systems (GIS) to assist with the evaluation of this project are available for Union County, Arkansas. Digital soils data for Columbia County, Arkansas should be available by about January 1, 2004. Recent color digital orthophotography is also available for the portion of the project area in Arkansas. The digital orthophotoraphy data layer and other potential GIS data layers are available through the GeoStor website that is supported by the Center for Applied Spatial Technology, University of Arkansas, Fayetteville. That website address is http://www.cast.uark.edu/cast/geostor/.

To obtain soils data for the Arkansas portion of this project you may contact State Soil Scientist, Charles L. Fultz at (501) 301-3116 or email at Charles.Fultz@ar.usda.gov.

Acting for
KALVEN L. TRICE
State Conservationist

cc:
Charles L. Fultz, State Soil Scientist, NRCS, Little Rock, Arkansas

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

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URS

I-69 Corridor
Shreveport to
El Dorado

April 30, 2003

Mr. Robert Mantione
State Employment Statistics Director
#1 Pershing Circle, Suite 225
North Little Rock, Arkansas 72114

Re: Interstate 69 - Section of Independent Utility No. 14
State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne And Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 10001001.00000

Dear Mr. Mantione:

Thank you for taking the time to speak with Mr. David Othling of our office regarding URS' data needs for the referenced I-69 Corridor project.

URS, on behalf of the Arkansas Highway and Transportation Department, hereby formally requests any information you can provide relating to manufacturers and major employers located within Columbia County and Union County, Arkansas. At a minimum, URS requests the company name, physical street address, contact person, and telephone number. Electronic files compatible with Microsoft Access are preferred.

At your earliest convenience, please send the information to my attention at the URS address noted below. Thank you very much for your assistance in this regard.

Sincerely,
URS Corporation

Scott Hoffeld
Senior Planner/Analyst

SH/dpo

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

30b

URS

I-69 Corridor
Shreveport to
El Dorado

May 1, 2003

Ms. Patty Lopez
Labor Market Specialist Manager
Louisiana Department of Labor
Research and Statistics Division
P.O. Box 94094
Baton Rouge, Louisiana 70804-9094

Re: Interstate 69 - Section of Independent Utility No. 14
State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne And Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 10001001.00000

Dear Ms. Lopez:

Thank you for taking the time to speak with Mr. David Othling of our office regarding URS' data needs for the referenced I-69 Corridor project.

URS, on behalf of the Louisiana Department of Transportation and Development, hereby formally requests any information you can provide relating to manufacturers and major employers located within Bossier Parish, Webster Parish, and Claiborne Parish, Louisiana. At a minimum, URS requests the company name, physical street address, contact person, and telephone number. Electronic files compatible with Microsoft Access are preferred.

At your earliest convenience, please send the information to my attention at the URS address noted below. Thank you very much for your assistance in this regard.

Sincerely,
URS Corporation

Scott Hoffeld
Senior Planner/Analyst

SH/dpo

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

May 8, 2003

Kent B. Dussom, P.E. Project Manager
Interstate 69 SUI 14 Project Team
URS Corporation
3500 N. Causway Boulevard, Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

RE: STATE PROJECT NO. 736-99-1032
F.A.P. NO. CBI-9901(516)
INTERSTATE 69
SECTION OF INDEPENDENT UTILITY NO. 14
JUNCTION I-20 NEAR HAUGHTON, LOUISIANA
TO US 82 NEAR EL DORADO, ARKANSAS
COLUMBIA & UNION COUNTIES, ARKANSAS
BOSSIER, CLAIBORNE, & WEBSTER PARISHES

Thank you for providing our agency with the opportunity to respond to your letter concerning the above referenced project.

Based on the study area map provided by your firm, it does not appear that any NRCS work in the vicinity will be seriously impacted by the proposed project. While NRCS has no objections to the proposed project, the following comments are offered for your consideration.

On the western side of the study area, there are thousands of acres of the Bodcau WMA owned by the US Army Corps of Engineers, built for flood control, and managed by the State of Louisiana as a wildlife management area. The WMA contains thousands of acres of wetlands influenced by Bodcau Bayou.

A number of bayous and streams could possibly be affected by the construction of I-69 in this area. The most important are Middle Fork Bayou D'Arbonne, Corney Bayou, and Bayou Dorcheat. All three of these are listed on the Louisiana Natural and Scenic River System. Bayou Dorcheat is located in Webster Parish. Middle Fork Bayou D'Arbonne and Corney Bayou are located in Claiborne Parish.

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Most of the land use in the study area is woodland or pasture/.hayland. The impact to prime/unique farmlands is expected to be minor. However, once the final route has been selected, a more accurate determination of the impact on prime/unique farmland can be made by NRCS. Kisatchie National Forest is located in both Claiborne and Webster Parishes and could be impacted by construction. The Red-cockaded woodpecker, a threatened and endangered species is known to exist in Kisatchie National Forest. Wetlands within the study area could also be impacted. These will need to be mitigated. Depending on final location, construction could affect Corney Lake, which is outside of the study area. This is a shallow lake used for recreation. Erosion during construction, if unchecked, could impact water quality. Any sediment deposition would be detrimental to the recreation area.

Should you have questions regarding the above comments, please feel free to contact Rick Adams, District Conservationist in the Benton Field Office, at (318) 965-2185 or Bobbie Wall, District Conservationist in the Minden Field Office, at (318) 377-3950.

Sincerely,

E. J. Giering III, P.E.
State Conservation Engineer

cc: Rick Adams, District Conservationist, Benton Field Office
Bobbie Wall, District Conservationist, Minden Field Office

"Cindy Dancak"
<cdancak@fs.fed.us>

05/08/03 03:36 PM

To: kent_dussom@urscorp.com
cc:
Subject: I-69 Corridor

Mr. Dussom

With respect to the proposed I-69 Corridor from Shreveport, Louisiana to El Dorado, Arkansas we offer the following general comments. We will be able to provide site-specific comments once the proposed routes have been identified for analysis in an EIS.

Our biggest concern is whether or not any of the routes to be studied will cross National Forest System Lands. The Caney Ranger District of the Kisatchie National Forest is within the study area. If any of the proposed routes do cross any portion of the Caney District, will it compromise our ability to meet the goals and objectives of our Land and Resource Management Plan. We can provide you with a copy of that Plan for your analysis. We also can provide you with GIS information on specific physical and biological resources that we manage on the Caney Ranger District.

Without specific routes, other general questions come to mind. Such as, what impact would this proposal have on Caney Lakes or Corney Lake recreation areas? Would this require modification of our existing transportation system to maintain our current level of access to National Forest Lands? How would rights-of-way issues be addressed? Would this cause an increase in traffic over our system roads during construction?

We are very interested in being involved throughout the process.

****
Cynthia A. Dancak
Ecosystem Assessment/Planning Team Leader
Kisatchie National Forest
2500 Shreveport Highway
Pineville, Louisiana 71360
Phone: 318-473-7109
Fax: 318-473-7117
E-mail: cdancak@fs.fed.us
****

I-69/ Agencies

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PROJECT CONTACT RECORD

ISSUE	CONTACT INFORMATION		
Subject	Scenic Streams in Arkansas		
Date of Meeting	May 22, 2003		
Meeting Details	Location	Start Time	End Time
	Telephone conversation	9:45 AM	10:00 AM
Meeting Requested by:	Kent Dussom		
Attendees Information	Name	Representing	Contact Information
	Cindy Osborne	Arkansas Natural Heritage Program	501-324-9762
	Kent Dussom	URS	
Decisions and Important Information Collected	Discussed scenic stream program in Arkansas. State commission on scenic streams was recently dissolved and folded into Natural Heritage. Natural Heritage has two designations for streams – a natural and scenic **system**, which is regulated, and a designation on the natural and scenic **registry**. Rivers with the status of "system" get special protection by law, those on the registry are recognized and are special, but do not have legal protection. She also said that the river is eligible to be put on the Nationwide River Inventory for the next time there is an inventory done. This would give protection by the National Park Service. Bayou Dorcheat is not on this list now in Arkansas. Ms. Osborne also said that the Natural Heritage Commission also has several tracts of land along Dorcheat, some are owned, others are just managed. The NHC is actively looking for additional land to purchase/manage in the area of Dorcheat. Falcon Bottoms is an area owned and managed by the NHC, but likely north of our study area.		
Action Items	Ms. Osborne will send a copy of the promulgated regulations concerning scenic streams in Arkansas.		
Follow-up Tasks	None.		

reference letter
May 23, 2003

I-69 / Agency Coord 33b
Scenic Streams
1 of 3 packets

The Department of
Arkansas Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council
▪
Arkansas Historic Preservation Program
▪
Historic Arkansas Museum
▪
Delta Cultural Center
▪
Old State House Museum

Arkansas Natural Heritage Commission

1500 Tower Building
323 Center Street
Little Rock, AR 72201
(501) 324-9619
fax: (501) 324-9618
tdd: (501) 324-9811
e-mail: info@arkansasheritage.org
website:
http://naturalheritage.com

An Equal Opportunity Employer

Date: May 23, 2003
Subject: Bayou Dorcheat
ANHC No.: P-CF..-03-038

Mr. Kent Dussom
URS Corporation
3500 North Causeway Blvd., Suite 900
Metaireie, LA 70002

Dear Mr. Dussom:

Enclosed is the information you requested on the Natural and Scenic Rivers Program in Arkansas. After our telephone conversation yesterday, I reviewed the status of Dorcheat Bayou on the Nationwide Rivers Inventory and found that the statements I made at the March 26 meeting and in my letter of March 12, 2003 to Scott Hoffeld were correct. Dorcheat Bayou **is** listed on the Nationwide Rivers Inventory (NRI). You may view its listing at the following National Park Service Web Site:

http://www.nps.gov/ncrc/programs/rtca/nri/

I apologize for my statements yesterday, which may have confused you further. Because some of the rivers on our state registry are listed on the NRI and some are not, my memory does not always serve me as well as I would like. I, unfortunately, confused Dorcheat with another stream on which I had recently worked. I hope this clears up the issue. I have also enclosed information on our Dorcheat Bayou Natural Area, Falcon Bottoms, for your reference. Please feel free to contact me if I may be of further assistance.

Sincerely,

Cindy Osborne

Cindy Osborne
Data Manager

Enclosures

33b

AR Nat. Heritage 2 of 3 packets P82

Scenic Rivers Designation in Arkansas

The Arkansas Natural and Scenic Rivers Commission was created by the Arkansas General Assembly in 1979. The legislation which created the commission reads in part:

> "...Certain rivers in the State of Arkansas possess outstanding natural, scenic, educational, geological, recreational, historical, fish and wildlife, scientific, and cultural values of great present and future benefit to the people. A balance (shall) be established between the alterations by man and the protection of natural beauty along these rivers."

This legislation also created the Arkansas Natural and Scenic Rivers System, which allowed the General Assembly to designate rivers for protection from dredging and damming by listing them in the state System.

In 1997, the Arkansas General Assembly dissolved the Arkansas Natural and Scenic Rivers Commission and moved the duties of the Arkansas Natural and Scenic Rivers System to the Arkansas Natural Heritage Commission (ANHC). The ANHC is part of the Department of Arkansas Heritage. Its mission includes:

> "To preserve natural diversity, to promote choice among beneficial uses of the environment, and to promote a balance between development and environmental protection in the State of Arkansas for this and succeeding generations."

The ANHC now maintains the Arkansas Natural and Scenic Rivers System and serves as a resource and contact point for state and federal river designation information in Arkansas.

State Natural and Scenic River Designation

System

The System designation requires action of the Arkansas General Assembly, based on review and recommendations of local governments and citizens from the area through which the river flows. There are three classifications for a river: natural, scenic, and pastoral. The criteria for classification involve the stream's length, adjacent forest cover, biological characteristics, water quality, present use, and accessibility.

A river or river segment listed in the System is protected from any permanent dam or structure that would impound waters or any channelization or realignment of the principal channel of the stream.

Registry

To highlight the streams worthy for designation in the System, the commission created the Arkansas Natural and Scenic Rivers Registry. Candidate rivers can be nominated by organizations or individuals or recommended for inclusion in the registry by staff. After a thorough evaluation is performed and the river qualifies, the commission places the stream or stream segment on the Registry. Only streams on the registry will by recommended by the Commission to the General Assembly for designation into the system.

Designation in the Arkansas Natural and Scenic Rivers System or Registry does NOT:

- Impair or interfere with continuation of present land uses;
- Give the public any greater right or privilege of access to private lands
- Automatically give the stream "Extraordinary Resource Water" designation (or any other designation related to Reg 2 and the Clean Water Act; this is a separate water quality issue administered by the Arkansas Department of Environmental Quality

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Federal Wild and Scenic River Designation

The National Wild and Scenic Rivers System was created by Congress in 1968 (Public Law 90-542; 16 U.S.C. 1271 et seq.) to preserve certain rivers with outstanding natural, cultural or recreational features in a free-flowing conditions for the enjoyment of present and future generations.

Rivers may be designated by Congress (usually following a study by a federal agency) or the Secretary of the Interior. Each river is administered by either a federal agency or a state agency. The river designation may not include the entire river by may include tributaries. For federally administered rivers, the designated boundaries usually average about one-quarter mile on each side of the river in order to protect related natural, cultural, and recreational values.

Each designated river is administered with the goal of non-degradation and enhancement of the values which caused it to be designated. Other uses, including recreation, a variety of agricultural practices, and residential development may continue. In most cases not all land within the boundaries is or will be publicly owned. In fact, where there is a federal administering agency, there are limitations on how much land the agency is allowed to acquire. When recreating on any designated river, uses should be aware of and respect private property rights.

The Federal Energy Regulatory Commission is prohibited from licensing projects on or directly affecting designated rivers. Other federal agencies cannot assist by loan, grant, license, or otherwise in the construction of any water resources project (such as dams, water diversion, channelization, and rip-rapping) that would have a direct and adverse effect on river values.

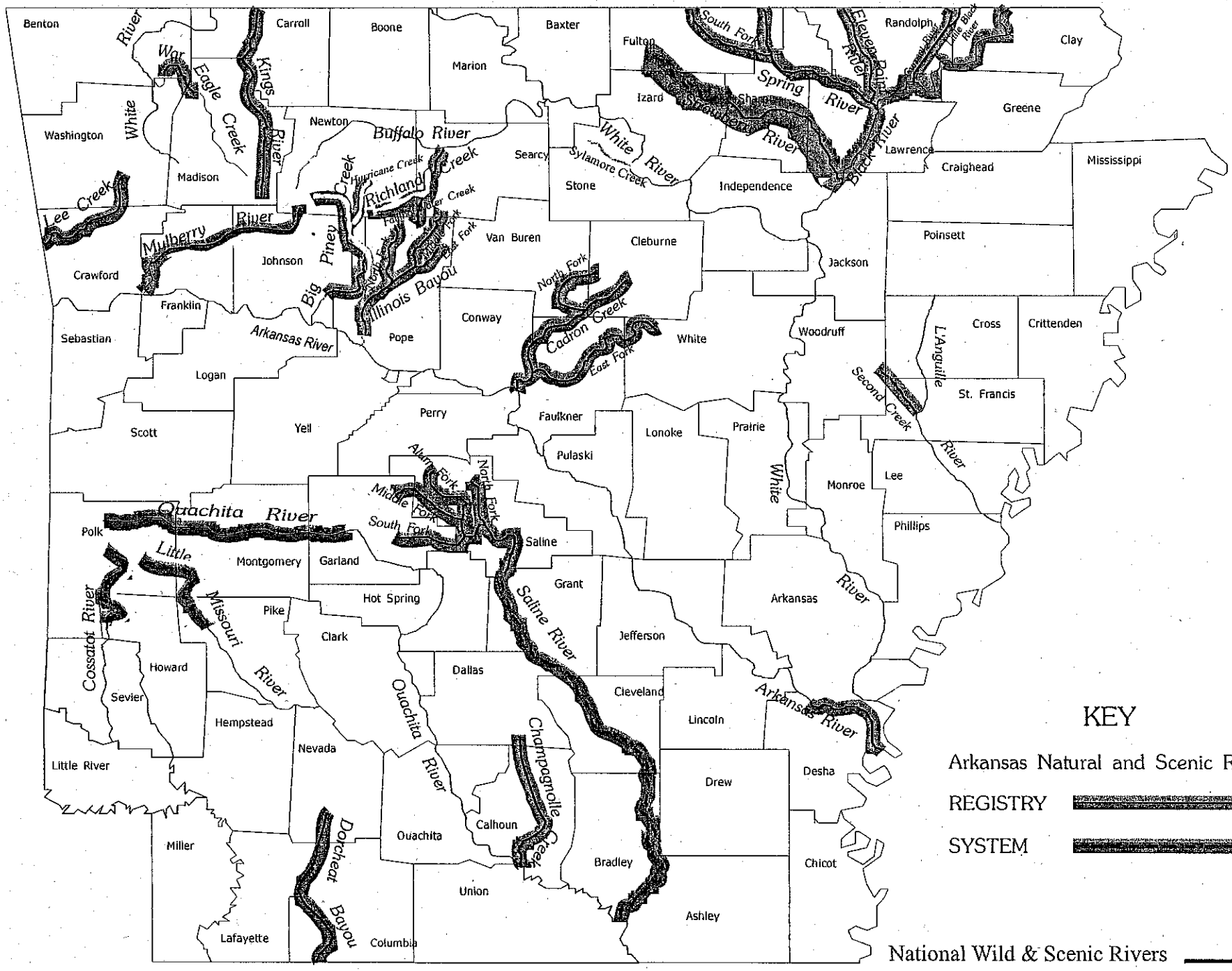
In 1992, eight streams in Arkansas were designated as components of the National Wild and Scenic Rivers System. Six streams are located in the Ozark/St. Francis National Forest, which serves as the federal administering agency. Two streams are located in the Ouachita National Forest which also serves as the federal administering agency. A portion of the Cossatot River is managed by the state of Arkansas through the Cossatot River State Park / Natural Area.
For specific information, see contact list below:.

Ozark-St. Francis National Forests
605 West Main Street
Russellville, AR 72801-3614
(479) 968-2354
http://www.fs.fed.us/oonf/ozark.html

Cossatot River State Parks/Natural Area
1874 Highway 278 West
Wickes, AR 71973
(870) 385-2201
http://www.ArkansasStateParks.com
http://www.naturalheritage.com

Ouachita National Forest
P.O. Box 1270
Hot Springs, AR 71902
(501) 321-5202
http://www.fs.fed.us/oonf/ouachita.html

The Nationwide Rivers Inventory (NRI) is a listing of more than 3,400 free-flowing river segments in the United States that are believed to possess one or more "outstandingly remarkable" natural or cultural values judged to be of more than local or regional significance. Under a 1979 Presidential directive, and related Council on Environmental Quality procedures, all federal agencies must seek to avoid or mitigate actions that would adversely affect one or more NRI segments. The NRI is a source of information for statewide river assessments and federal agencies involved with stream-related projects. For a complete list of the 51 Nationwide Rivers Inventory streams/stream segments in ARKANSAS, go to: http://www.ncrc.nps.gov/programs/rtca/nri/STATES/ar.html


Benton
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Baxter
Fulton
Randolph
Clay
Marion
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Madison
Newton
Searcy
Stone
Independence
Lawrence
Craighead
Mississippi
Poinsett
Crawford
Johnson
Van Buren
Cleburne
Jackson
Franklin
Sebastian
Pope
Conway
White
Woodruff
Cross
Crittenden
Logan
St. Francis
Scott
Yell
Perry
Faulkner
Lonoke
Prairie
Pulaski
Monroe
Lee
Phillips
Polk
Saline
Montgomery
Garland
Grant
Hot Spring
Pike
Arkansas
Clark
Jefferson
Howard
Sevier
Dallas
Cleveland
Lincoln
Hempstead
Nevada
Little River
Drew
Desha
Miller
Ouachita
Calhoun
Bradley
Chicot
Union
Ashley
Lafayette
Columbia
Lee Creek
Mulberry River
Kings River
Eagle Creek
War
White River
Buffalo River
Richland Creek
Piney Creek
Big Piney Creek
Illinois Bayou
Arkansas River
Cadron Creek
North Fork
East Fork
Ouachita River
Little Missouri River
Cossatot River
Alum Fork
Middle Fork
South Fork
Saline River
Ouachita River
Champagnolle Creek
Dorcheat Bayou
Spring River
Strawberry River
Black River
Eleven Point River
Current River
Little Black River
L'Anguille
Second Creek
White River
Arkansas River
KEY
Arkansas Natural and Scenic Rivers
REGISTRY
SYSTEM
National Wild & Scenic Rivers

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AR-Nat Heritage 3 of 3 pages 33b P85

Arkansas Natural Heritage Commission
System of Natural Areas

Natural Area Fact Sheet

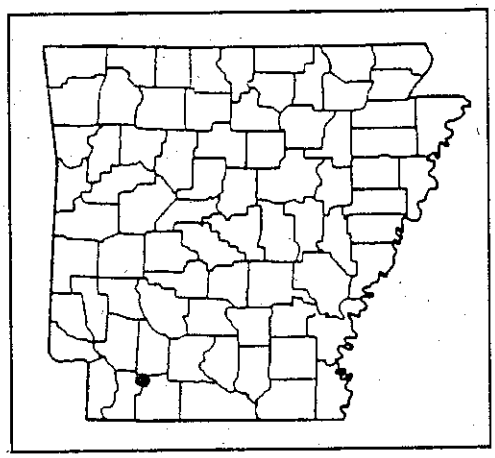
Falcon Bottoms Natural Area

County: Columbia, Lafayette

Size (acres): 1397.18

Summary: Falcon Bottoms Natural Area consists of high-quality bottomlands and some adjacent uplands along Bayou Dorcheat. In this reach, Bayou Dorcheat is typically around 40 feet wide with wider "lakes" and swamps. The bottomlands along it are usually at least a half-mile wide. They are subject to flooding of relatively long duration.

Driving Directions: From Interstate 30 in Prescott, take Highway 371 south to Highway 53. Take Highway 53 south to Falcon. At Falcon turn east on Highway 355 and travel approximately 3 miles to Dorcheat Bayou. The Natural Area lies to the north of the bridge crossing. Additional acreage is located along the Bayou approximately 1.5 miles downstream.



Detailed Site Description: Falcon Bottoms Natural Area (FBNA) is located in the Upper West Gulf Coastal Plain (UWGCP) Ecoregion. During a systematic inventory of the Arkansas Coastal Plain, Bayou Dorcheat emerged as one of the most intact and the refore, most important streams west of the Ouachita River. The relatively unaltered landscape of the bottomlands and associated rare species and plant communities found along Bayou Dorcheat made it a high protection priority for the ANHC.

The topography ranges from 300' above mean sea level in the uplands to 260' above mean sea level in the bottoms. Soils in the uplands primary consist of the Bowie-Sacul series. These soils are deep, moderately well drained, slowly permeable, nearly level to moderately sloping, and were formed in marine sediment. Soils in the bottoms are of the Guyton series. These soils experience long periods of flooding and generally consist of deep, poorly drained, slowly permeable, level soils, which were formed in silty alluvium. Dorcheat Bayou has never been dammed or channelized, therefore the hydrologic regime of the area remains relatively intact. Water quality in the reach encompassed by the natural area is moderate to high.

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System of Natural Areas

Falcon Bottoms Natural Area

Detailed Description cont., FBNA is an excellent example of the narrow but highly diverse natural communities that occur along the small to medium sized streams of the Coastal Plain. Most of the natural area is occupied by a bottomland forest community dominated by willow oak and overcup oak in seasonally flooded areas, and bald cypress in wetter areas. High knolls support a lowland pine-oak forest community.

These communities occur at FBNA:

1. Cypress/Tupelo Swamp - Bald cypress, water elm, and buttonbush are found within the stream channel and in abandoned channels and depressions throughout the bottoms. The most extensive areas within this narrow floodplain are only about 10 acres in size.
2. Willow Oak (Laurel Oak) Forest - Willow oak is dominant on poorly drained flats. In some cases it may be virtually the only canopy species present, but in areas with slightly better drainage, the forest becomes quite diverse, with cherrybark oak, water oak and American holly. Laurel oak, a species of special concern, is a common associate and is a dominant in portions of the bottoms. Laurel oak appears to occur on slightly lower areas than willow oak and/or areas where the current is faster and some scour occurs. The understory in more diverse areas includes ironwood, horse sugar, and palmetto is abundant in places.
3. Overcup Oak Forest - Low flats throughout the bottomland contain overcup oak, sugarberry, water hickory and water locust.
4. Wet Pine Flatwood Forest – The pine flatwood forest occurs on poorly-drained flats outside of the primary floodplain of the bayou. The dominant species is loblolly pine, and common associate species are willow oak, water oak and cherrybark oak. Although management has changed the composition and structure of many of these communities, they can be quite diverse. Those that have been thinned may have an understory dominated by typical coastal plain shrubs, or, especially when frequent burning is employed, may have a ground cover of herbaceous species typical of prairies, including big bluestem, switchgrass and prairie gayfeather.
5. Pine-Oak Forest – This forest occurs on better-drained sites than the flatwood forest. The sites may be on high knolls that cover up to 10 acres within the bottomlands, or on hills outside the floodplain. Although loblolly pine is dominant, shortleaf pine may be abundant as well. Common associates include white oak, post oak, southern red oak and beech.
6. Sweetbay Seep – Areas of groundwater seepage at the upland/bottomland boundary support wetland communities dominated by sweetbay. Sweetgum occurs in the overstory as well, and sedges and ferns are abundant in the understory.
7. Herbaceous Marsh – Herbaceous marsh is common in beaver kills and other areas where the forest canopy has been removed.

For More Information Contact:

Arkansas Natural Heritage Commission
1500 Tower Building
323 Center Street
Little Rock, AR 72201

Phone: (501) 324-9619
Fax: (501) 324-9618
E-mail: info@arkansasheritage.org

www.naturalheritage.com

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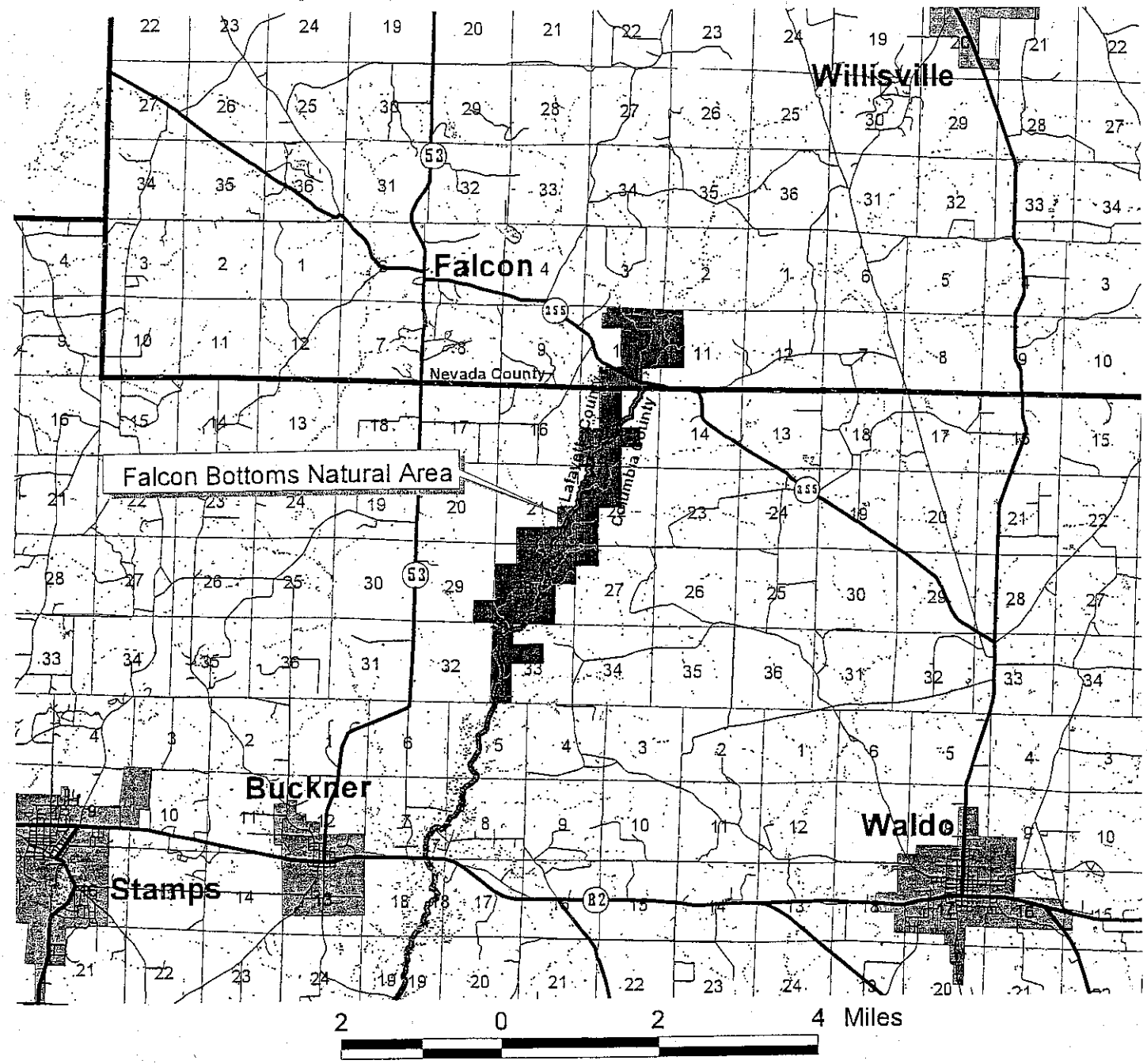
10/18/2002

Arkansas Natural Heritage Commission
Department of Arkansas Heritage
Falcon Bottoms Natural Area



Falcon Bottoms Natural Area

County: Columbia, Lafayette, Nevada

Date Added To System: 1991

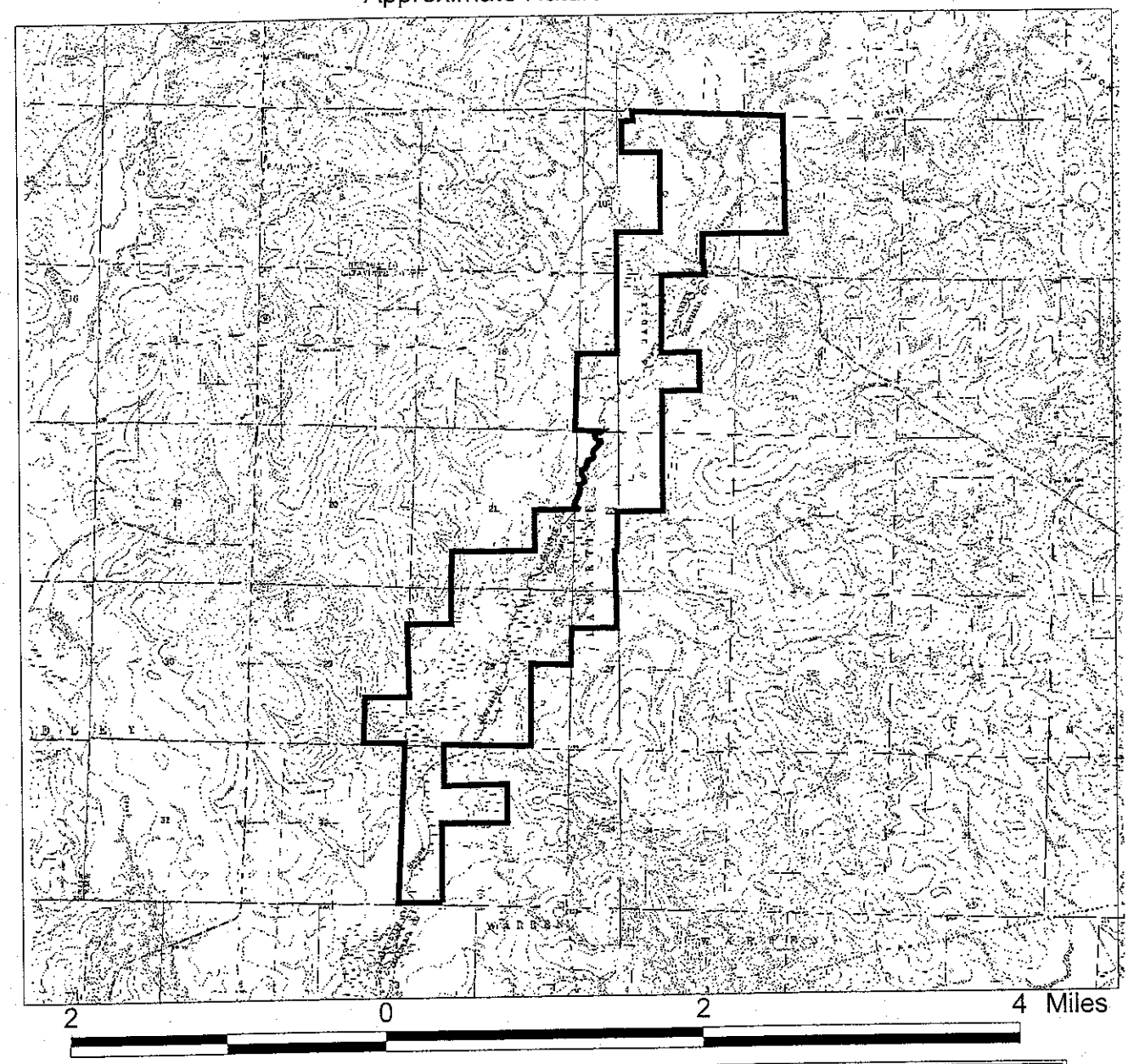
Acreage: 1,924.68

Directions: From Interstate 30 in Prescott, take Highway 371 south to Highway 53. Take Highway 53 south to Falcon. At Falcon turn east on Highway 355 and travel approximately 3 miles to Dorcheat Bayou. The Natural Area lies to the north and south of the bridge crossing.

10/18/2002

Arkansas Natural Heritage Commission
Department of Arkansas Heritage
System of Natural Areas
Approximate Natural Area Boundaries

33b
Pg 7



Falcon Bottoms Natural Area

Counties: Columbia, Lafayette Nevada Date Added To System: 1991 Acreage: 1,924.68
USGS Topographic Quadrangles: Falcon 7.5', Lamartine 7.5'
Township/Range: T15S/R22W Section(s): 10, 11, 15, 16, 21, 22, 27, 28, 29, 33
Contour Interval: 10 feet

Directions: From Interstate 30 in Prescott, take Hwy. 371 south to Hwy. 53. Take Hwy. 53 south to Falcon. At Falcon turn east on Hwy. 355 and travel approximately 3 miles to Dorcheat Bayou. The Natural Area lies to the north and south of the bridge crossing.

1-69/ Agency Coordi
34
3.

URS

I-69 Corridor
Shreveport to
El Dorado

KONT ✓
File last

July 2, 2003

Mr. Philip Hollis
U.S Army Corps of Engineers
Vicksburg District
4155 Clay Street
Vicksburg, MS 39183-3435

Subject: **Interstate 69 - Section of Independent Utility No. 14**
State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Mr. Hollis:

The purpose of this correspondence is to provide details of the wetland boundary delineation that has been employed in the identification of ten alternate 2-mile-wide corridors for the subject project. The preliminary wetland boundary from this analysis will be used only in the selection of a single 2-mile-wide Corridor that is judged to have the best potential to yield the least overall environmentally damaging practicable 300-foot-wide alternative that meets the purpose and need for the project. Wetland effects evaluation of 300-foot-wide alternatives in the Draft Environmental Impact Statement will require additional field work that will be conducted after the single 2-mile-wide Corridor is selected.

The Interstate 69 (I-69) Study Area extends approximately between Junction I-20 near Haughton, Louisiana and US 82 near El Dorado, Arkansas. The I-69 Corridor is designated as Section of Independent Utility No. 14 under Louisiana State Project No. 736-99-1032 and Federal Aid Project No. CBI-9901(516).

The I-69 Study Area occupies portions of Bossier, Claiborne and Webster Parishes in Louisiana; and Columbia and Union Counties in Arkansas. The accompanying map labeled as "Preliminary Wetland Delineation For Use In Corridor Selection" shows the I-69 Study Area, the delineated wetlands, and other locational features such as major roadways and places.

Digital data on wetlands from the US Fish and Wildlife Service are unavailable at this time. Likewise digital soils and 100-year floodplain data are not available for the Study Area. Therefore, the methodology developed and employed to delineate wetlands for this project had to deal with this paucity of digital data.

The wetland delineation exercise was completed primarily using ESRI ArcGIS v. 8.3 software that included the Spatial Analyst extension. The following resources were both available and used this analysis:

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

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PS 2

Available Resources:

Imagery
USGS, Digital Ortho Quarter Quadrangles (DOQQs) in color infrared (CIR) format with MrSID compression. Imagery was dated 1998 for Arkansas and Louisiana.

Elevation
USGS, 7.5 minute Digital Elevation Model (DEM) with 10 meter and 30 meter grid spacing.

Hydrology/Water/Soils
- US Department of Commerce, Hydrography Data Bureau of the Census, Geography Division.
- US Department of Homeland Security, FEMA Floodzone maps scans.
- US Department of Agriculture, Soil Survey Publications obtained from regional offices in Alexandria, Louisiana and Little Rock, Arkansas.

Methodology:

Paper Soil Survey plates were scanned, imported into ArcView, and georeferenced using CIR from the Louisiana Oil Spill Coordinator's Office (LOSCO) and the University of Arkansas GEOSTOR offices. Hydric soil types forming a perched, wetland or a hydric terrace feature, were identified among all hydric soils and mapped by georeferencing the relevant Parish or County maps from the various Department of Agriculture Soil Survey publications. Each hydric terrace was "heads-up" digitized within the GIS for I-69 corridor analysis. The 100-year floodplain was digitized from graphic scans of available Flood Insurance Rate Maps for the Study Area for both later independent use and in a quality control review of the wetland layer.

Prior to the delineation of wetlands in the project Study Area, all electronic data were set to a UTM coordinate system, Zone 15 at NAD 83. CIR DOQQs were overlaid on the DEMs to delineate and digitize wetlands based on different tonal signatures from the CIRs for wetland vegetation types, and simulated hill shading from the DEMs for identification of low-lying areas. Delineated wetlands were then mapped into the Study Area by "heads-up" digitization of features into a wetland polygon layer within the project GIS. Identified stream-terrace hydric soil polygons were then added to the initial wetland delineation boundaries to form a new, aggregate wetland layer for use in preliminary Corridor Identification.

Quality Control:

Following the development of the new, aggregate wetland layer, two quality control reviews were completed. First, hydrology and the 100-year floodplain GIS layers were superimposed on the CIR imagery to compare the location of the newly digitized wetlands footprint. Here, the

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delineated wetlands were screened against factors such as elevation, vegetation and likely hydric boundaries to ensure their correct location. Second, the new aggregate wetland layer was compared to large-scale CIR imagery for the project Study Area by a senior wetlands biologist. The scope of this quality control review was to determine if the new aggregate wetland boundary layer appeared to adequately represent wetlands as evident from review of the CIR imagery and knowledge of the region's hydrology and geomorphology.

The two quality control reviews revealed no probable substantial errors in either the method or results. Therefore, the aggregated wetland layer was then employed in selecting and evaluating preliminary 2-mile-wide Corridors for the project.

Summary

In summary, the preliminary wetlands delineation for the I-69 SIU 14 Study Area was developed using the most recent and best publicly available soil, vegetation, elevation and hydrologic data. A GIS was employed to ensure the correct location of these secondary data and the resulting wetlands boundaries, and to assist with our subsequent corridor selection.

Again, the purpose of this correspondence is to provide details of the preliminary wetland delineation of Study Area for your information when reviewing the preliminary Corridor Evaluation that has been prepared for the project. A packet of information that contains the identification and evaluation of the 10 preliminary 2-mile-wide Corridors should be distributed to agencies in the month of July. Should you need additional information or have comments that you would like considered in the selection of the single 2-mile-wide Corridor that has the greatest potential to yield the overall least environmentally damaging, practicable 300-foot-wide alternative, please advise.

Sincerely,

URS Corporation

Scott L. Hoffeld, CEP
Sr. Environmental Planner

cc: Wayne Nguyen, PE, LDOTD
Kent Dussom, PE, URS w/out attachments

enclosure

I-69 / AGENCIES 35

U.S. Department of Homeland Security

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
Email:

16591A
July 15, 2003

Mr. Vincent G. Russo, Jr.
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Mr. Russo:

We have received your letter dated July 2, 2003, which forwarded the Scoping Report for the I-69 Project, Shreveport to Eldorado Corridor, Section of Independent Utility No. 14. In reviewing the report we concluded that some confusion may exist with regard to our evaluation of waterway crossings for Coast Guard jurisdiction. Please refer to our letter dated March 19, 2003 to Mr. Kent Dusson, URS Corporation, copy enclosed, which responded to the solicitation of views of March 10, 2003 for this segment of the project. Our letter indicated that the Coast Guard will need to assess all of the potential navigational and environmental impacts of construction, maintenance and operation of bridges, which cross navigable waterways, and that any proposed waterway crossings of the I-69 project will need to be evaluated from the standpoint of navigation.

Mr. Dussom also received a letter dated March 25, 2003 from Mr. Roger K. Wiebusch, Bridge Administrator for the Western Rivers Section of the Eighth Coast Guard District Bridge Administration Branch in St. Louis, Missouri, copy also enclosed. While Mr. Wiebusch indicated that the project does not cross waterways over which the Coast Guard exercises jurisdiction, that determination only applies to that portion of the project within the Western Rivers Section or, in this case, the state of Arkansas. It does not apply to the State of Louisiana in which the majority of the Section of Independent Utility No. 14 will be constructed. Thus, the Coastal Section of the Bridge Administration Branch in New Orleans, Louisiana must evaluate any waterway crossings for this segment of the project within Louisiana from the standpoint of navigation.

When actual locations of waterway crossings have been determined and specific plans for particular bridges have been formulated, you must submit such locations and plans for each crossing to this office for an evaluation and determination of Coast Guard bridge permitting requirements.

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P8 2

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

Encl: (1) Commander (obc), Eighth Coast Guard District letter 16591A dated 3/19/03
(2) Commander (obr), Coast Guard Western Rivers Section letter 16593.22 dated 3/25/03

Copy: Mr. Mr. Kent B. Dussom. P.E., URS Corporation, Metairie, LA 70002
Mr. Roger K. Wiebusch, Bridge Administrator, Commander (obr), Western Rivers Section, St. Louis, MO

36a

URS

I-69 Corridor
Shreveport to
El Dorado

July 18, 2003

Mr. Michael Jansky
6 EN-XP
U.S. Environmental Protection Agency
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202-2733

RE: **Interstate 69 - Section of Independent Utility No. 14**
State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne And Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Mr. Jansky:

The Louisiana Department of Transportation and Development and the Arkansas Highway and Transportation Department are preparing an Environmental Impact Statement to construct a section of the proposed Interstate Highway 69 between Highway 20 near the town of Haughton, Louisiana to US Highway 82 near the town of El Dorado, Arkansas. Enclosed is a copy of the *Purpose and Need Report* prepared for this section of Interstate 69 (i.e., Section of Independent Utility No. 14). This report has been provided for your information and preparation for the upcoming series of public open houses to be held during the week of August 18th to discuss the identification and evaluation of the alternate 2-mile-wide corridors under consideration. While agency representatives are invited to attend all public open houses, a special interagency meeting has been scheduled to provide a more productive environment for discussion among the participants. Arrangements for this meeting are as follows:

Corridor Evaluation Agency Meeting
August 21, 2003
1:30 P.M.
Junction City, Louisiana Sr. Citizens Center
104 West 3rd Street
Junction City, Louisiana

Should you have any questions, please contact me or Scott Hoffeld at (504) 831-8860. Thank you for your cooperation.

Sincerely,
URS Corporation

Scott Hoffeld for KBD

Kent B. Dussom, P.E.
Project Manager

SH/lmk
Enclosure

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

36b

URS

I-69 Corridor
Shreveport to
El Dorado

August 5, 2003

Mr. Scott Henderson, Director
Arkansas Game and Fish Commission
Director's Office
2 Natural Resources Drive
Little Rock, Arkansas 72205

RE: **Interstate 69 - Section of Independent Utility No. 14**
State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne And Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Mr. Henderson:

The Louisiana Department of Transportation and Development and the Arkansas Highway and Transportation Department are preparing an Environmental Impact Statement to construct a section of the proposed Interstate Highway 69 between Highway 20 near the town of Haughton, Louisiana to US Highway 82 near the town of El Dorado, Arkansas. Enclosed is a copy of the *Corridor Evaluation Report* prepared for this section of Interstate 69 (i.e., Section of Independent Utility No. 14). This report and the *Purpose and Need Report* sent under separate cover to you on July 18, 2003, have been provided for your information and preparation for the upcoming series of public open houses to be held during the week of August 18th. The purpose of these open houses is to discuss the identification and evaluation of the alternative 2-mile-wide corridors under consideration. While agency representatives are invited to attend all public open houses, a special interagency meeting has been scheduled to provide a more productive environment for discussion among the participants. Arrangements for this meeting are as follows:

Corridor Evaluation Agency Meeting
August 21, 2003
1:30 P.M.
Junction City, Louisiana Sr. Citizens Center
104 West 3rd Street
Junction City, Louisiana

Should you have any questions, please contact me or Scott Hoffeld at (504) 837-6326. Thank you for your cooperation.

Sincerely,
URS Corporation

Kent B. Dussom, P.E.
Project Manager

SH/lmk
Enclosure

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

I-69 / Public Comments Corridor Selection 37

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: Interstate 69 – Section of Independent Utility No.14
State Project No. 736-99-1032
Federal Aid Project No. CBI-99001 (516)
Bossier, Claiborne and Webster 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
Claiborne Parish	Phone Number (318) 927-2222
Webster Parish	Phone Number (318) 377-7564

Reviewer

8-11-03
Date

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

1-69 / Agency Coordination / Biological Resources 38 1086

State of Louisiana

James H. Jenkins, Jr.
Secretary

Department of Wildlife & Fisheries
Post Office Box 98000
Baton Rouge, LA 70898-9000
(225) 765-2800

M.J. "Mike" Foster, Jr.
Governor

Name	Mr. Scott L. Hoffeld
Company	URS Corporation
Street Address	3500 North Causeway Blvd., Ste. 900
City, State, Zip	Metairie, LA 70002-3527
Project	I-69 Section of Independent Utility No. 14 Shreveport, LA to El Dorado, AR Request for Additional Information
Date	August 14, 2003
Invoice Number	03081402

Personnel of the Habitat Section of the Fur and Refuge Division have reviewed your request for additional information in reference to a subset of records provided to you by our program in your original data request (Segment of Independent Utility No. 14 of the proposed Interstate 69 project LNHP Invoice # 03032501). Attached is a table showing the additional fields of information requested along with comments provided by our biologists.

The Louisiana Natural Heritage Program 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. The Louisiana Natural Heritage Program requires that this office be acknowledged in all reports as the source of all data provided here. If you have any questions or need additional information, please call Louisiana Natural Heritage Program Data Manger Jill Kelly at (225) 765-2643.

Sincerely,

J. Kelly for

Gary Lester, Coordinator
Natural Heritage Program

Waterbird nesting colonies occur in your project area. Rookeries can move from year to year and no current information is available on the status of these rookery. No activity is permitted within 300 meters around rookeries during the breeding season which is generally March 15-July 15. If you have any questions please call LNHP Zoologist Ines Maxit at 225-765-2820.

The Louisiana waterthrush (*Seirus motacilla*) occurs in your project area. This species is considered rare in Louisiana which is part of its breeding range. It most frequently breeds along gravel-bottomed streams flowing through hilly, deciduous forest. Also breeds in cypress swamp and bottomland forest along mud-bottomed streams. The breeding season extends from April to June. Preferred nest sites are small hollow or cavities within root base of upturned tree, within bank of stream side, or under fallen log. Some nests are also placed beneath fronds of overhanging ferns or other vegetation. We recommend you not to take any action during the breeding season along streams and to reduce impact on the stream habitat.

The nuthatch (*Sitta carolinensis*) occurs in your project area. This species is considered imperiled in Louisiana where it is found in Caddo, Clairborne, Winn, and Grant Parish. It generally occurs in mature deciduous woodland, but also in mixed deciduous and coniferous forest. It favors woodland edges over more central locations, preferring open areas (water, roads, clearing, and fields) near the nest. Nest sites are natural cavities or old woodpecker holes. Breeding activities are from April to June. We recommend you not to take any action during the breeding season and also try to avoid the removal of old, dead trees that might reduce nuthatch densities by eliminating cavity sites.

Two crawfish species occur in your project area: *Procambarus elegans* and *Procambarus geminus*. Both species are considered imperiled in Louisiana. *P. elegans* occur in the Ouachita drainage system in southern Arkansas and Clairborne, Morehouse, Ouachita and Union Parishes, LA and in the Pearl River basin in Montgomery and Simpson Counties, Mississippi. *P. geminus* can be found in lentic situations of the Red River basin along the Arkansas-Louisiana border and in Sabine Parish. As these crawfish species occur in streams they could be negatively impacted by changes in stream flow and siltation. We recommend you to survey for these species in streams affected by your project activities (if crossing a stream, please survey 500 feet up- and down-stream). If they are not found during the search, we recommend you to take erosion control measures. These measures include silt fencing, mulches, seeding and vegetation to decrease the amount of soil eroded by rainfall and runoff. This will prevent any degradation of water quality as a result of silt-laden runoff from the construction site. All construction waste and debris should be placed in containers and disposed offsite. A response letter should be sent to the LNHP zoologist Inés Maxit at 225-765-2820 with the results of the surveys.

The squawfoot (*Strophitus undulatus*) is considered imperiled in Louisiana. Known populations occur only in streams in Clairbone, Union, Lincoln, Madison and Rapides Parishes. Characterization of specific habitat requirements for freshwater mussels is difficult because of site-specific preferences and broad tolerance of different

microhabitats. Habitat use on a broader scale, however, is more predictable. Mussels prefer cleaner water and they seem to be extremely sensitive to high silt loads in streams. Sediment compaction and particle size are considered the most important elements in the prediction of suitable mussel habitat. Preference for pebble/chert substrates is likely due to the increased stability of these areas. Current velocity is also considered an important factor in the distribution and orientation of mussels. Mussels are rarely abundant in stagnant or fast-flowing water; they are more successful where water velocities are low enough to allow sediment stability, but high enough to prevent excessive siltation. Increased water velocity has a scouring effect on the substratum and may eliminate entire mussel populations by shifting the substratum and dislodging the mussels. Furthermore, changes in water quality from increased sedimentation and runoff may alter the habitat quality for host fish species, there by affecting mussel population reproduction. Your project is within the range of the squawfoot. We advise you to take in consideration the above general mussel habitat requirements when evaluating the impact of your project on the squawfoot. We recommend you to survey for this species in streams affected by your project activities (if crossing a stream, please survey 500 feet up- and down-stream). If no mussels are found during the search, we recommend you to take erosion control measures. These measures include silt fencing, mulches, seeding and vegetation to decrease the amount of soil eroded by rainfall and runoff. This will prevent any degradation of water quality as a result of silt-laden runoff from the construction site. All construction waste and debris should be placed in containers and disposed offsite. A response letter should be sent to the LNHP zoologist Inés Maxit at 225-765-2820 with the results of the surveys.

The three natural communities that occur in your project area are located on the Kisatchie National Forest Caney Ranger District. All activities on or adjacent to these areas need to be coordinated with the Caney District Ranger at 318-972-2061.

Shortleaf Pine/Oak-Hickory Forest

Synonyms: Shortleaf Pine-Oak, Oak-Hickory Forest.
Community occurs on dry hills, principally in central and northern Louisiana, although it may occur sporadically in the Florida Parishes. Principle overstory species include Pinus echinata (shortleaf pine), Pinus taeda (loblolly pine), Quercus falcata (southern red oak), Q. stellata (post oak), Q. marilandica (blackjack oak), Q. velutina (black oak), Q. alba (white oak), Q. falcata var. pagodaefolia (cherrybark oak), Q. shumardii (shumard oak), Carya tomentosa (mockernut hickory), C. texana (black hickory), C. cordiformis (bitternut hickory), Ulmus alata (winged elm), Fraxinus americana (white ash), Nyssa sylvatica (black gum), Liquidambar styraciflua (sweetgum), and Acer rubrum (red maple). Midstory and understory shrubs may include Vaccinium arboreum (winter huckleberry), Vaccinium virgatum (bunch blueberry), Bumelia lanuginosa (chittum-wood), Callicarpa americana (french mulberry), Viburnum rufidulum (rusty

blackhaw), Ilex decidua (deciduous holly), Crataegus spp. (hawthorns), and Prunus mexicana (Mexican plum). Herbaceous flora is usually sparse but may consist of Aster spp. (asters), Solidago spp. (goldenrods), Silphium spp. (rosin-weeds), Antennaria plantaginifolia (plantain-leaf pussy-toes), Desmodium spp. (beggar-ticks), Trillium spp. (wake-robbins), Chasmanthium spp. (spangle-grasses), Viola spp. (violets), Mitchella repens (partridge-berry), Helianthus spp. (sunflowers), Liatris spp. (blazing-stars), and Panicum spp. (panic grasses). Oak-hickory forest is the theoretical climax forest stage beyond shortleaf pine/oak-hickory forest in central and north Louisiana. However, no occurrences of oak-hickory forest lacking shortleaf pine have been observed, probably because disturbance has been frequent enough to allow perpetuation of shortleaf pine in the community. It is thought species composition would be essentially similar to that of shortleaf pine/oak-hickory forests. At times, this community may take on the aspect of what has been termed loblolly-shortleaf pine forest. S3S4.

Mixed Hardwood-Loblolly Forest

Synonyms: Mixed Pine-Hardwood, Loblolly Pine-Hardwood

This community is found state-wide in the uplands and is variable depending on elevation and consequent moisture regime. Loblolly pine (Pinus taeda) comprises 20 percent or more of the overstory in a mixture with a number of hardwood species. On moist sites sweetgum (Liquidambar styraciflua), beech (Fagus grandifolia), water oak (Quercus nigra), cherrybark oak (Q. falcata var. pagodaefolia), swamp white oak (Q. michauxii), Q. alba (white oak), tulip tree (Liriodendron tulipifera), American elm (Ulmus americana), Magnolia grandiflora (southern magnolia), Acer rubrum (red maple), and pignut hickory (Carya glabra) are important hardwood components. On dryer upland sites protected from fire, overstory dominants in addition to loblolly are Quercus falcata (southern red oak), Q. stellata (post oak), Q. nigra (water oak), Q. marilandica (blackjack oak), Nyssa sylvatica (black gum), red maple, and Carya tomentosa (mockernut hickory). The community occurs infrequently on sandy, xeric sites and here, Q. incana (bluejack oak) and Q. hemispherica (upland laurel oak) are frequent associates. Shrubs and understory species may include, depending on moisture regime, gallberry (Ilex glabra), french mulberry (Callicarpa americana), flowering dogwood (Cornus florida), hawthorns (Crataegus spp.), sourwood (Oxydendrum

From: Christopher Reid, LNHP Botanist; (225) 765-2828

Date: 14 August 2003

RE: Brief Description of Rare Plants Known to Occur in I-69 Area

***Prenanthes barbata* – barbed rattlesnake root – G3 S2:** This is a member of the sunflower family, or Asteraceae. It produces very distinct basal leaves evident in the spring. These basal leaves disappear by mid summer when the plants produce significant height growth. Flowering occurs in the fall (late August through October). The flower heads are fairly small at about one inch in diameter and the rays are whitish. Barbed rattlesnake root grows in rich mixed pine-hardwood forests along small streams and is scattered in western Louisiana from Beauregard Parish to Claiborne Parish. Typical associate species include American beech (*Fagus grandifolia*), sweetgum (*Liquidambar styraciflua*), loblolly pine (*Pinus taeda*), white oak (*Quercus alba*), red maple (*Acer rubrum*), eastern hophornbeam (*Ostrya virginiana*), witch-hazel (*Hamamelis virginiana*), and sweetleaf (*Symplocos tinctoria*).

***Dichanthelium clandestinum* – deer-tongue panic grass – G5 S2:** This is a fairly large species for the genus *Dichanthelium*. It produces terminal panicles in the spring and axillary panicles in the fall. The leaf sheaths have stiff hairs and this condition separates it from our other *Dichanthelium* species. This species grows in sandy soils along streams and on sand bars in streams. Associates would include a variety of species that occur in small stream floodplains which flood infrequently and of very short duration.

For more detailed information consult our website at www.wlf.state.la.us. Click on Non-game Programs/Natural Heritage. We have rare plant fact sheets for our 40 rarest species including *Prenanthes barbata*. We do not have a fact sheet for *Dichanthelium clandestinum*. For more details on *D. clandestinum* consult a state or regional floristic manual.

Buffer Distances – *Prenanthes barbata* would be negatively impacted by significant canopy and soil disturbance as it is usually found in forests that are close-canopied or nearly so. Natural canopy disturbances are usually minor such as the mortality of single trees or small groups of trees. Exposing P. barbata to "edge" conditions would probably adversely affect it. *Dichanthelium clandestinum* is more resistant to disturbance based on my observations. Both of these species occur along or near small streams and therefore would be expected to occur in linear-shaped populations. I would suggest a buffer distance of ½ mile for both species. That is if I-69 crosses stream systems along which populations of these species occur, it should do so at least ½ mile away from the population location.

I-69 / Agency Comments 39 1082

State of Louisiana

Department of Environmental Quality

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

AUG 21 2003

L. HALL BOHLINGER
SECRETARY

Mr. Kent B. Dussom, P.E., Project Manager
URS Corporation
Executive Tower, 3500 North Causeway Blvd.
Suite 900
Metairie, LA 70002-3527

RE: Project No. 736-99-1032; proposed Construction of a Section of Interstate 69; URS; Bossier, Claiborne & Webster Parishes

Dear Mr. Dussom:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated August 5, 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 improvements are covered under these general permits.

Mr. Dussom
Page Two (2)

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

Sincerely,

Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Northwest Regional Office
Surveillance Division

Attachments: LA Wellhead Protection Program Pamphlet; LDEQ Office of Water Resources Construction Nonpoint Source Pollution Program (both filed in Water Resources.)

I-69 / Agency Comments 40 1of2

State of Louisiana

Department of Environmental Quality

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

L. HALL BOHLINGER
SECRETARY

August 21, 2003

Mr. Kent B. Dussom, P.E., Project Manager
Interstate 69 SIU 14 Project Team
URS Corporation
3500 N. Causeway Blvd., Ste. 900
Metairie, LA 70002-3527

RE: State Project No. 736-99-1032; Bossier, Claiborne and Webster Parishes
Proposed Construction of a Section of Interstate 69 SIU No. 14/Junction I-20 near Haughton, LA to US 82 near El Dorado, AR

Dear Mr. Dussom:

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."

40 2of2

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

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 Miller

Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosures

RECEIVED
AUG 27 2003
URS

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I-69 Corridor
Shreveport to
El Dorado

August 29, 2003

Ms. Elizabeth Guynes
U.S Army Corps of Engineers
Vicksburg District
4155 Clay Street
Vicksburg, Mississippi 39183-3435

Mr. Derek Hamilton
U.S. Fish and Wildlife Service
Lafayette Ecological Services Field Office
646 Cajundome Boulevard, Suite 400
Lafayette, Louisiana 70506

Mr. Michael Jansky
6 EN-XP
U.S. Environmental Protection Agency
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202-2733

Subject: **NEPA and 404/10 Merger Agreement Purpose and Need Concurrence**
Interstate 69 - Section of Independent Utility No. 14
State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Cooperating Agency Representative:

In accordance with the 1996 FHWA Region 6 Interagency *NEPA and 404/10 Concurrent Process Agreement for Transportation Projects*, all applicable cooperating federal agencies for this project (i.e., US Army Corps of Engineers, US Fish and Wildlife Service, and the Environmental Projection Agency) have been provided a review copy of the Purpose and Need Statement for this project. Documentation of concurrence on the project purpose and need among the FHWA and cooperating agencies is required under the merger agreement. Accordingly, please send a letter to me on your agency letterhead, noting concurrence with the stated Purpose and Need Statement as provided to you on July 2003. Please post-mark this letter by September 19, 2003.

A conference call will be held on Monday, September 15th to discuss purpose and need concurrence and public comments received on the Corridor Selection. All comment letters on the Corridor Evaluation Report provided to you on July 24th are due September 5th when the public comment period closes. Arrangements for this conference call are as follows:

Date: September 15, 2003
Time: 10:00 AM CDT
Instructions:
1. Dial: 1-877-290-1337
2. Wait for queue to enter conference ID Number.
3. Dial Conference ID No.: 504-837-6326

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

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Pg 2

A second conference call will be arranged during this conference call. This second conference call will be held in late September or early October and will have the objective of documenting concurrence on a single 2-mile-wide corridor to be retained for more detailed study in the Environmental Impact Statement for this project. Should you have questions about the Purpose and Need Report, Corridor Evaluation Report, schedule or other, please advise.

Sincerely,
URS Corporation

Kent B. Dussom, PE
Project Manager

cc: Distribution

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DISTRIBUTION LIST

Mr. Mitch Wine U.S. Fish and Wildlife Service Arkansas Ecological Services Field Office 1500 Museum Road, Suite 105 Conway, Arkansas 72032	Mr. Gary Jones, Regional Director Federal Emergency Management Agency Region VI, Federal Regional Center 800 N. Loop 288 Denton, Texas 76209	Mr. Douglas J. Komien, P.E. Deputy for Programs and Project Management U. S. Army Corps of Engineers 4155 Clay Street Vicksburg, Mississippi 39183
Mr. Duke Rivet LA Division of Archaeology 1051 North Third Street P.O. Box 44247 Capitol Annex Building Baton Rouge, Louisiana 70804	Mr. George McCluskey AR, SHPO 1500 Tower Building 323 Center Street Little Rock, Arkansas 72201	Ms. Lisa Miller Department of Environmental Quality P.O. Box 82231 Baton Rouge, Louisiana 70884-2231
Mr. Maurice Watson Department of Wildlife and Fisheries P.O. Box 98000 Baton Rouge, Louisiana 70898-9000	Ms. Laurel Wyckoff SHPO, Department of Culture, Recreation & Tourism P.O. Box 44247 Baton Rouge, Louisiana 70804	Mr. Marcus C. Devine, Director Arkansas Department of Environmetal Quality 8001 National Drive Little Rock, Arkansas 72209
Ms. Ann Early Office of the State Archeologist 2475 N. Hatch Avenue Fayetteville, Arkansas 72704	Ms. Cathie Mathews SHPO, Department of Arkansas Heritage 323 Center Street, Suite 1500 Little Rock, Arkansas 72201	Admiral Robert F. Duncan 8th Coast Guard District Hale Boggs Federal Building 501 Magazine Street New Orleans, Louisiana 70130-3396
Mr. Donald Gohmert Natural Resources Conservation Service State Conservationist 3737 Government Street Alexandria, Louisiana 71302	Mr. Gary Lester Louisiana Department of Wildlife & Fisheries Louisiana Natural Heritage Program P.O. Box 98000 Baton Rouge, Louisiana 70898-9000	Mr. Kalven Trice Natural Resources Conservation Service State Conservationist Room 3416 Federal Building 700 W. Capitol Avenue Little Rock, Arkansas 72201-3225
Ms. Karen Smith, Director Arkansas Natural Heritage Commission 323 Center Street 1500 Tower Building Little Rock, Arkansas 72201	Mr. Keith Cascio Louisiana Department of Wildlife and Fisheries Scenic Streams Coordinator 368 Century Park Drive Monroe, Louisiana 71203	Mr. Scott Henderson, Director Arkansas Game and Fish Commission Director's Office 2 Natural Resources Drive Little Rock, Arkansas 72205
Mr. Jay DePrato (will confirm address) Department of Wildlife and Fisheries P.O. Box 98000 Baton Rouge, Louisiana 70898-9000	Mr. Wayne Nguyen, PE, Project Manager Louisiana Department of Transportation and Development PO Box 94245 Baton Rouge, Louisiana 70804-9245	Mr. Bill Richardson, Project Coordinator Arkansas Highway Transportation Department 10324 Interstate 30 Little Rock, Arkansas 72209
Mr. Scott Nelson, Project Coordinator Federal Highway Administration 5304 Flanders Drive, Suite A Baton Rouge, Louisiana 70808-4348	Mr. Randall Looney, Project Coordinator Federal Highway Administration 700 West Capitol, Room 3130 Little Rock, Arkansas 72201-3298	

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I-69\Agency Cor.\T+E

United States Department of the Interior

FISH AND WILDLIFE SERVICE
1500 Museum Road, Suite 105
Conway, Arkansas 72032
Tel.: 501/513-4470 Fax: 501/513-4480

IN REPLY REFER TO:

September 4, 2003

Mr. Jonathan Martinez
URS Consulting
3500 North Causeway Blvd., Suite 900
Metairie, LA 70002

Subject: I-69 Endangered Species Clearance for Columbia and Union Counties, Arkansas

Dear Mr. Martinez:

This responds to your request on September 3, 2003 soliciting our comments on the above referenced project. A review of the two Arkansas counties revealed two federally listed threatened or endangered species have been observed within their borders. The federally listed endangered Red Cockaded Woodpecker (*Picoides borealis*) was observed in Union and Columbia Counties in 1989. The federally listed threatened Bald Eagle (*Haliaeetus leucocephalis*) was observed in Columbia county in a 1999 survey. The Service asks that our agency be contacted in the event that nests of either species are discovered.

For future correspondence on this matter, please contact Mitch Wine of this office at (501) 513-4488. Thank you for allowing our agency the opportunity to provide assistance in this matter.

Sincerely,

Margaret Harney

Margaret Harney
Acting Field Supervisor

cc:
John Harris, AHTD
Randal Looney, FHWA
Robert Leonard, AGFC

I-69/ Agency Corresp.
Purpose and Need
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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

SUBJECT: NEPA and 404/10 Merger Agreement Purpose and Need Concurrence, Interstate 69, Segment of Independent Utility No 14

Mr. Kent Dussom, P.E.
URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, Louisiana 70002-3527

Dear Mr. Dussom:

I am responding to your letter of August 29, 2003, requesting concurrence with the recommendation for Purpose and Need Statement for the subject project.

We have reviewed the Interstate 69 Purpose and Need Statement as presented in the document dated June 2003. Ms. Susan Jarvis, Mr. Robert Ulmer, and I participated in a meeting concerning this project in this office on August 22, 2003. I hereby concur with the referenced Purpose and Need Statement.

If you have any questions concerning this matter, please contact Ms. Jarvis, telephone (601) 631-5146, fax (601) 631-5459, or e-mail address: regulatory@mvk02.usace.army.mil. In any future correspondence concerning this project, please refer to the identification No. 200310100.

Sincerely,

Elizabeth S. Guynes
Chief, Regulatory Branch

Printed on Recycled Paper

I-69/ Agency Comments
Biological Res.
Purpose and Need
Concurrence

44

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

September 18, 2003

Mr. Kent B. Dussom, P.E.
Project Manager, I-69 SIU 14
URS Corporation
3500 N. Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

Please reference your August 29, 2003, letter requesting U.S. Fish and Wildlife Service (Service) concurrence on the Purpose and Need Statement for the proposed U.S. Interstate Highway 69 (I-69) project (Federal Aid Project No. CBI-9901(516); State Project No. 736-99-1032) in Bossier, Webster, and Claiborne Parishes, Louisiana; and Columbia and Union Counties, Arkansas. Your letter also requested our comments on the July 2003 Preliminary Corridor Evaluation Technical Memorandum for that project. The new 4-lane highway would be about 75 miles long, and would connect Interstate Highway 20 near Haughton, Louisiana, with U.S. Highway 82, near El Dorado, Arkansas, via new interchanges. 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 Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the Migratory Bird Treaty Act (40 Stat. 755, as amended; 16 U.S.C. 703 et seq.).

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 safety, system linkage and goods movement, economic development, and intermodal connectivity, are clearly identified in the Purpose and Need Statement.

Our April 3, 2003, response to your Solicitation-of-Views for the proposed project identified Federal fish and wildlife trust resources that should be considered during development of the project corridor, and ultimately, its final alignment. Although those trust resources are not specifically discussed in the Purpose and Need Statement, the Service understands that they will receive equal consideration with other criteria in the development of a proposed project corridor and alignment that would achieve the objectives outlined in the Purpose and Need Statement. Accordingly, the Service concurs with your Purpose and Need Statement for the proposed SIU-14 segment of I-69.

The July 2003 Preliminary Corridor Evaluation Technical Memorandum adequately identifies ten proposed corridors within the project study area. In our view, five of those corridors (i.e., 1c, 1d, 1e, 2a, and 2b) should be carried forward for further evaluation as the array from which the preferred corridor will ultimately be selected. The Service believes that those corridors have the lowest overall potential for environmental impacts while still meeting the objectives outlined in the Purpose and Need Statement.

Please note, however, that all five of the corridors recommended for further consideration would impact wetland habitats. Accordingly, the Service recommends that additional studies be conducted in order to determine and quantify potential wetland habitat impacts prior to the selection of a preferred corridor.

In addition, all five of the proposed corridors are located in areas that may be inhabited by the endangered red-cockaded woodpecker (RCW, *Picoides borealis*) and the threatened bald eagle (*Haliaeetus leucocephalus*). The Service therefore recommends that, prior to selecting a preferred alignment within a corridor, each project area be surveyed by a qualified biologist, in accordance with the guidance below.

Within the proposed project boundary, RCWs are known to occur in Bossier and Webster Parishes, Louisiana; and Union County, Arkansas. Within potentially suitable RCW habitat (as defined below), there may also be undocumented clusters in all of the Parishes and Counties that comprise the study area. During the forthcoming selection and evaluation of proposed alternative routes for I-69, we recommend that surveys be conducted for the presence of RCW clusters within areas of potentially suitable habitat. Such habitat includes 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). 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. 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 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 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.

Portions of the proposed project would also be located in areas that may be inhabited by the bald eagle. Within the proposed project area, the bald eagle is known to nest in Bossier Parish, Louisiana, and to winter in Webster and Claiborne Parishes, Louisiana. Bald eagles are also known to occur in Union County, Arkansas. Undocumented bald eagle nests may also occur throughout the project study area. Accordingly, we recommend that surveys be conducted for the presence of bald eagle nests during the selection and evaluation of proposed I-69 routes. Bald eagles typically nest in baldcypress trees near large bodies of open-water from October through mid-May. We further caution that the project should not damage any portion of eagle nest trees, including their root systems (i.e., through soil compaction or disturbance). If nesting bald eagles are discovered within one mile of a potential construction alignment, further consultation with our Lafayette, Louisiana, Field Office will be required.

Depending on its final alignment, wading bird nesting colonies could potentially be impacted by construction-related activities. Within the study area, a wading bird nesting colony is known to occur east of Springhill, in Webster Parish, Louisiana. Within Louisiana, colonies not currently listed in the database maintained by the Louisiana Department of Wildlife and Fisheries may be present throughout the study area. That Louisiana database is updated primarily by monitoring the colony sites that were previously surveyed during the 1980s. Until a comprehensive survey is conducted to determine the location of newly-established nesting colonies, we recommend that a qualified biologist inspect the proposed alignments for the presence of undocumented nesting colonies prior to the selection of the preferred alternative. That survey should focus within early successional, scrub/shrub, and forested swamp wetlands, as these are most commonly inhabited by colonial nesting wadingbirds. If colony sites are located within or adjacent to the preferred alignment, the Service's Lafayette, Louisiana, Field Office should be contacted for additional recommendations to ensure that those colonies are protected during the nesting season.

We appreciate the opportunity to provide comments during the early planning stages of this proposed project. If you need further assistance please contact Derek Hamilton (337/291-3138) of this office.

Sincerely,

Russell C. Watson
Acting Supervisor
Louisiana Field Office

cc: FWS, Conway, AR
FHWA, Baton Rouge, LA
Corps of Engineers, Vicksburg, MS
LDWF, Natural Heritage Program, Baton Rouge, LA
LDOTD, Baton Rouge, LA

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URS

I-69 Corridor
Shreveport to
El Dorado

November 7, 2003

Ms. A. Susan Jarvis
U.S Army Corps of Engineers
Vicksburg District
4155 Clay Street
Vicksburg, Mississippi 39183-3435

Mr. Derek Hamilton
U.S. Fish and Wildlife Service
Lafayette Ecological Services Field Office
646 Cajundome Boulevard, Suite 400
Lafayette, Louisiana 70506

Mr. Michael Jansky
6 EN-XP
U.S. Environmental Protection Agency
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202-2733

DEPARTMENT OF
ENVIRONMENTAL QUALITY
2003 NOV 10 PM 2:33
CONTRACTS & GRANTS

Subject: **NEPA and 404/10 Merger Agreement Corridor Selection Concurrence**
Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Cooperating Agency Representative:

In accordance with the 1996 FHWA Region 6 Interagency *NEPA and 404/10 Concurrent Process Agreement for Transportation Projects*, the Project Team is herewith supplying the cooperating federal agencies for this project (i.e., US Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Environmental Projection Agency) with a copy of the *Corridor Selection Report*.

Please review this report and provide concurrence with the selection of Corridor 1d as the single 2-mile-wide Corridor for detailed study in the Environmental Impact Statement. Please send me a letter on your agency letterhead, noting concurrence with the selected corridor as described in the enclosed report by December 10, 2003.

Agency representatives copied on this transmittal are provided this report for their information and use in the preparation of comments for the Project Team's consideration. Comments should be provided by December 10, 2003.

A conference call will be held on Monday, November 24th to discuss any questions that you may have with the proposed preference for Corridor 1d. Arrangements for this conference call are as follows:

Date: November 24, 2003
Time: 10:00 AM (Central)
Instructions:
1. Dial: 1-877-290-1337
2. Wait for queue to enter conference ID Number.
3. Dial Conference ID No.: 504-837-6326

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

45
pg 2

Should the need to resolve any issues regarding your agency's concurrence be expressed in the conference call, we will schedule a meeting at the LDOTD District Office in Bossier City during the week of December 1, 2003. Should you have questions, please advise.

Sincerely,
URS Corporation

Kent B. Dussom, PE
Project Manager

cc: Distribution

45
P83

DISTRIBUTION LIST

Mr. Mitch Wine U.S. Fish and Wildlife Service Arkansas Ecological Services Field Office 1500 Museum Road, Suite 105 Conway, Arkansas 72032	Mr. Gary Jones, Regional Director Federal Emergency Management Agency Region VI, Federal Regional Center 800 N. Loop 288 Denton, Texas 76209	Mr. Douglas J. Komien, P.E. Deputy for Programs and Project Management U. S. Army Corps of Engineers 4155 Clay Street Vicksburg, Mississippi 39183
Mr. Duke Rivet LA Division of Archaeology 1051 North Third Street P.O. Box 44247 Capitol Annex Building Baton Rouge, Louisiana 70804	Mr. George McCluskey AR, SHPO 1500 Tower Building 323 Center Street Little Rock, Arkansas 72201	Ms. Lisa Miller Department of Environmental Quality P.O. Box 82231 Baton Rouge, Louisiana 70884-2231
Mr. Maurice Watson Department of Wildlife and Fisheries P.O. Box 98000 Baton Rouge, Louisiana 70898-9000	Ms. Laurel Wyckoff SHPO, Department of Culture, Recreation & Tourism P.O. Box 44247 Baton Rouge, Louisiana 70804	Mr. Marcus C. Devine, Director Arkansas Department of Environmetal Quality 8001 National Drive Little Rock, Arkansas 72209
Ms. Ann Early Office of the State Archeologist 2475 N. Hatch Avenue Fayetteville, Arkansas 72704	Ms. Cathie Mathews SHPO, Department of Arkansas Heritage 323 Center Street, Suite 1500 Little Rock, Arkansas 72201	Admiral Robert F. Duncan 8th Coast Guard District Hale Boggs Federal Building 501 Magazine Street New Orleans, Louisiana 70130-3396
Mr. Donald Gohmert Natural Resources Conservation Service State Conservationist 3737 Government Street Alexandria, Louisiana 71302	Mr. Gary Lester Louisiana Department of Wildlife & Fisheries Louisiana Natural Heritage Program P.O. Box 98000 Baton Rouge, Louisiana 70898-9000	Mr. Kalven Trice Natural Resources Conservation Service State Conservationist Room 3416 Federal Building 700 W. Capitol Avenue Little Rock, Arkansas 72201-3225
Ms. Karen Smith, Director Arkansas Natural Heritage Commission 323 Center Street 1500 Tower Building Little Rock, Arkansas 72201	Mr. Keith Cascio Louisiana Department of Wildlife and Fisheries Scenic Streams Coordinator 368 Century Park Drive Monroe, Louisiana 71203	Mr. Scott Henderson, Director Arkansas Game and Fish Commission Director's Office 2 Natural Resources Drive Little Rock, Arkansas 72205
Mr. Jay DePrato Department of Wildlife and Fisheries P.O. Box 98000 Baton Rouge, Louisiana 70898-9000	Mr. Wayne Nguyen, PE, Project Manager Louisiana Department of Transportation and Development PO Box 94245 Baton Rouge, Louisiana 70804-9245	Mr. Bill Richardson, Project Coordinator Arkansas Highway Transportation Department 10324 Interstate 30 Little Rock, Arkansas 72209
Mr. Scott Nelson, Project Coordinator Federal Highway Administration 5304 Flanders Drive, Suite A Baton Rouge, Louisiana 70808-4348	Mr. Randall Looney, Project Coordinator Federal Highway Administration 700 West Capitol, Room 3130 Little Rock, Arkansas 72201-3298	Ms. Sandi Formica Arkansas Department of Environmental Quality – Environmental Preservation 8001 National Drive Little Rock, Arkansas 72209
Mr. Larry Harrison U.S. Army Corps of Engineers 700 West Capitol, Room 7530 Little Rock, Arkansas 72201		

LATE

I-69 / Public Comments

United States Senate

WASHINGTON, DC 20510

October 21, 2003

RECEIVED
OCT 27 2003
CHIEF ENGINEER'S OFFICE

Mr. Dan Flowers
Arkansas State Highway Commission Members
P.O. Box 2261
Little Rock, Arkansas 72203

Dear Dan and Commission Members:

We are writing to express our strong support for the I-69 SIU Corridor 2a. We have received numerous calls and letters from our constituents, most notably the El Dorado and Magnolia Chambers of Commerce.

Corridor 2a will provide greater access to Arkansans through its conjunction with U.S. Highway 79 than the other corridors under consideration. In addition, Corridor 2a will alleviate the congestion on I-20 in Louisiana and will provide more direct and safe transportation for the wood products, oil and chemicals that make up a large part of the commercial shipping in the area. As you know, roads lead to increased economic activity and job creation. Corridor 2a offers our state more transportation and economic opportunities than the other corridors and we believe it is the best choice to improve the quality of life in southern Arkansas.

We appreciate your dedication to the transportation needs of the people of Arkansas and hope that you will favorably consider I-69 SIU Corridor 2a. If you have questions or need additional information, please do not hesitate to contact one, or both of us.

Sincerely,

Blanche

Blanche L. Lincoln

Mark Pryor

Mark L. Pryor

RECEIVED
OCT 27 2003
Asst. Chief Engr.-Planning

RECEIVED
OCT 27 2003
DIRECTOR'S OFFICE
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

I-69/Client coord, 46c

ARKANSAS STATE HIGHWAY COMMISSION

J.W. "BUDDY" BENAFIELD
CHAIRMAN
HICKORY PLAINS

MARY P. "PRISSY" HICKERSON
VICE CHAIRMAN
TEXARKANA

JONATHAN BARNETT
SILOAM SPRINGS

CARL S. ROSENBAUM
LITTLE ROCK

R. MADISON MURPHY
EL DORADO

DAN FLOWERS
DIRECTOR OF
HIGHWAYS AND TRANSPORTATION

P.O. BOX 2261
LITTLE ROCK, ARKANSAS 72203-2261
TELEPHONE NO. (501) 569-2000
FAX NO. (501) 569-2400

November 12, 2003

The Honorable Blanche L. Lincoln
United States Senate
355 Dirksen Senate Office Building
Washington, DC 20510

Dear Senator Lincoln:

Reference is made to your recent letter to the Highway Commission and me concerning your support for a specific alignment on the section of I-69 from El Dorado to Shreveport.

I can assure you that your position will be considered. Your letter has been forwarded to the Louisiana Department of Transportation and Development since they are the lead state in the environmental and location study for this project. A copy has also been sent to the project consultant, URS Corporation, for consideration and inclusion in the project record.

Thank you for your continued support for improving transportation.

Sincerely,

Dan Flowers
Director of Highways
and Transportation

c: Highway Commission
Chief Engineer
Assistant to the Director
Vincent Russo, Jr., Louisiana DOTD w/enclosure
Kent Dussom, URS Corporation w/enclosure

I-69 / Client Coord

46d

ARKANSAS STATE HIGHWAY COMMISSION

J.W. "BUDDY" BENAFIELD
CHAIRMAN
HICKORY PLAINS

MARY P. "PRISSY" HICKERSON
VICE CHAIRMAN
TEXARKANA

JONATHAN BARNETT
SILOAM SPRINGS

CARL S. ROSENBAUM
LITTLE ROCK

R. MADISON MURPHY
EL DORADO

DAN FLOWERS
DIRECTOR OF
HIGHWAYS AND TRANSPORTATION

P.O. BOX 2261
LITTLE ROCK, ARKANSAS 72203-2261
TELEPHONE NO. (501) 569-2000
FAX NO. (501) 569-2400

November 12, 2003

The Honorable Mark Pryor
United States Senate
217 Russell Senate Office Building
Washington, DC 20510

Dear ~~Senator Pryor~~ Mark:

Reference is made to your recent letter to the Highway Commission and me concerning your support for a specific alignment on the section of I-69 from El Dorado to Shreveport.

I can assure you that your position will be considered. Your letter has been forwarded to the Louisiana Department of Transportation and Development since they are the lead state in the environmental and location study for this project. A copy has also been sent to the project consultant, URS Corporation, for consideration and inclusion in the project record.

Thank you for your continued support for improving transportation.

Sincerely,

Dan Flowers
Director of Highways
and Transportation

c: Highway Commission
Chief Engineer
Assistant to the Director
Vincent Russo, Jr., Louisiana DOTD w/enclosure
Kent Dussom, URS Corporation w/enclosure ✓

i-69 / Agency Corresp.
Corr. Selection
Purpose and Need

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

November 17, 2003

Scott L. Hoffeld
URS Corporation
3500 North Causeway Blvd
Ste. 900
Metairie, LA 7002-3527

Subject: NEPA and 404/10 Merger Agreement Corridor Selection Concurrence
Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Mr. Hoffeld:

In accordance with the 1996 FHWA Region 6 Interagency NEPA and 404/10 Concurrent Process Agreement for Transportation Projects, the Environmental Projection Agency is providing concurrence with the proposed purpose and need and selection of Corridor 1d as the single 2-mile-wide Corridor for detailed study in the Environmental Impact Statement.

Thank you for this opportunity to comment. If you have any question, please contact Mike Jansky at 214-665-7451.

Sincerely yours,

Michael P. Jansky, P.E.

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

I-69 / AGENCY CORRESP
CORR. SEL
48

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/

November 18, 2003

Operations Division
Regulatory

SUBJECT: Preferred Corridor, Interstate 69, Haughton, Louisiana - El Dorado, Arkansas, Segment of Independent Utility No. 14

Mr. Kent Dussom, P.E.
URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, Louisiana 70002-3527

Dear Mr. Dussom:

I am responding to your letter of November 7, 2003, requesting concurrence with the Preferred Corridor recommendation for the subject project.

We have reviewed the Corridor Selection study, Haughton, Louisiana to El Dorado, Arkansas and have participated in previous meetings and discussions on this project including the August 22, 2003 meeting in this office. I hereby concur with the selection of the Preferred Corridor of 1d as the single 2 mile-wide corridor for detailed study in the Environmental Impact Study (EIS). When you write the draft EIS, please designate your summary data and any other measurements in the U.S. Equivalent System units (i.e. cubic yards, feet, and miles).

We look forward to participating in the selection of a final 300 foot-wide corridor.

If we can be of further assistance, please contact Ms. Susan A. Jarvis, telephone (601) 631-5146 or fax (601) 631-5459. In future correspondence concerning this project, please refer to identification No. 200310100.

Sincerely,

Elizabeth S. Guynes
Chief, Regulatory Branch

Printed on Recycled Paper

Agency Corresp
Corr. Select

49

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

December 2, 2003

Mr. Kent B. Dussom, P.E.
Project Manager, I-69 SIU 14
URS Corporation
3500 N. Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

Please reference your November 7, 2003, letter requesting U.S. Fish and Wildlife Service (Service) concurrence on your corridor selection for the proposed U.S. Interstate Highway 69 (I-69), Section of Independent Utility 14 (Federal Aid Project No. CBI-9901(516); State Project No. 736-99-1032) in Bossier, Webster, and Claiborne Parishes, Louisiana; and Columbia and Union Counties, Arkansas. The new 4-lane highway would be approximately 75 miles long, and would connect Interstate Highway 20 near Haughton, Louisiana, with U.S. Highway 82, near El Dorado, Arkansas, via new interchanges. The Service has reviewed the October 2003 Corridor Selection Report, which identifies Corridor Alternative 1d as the recommended preferred corridor, 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).

We appreciate your consideration of our past comments and suggested project alternatives. The Corridor Studies Report concludes that Corridor Alternative 1d has the best potential to yield the overall least environmentally damaging, 300 foot-wide, interstate alignment within the project area. Furthermore, your report indicates that Corridor Alternative 1d would have significantly less impacts on wetland habitats, known threatened and endangered species locations, designated scenic streams, and known cultural resources than the other corridor alternatives. Accordingly, we concur with your determination that Corridor Alternative 1d be carried forward as the preferred corridor for the proposed I-69 project.

Please note that our April 3, 2003, response to your Solicitation-of-Views for the proposed project identified Federal-trust fish and wildlife resources that should be considered during development of a final alignment within Corridor Alternative 1d. The Service understands these resources will receive equal consideration with other criteria in the development of a proposed final alignment which would achieve the objectives outlined in the Purpose and Need Statement.

In addition, the Service requests that an interagency field investigation be held to discuss and explore the least environmentally damaging alignment for crossing Bayou Dorcheat within

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pg 2

Corridor Alternative 1d. Bayou Dorcheat is a designated scenic stream in Louisiana and the Service would appreciate the opportunity, along with the Louisiana Department of Wildlife and Fisheries and other interested parties, to evaluate both the quantity and quality of wetland habitats in that system prior to making recommendations regarding the least environmentally damaging final alignment.

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,

Russell C. Watson
Acting Supervisor
Louisiana Field Office

cc: USFWS, Conway Field Office, Conway, AR
FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, National Heritage Program, Baton Rouge, LA

I-69 / Agency Concurr. 50
Corridor Selection

Arkansas Game & Fish Commission

2 Natural Resources Drive Little Rock, Arkansas 72205

Dr. Lester Sitzes
Chairman
Hope

Forrest Wood
Vice-Chairman
Flippin

Mike Freeze
England

Sheffield Nelson
Little Rock

Scott Henderson
Director

Sonny Varnell
St. Paul

Freddie Black
Lake Village

Brett Morgan
Little Rock

Dr. Dan Davis (ex-officio)
University of Arkansas
Fayetteville

December 5, 2003

Kent B. Dussom, PE
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527

Dear Mr. Dussom:

Biologist from our agency have received your Corridor Selection, I-69 Corridor Shreveport to El Dorado document. We concur with the selection of Corridor 1d as the single 2-mile wide Corridor for detailed study in the Environmental Impact Statement.

Sincerely,

Robert K. Leonard

Robert K. Leonard Biologist
River Basins Division

Phone: 501-223-6300 Fax: 501-223-6448 Website: www.agfc.com

The mission of the Arkansas Game and Fish Commission is to wisely manage all the fish and wildlife resources of Arkansas while providing maximum enjoyment for the people.

I-69/ Agency Comment. Corridor Selection

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ADEQ

A R K A N S A S
Department of Environmental Quality

December 9, 2003

Mr. Kent B. Dussom, P.E.
URS Corporation
Executive Tower, Suite 900
3500 North Causeway Boulevard
Metairie, Louisiana 70002-3527

RE: I-69 Corridor Selection – Shreveport to El Dorado, URS Project No. 1000100x

Dear Mr. Dussom:

The Arkansas Department of Environmental Quality (ADEQ) has reviewed the information submitted on the referenced interstate highway project. The following agency Divisions have provided comments to us on your plan:

Air 1) The primary long term impact that I-69 will have on air quality in Arkansas will be the emissions from motor vehicles and will correlate directly to vehicle miles traveled (VMT). The shortest route will have the minimum impact on air quality.

2) The opinions expressed at the public hearings in Arkansas and Louisiana placed little importance on environmental concerns, but stressed economic development and benefits to the community (Table 2.1).

3) Paragraph 6.2 states that the preferred route will be selected after considering environmental, engineering, socio-economic, and the opinions expressed at the public hearings. It appears that the environmental concerns consist primarily of the impact on the area wetlands.

Water The Water Division does not have specific comments about the final corridor location; however, once the final location is selected, the Arkansas Highway and Transportation Department will have to apply for and comply with all provisions of the NPDES General Storm Water Permit and Pollution Prevention Plan before construction begins.

A review of the referenced information was also made by Environmental Preservation Division staff.

We have no comments on your project at this time.

If you have any questions, please contact Audree Miller at 501-682-0015.

Sincerely,

Sandi Formica
Chief, Environmental Preservation Division

SF:MVE:AM:am

cc: Mary Leath, Chief Deputy Director
Martin Maner, Water Division
Mike Hile, Air Division

I-69 / Agency Corresp.
Corridor Selection
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State of Louisiana

James H. Jenkins, Jr.
Secretary

Department of Wildlife & Fisheries
Post Office Box 98000
Baton Rouge, LA 70898-9000
(225) 765-2800

M.J. "Mike" Foster, Jr.
Governor

Name	Mr. Kent B. Dussom, P.E.
Company	URS Corporation
Street Address	3500 North Causeway Blvd., Ste. 900
City, State, Zip	Metairie, LA 70002-3527
Project	I-69 Section of Independent Utility No. 14 Shreveport, LA to El Dorado, AR Corridor Selection Concurrence
Date	December 10, 2003
Invoice Number	03120901

Personnel of the Habitat Section of the Fur and Refuge Division have reviewed the selected corridor for the captioned project. Your project corridor crosses Bayou Dorcheat. Bayou Dorcheat is a Louisiana Department of Wildlife and Fisheries designated Natural and Scenic Stream. You must contact Keith Cascio with this department at 318-343-4044 to determine the effects of the proposed project on the stream. With respect to the effects on rare, threatened and endangered species; we concur with the selection of corridor '1d' as the single 2-mile-wide corridor for detailed study in the Environmental Impact Statement. Please maintain contact with this office concerning proposed activities and future updates relating to the captioned project.

The Louisiana Natural Heritage Program 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. The Louisiana Natural Heritage Program requires that this office be acknowledged in all reports as the source of all data provided here. If you have any questions or need additional information, please call Louisiana Natural Heritage Program Data Manger Jill Kelly at (225) 765-2643.

Sincerely,

P Bowman

Phil Bowman, Assistant Secretary
Office of Wildlife

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URS

I-69 Corridor
Shreveport to
El Dorado

December 30, 2003

Ms. A. Susan Jarvis
U.S Army Corps of Engineers
Vicksburg District
4155 Clay Street
Vicksburg, Mississippi 39183-3435

Mr. Derek Hamilton
U.S. Fish and Wildlife Service
Lafayette Ecological Services Field Office
646 Cajundome Boulevard, Suite 400
Lafayette, Louisiana 70506

Subject: **Biological Characterization Survey Plan for Alternative Highway Alignments**
Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 10001001.00000

Dear Ms. Jarvis and Mr. Hamilton:

Enclosed is a set of graphics that shows preferred Corridor 1d and the "universe" of 300-foot-wide highway alignment alternatives presently under consideration.

Areas noted in blue were identified by URS' Senior Biologist, John Van Conner, PhD., as potential wetlands that will require a fairly thorough survey for characterization and evaluation. (Formal wetland delineation will be conducted later in the study on the alternatives evaluated in the Environmental Impact Statement.) Areas noted in red were estimated to be homogeneous throughout their extent. Only sampling/spot checks are proposed for these areas in order to confirm their degree of homogeneity.

As discussed, we would like to arrange a mid-January meeting in Vicksburg to plan joint field visits with USACE and USFWS representatives during the last week of January. I will call early in the week of January 5th to discuss details. In the interim, should you have questions, please call me or Scott Hoffeld of my office.

Sincerely,
URS Corporation

Kent B. Dussom, PE
Project Manager

cc: Wayne Nguyen/DOTD
Bill Richardson/AHTD
Scott Nelson/FHWA – LA
Randall Looney/FHWA - AR

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

URS

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7 January 2004

Mitch -

Enclosed are the maps and transmittal letter to which we referred today in our conference call.

Please call with questions, and I look forward to seeing you at the meeting.

Regards,

Scott

URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, LA 70002
Tel: 504.837.6326
Fax: 504.831.8860

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URS

I-69 Corridor
Shreveport to
El Dorado

Date: January 8, 2004

To: Distribution List

From: Kent Dussom

Subject: **Biological Characterization Survey Plan for Alternative Highway Alignments**
Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 10001001.00000

The Interstate 69 Project Team has selected Corridor 1d as the preferred 2-mile-wide corridor on which 300-foot-wide highway alignments will be developed and evaluated in the Environmental Impact Statement (EIS) for this project. A "universe" of 300-foot-wide highway alignment alternatives has been developed for preliminary consideration and screening prior to detailed evaluation of the best alternatives.

To augment existing secondary and limited field data for the alignments under consideration, the Project Team will conduct field visits during the week of January, 25th. Cooperating agency representatives (i.e., the US Army Corps of Engineers and the US Fish and Wildlife Service) will attend these field visits; other interested agency representatives may attend, as well. A meeting will be held with the Cooperating Agencies on this EIS to discuss logistics of these field exercises and to identify the most important sites to visit. We encourage you to attend this meeting, as well, to help identify all locations in Corridor 1d that are both of concern to your agency and which may potentially be affected by one or more of the preliminary alignments. Alignments will be clearly presented at the meeting on large-scale aerial photography of Corridor 1d. Directions to the meeting site are attached. Arrangements follow:

1:00 P.M.
Tuesday, January 20, 2004
USACE, Monroe Navigation Project Office
3505 South Grand Street
Monroe, Louisiana

In order to ensure that we have a sufficient number of hand-outs, please call me or Scott Hoffeld, of my office, at (504) 837-6326 to confirm the number of representatives from your agency who will attend this meeting.

cc: Wayne Nguyen/DOTD
Bill Richardson/AHTD
Scott Nelson/FHWA – LA
Randall Looney/FHWA – AR

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URS

Biological Characterization Survey Meeting
1:00 P.M.
Tuesday, January 20, 2004
USACE, Monroe Navigation Project Office
3505 South Grand Street
Monroe, Louisiana

Traveling I-20 West

Take the Texas Street exit upon approaching downtown Monroe. At the signal light, take a left onto Texas Street and remain on Texas Street through two more signal lights. You will reach the end of Texas Street and the floodwall and will turn left onto South Grand Street. Stay on South Grand for about two miles and our office will be on the left. The flood wall will be on your right and the office will have a sign in front.

Traveling I-20 East

Take the Jackson Street exit after crossing the Ouachita River and turn right at the bottom of the off ramp. Take the first road to the right after passing the signal light. Continue straight for a short distance until coming to the floodwall. Turn left onto South Grand Street. and follow as stated above.

Traveling 165 South

Take the I-20 West exit to Shreveport. Stay in right lane and take Texas Street exit as stated above and follow same directions.

Traveling 165 North

Take the 165 business exit at the overpass near the fuel terminal. Do not go over the overpass. Stay on 165 Business until you reach a blinking signal light. The hospital will be on your left. Turn left onto South Grand Street and continue until you reach our office on your right. You will drive by a cemetery on your right just one block from reaching the office.

URS

DISTRIBUTION LIST

Mr. Mitch Wine U.S. Fish and Wildlife Service Arkansas Ecological Services Field Office 1500 Museum Road, Suite 105 Conway, Arkansas 72032	Mr. Gary Jones, Regional Director Federal Emergency Management Agency Region VI, Federal Regional Center 800 N. Loop 288 Denton, Texas 76209	Mr. Douglas J. Komien, P.E. Deputy for Programs and Project Management U. S. Army Corps of Engineers 4155 Clay Street Vicksburg, Mississippi 39183
Mr. Duke Rivet LA Division of Archaeology 1051 North Third Street P.O. Box 44247 Capitol Annex Building Baton Rouge, Louisiana 70804	Mr. George McCluskey AR, SHPO 1500 Tower Building 323 Center Street Little Rock, Arkansas 72201	Mr. Tom Foti Arkansas Natural Heritage Commission 323 Center Street 1500 Tower Building Little Rock, Arkansas 72201
Mr. Maurice Watson Department of Wildlife and Fisheries P.O. Box 98000 Baton Rouge, Louisiana 70898-9000	Ms. Laurel Wyckoff SHPO, Department of Culture, Recreation & Tourism P.O. Box 44247 Baton Rouge, Louisiana 70804	Mr. Marcus C. Devine, Director Arkansas Department of Environmetal Quality 8001 National Drive Little Rock, Arkansas 72209
Ms. Ann Early Office of the State Archeologist 2475 N. Hatch Avenue Fayetteville, Arkansas 72704	Ms. Cathie Mathews SHPO, Department of Arkansas Heritage 323 Center Street, Suite 1500 Little Rock, Arkansas 72201	Admiral Robert F. Duncan 8th Coast Guard District Hale Boggs Federal Building 501 Magazine Street New Orleans, Louisiana 70130-3396
Mr. Donald Gohmert Natural Resources Conservation Service State Conservationist 3737 Government Street Alexandria, Louisiana 71302	Mr. Gary Lester Louisiana Department of Wildlife & Fisheries Louisiana Natural Heritage Program P.O. Box 98000 Baton Rouge, Louisiana 70898-9000	Mr. Kalven Trice Natural Resources Conservation Service State Conservationist Room 3416 Federal Building 700 West Capitol Avenue Little Rock, Arkansas 72201-3225
Ms. Karen Smith, Director Arkansas Natural Heritage Commission 323 Center Street 1500 Tower Building Little Rock, Arkansas 72201	Mr. Keith Cascio Louisiana Department of Wildlife and Fisheries Scenic Streams Coordinator 368 Century Park Drive Monroe, Louisiana 71203	Mr. Scott Henderson, Director Arkansas Game and Fish Commission Director's Office 2 Natural Resources Drive Little Rock, Arkansas 72205
Mr. David Goad, Deputy Director Arkansas Game and Fish Commission 2 Natural Resources Drive Little Rock, Arkansas 72205	Mr. Wayne Nguyen, PE, Project Manager Louisiana Department of Transportation and Development PO Box 94245 Baton Rouge, Louisiana 70804-9245	Mr. Bill Richardson, Project Coordinator Arkansas Highway Transportation Department 10324 Interstate 30 Little Rock, Arkansas 72209
Mr. Scott Nelson, Project Coordinator Federal Highway Administration 5304 Flanders Drive, Suite A Baton Rouge, Louisiana 70808-4348	Mr. Randall Looney, Project Coordinator Federal Highway Administration 700 West Capitol, Room 3130 Little Rock, Arkansas 72201-3298	Ms. Sandi Formica Arkansas Department of Environmental Quality – Environmental Preservation 8001 National Drive Little Rock, Arkansas 72209
Mr. Larry Harrison U.S. Army Corps of Engineers 700 West Capitol, Room 7530 Little Rock, Arkansas 72201	Ms. Lisa Miller Department of Environmental Quality P.O. Box 82231 Baton Rouge, Louisiana 70884-2231	Mr. Jay DePrato Department of Wildlife and Fisheries P.O. Box 98000 Baton Rouge, Louisiana 70898-9000

URS

DISTRIBUTION LIST

Ms. A. Susan Jarvis U.S. Army Corps of Engineers Vicksburg District 4155 Clay Street Vicksburg, Mississippi 39183-3435	Mr. Derek Hamilton U.S. Fish and Wildlife Service Lafayette Ecological Services Field Office 646 Cajundome Boulevard, Suite 400 Lafayette, Louisiana 70506	Mr. Michael Jansky 6 EN-XP U.S. Environmental Protection Agency 1445 Ross Avenue, Suite 1200 Dallas, Texas 75202-2733
Mr. Roger Viebusch U.S. Coast Guard, Bridge Administration Secon Coast Guard District 1222 Spruce Street St. Louis, Missouri 63103-2823	Ms. Jody Pagan, Biologist Natural Resources Conservation Service Room 3416 Federal Building 700 West Capitol Avenue Little Rock, Arkansas 72201-3225	

URS

I-69 Corridor
Shreveport to
El Dorado

February 10, 2004

Ms. Bryan Kellar, Director
Outdoor Recreation Grants
Arkansas Department of Parks and Tourism
#1 Capital Mall
Little Rock, AR 72201

RE: **Interstate 69 - Section of Independent Utility No. 14**
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne And Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Mr. Kellar:

URS Corporation and their subconsultants have been retained by the Arkansas State Highway and Transportation Department (AHTD) and the Louisiana Department of Transportation and Development (LDOTD) to conduct an alternatives evaluation and Environmental Impact Statement (EIS) for the referenced highway project. The project study area includes portions of Columbia and Union Parishes, Arkansas; and Bossier, Webster, and Claiborne parishes, Louisiana (see enclosed maps). Reports prepared to date for this study are available at www.I69arkla.com.

While the project team has been able to avoid substantial state and Federal recreational areas during its identification of the preferred 2-mile-wide corridor, locations of some smaller recreational areas may not be included in the resource inventory for this corridor. Enclosed is a series of graphics that displays the preferred, rural corridor under consideration at this time, and parks and recreational sites known to be located in its vicinity.

Please provide available information from your files on the location and activities available for recreational areas located inside or in close proximity of this preferred 2-mile-wide corridor. It is particularly important for the project team to learn if any of these sites were partly or wholly developed with Land and Water Conservation Fund Act funds. If any site(s) is(are), a listing of funded components (e.g., boat launch, swimming pool, etc.) would also be appreciated.

Should you have any questions related to this request, please do not hesitate to call me at 504-837-6326.

Sincerely,
URS Corporation

Scott L. Hoffeld, CEP
Sr. Planner/Analyst

Enclosures

cc: Wayne Nguyen, LDOTD
Bill Richardson, AHTD
Kent Dussom, URS

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

I-69/Agency Corresp. 57

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

KATHLEEN BABINEAUX BLANCO
GOVERNOR

KAM K. MOVASSAGHI
SECRETARY

February 11, 2004

Ms. Stacey Gerard
Associate Administrator
U. S. Department of Transportation
Research and Special Programs Administration
Office of Pipeline Safety
400 7th. Street SW, DPS1
Washington, DC 20590

Subject: Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Ms. Gerard:

The Louisiana Department of Transportation and Development (LDOTD) and the Arkansas Highway and Transportation Department (AHTD), under the auspices of the Federal Highway Administration, are conducting an alternatives evaluation and Environmental Impact Statement (EIS) for the referenced highway project. The project study area includes portions of Bossier, Webster and Claiborne parishes, Louisiana (see attached map). Reports prepared to date for this study are available at www.I69arkla.com.

To determine if there are unmapped pipelines and wells in the vicinity of highway alignments under consideration, the LDOTD is collecting pipeline and oil and gas well information from Federal and State agencies. Please provide our Department with digital data on the **locations, types and sizes of all natural gas transmission and hazardous liquid pipelines in the Louisiana parishes of Bossier, Webster and Claiborne as indicated on the enclosed map.** We would prefer data in ESRI Shapefile, if possible.

LDOTD assures that the data will not be provided to contractors or consultants unless they have a confidentiality agreement with our department. LDOTD also understands that any and all data/information obtained from the Office of Pipeline Safety's National Pipeline mapping System is security sensitive information, and we agree that it will be treated as DOT proprietary information. We agree to restrict disclosure of and access to this data/information to persons with official state responsibility; not redistribute the data/information; and refer requests by other persons for such information to the Associate Administrator for Pipeline Safety. We also agree to maintain a list of those persons that have been provided access to this information.

Should you have questions, please call Wayne Nguyen of my office at 225-248-4193 or Kent Dussom of URS Corporation at 504-837-6326. Thanking you,

Sincerely,

Vincent Russo, PE
Environmental Engineer Administrator

Enclosure
pc: Sam Hall, USDOT
Kent Dussom, URS

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE
02 53 2010

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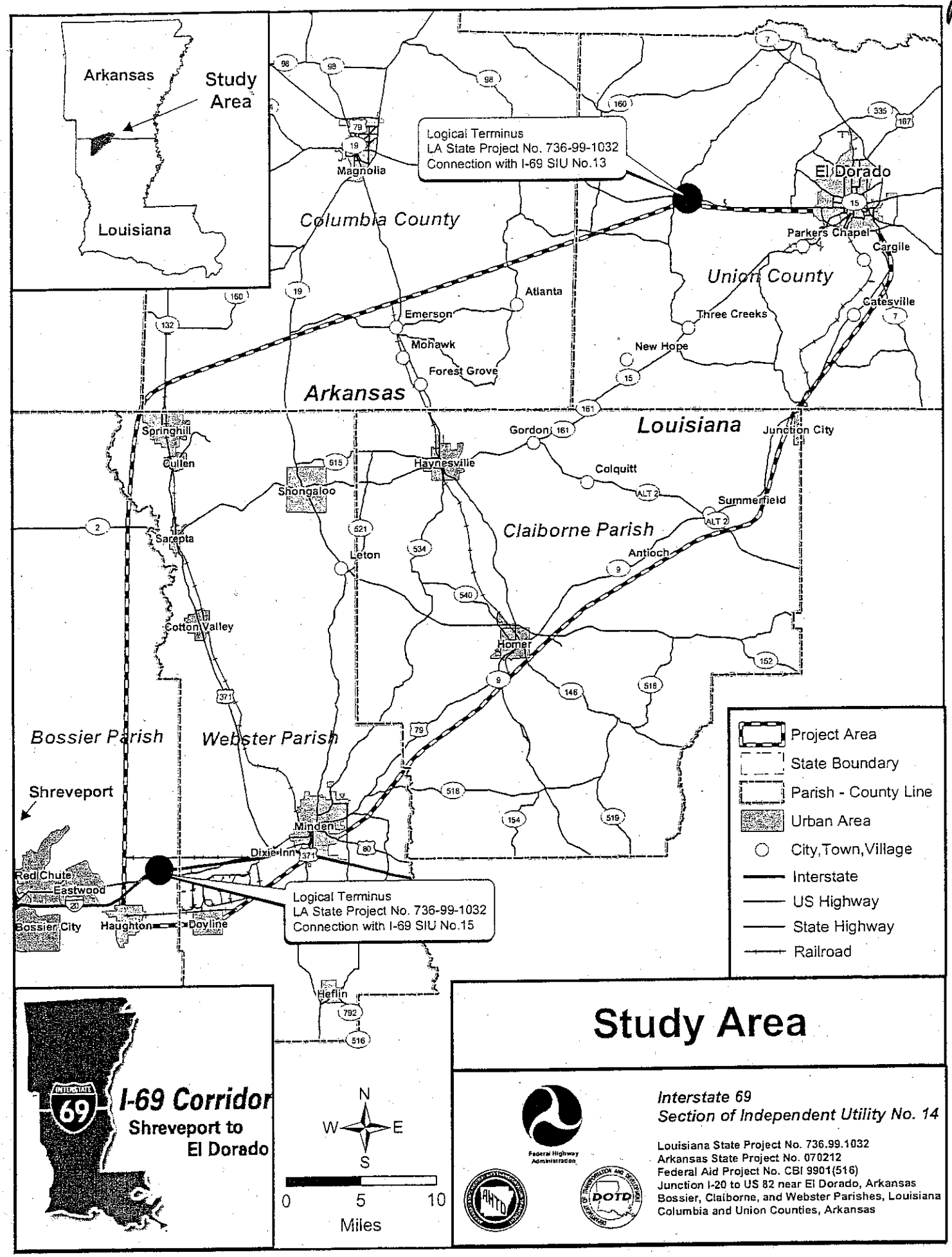
P82



Study Area

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

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URS

I-69 Corridor
Shreveport to
El Dorado

February 11, 2004

Ms. Eleanor Craven, Director
Outdoor Recreation
Louisiana Department of Culture, Recreation and Tourism
PO Box 44426
Baton Rouge, LA 70804

RE: **Interstate 69 - Section of Independent Utility No. 14**
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne And Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Ms. Craven:

URS Corporation and their subconsultants have been retained by the Louisiana Department of Transportation and Development (LDOTD) and the Arkansas State Highway and Transportation Department (AHTD) to conduct an alternatives evaluation and Environmental Impact Statement (EIS) for the referenced highway project. The project study area includes portions of Bossier, Webster, and Claiborne parishes, Louisiana; and Columbia and Union Parishes, Arkansas (see enclosed maps). Reports prepared to date for this study are available at www.I69arkla.com.

While the project team has been able to avoid substantial state and Federal recreational areas during its identification of the preferred 2-mile-wide corridor, locations of some smaller recreational areas may not be included in the resource inventory for this corridor. Enclosed is a series of graphics that displays the preferred, rural corridor under consideration at this time, and parks and recreational sites known to be located in its vicinity.

Please provide available information from your files on the location and activities available for recreational areas located inside or in close proximity of this preferred 2-mile-wide corridor. It is particularly important for the project team to learn if any of these sites were partly or wholly developed with Land and Water Conservation Fund Act funds. If any site(s) is(are), a listing of funded components (e.g., boat launch, swimming pool, etc.) would also be appreciated.

Should you have any questions related to this request, please do not hesitate to call me at 504-837-6326.

Sincerely,
URS Corporation

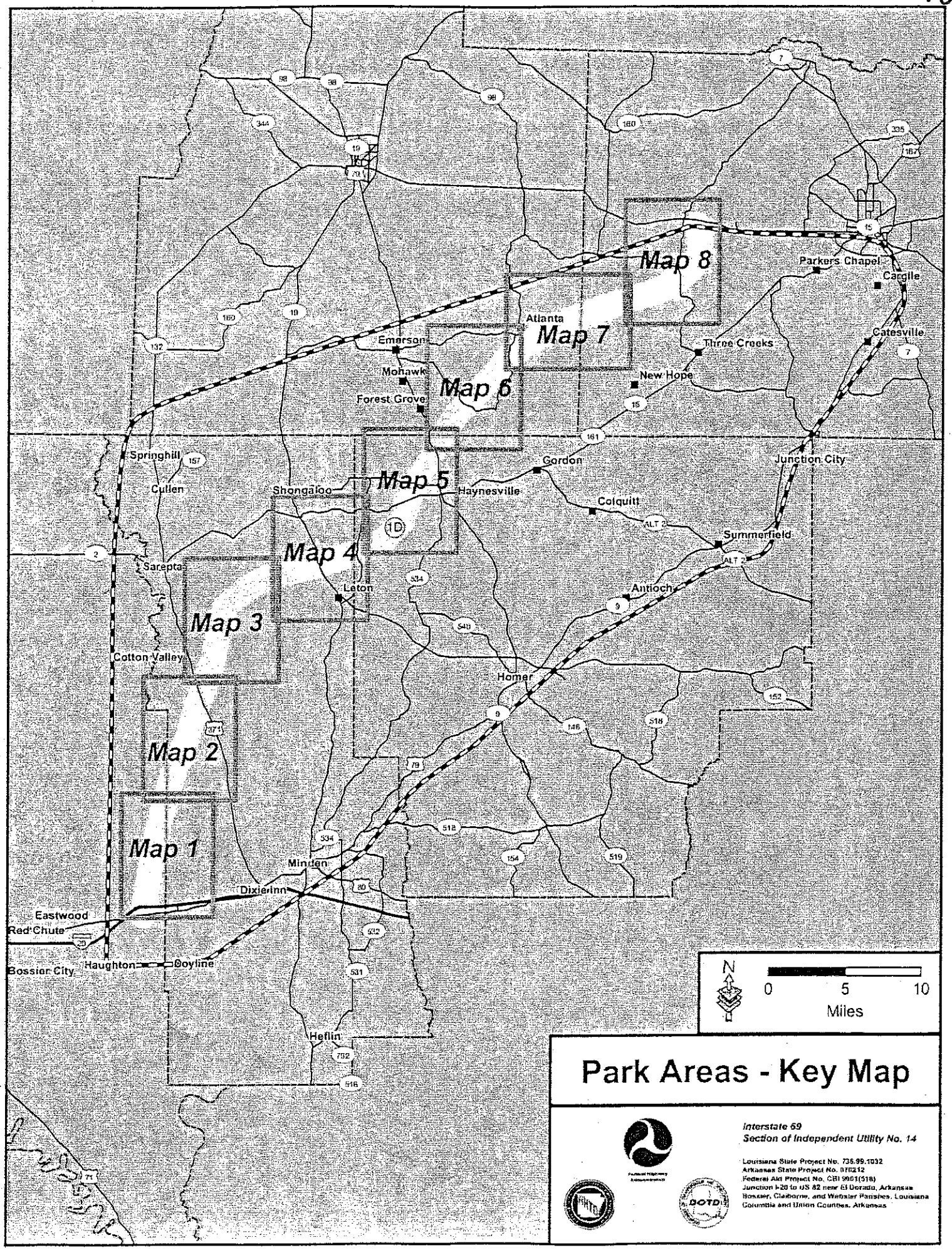
Scott L. Hoffeld, CEP
Sr. Planner/Analyst

Enclosures

cc: Wayne Nguyen, LDOTD
Bill Richardson, AHTD
Kent Dussom, URS

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

58 pg2

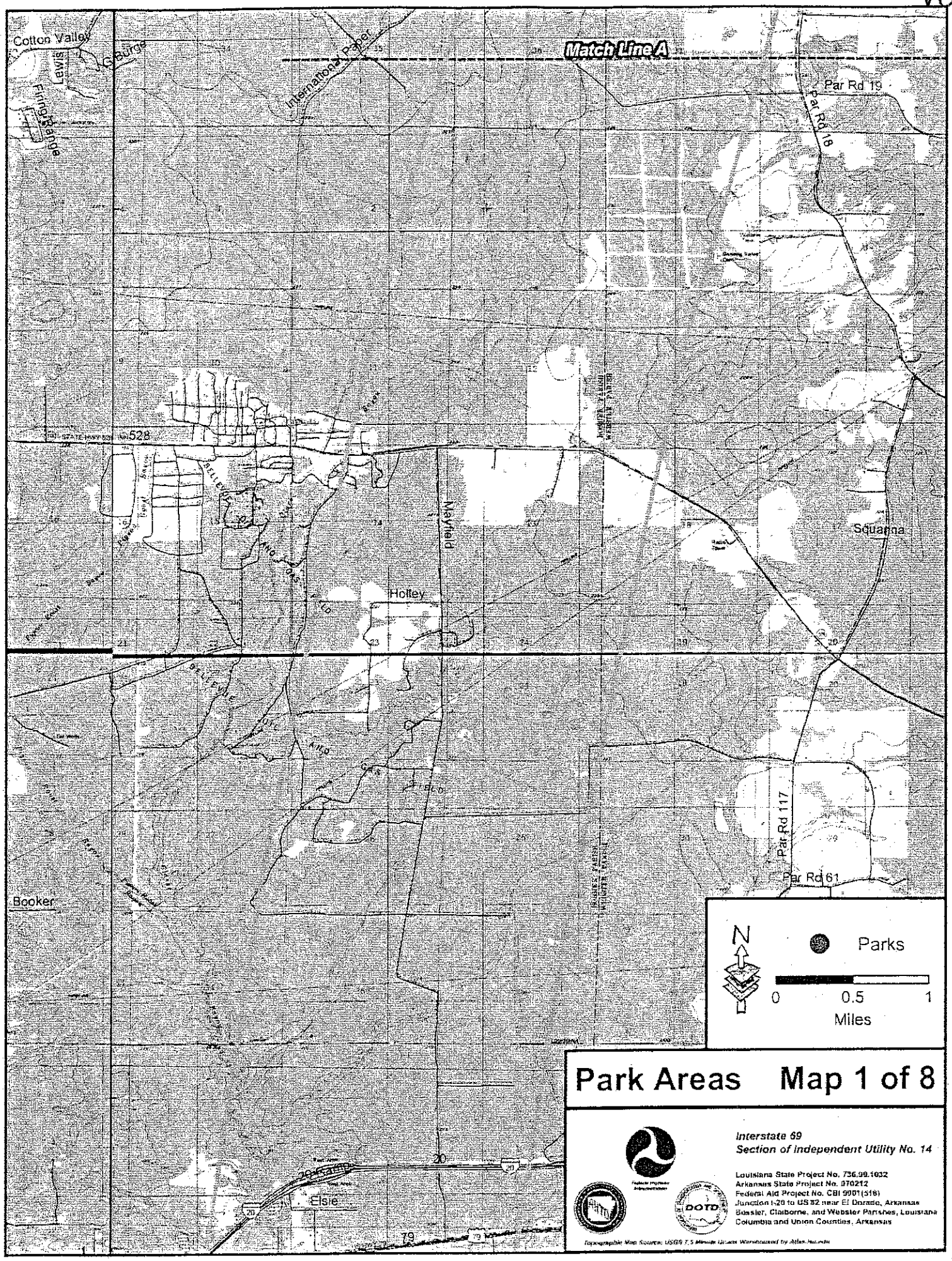


Park Areas - Key Map

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 735.99.1032
Arkansas State Project No. 010212
Federal Aid Project No. CBI 9901(518)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

58 P83



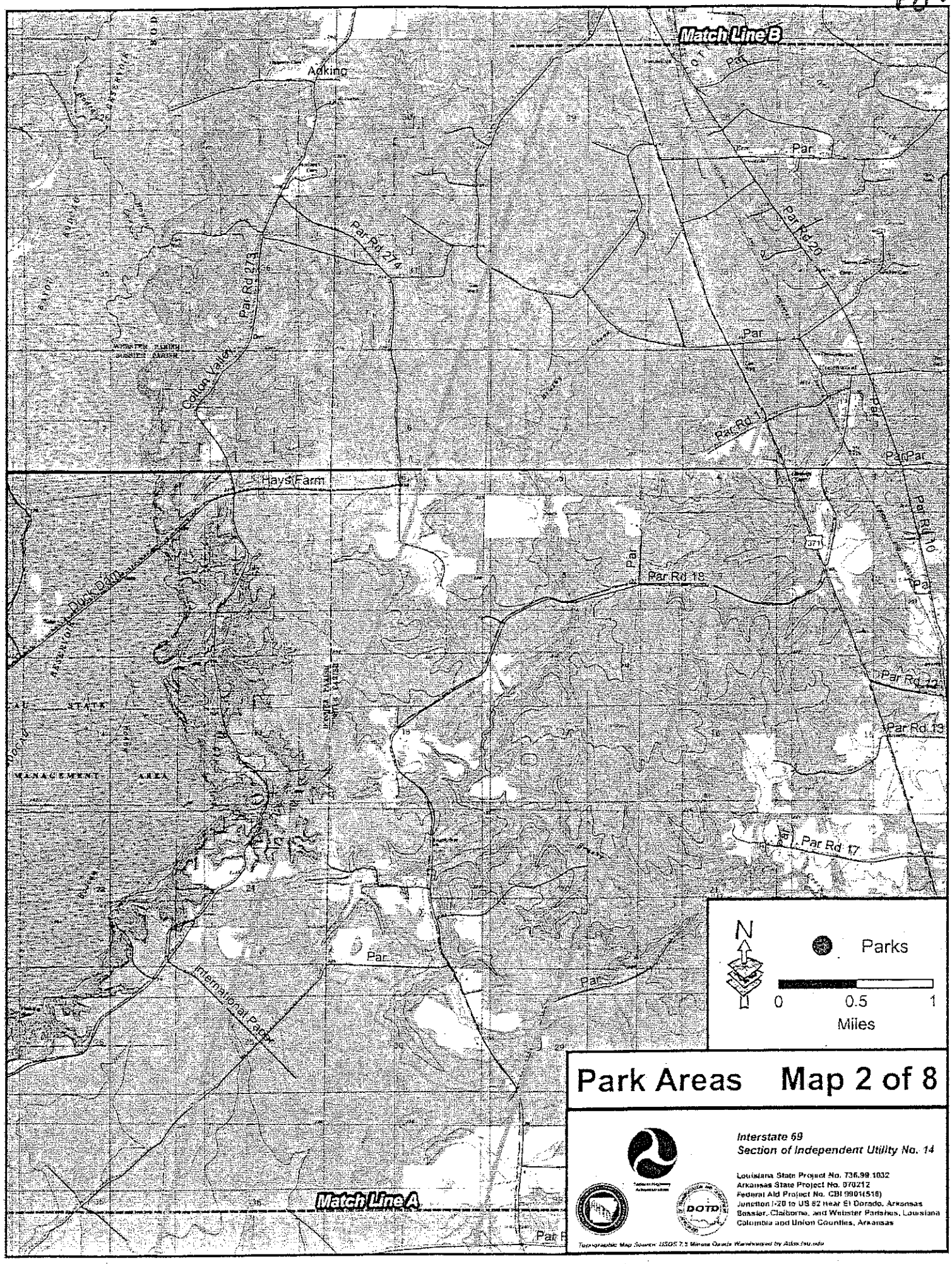
Park Areas Map 1 of 8

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(518)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Topographic Map Source: USGS 7.5 Minute Quads Warehoused by Atlas.Net.edu

58 pg 4



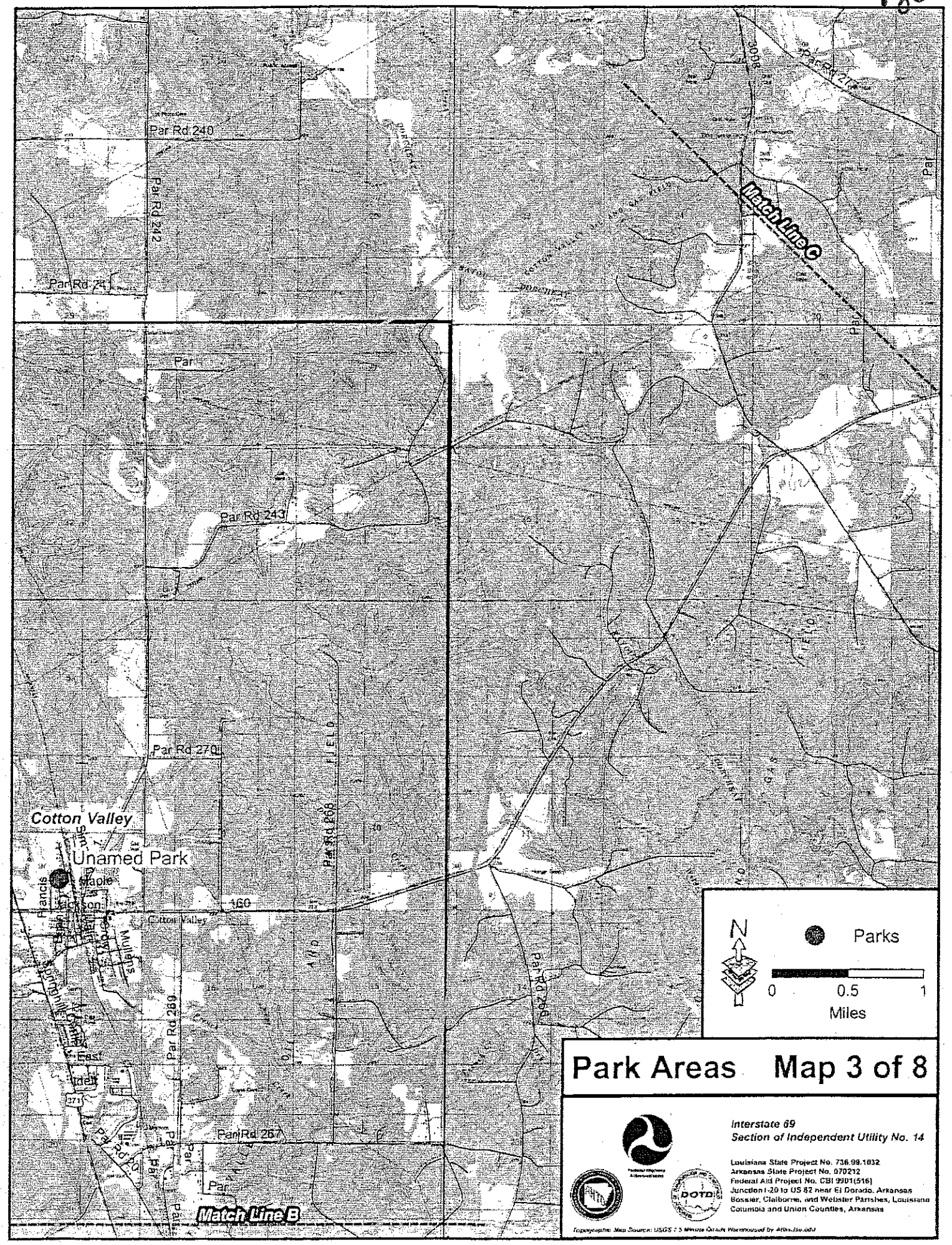
Park Areas Map 2 of 8

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(518)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Topographic Map Source: USGS 7.5 Minute Quads Warehoused by Atlas.tsu.edu

58 P85



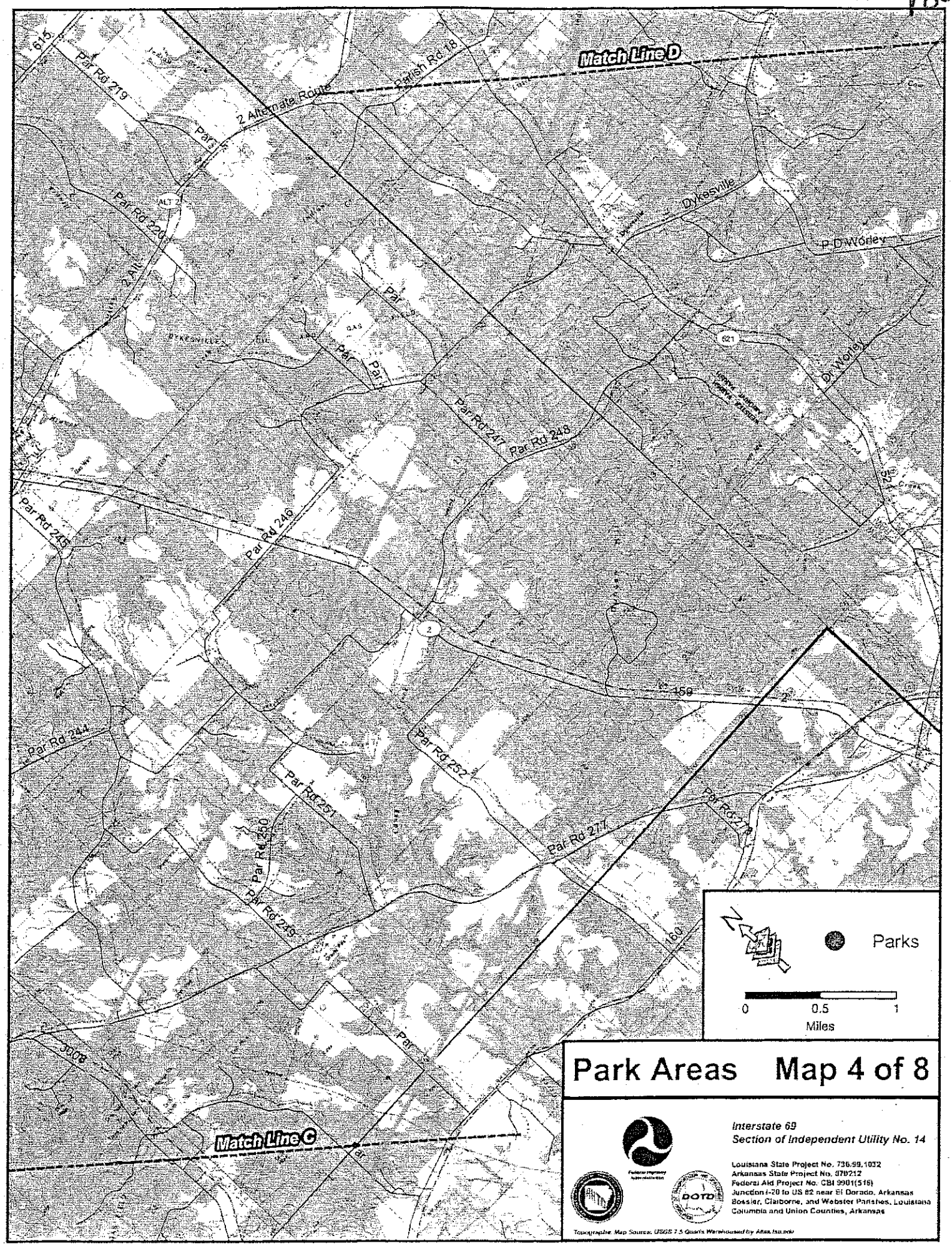
Park Areas Map 3 of 8

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 99D1(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Topographic Map Source: USGS 7.5 Minute Quads Warehoused by Atlas.Ou.edu

58 P86



Park Areas Map 4 of 8

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(518)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Topographic Map Source: USGS 7.5 Quad's Warehoused by Atlas.tiger.com

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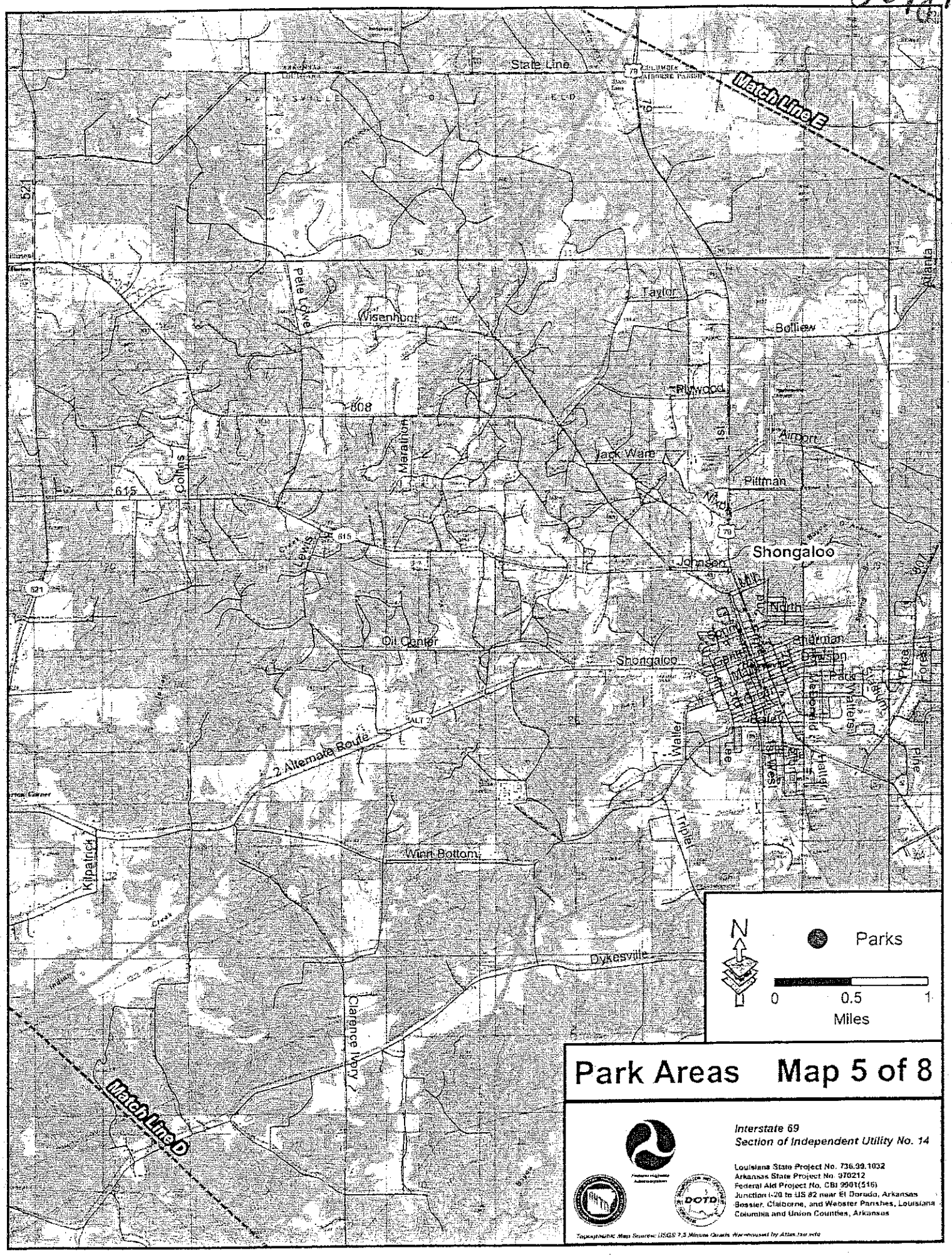
State Line
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Park Areas Map 5 of 8
Interstate 69
Section of Independent Utility No. 14
Louisiana State Project No. 736.99.1032
Arkansas State Project No. 970212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
DOTD
Topographic Map Source: USGS 7.5 Minute Quads, Harmonized by Atlas.tsv.info
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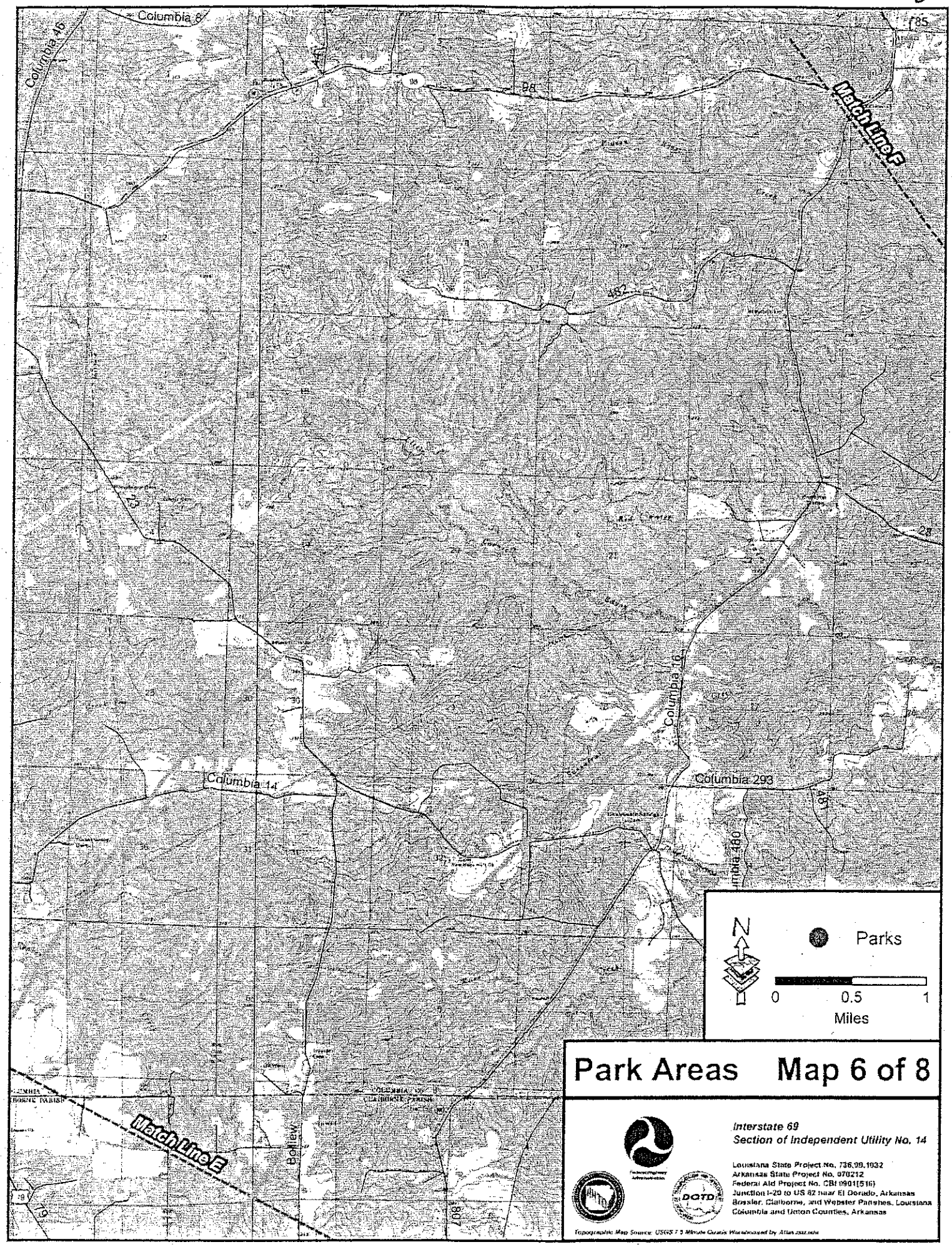
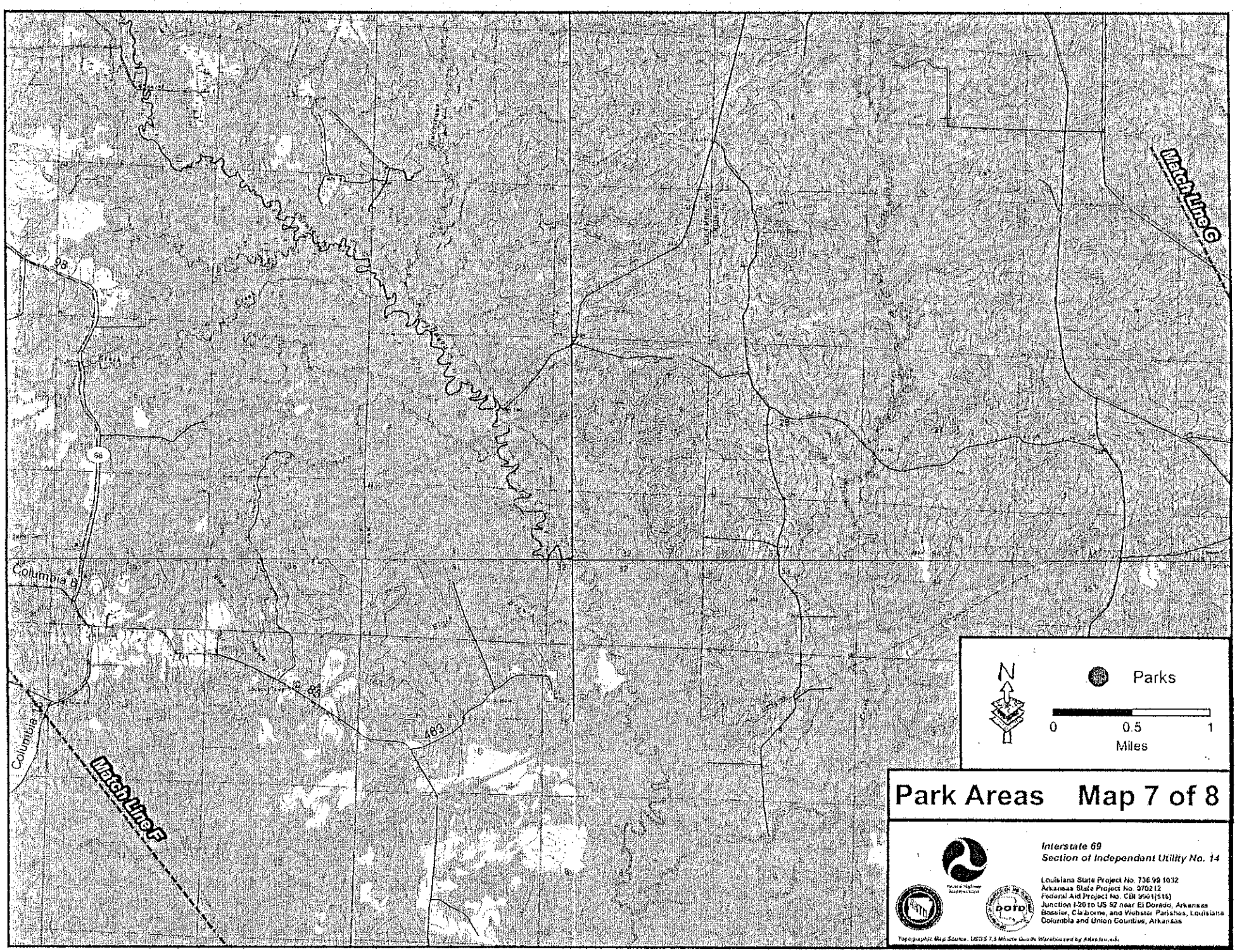


Park Areas Map 6 of 8

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 0901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Topographic Map Source: USGS 7.5 Minute Quads Warehoused by Atlas.com



Park Areas Map 7 of 8

Interstate 69
Section of Independant Utility No. 14

Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9501(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Countiies, Arkansas

Topographic Map Source: USGS 7.5 Minute Quads Warehoused by Atlas.tsu.edu

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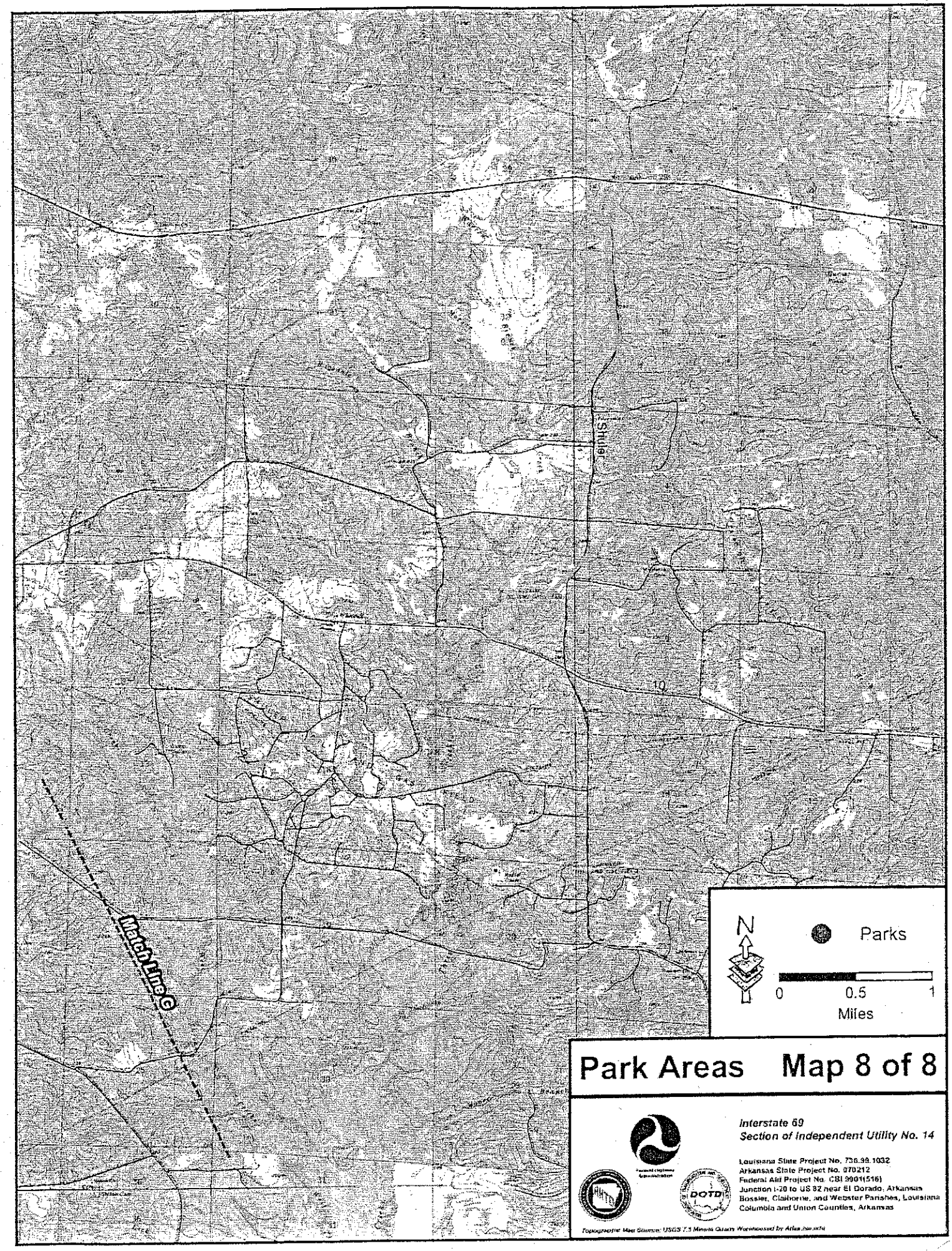

Park Areas Map 8 of 8

Interstate 69
Section of Independent Utility No. 14

Louisiana State Project No. 736.98.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Topographic Map Source: USGS 7.5 Minute Quads Warehoused by Atlas.tiger.info

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URS

I-69 Corridor
Shreveport to
El Dorado

February 19, 2004

James H. Welsh, Commissioner
Office of Conservation
Louisiana Department of Natural Resources
P.O. Box 94275
Baton Rouge, Louisiana 70804-9275

RE: **Interstate 69 - Section of Independent Utility No. 14**
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Mr. Welsh:

URS Corporation and their subconsultants have been retained by the Louisiana Department of Transportation and Development (LDOTD) and the Arkansas State Highway and Transportation Department (AHTD) to conduct an Environmental Impact Statement (EIS) for the referenced project. Scoping letters were sent out during March and April of 2003. A Scoping letter to LDNR / Office of Conservation was sent on March 20, 2003. URS is in receipt of comments regarding oil and gas activities, injection wells, surface mining and others. This letter is to solicit specific input from your agency related to the corridor screening evaluation conducted for the project as related to the effects to the Sparta Aquifer and oil and gas activities in the region.

In recent meetings, local officials were concerned that the project team had not adequately considered the potential adverse effects to the Sparta Aquifer and the Cotton Valley Oil Field in the corridor screening process.

Attached is an explanation of how the project team considered the Sparta Aquifer recharge and oil and gas well activities in its corridor evaluation. Details of this evaluation are in the *Corridor Evaluation Report* and the *Corridor Selection Report* available at www.I69arkla.com.

Please provide comments on Louisiana Department of Natural Resources letterhead, related to the project team's consideration of the Sparta Aquifer and oil and gas well activities in the region during its corridor screening evaluation and conclusion (i.e., preference of Corridor 1d). Additionally, because the project team is in the process of evaluating 300-foot-wide highway alternatives, we request that your office provide information related to Louisiana Well Head Protection Areas that may be partly or wholly traversed by the preferred corridor, Corridor 1d.

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

URS

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Because the project team is refining alternatives at this time, we need comments at the earliest opportunity. Please provide any comments to my attention by Monday, **March 15, 2004**, after which we will assume that your agency has no comment in response to this letter.

Should you have any questions related to this request or need clarification or additional information, please do not hesitate to call me at 504-837-6326.

Sincerely,
URS Corporation

Kent Dussom, PE
Project Manager

cc: Wayne Nguyen, PE, LDOTD
Bill Richardson, AHTD

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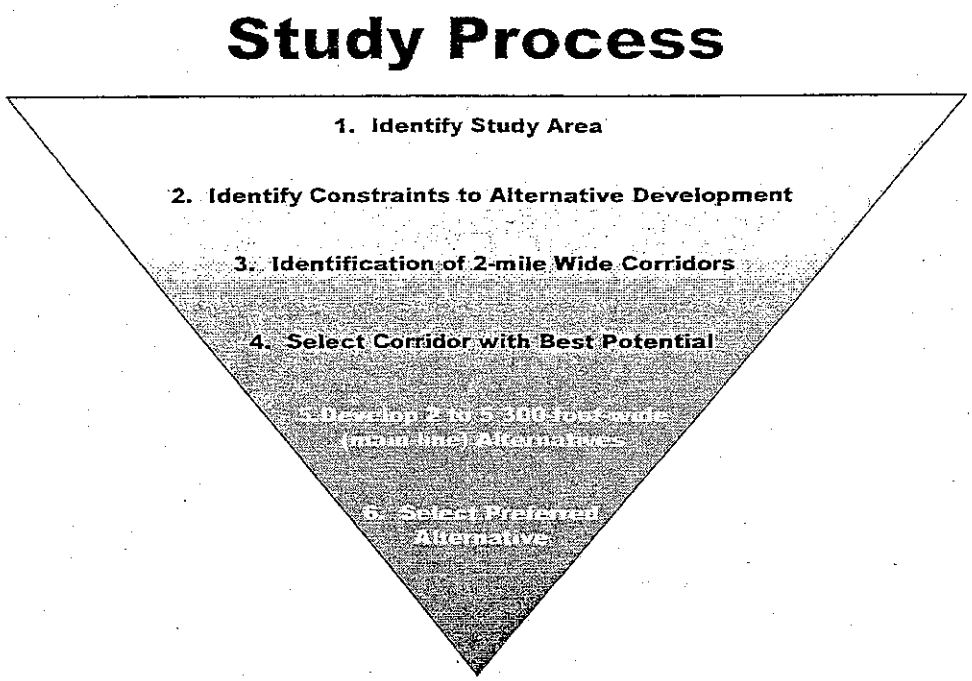
Sparta Aquifer Effects Screening Evaluation

The I-69 Section of Independent Utility No. 14 (SIU No. 14) study area between the connector projects in Shreveport, Louisiana and El Dorado, Arkansas, spans over 1,000 square miles. This area includes sensitive resources such as federally- and state-protected flora and faunal species; wetlands; cultural resources; scenic water bodies; recreational and wildlife management areas; Federal forest lands; communities and community facilities; important industrial sites; and other valuable natural and mineral resources, including the Sparta aquifer. **Figure 1** displays the study area.

Consistent with the spirit of the National Environmental Protection Act (NEPA) of 1969, which governs this planning study, the project team developed a work plan that would extensively screen the study area for suitable 2-mile-wide corridors; provide decision-makers with the pertinent information to select a preferred corridor for detailed evaluation; and ensure that the project study team would conduct a transparent, efficient and methodical evaluation, resulting in the identification of the alternative that provides the most reasonable balance of project benefits and adverse effects while also addressing the needs for the project. Needs for SIU No. 14 include providing a vital link in the national I-69 Corridor between Mexico and Canada; improving regional mobility; improving roadway safety; and facilitating economic development for the region.



The approved work plan for this study employs a tiered evaluation that first screens potential 2-mile-wide corridors for the purpose of identifying a preferred corridor for detailed study. Identification of a preferred corridor is then followed by development and refined evaluation of various 300-foot-wide highway alignments located inside of the preferred 2-mile-wide corridor.

(This step is currently underway for preferred Corridor 1d.). This "streamlined" process is depicted in graphic above.

After public and agency Scoping for the EIS was completed in Spring, 2003, the project team began identification and evaluation of alternative 2-mile-wide corridors. Thirty-one independently-identified corridors were distilled into 10 representative preliminary corridors for suitability screening. For this initial screening analysis, readily available data associated with issues identified in the Scoping Process were used. (Detailed inventory and field data would be collected and used in the refined evaluation following the identification of the preferred corridor by the Federal Highway Administration, the US Army Corps of Engineers, and the US Fish and Wildlife Service, and the US Environmental Protection Agency.) The purpose of this initial screening evaluation was to compare the 10 preliminary alternative 2-mile-wide corridors using 52 separate factors (see **Table 1**), among which was the acreage of the outcrop of Sparta stratigraphic unit (identified as high-recharge potential) located inside each preliminary corridor. This acreage was used to represent potential adverse effect to the Sparta aquifer. Five of the ten corridors were retained for presentation to the public and agencies. These five retained corridors are displayed on **Figure 1** and **Figure 2,** which shows each Corridor's unique alignment.

Because the proposed Critical Groundwater Areas of the Sparta Aquifer encompasses the majority of the project Study Area displayed in **Figure 1**, locations of recharge areas was determined to be the most practical screening method. The best source of the Sparta Aquifer recharge area is the *Recharge Potential of Louisiana Aquifers, 1988* map, prepared for the Louisiana Department of Environmental Quality by the Louisiana Geological Survey, and funded by the US Environmental Protection Agency. A digital copy of this map obtained from the Louisiana GIS CD compiled by the Louisiana Oil Spill Coordinator's Office was used in the screening evaluation discussed above.[1] **Figure 1** displays the Sparta Aquifer recharge area layers on this digital map, which are located inside of the study area. Recharge potential over an area is heterogeneous because Sparta recharge areas are influenced by lithology, topography, ground cover, and surface run-off patterns. For the purposes of the initial corridor screening evaluation, Sparta aquifer outcrop areas classified as having high recharge potential were given priority consideration.

A commenter has suggested that the Sparta aquifer outcrop areas do not fully address the entire Sparta Aquifer recharge area. The project team recognizes that, indeed, the Sparta Aquifer recharge is influenced by other geologic formations in the area, namely the Chicot/Terraces aquifer system. The Chicot/Terraces include areas west of the Bayou Dorcheat (see **Figure 1**). As detailed on the map, a portion of the Chicot/Terraces is considered "high" recharge potential, while another portion is considered "low" recharge potential. At any rate, it is reasonable to assume that the Chicot/Terraces, while potentially hydrologically connected to Sparta Aquifer, may include some stratigraphic units identified as aquitards. The extent to which aquitards separate, or how hydraulically connected to the Chicot/Terraces sands are to the Sparta aquifer is certainly subject to debate. Therefore, in a most conservative approach, only those areas identified as Sparta Aquifer outcrops, which are high recharge potential, were included in the original analysis.

---

[1] Louisiana Department of Environmental Quality. 1999. *Recharge Potential of Louisiana Aquifers, Geographic NAD 83, LDEQ [1999] {aquifer}* Louisiana Department of Environmental Quality: Baton Rouge, La.

An additional evaluation has been conducted for the five corridors presented to the public to display the area of the Chicot/Terraces (both high and low potential recharge) within each corridor. Various weights could be assumed to "normalize" the data (i.e. make all data equivalent to the same basis), but for this analysis only the raw total acreage is presented (see **Table 2**).

From this analysis, it can be concluded that Corridors 2a and 2b have the least acreage of Chicot/Terraces moderate and high recharge area; however, these alternatives have direct impacts to the Sparta Aquifer outcrops. The original analysis included only the area of the Sparta outcrop as one of the 52 evaluation factors (see **Table 1**).

Table 2 Comparison of Sparta and Chicot/Terraces Recharge Outcrop Acreage inside Potentially Reasonable 2-Mile-Wide Corridors

Evaluation Measure	Potentially Reasonable Corridors				
	1c	1d	1e	2a	2b
Sparta Aquifer Outcrop					
High Recharge Potential	0	0	0	166	166
Moderate Recharge Potential	0	0	0	0	0
Low Recharge Potential	0	0	0	0	0
Chicot/Terraces Outcrop					
High Recharge Potential	18,426	27,241	27,230	5,727	5,792
Moderate Recharge Potential	0	0	0	0	0
Low Recharge Potential	12,486	12,904	12,809	10,263	10,294

Protection of the Sparta Aquifer is dependent not only on the protection of the recharge area, but also on the management of groundwater withdrawals. Such withdrawals come from residential, farming, and industrial water well usage within the Sparta Aquifer area. The newly formed "Sparta Commission" has established an area of potential management to include most of Webster Parish and all of Claiborne Parish (see the Critical Groundwater Areas Map in the *Sparta Groundwater Conservation District Application* dated 25 July 2002). Considering such an area, all five corridors would potentially have relatively equal impact since any such secondary development would occur within the Sparta Management Area.

Based on all of the information provided, the project team believes that the initial screening evaluation that compared corridor acreage of Sparta "outcrop" areas that represent the highest direct Sparta recharge, to be a reasonable comparison. Inclusion of the Chicot/Terraces Sands can provide additional insight to the potential effects of the Sparta recharge; however, it is unlikely that a 300-foot-wide corridor would represent a substantial impact. Secondary development impacts of new residential, agricultural or industrial withdrawal from the aquifer represent a much greater effect. On that basis, all corridors have a relatively equal potential impact to Sparta Aquifer.

Additionally, preference of Corridor 1d was based on the consideration of 52 separate factors (see **Table 1**). Because the stratigically optimal crossing of Bayou Dorcheat is Corridor 1d based on Scenic Stream criteria, and due to its potential to impact the fewest wetland areas and US Forest Lands, Corridor 1d remains the Project Team's preferred corridor. Concurrence of this corridor's preference has been provided by the US Corps of Engineers, the US Fish and Wildlife Service, and the US Environmental Protection Agency.

Oil and Gas Well Effects Screening Evaluation

Due to the heavy past activity in the oil and gas industry in the study area, it was important for the study team to differentiate between past dry or abandoned wells and those that are currently active during the corridor screening evaluation. Using digital data available from the Louisiana GIS CD compiled by the Louisiana Oil Spill Coordinator's Office *active* sites were mapped.[2] The number of active wells located inside of 2-mile-wide corridors was used as one of the 52 measures during the Corridor Screening evaluation (see **Table 1**).

[2] Louisiana Department of Natural Resources. 1999. *Oil and Gas Well Locations, Current Record Version 04/07/1999, Louisiana Department of Natural Resources. [oilgaswell-n, oilgaswell-s].* Office of Conservation: Baton Rouge, La. For the purpose of the corridor screening analysis, active wells are those wells whose "status" was coded as 10, which is defined as "active – producing" in the *Oil and Gas Well Locations, Current Record Version 04/07/1999* database metadata.

Table 1 Preliminary Screening Summary

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Criteria Category and Sub-Category	Criterion Measure ID	Evaluation Measure	Lesser is Better?	GIS Query Units	Corridor Query Results				
					1c	1d	1e	2a	2b
Purpose and Need Considerations									
Travel Efficiency	1a	Daily Vehicle Miles Traveled (VMT) Reduction in Study Area	N	miles	28,303	42,418	38,718	66,967	75,611
	1b	Daily Vehicle Hours Traveled (VHT) Reduction in Study Area	N	hours	1,984	2,221	2,168	2,597	2,734
	1c	Daily Vehicle Operating Cost (VOC) Reduction in Study Area	N	dollars	3,708	5,557	5,072	8,773	9,905
	1d	Access to Population w/in 20-mile radii of assumed interchanges	N	count	134,801	134,577	151,785	154,184	149,886
Travel Safety	2a	Total Annual Accidents Prevented in Study Area	N	count	196	205	204	218	224
	2b	Daily Trucks Diverted in Study Area	N	count	4,400	4,400	4,400	4,300	4,300
	2c	Annual Truck Accidents Prevented in Study Area	N	count	5	6	6	7	7
Economic Development	3a	Undeveloped uplands inside Rural Redevelopment Zone not currently w/in 20 mi of Interstate route	N	acres	47,494	47,420	49,383	47,494	49,383
	3b	Undeveloped uplands outside Rural Redevelopment Zone not currently w/in 20 mi of Interstate route	N	acres	137,677	130,960	121,639	128,410	113,850
	3c	Total Businesses within 20-mile radii of assumed interchanges	N	count	1,687	1,681	1,527	1,672	1,503
	3d	Employees within 20-mile radii of assumed interchanges	N	count	97,670	97,615	87,725	97,185	86,985
	3e	Unemployed within 20-mile radii of assumed interchanges		count	12,855	12,849	12,605	12,792	12,500
	3f	Employed within 20-mile radii of assumed interchanges		count	153,876	153,684	150,671	153,298	149,449
	3g	Unemployed/Employed within 20-mile radii of assumed interchanges	N	count	0.09123	0.09123	0.09130	0.09104	0.09127
Environmental Considerations									
Wetlands	4	Wetlands inside 2-mile-wide Corridor	Y	acres	11,418	10,076	11,803	12,685	13,429
Scenic Streams	5	Scenic Stream Crossings along Corridor centerline	Y	count	1	1	2	1	2
Threatened & Endangered Species	6	Threatened & Endangered Species Records- 0.5-mile buffer intersections with 2-mile-wide Corridor	Y	count	2	3	7	3	6
Cultural Resources	7a	NRHP or Eligible Archeological Points	Y	count	3	1	1	1	1
	7b	NRHP or Eligible Archeological Areas	Y	count	0	0	0	0	0
	7c	Unknown NRHP Eligibility Archeological Points	Y	count	16	16	16	17	14
	7d	Unknown NRHP Eligibility Archeological Areas	Y	count	1	2	0	1	1
	7e	NRHP or Eligible Architectural Points	Y	count	0	0	1	0	1
	7f	NRHP or Eligible Architectural Areas	Y	count	0	0	0	0	0
	7g	Unknown NRHP Eligibility Architectural Points	Y	count	21	23	12	22	21
	7h	Unknown NRHP Eligibility Architectural Areas	Y	count	0	0	0	0	0
	7i	Predicted Unrecorded Archaeological Site Potential of Corridor acreage	Y	NA*	91	89	84	85	79
Federal and State Lands and Recreational Areas	8a	Wildlife Management Areas & Other Federal/State Land acreage inside 2-mile-wide Corridor	Y	acres	670	623	623	3,656	3,278
	8b	Public Parklands inside 2-mile-wide Corridor	Y	count	0	0	0	0	0
	8c		Y	count	0	0	0	0	0
	8d	Recreational Areas inside 2-mile-wide Corridor	Y	count	0	0	0	0	0
Cost Considerations									
Total Length	9	Constructed Length of Alignment - along Corridor Centerline	Y	miles	65.9	62.6	63.3	60.4	59.7
Bridge Length	10	Bridges Spanning Wetlands/Navigable Waters -assumed along Corridor Centerline	Y	feet	39,503	34,747	45,140	44,363	44,367
Crossings	11a	Railroad Crossings along Corridor Centerline	Y	count	3	3	3	3	3
	11b	Non-navigable Waterway Crossings along Corridor Centerline	Y	count	15	17	10	18	9
	11c	Roadway Crossings along Corridor Centerline	Y	count	20	19	17	18	17
Other Considerations									
Industrial Facilities	12a	Businesses inside 2-mile-wide Corridor	Y	count	9	10	16	5	15
	12b	Landfill Sites inside 2-mile-wide Corridor	Y	count	0	0	0	0	0
	12c	CERCLA Sites 0.5-mile buffer intersections with 2-mile-wide Corridor	Y	count	0	0	0	1	1
	12d	Active Oil Well Sites inside 2-mile-wide Corridor	Y	count	204	166	157	67	54
	12e	Lignite mines 0.25-mile buffer intersections with 2-mile-wide Corridor	Y	count	4	2	0	4	0
Community Facilities	13a	Schools inside 2-mile-wide Corridor	Y	count	6	4	3	6	6
	13b	Cemeteries inside 2-mile-wide Corridor	Y	count	14	18	23	19	25
	13c	Churches inside 2-mile-wide Corridor	Y	count	11	11	13	19	21
	13d	Hospitals inside 2-mile-wide Corridor	Y	count	0	0	0	0	0
	13e	Correctional Institutions inside 2-mile-wide Corridor	Y	count	0	0	0	1	1
	13f	Airports inside 2-mile-wide Corridor	Y	count	0	0	0	0	0
	13g	Towers inside 2-mile-wide Corridor	Y	count	4	3	0	4	1
Residential Inventory	14	Households within 2-mile-wide Corridor	Y	count	581	513	508	464	469
Environmental Justice	15a	Low Income Households % difference from Study Area	Y	NA*	-4.1%	16.1%	-2.3%	0.4%	-3.1%
	15b	Non-White Population % difference from Study Area	Y	NA*	-24.9%	-14.7%	-17.9%	-7.9%	-13.4%
	15c	Age 65+ Population % difference from Study Area	Y	NA*	-1.7%	-1.3%	-3.0%	-1.8%	-3.1%
Miscellaneous	16	Sparta Aquifer Recharge Zone Acreage inside 2-mile-wide Corridor	Y	acres	0	0	0	166	166

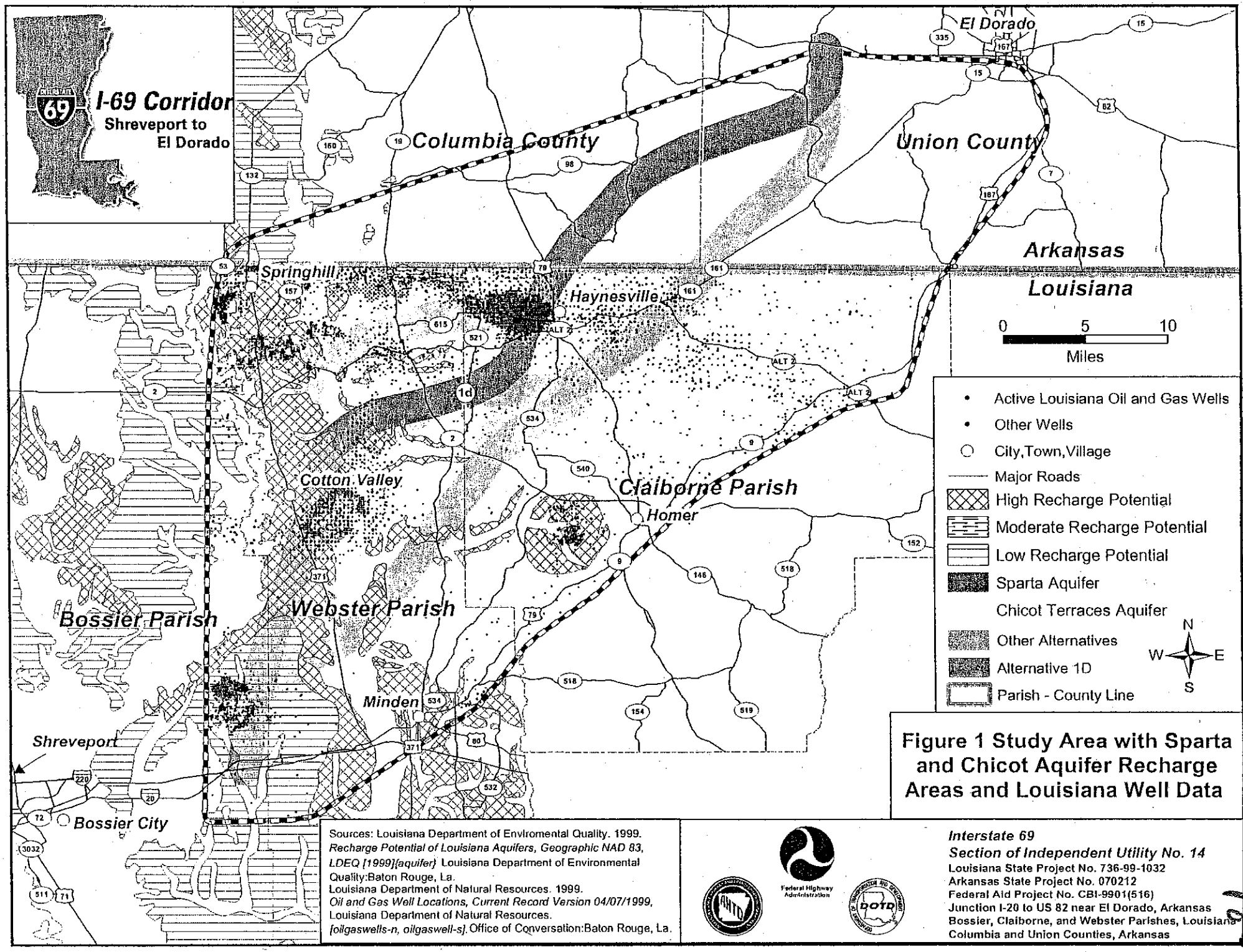

Figure 1 Study Area with Sparta and Chicot Aquifer Recharge Areas and Louisiana Well Data

Sources: Louisiana Department of Enviromental Quality. 1999. *Recharge Potential of Louisiana Aquifers, Geographic NAD 83, LDEQ [1999]{aquifer}* Louisiana Department of Environmental Quality:Baton Rouge, La.
Louisiana Department of Natural Resources. 1999. *Oil and Gas Well Locations, Current Record Version 04/07/1999,* Louisiana Department of Natural Resources. *[oilgaswells-n, oilgaswell-s].* Office of Conversation:Baton Rouge, La.

Federal Highway Administration

Interstate 69
Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

29 of 8

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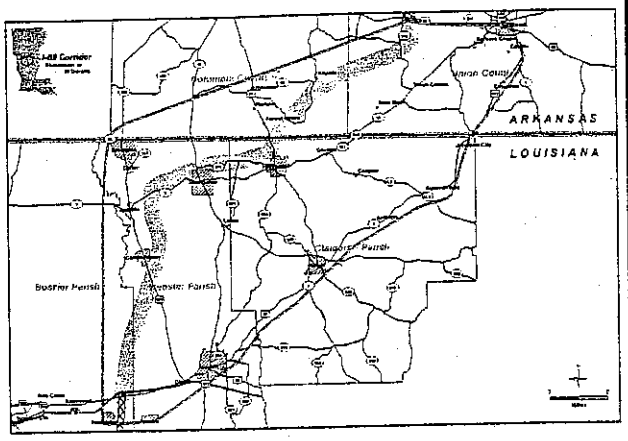
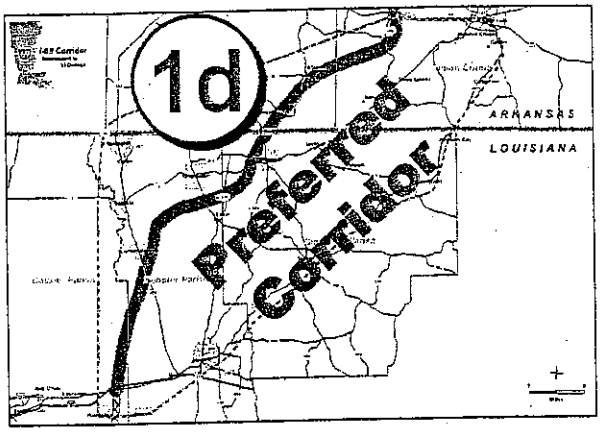
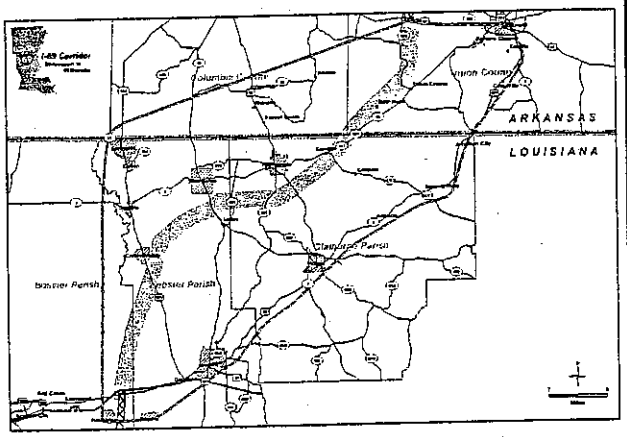


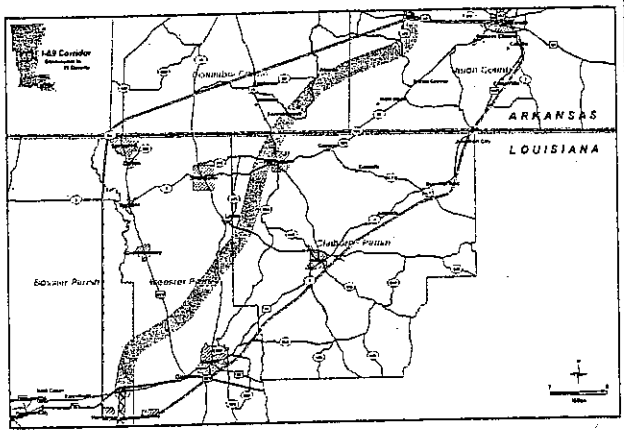
Corridor 1c



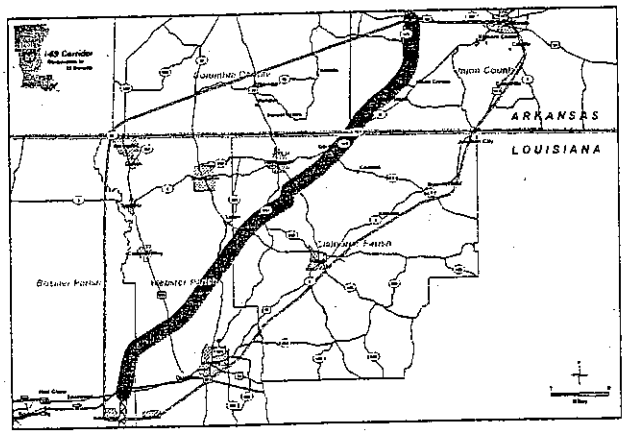
Corridor 1d



Corridor 1e



Corridor 2a



Corridor 2b

Figure 2. Comparison of Corridors

I-69 Corridor
Shreveport to
El Dorado

I-69 / Agency Coord. 60

State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

March 5, 2004

Mr. Scott L. Hoffeld, CEP
URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527

RE: Corridor Evaluation – I-69 Corridor - Shreveport to El Dorado

Dear Mr. Hoffeld:

Enclosed is the information regarding the corridor evaluation of Interstate 69 you allowed our staff to review. Thank you for the use of this valuable information. If I can ever be of any assistance to you in the future, please do not hesitate to contact me.

Sincerely,

Anthony J. Duplechin, Jr., Director
Ground Water Resources Division

Enclosures

1-69 / AGENCY 61
CORRESP.
Jo 2

ARKANSAS STATE HIGHWAY
AND
TRANSPORTATION DEPARTMENT

Dan Flowers
Director
Phone (501) 569-2000 Fax (501) 569-2400

P.O. Box 2261
Little Rock, Arkansas 72203-2261
WWW.ARKANSASHIGHWAYS.COM

March 9, 2004

Ms. Stacey Gerard
Associate Administrator
U. S. Department of Transportation
Research and Special Programs Administration
Office of Pipeline Safety
400 7th Street SW, DPS1
Washington, DC 20590

Subject: **Interstate 69 - Section of Independent Utility No. 14**
Arkansas State Project No. 070212
Louisiana State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Columbia and Union Counties, Arkansas
Bossier, Claiborne and Webster Parishes, Louisiana

Dear Ms. Gerard:

The Arkansas Highway and Transportation Department (AHTD) and the Louisiana Department of Transportation and Development (LDOTD), under the auspices of the Federal Highway Administration, are conducting an alternatives evaluation and Environmental Impact Statement (EIS) for the referenced highway project. The project study area includes portions of Columbia and Union Counties, Arkansas (see attached map). Reports prepared to date for this study are available at www.i69arkla.com.

To determine if there are unmapped pipelines and wells in the vicinity of highway alignments under consideration, AHTD is collecting oil and gas well and pipeline information from Federal and State agencies. Please provide our department with digital data on the **locations, types and sizes of natural gas transmission and hazardous liquid pipelines in the Arkansas counties of Union and Columbia in the southwestern part of the state and as indicated on the enclosed map.** We would prefer data in ESRI Shapefile, if possible.

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AHTD assures that the data will not be provided to contractors or consultants unless they have a confidentiality agreement with our department. AHTD also understands that any and all data/information obtained from the Office of Pipeline Safety's National Pipeline mapping System is security sensitive information, and we agree that it will be treated as DOT proprietary information. We agree to restrict disclosure of and access to this data/information to persons with official state responsibility; not redistribute the data/information; and refer requests by other persons for such information to the Associate Administrator for Pipeline Safety. We also agree to maintain a list of those persons that have been provided access to this information.

Should you have questions, please call Bill Richardson of my office at 501-569-2379 or Kent Dussom of URS Corporation at 504-837-6326.

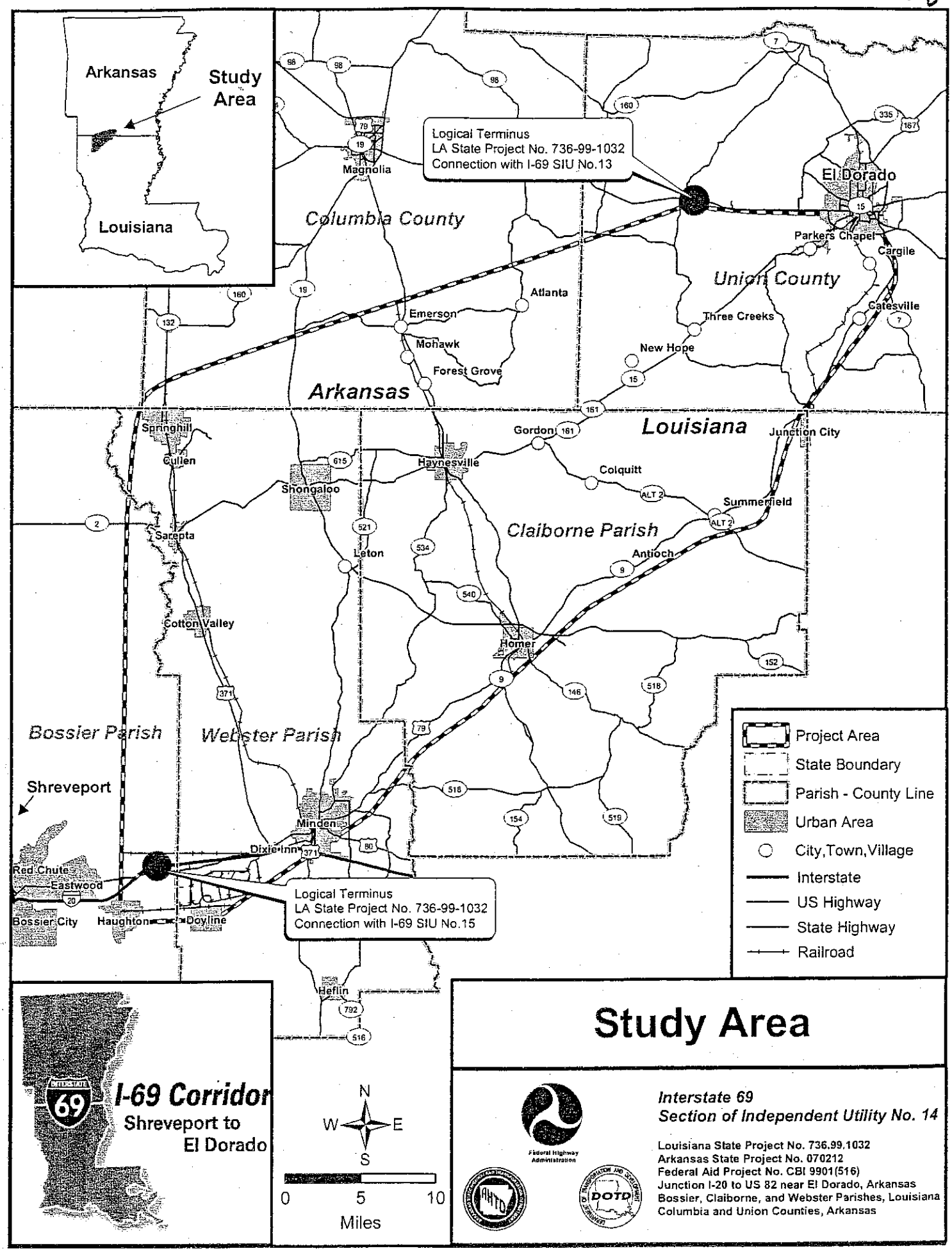
Sincerely,

Bill Richardson

for Marion Butler
Environmental Division Manager

Enclosure

c: Sam Hall, USDOT
Bill Richardson, AHTD
Kent Dussom, URS


Arkansas
Study Area
Louisiana
Logical Terminus
LA State Project No. 736-99-1032
Connection with I-69 SIU No.13
Magnolia
Columbia County
El Dorado
Parkers Chapel
Cargile
Union County
Atlanta
Emerson
Three Creeks
Catesville
Mohawk
New Hope
Forest Grove
Arkansas
Louisiana
Junction City
Springhill
Gordon
Cullen
Haynesville
Colquitt
Shongaloo
Summerfield
Claiborne Parish
Sarepta
Leton
Antioch
Cotton Valley
Homer
Bossier Parish
Webster Parish
Shreveport
Minden
Dixie Inn
Red Chute
Eastwood
Bossier City
Haughton
Doyline
Logical Terminus
LA State Project No. 736-99-1032
Connection with I-69 SIU No.15
Heflin
Project Area
State Boundary
Parish - County Line
Urban Area
City,Town,Village
Interstate
US Highway
State Highway
Railroad
I-69 Corridor
Shreveport to
El Dorado
N
W
E
S
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5
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Miles
Study Area
Federal Highway Administration
Interstate 69
Section of Independent Utility No. 14
Louisiana State Project No. 736.99.1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI 9901(516)
Junction I-20 to US 82 near El Dorado, Arkansas
Bossier, Claiborne, and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

I-69/ AGENCY CORRESP. 3.4

62

State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
March 9, 2004

TO: Mr. Kent Dussom, PE
Project Manager
URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527

RE: Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901 (516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

We hereby acknowledge receipt of your letter dated February 19, 2004 regarding the referenced matter. As requested, our comments on the Sparta Aquifer and oil and gas well activities in the project study area are provided herein as follows:

A. <u>The Sparta Aquifer</u>

1. Corridors 1c, 1d and 1e are virtually identical from I-20 to just above Cotton Valley. Corridors 2a and 2b are virtually identical from I-20 to just east of the intersection of LA-2 and LA-521. The "1" corridors pass through more of the Sparta Aquifer's recharge area than do the "2" corridors, but the "1" corridors do not appear to cross the outcrop of the Sparta Aquifer. The "2" corridors appear to pass over an outcrop of the Sparta north of the town of Minden. However, the I-69 project should not have a negative effect on the recharge of the Sparta Aquifer.

2. There are many wells located in the study area and disturbance of these wells will need to be addressed when more final plans are submitted.

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Pg 2

3. There are also numerous Wellhead Protection Areas (WHPA) within the project study area. The WHPA program is administered by the Department of Environmental Quality, which should be consulted about environmental considerations in these areas.

B. Oil and Gas Wells

Most information concerning oil, gas and injection wells for the study area can be obtained through records search via the SONRIS data access application available at:

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

In this regard, we make the following recommendations:

1. Use current SONRIS oil and gas well data, not out of date data from other sources.

2. Use SONRIS to select active, inactive or any other well status pertinent to study.

3. Status 03, permit expired wells have not been drilled. The same location may have a well drilled under a different permit (well serial number).

4. Excavation may impact plugged and abandoned wells and/or flowlines/pipelines buried nearby.

5. Be aware of other structures and hazards related to oil and gas activities, such as pits, tanks, flowlines, pipelines, etc. that may be in the area of interest.

6. Do not rely on SONRIS for precise locations of oil and gas wells. Do on-ground surveying to verify the exact location of oil and gas wells. Also, research all Office of Conservation records, not only the SONRIS data. There may be, as can be possible with all digital data, omissions or errors.

7. Call Office of Conservation's Shreveport District office to report any findings in the field such as unidentified wells, leaking wells, tanks, or other related hazards associated with oil and gas activities.

8. Correspond with all active oil and gas well/facility operators in area of interest to discuss potential impacts.

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P83

Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

Division	Contact	Phone Number	E-mail Address
Engineering	Jeff Wells	225-342-5638	JeffW@dnr.state.la.us
Pipeline	Don Hebert	225-342-2989	DonH@dnr.state.la.us
Injection & Mining	Laurence Bland	225-342-5515	LaurenceB@dnr.state.la.us
Geological	Mike Kline	225-342-3335	MikeKl@dnr.state.la.us
Ground Water	Tony Duplechin	225-342-5528	TonyD@dnr.state.la.us

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 toolbar and submitting an e-mail describing your problems and including a telephone number where you may be reached.

Sincerely,

for James H. Welsh
Commissioner of Conservation

JHW:MBK

I-69/ Public Comment
16-3.5

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 38
Shreveport, Louisiana 71161-0038
(318) 549-8300
FAX (318) 549-8463

KATHLEEN BABINEAUX BLANCO
GOVERNOR

KAM K. MOVASSAGHI
SECRETARY

63
a

March 18, 2004

Mr. J. T. Taylor
President, Homer-Claiborne Chamber of Commerce
519 S. Main Street
Homer, LA 71040

Dear Mr. Taylor:

Thank you for your letter dated March 2, 2004, regarding the preferred corridor for Interstate 69 in North Louisiana. Your letter and those from many other citizens in Claiborne Parish are being forwarded to URS, the Department's engineering consultant for I-69, SIU 14, which runs from I-20 to El Dorado, Arkansas. Recommendations and comments from the public are a fundamental part of the corridor selection process and URS will review and evaluate the information provided from all interests and coordinate all pertinent information with resource agencies, Louisiana DOTD and the Arkansas DOT, before a preferred route is determined.

There are many determining factors to consider and the Louisiana DOTD and Arkansas DOT, through our consultant, URS, will work together with the public and public agencies - local, state, and federal, to determine the best route for I-69.

Thank you for your concern and interest in our transportation network. If additional information is needed, please advise.

Very truly yours,

S. Bruce Easterly
District Administrator

SBE/lto

cc: Mr. Vincent Russo
Mr. Kent Dussom, URS

63b

HOMER-CLAIBORNE
HOMER
LOUISIANA
CHAMBER OF COMMERCE

March 2, 2004

Mr. Kent B. Dussom, PE
URS Corporation
3500 North Causeway Boulevard
Suite 900
Metarie, LA 70002-3527

Dear Mr. Dussom:

On behalf of the Homer-Claiborne Chamber of Commerce, I feel compelled to express my concerns over the Louisiana Department of Transportation & Development's (LDOTD) recent decision on the I-69, Corridor 1d Shreveport to El Dorado route. As you may recall, last year when the I-69 project was being researched, the Homer-Claiborne Chamber of Commerce along with the Claiborne Parish Police Jury and Town of Homer endorsed Corridor 2 as the best route for the interstate highway to be located in our area. Although the LDOTD has already made a decision, we feel that another look needs to be taken at the area and a re-evaluation should be conducted.

Having grown up and lived in the Southwest Columbia County/ Northwest Union County/North Claiborne Parish region, I spent extensive time hunting and fishing and even working with my father as he logged this area. Countless times I traversed the Corridor 1d area, and I know, as well as anyone, the terrain of the region. Based on my personal knowledge of the Corridor 1d area, I strongly contest each of the reasons given by the LDOTD as to why this area was chosen for the I-69 project.

The first reason listed on the LDOTD website for why Corridor 1d was best was "It has the best potential to minimize environmental impacts." As I'm sure you are aware, the entire North Louisiana region being considered for I-69 sits atop a water supply resource

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519 South Main Street HOMER, LOUISIANA 71040 Phone/Fax (318) 927-3271

for North Louisiana called the Sparta Aquifer. The aquifer has been the subject of much research and debate over the past several years and teams of scientists, environmentalists, and economists have spent countless hours trying to figure out how the Sparta Aquifer is recharged. The area covered in Corridor 1d lies on the outer edge of the very critical Sparta recharge area in the Webster/Claiborne Parish region. Without going into a detailed discussion of the Sparta Aquifer, simply building the highway through the wrong area could be detrimental to the water supply in North Louisiana. Any spillage from accidents occurring on the interstate could contaminate the North Louisiana water supply causing significant problems for local citizens and even the state. In addition to environmental concerns over the aquifer, another significant environmental concern over Corridor 1d involves the numerous oil wells in the area. Approximately 165 oil wells lie in Corridor 1d compared to only 65 oil wells in Corridor 2. Having to relocate oil wells in Corridor 1d for the interstate would not only be costly, but would have a significant environmental impact on the region. Finally, Corridor 1d passes through an area of North Louisiana and South Arkansas that is primarily bottomland and home to much of our wildlife. Building the interstate highway through this region could create a significant disruption in the wildlife habitat in the region. Conversely, the ground in Corridor 2 lies in the highest area from El Dorado, AR to Haughton, LA with the exception of approximately one-half mile of bottomland near the Arkansas/Louisiana state line and would have much less of an impact on wildlife habitat.

The LDOTD identified their second reason for selecting Corridor 1d as "It has the best potential to result in reasonable costs because it has the fewest cost constraints such as overall length, number and length of bridges, and number of interchanges required." This statement is particularly bothersome in light of the fact that Corridor 1d is approximately 2.9 miles longer than Corridor 2. The additional length was required to accommodate the extensive flood zone area of Corridor 1d. With a cost of approximately $8 million per mile, the extra 2.9 miles of highway would add an additional $23.2 million to the cost of the project. When paired with the additional cost consideration of relocating numerous oil wells, many of which are very deep wells costing $1 million or more, that additional cost can easily be pushed up to close to $35 million. As a taxpayer, I view that difference as extremely significant. In addition to these known differences, it has been reported by people living in the Bayou Dorcheat area near Cotton Valley that one of the areas under major consideration within the Corridor 1d would consist of 1.4 miles of elevated highway. While the highway could be moved within a 2-mile wide stretch to reduce the distance of elevated highway, it will be impossible to totally avoid a significant stretch of elevated highway due to the area being in a flood zone.

The final reason identified by the LDOTD for selecting Corridor 1d is "It is the most consistent with both public and agency concerns related to overall economic development, natural environment effects, and hazardous materials shipments." As mentioned in the introduction to this letter, several public entities, including the Claiborne Parish Police Jury and Homer-Claiborne Chamber of Commerce did not

endorse the Corridor 1d, but rather endorsed Corridor 2. The main reason behind the endorsement of Corridor 2 is due to economic development considerations since it would cover a greater portion of the rural development zone. I spoke above about my concerns with the highway lying on the outer edge of the Sparta recharge area. Considerable amounts of time and money have been invested in researching ways to recharge the Sparta Aquifer from within rather than relying only on the outlying parameters. The conclusion has been that the aquifer would greatly benefit by building several lakes in strategic areas of the aquifer. These lakes would serve a dual purpose of providing recharge for the Sparta while serving as a new region and type of economic growth for the North Louisiana area. One of the factors that will play a key role in economic development of the lakes is accessibility to the lakes. While Corridor 1d will pass close to one of the lakes under major consideration, Corridor 2 would allow greater access to both of the lakes being seriously considered and could actually link the two lakes by interstate highway. Since tourism has been identified as the world's fastest growing industry and a critical part of economic development for Louisiana, ignoring the significant benefits of Corridor 2 would not only adversely affect North Louisiana, but the entire state of Louisiana. The Town of Haynesville has argued that building the interstate along Corridor 1d will greatly benefit the town. I am a resident of Haynesville, and I would argue that the town might not receive as much benefit as they would hope. Since the interstate would pass north of Haynesville, people traveling from the north would never pass through the town. Since Haynesville does not have the benefit of having a courthouse square, museum, or recreational lake, many travelers would not see any need of traveling a little further south to see the beautiful town of Haynesville. I would further argue that Corridor 2 would be much more beneficial to Haynesville because travelers would have to pass through the town in order to reach the interstate highway between Homer and Haynesville. As silly as it may seem, I fear that the old Homer/Haynesville rivalry may be factoring into the public's consideration very heavily causing major factors to be overlooked.

I-69 was designed as a result of the North American Free Trade Agreement. Its primary goal is to provide a link running from Canada to Mexico facilitating easy transportation of goods. Since many of the shipments traversing the highway will consist of hazardous materials, it is imperative that we take all precautions to ensure our communities are safe in the event of accidents. We do not believe that interstate highway containing extended lengths of elevated road over our critical water supply is in the best interest of our communities.

Considering the environmental and economic impact the new interstate highway will have on our area, we believe that Corridor 2 is the most reasonable alternative and can be built at a much lower cost than Corridor 1d. Parish government officials agree that Corridor 2 should have been the route selected. In light of the information presented above, we respectfully request that a second look be taken at the Corridor 1d selection.

63b
pg 4

Thank you for your consideration. If you have any questions or if you would like to discuss this further, please feel free to call me at (318) 927-6333.

Respectfully,

J.T. Taylor
President of Homer-Claiborne Chamber of Commerce
Claiborne Parish Representative, I-69 Coalition
Concerned Citizen

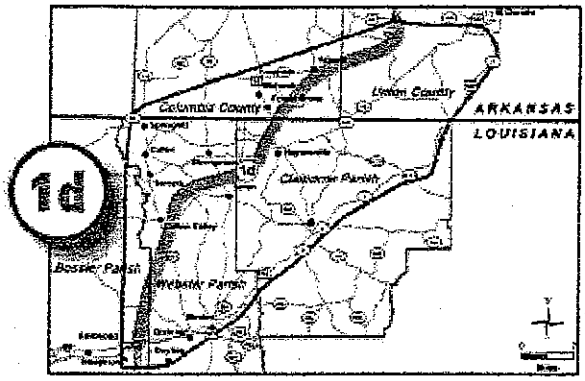
JTT/amw

cc: John D. Caruthers, Jr.
Bruce Easterly

63b
Pg5

Corridor 1d Identified As Preferred Corridor

Corridor 1d Preferred for Proposed I-69 SIU 14 (Shreveport to El Dorado)



The Louisiana Department of Transportation and Development (LDOTD, the Arkansas Highway and Transportation Department (AHTD) and the Federal Highway Administration (FHWA) have identified Corridor 1D as the single two-mile wide corridor for proposed I-69 SIU 14. This identification was made based on consensus of the federal and state agencies, the study team and the area residents.

Why is Corridor 1d Best?

1 • It has the best potential to minimize environmental impacts.

2 • It has the best potential to result in reasonable costs because it has the fewest cost constraints such as overall length, number and length of bridges, and nubmer of interchanges required.

3 • It is the most consistent with both public and agency concerns related to overall economic, development, natural environment effects, and hazardous materials shipments.

What's Next?

The study team will design and evaluate several 300-foot wide alignments for consideration along Corridor 1d. During the winter/spring of 2004, the study team will be conducting field work, and alignments are expected to be available for review by the federal and state agencies and area residents in spring/summer 2004.

To be added or removed from the mailing list please call the toll-free hotline at 1-877-886-9233.

I-69/ Agency Correspondence 3.4 64

Arkansas
THE NATURAL STATE

DEPARTMENT OF PARKS & TOURISM
One Capitol Mall
Little Rock, AR 72201
Phone: 501-682-7777
FAX: 501-682-1364
History Commission
501-682-6900 (V/TT)
Keep Arkansas Beautiful Division
501-682-3507
Personnel Section
501-682-7742 (V/TT)
State Parks Division
501-682-1191 (V/TT)
Tourism Division
501-682-7777 (V/TT)
INTERNET
arkansas.com
ArkansasStateParks.com

Mike Huckabee
GOVERNOR

Richard W. Davies
EXECUTIVE DIRECTOR

STATE PARKS, RECREATION & TRAVEL COMMISSION
Billy Lindsey
CHAIRMAN
Bill Barnes
VICE-CHAIRMAN
Steve Arrison
Jane Christenson
Polly Wood Crews
Danny Ford
Jim Gaston
Debra Hack
Loretta House
Montine McNulty
Mike Mills
Ness Sechrest
Jim Shamburger
Wade Williams

DIVISION DIRECTORS
Larry Cargile
ADMINISTRATION
Greg Butts
STATE PARKS
Joe David Rice
TOURISM
Nancy Clark
GREAT RIVER ROAD
John L. Ferguson
HISTORY COMMISSION
Robert Phelps
KEEP ARKANSAS BEAUTIFUL

AN EQUAL OPPORTUNITY/ AFFIRMATIVE ACTION/ AMERICANS WITH DISABILITIES ACT EMPLOYER

March 22, 2004

Mr. Scott L. Hoffeld, CEP
Sr. Planner / Analyst
URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, Louisiana 70002-3527

RE: I-69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project no. 070212
Federal Aid Project No. CBI-9901 (516)
Junction I-20 near Haughton, LA to
US 82 near El Dorado, AR
Bossier, Clairborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x
ORGP 4-47

Dear Mr. Hoffeld:

Thank you for this opportunity to comment regarding the proposed Interstate 69 corridor that includes portions of Columbia and Union Counties of the State of Arkansas. Based on the information you have provided, our records do not indicate a conflict with this project.

If you have any questions or require additional assistance, please feel free to contact me at 501-682-6946.

Sincerely,

Anita Chouinard

Anita Chouinard, Environmental Planner
Outdoor Recreation Grants Program

I-69/Public Comment 16.3.1
Post Corridor Selection

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 38
Shreveport, Louisiana 71161-0038
(318) 549-8300

KATHLEEN BABINEAUX BLANCO
GOVERNOR

JOHNNY B. BRADBERRY
SECRETARY

April 1, 2004

65a

Ms. Mac Brakefield, Executive Director
Homer-Claiborne Chamber of Commerce
519 S. Main St.
Homer, LA 71040

Dear Ms. Brakefield:

Reference is made to the Homer-Claiborne Chamber of Commerce resolutions dated February 24, 2004, regarding transportation improvements in Claiborne Parish. A copy of your I-69 resolution has been forwarded to URS, DOTD's engineering consultant for I-69 SUI 14. URS will review and evaluate the information provided from all interests and coordinate all pertinent information with federal and state resource agencies, the Federal Highway Administration, Louisiana DOTD and the Arkansas DOT, before a preferred corridor is determined. There are many determining factors to consider before a draft Environmental Impact Statement can be prepared for presentation to the local, state and federal resource agencies and the public.

We appreciate your interest in our transportation network. Should additional information be needed, please advise.

Very truly yours,

S. Bruce Easterly
District Administrator

SBE/lto

cc: Mr. Johnny Bradberry
Mr. Gordon Nelson
Mr. Kent Dussom, URS

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APR 7 2004
URS

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE

65b

HOMER-CLAIBORNE CHAMBER OF COMMERCE
HOMER LOUISIANA

RESOLUTION

WHEREAS. the recent announcement that the I 69 Corridor 1 d would be preferred, and

WHEREAS. the I 69 Corridor 2 running South of Haynesville in Claiborne Parish, Louisiana, should be preferred, and

WHEREAS. the I 69 Corridor 2 will run through the Rural Community Zone of Claiborne Parish, Louisiana, and

WHEREAS. the I 69 Corridor 2 mentioned location would benefit the Economy of all of Claiborne Parish, and

WHEREAS. the I 69 Corridor will bring about many Highway improvements throughout Claiborne Parish, and

WHEREAS. the I 69 Corridor 2 would benefit the proposed lakes that are planned to safeguard the pollution of the Sparta Aquifer.

NOW THEREFORE, BE IT RESOLVED:
Considering the environmental and economic impact the new interstate highway will have on our area, we believe that Corridor 2 is the most reasonable alternative and can be built at a much lower cost than Corridor 1d. Parish government officials agree that Corridor 2 should have been the route selected.

BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the following:

Rep. Rick Gallot
P. O. Box 1117
Ruston, LA 71273

Sen. Robert Adley
716 Main Street
Minden, LA 71055

Sen. Robert Barham
P. O. Box 249
Rayville, LA 71269

Kam K. Movassaghi, Sec.
Dept. of Trans. & Dev.
P. O. Box 94245
Baton Rouge, LA 70804-9245

Bruce Easterly
Dept. of Trans. & Dev.
P. O. Box 38
Shreveport, LA 71161

Weldon Kilpatrick, President
Claiborne Parish Police Jury
Homer, LA 71040

The President of the Homer-Claiborne Chamber of Commerce, declared this resolution passed by unanimous vote of the Board and adopted on the 26th day of February

Mac Brakefield, Exec. Director

J. T. Taylor, President

519 South Main Street HOMER, LOUISIANA 71040 Phone/Fax (318) 927-3271

I-69 / Public Comment
Post Corridor Selection
163

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 38
Shreveport, Louisiana 71161-0038
(318) 549-8300

KATHLEEN BABINEAUX BLANCO
GOVERNOR

JOHNNY B. BRADBERRY
SECRETARY

166a

April 2, 2004

The Honorable Huey Dean, Mayor
Town of Homer
400 East Main
Homer, LA 71040

Dear Mayor Dean:

Reference is made to the Town of Homer's resolution, dated March 9, 2004, regarding the preferred corridor for I-69 in Claiborne Parish. URS, the Department of Transportation and Development's engineering consultant for I-69 SUI 14, is reviewing and evaluating the information provided from all interests and will coordinate all pertinent information with federal and state resource agencies, the Federal Highway Administration, Louisiana DOTD and the Arkansas DOT, before a preferred corridor is determined. There are many determining factors to consider before a draft Environmental Impact Statement can be prepared for presentation to the local, state and federal resource agencies and the public.

We appreciate your interest in and support of our transportation network. Should additional information be needed, please advise.

Very truly yours,

S. Bruce Easterly
District Administrator

SBE/lto

cc: Mr. Johnny Bradberry
Mr. Gordon Nelson
Mr. Kent Dussom, URS

RECEIVED
APR 7 2004
URS

Resolution

WHEREAS the shortest distance between El Dorado, AR and Haughton, LA passes through Claiborne Parish about half way between the parish's two largest towns, Homer and Haynesville, and

WHEREAS 83% of Claiborne Parish is covered in timber, providing a green belt to support the air quality on the highway, and

WHEREAS Claiborne Parish is the only parish in this area without a major wood processing plant located within its borders, and

WHEREAS without an indigenous converter, our stumpage sell for lower prices and hauling costs absorb the difference, and

WHEREAS harvesting jobs are more dangerous than better paid converting jobs resulting in our wage earners having lower incomes and our businesses paying more for workers' compensation, and

WHEREAS value-added converters would be attracted by the improved market access of an interstate highway resulting in an increase in the value of our timber as well as the number, skills level and value of the available jobs, and

WHEREAS our excellent air and water quality would attract more residents if our access to major trading centers were enhanced, and

WHEREAS surrounding parishes already have better market and transportation access, and

WHEREAS Claiborne and Webster Parish are jointly working on plans to build several reservoirs or lakes in area to help the depletion of the Sparta Aquifer and provide a foundation for the Piney Hill's economic development initiative, and

WHEREAS Claiborne Parish straddles the watershed divide between the Red and Ouachita RIver Valleys and has a higher percentage of well-settled, well-drained land on which to construct a highway, and

WHEREAS Corridor 2b best meets the national purpose and need criteria for I-69, is most central to the Economic Renewal Area and would serve the most people therein, is the shortest and least costly route, has fewer active and gas wells, would provide the most efficient use of travel time, would cause the least damage to archeological sites, and

WHEREAS Corridor 2b would have the least adverse effects on the Sparta Aquifer recharge area and does not have to cross the recharge area at all, and

WHEREAS Corridor 1d has a number of problems crossing over the entire span of the Dorcheat wetlands and increases the chance of a hazardous spill due to the increased traffic that could jeopardize the Sparta Aquifer groundwater by providing drinking water for 15 north Louisiana parishes including Claiborne and several counties in South Arkansas, and

WHEREAS we understand the initial information given to the URS Corporation indicated that Corridor 1d crossed the Chicot Terrace Aquifer and have since been advised that hydrologists John Czarnecki of Little Rock and Ben McGee of Ruston both agree the Terrace Aquifers are hydraulically connected to the Sparta, and

THEREFORE BE IT RESOLVED that the Homer Mayor and Town Council petitions URS Corporation, the U.S Federal Highway Administration, the Arkansas Department of Transportation, and the Louisiana Department of Transportation, to strongly urge you to reconsider the selection of Corridor 1d as the preferred corridor for I-69 between El Dorado, AR and Haughton, LA and to consider moving the corridor further east and south, crossing diagonally between Homer and Haynesville, and avoiding the Sparta Aquifer recharge area.

BE IT FURTHER RESOLVED that copies of this resolution be forwarded to the following:

Rep. Rick Gallot
P. O. Box 1117
Ruston, LA 71273

Sen. Robert Adley
716 Main Street
Minden, LA 71055

Sen. Robert Barham
P. O. Box 249
Rayville, LA 71269

Kam K. Movassaghi
Secretary, DOTD
P. O. Box 94245
Baton Rouge, LA 70804

Bruce Easterly
District Administrator, DOTD
P. O. Box 38
Shreveport, LA 71161

Mr. Scott Nelson
Federal Hwy. Adm.-LA
5304 Sanders Drive, Suite A
Baton Rouge, LA 70808

Mr. Kent B. Dussom, PE
URS Corporation
3500 North Causeway Blvd.
Suite 900
Metairie, LA 70002-3527

Mr. Richard Savoie
P.E. Design Division
P. O. Box 94245
Baton Rouge, LA 70804-9245

Mr. Wayne Nguyen
Project Coordinator-LDOTD
5040 Florida Blvd. Rm 204A
Baton Rouge, LA 70806

The Mayor of the Town of Homer declared this resolution passed by unanimous vote of the Board and adopted on the 9th day of March, 2004.

Shenovia Harris

Shenovia Harris, Acting Town Clerk

Huey Dean

Mayor Huey Dean

16.3.8

67

URS

I-69 Corridor
Shreveport to
El Dorado

May 21, 2004

Ms. A. Susan Jarvis
U.S Army Corps of Engineers
Vicksburg District
4155 Clay Street
Vicksburg, Mississippi 39183-3435

Mr. Derek Hamilton
U.S. Fish and Wildlife Service
Lafayette Ecological Services Field Office
646 Cajundome Boulevard, Suite 400
Lafayette, Louisiana 70506

Mr. Michael Jansky
6 EN-XP
U.S. Environmental Protection Agency
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202-2733

Subject: **Alternatives Development and Screening Concurrence**
NEPA & 404/10 Merger Agreement
Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Cooperating Agency Representative:

In accordance with the 1996 FHWA Region 6 Interagency *NEPA and 404/10 Concurrent Process Agreement for Transportation Projects*, the Project Team is herewith supplying the cooperating federal agencies for this project (i.e., US Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Environmental Projection Agency) with a copy of the *draft Alternatives Development and Screening Report.*

This report describes the alternatives development and screening efforts completed since the announcement last fall of the preference of Corridor 1D. The project team proposes three build alternatives for the EIS that are located inside Corridor 1D, as well as another build alternative outside of this corridor (i.e., Alternative 4, which generally follows along Corridor 2A, the second best Corridor evaluated last fall). Alternative 4 appears to have a very good crossing of Bayou Dorcheat and strong local support.

Please make arrangements to attend a conference call on Wednesday, May 26th to discuss this report and the reintroduction of Corridor 2A (Alternative 4). Arrangements follow:

Date: Wednesday, May 26, 2004
Time: 11:00 AM (Central)
Instructions:
1. Dial: 1-877-290-1337
2. Wait for queue to enter conference ID Number.
3. Dial Conference ID No.: 504-837-6326

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

URS

The purpose of this conference call will be to reach general consensus that Alternatives 1, 2 and 3, as well as Alternative 4 should be presented to the resource agencies on June 2, 2004 in Junction City, where the proposed EIS alternatives will be presented as discussed in this report. Wednesday's discussion will emphasize Section 3.7 of this report, so please make efforts before the conference call on Wednesday to review this section carefully.

In Wednesday's conference call, please present issues for resolution, which may affect your agencies concurrence with the proposed alternatives to be evaluated in the EIS. Should your agency have no issues for resolution, please send me a letter on your agency letterhead, noting concurrence with the alternatives presented in this report by June 28, 2004.

If you have any questions or cannot make this conference call, please call me or Scott Hoffeld of my office at your earliest opportunity to make other arrangements.

Sincerely,
URS Corporation

Scott Hoffeld for

Kent B. Dussom, PE
Project Manager

Enclosure

cc: Mr. Wayne Nguyen, LDOTD (3 copies)
Mr. Bill Richardson, AHTD (3 copies)
Mr. Scott Nelson, FHWA – LA (2 copies)
Mr. Randal Looney, FHWA – AR (2 copies)
Mr. Mitch Wine, USFWS – LA (1 copy)
Mr. Keith Cascio, USFWS – AR (1 copy)
Internal Distribution

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I-69 / Agencies Correspondence

May 28, 2004

Kent B. Dusson, P.E.
Project Manager
URS
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527

RE: Alternatives Development Screening Concurrences

Dear Mr. Dusson:

Per your request, we have reviewed the Alternatives 1, 2, 3, and 4 proposed for the I-69, Junction I-20 near Haugton, Louisiana to US 82 near El Dorado, Arkansas. We have no objection to the selection of these Alteratives for further environmental impact analysis.

Thank you for this opportunity to comment. If you have any other questions, please contact me at 214-665-7451 for assistance.

Sincerely yours,

COPY

Michael P. Jansky, P.E.
Regional 309 Coordinator
ENVIRONMENTAL PROTECTION AGENCY

NOTE: RECEIVED BY E-MAIL ONLY FROM MICHAEL JANSKEY ON 05/28/04 @ 10:22 AM

1-69/ Agency letter 69
Concurrence
J.4

DEPARTMENT OF THE ARMY

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

REPLY TO
ATTENTION OF:

June 1, 2004

Operations Division
Regulatory

SUBJECT: Concurrence for Consideration of an Additional Alternative for the Preferred Corridor, Interstate 69, Section of Independent Utility No. 14, Haughton, Louisiana - El Dorado, Arkansas

Mr. Kent Dussom, P.E.
URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metarie, Louisiana 70002-3527

Dear Mr. Dussom:

I am responding to your letter of May 21, 2004 requesting concurrence for the Draft Alternatives Development and Screening Report for the subject project.

We have reviewed the Draft Alternatives Development and Screening Report describing three build alternatives located inside Corridor 1D as well as another build alternative located in Corridor 2A. This additional build alternative (Alternative 4) would generally follow Corridor 2A which was considered the second best corridor evaluated last fall. I hereby concur with the addition of Corridor 2A for consideration in the selection of the Preferred Corridor for detailed study in the Environmental Impact Study.

We look forward to participating in the selection of a final 300 foot-wide corridor.

If we can be of further assistance, please contact Ms. A. Susan Jarvis, telephone (601)631-5146 or fax (601) 631-5459. In the future correspondence concerning this project, please refer to identification No. 200310100.

Sincerely,

Joyce Butler

for Elizabeth S. Guynes
Chief, Regulatory Branch

1-69/ Public Officials
3.4
70

Webster Parish Police Jury

CHARLESETTA REEDER
Minden, District 9

STEVE RAMSEY
Sibley, District 11

CHARLES ODOM
Minden, District 8

DANIEL G. THOMAS
Springhill, District 3

DOUGLAS SALE
Minden, District 6

CHARLES R. WALKER
President
Doyline, District 12

HERB BYARS
Vice-President
Minden, District 7

SHIRLEY R. BYRD
Secretary-Treasurer

BRUCE BLANTON
Springhill, District 1

ROBERT E. LEE
Shongaloo, District 4

C.C. COX
Cotton Valley, District 5

VERA DAVISON
Minden, District 10

JIMMY D. THOMAS
Springhill, District 2

RESOLUTION

WHEREAS, the Webster Parish Police Jury in Regular session this the 1st day of June, 2004 voted to request the Louisiana Department of Transportation and Development to consider other possibilities other than the corridor labeled as 1D.

WHEREAS, another route serving the heaviest populated areas of Webster Parish as well as serving our neighboring parish of Claiborne.

WHEREAS, the Water Resources and Scenic Attractions for Retirees in North Louisiana's Sparta Area has proposed the real estate development in conjunction with lakes to attract a portion of the vastly expanding retiree population. An absolute requisite for the success of this program would be access to the middle third of the nation via Interstate 69. A more southern route would make the proposed lakes and related real estate development within an average of 2 ½ mile of four of the proposed lakes. This could be an economical boost to this area of North Louisiana that would be an advantage to all of Louisiana.

THEREFORE BE IT RESOLVED that on a motion by Herbert Byars, duly seconded by Douglas Sale, the resolution passed by the following vote:

For:	Against:
Herbert Byars	Jimmy Thomas
Douglas Sale	Robert Lee
Steve Ramsey	Charles Odom
Vera Davison	Bruce Blanton
Charlesetta Reeder	Daniel Thomas
C. C. Cox	

Absent: 0

Shirley R. Byrd
Secretary-Treasurer

Charles R. Walker
President

P.O. Box 389 Minden, Louisiana 71058-0389
Phone: (318) 377-7564 Fax: (318) 371-2366

I-69 / Agency Concurr.
3.4

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

June 8, 2004

Mr. Kent B. Dussom, P.E.
Project Manager, I-69 SIU 14
URS Corporation
3500 N. Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

Please reference your May 21, 2004, letter requesting U.S. Fish and Wildlife Service (Service) concurrence that the four alignment alternatives identified in your draft Alternatives Development and Screening Report (ADSR) be carried forward and evaluated further in the Environmental Impact Statement (EIS) for the proposed U.S. Interstate Highway 69, Section of Independent Utility 14 (Federal Aid Project No. CBI-9901(516); State Project No. 736-99-1032). That project would be located in Bossier, Webster, and Claiborne Parishes, Louisiana; and Columbia and Union Counties, Arkansas. The proposed 4-lane highway would be approximately 75 miles long, and would connect Interstate Highway 20 near Haughton, Louisiana, with U.S. Highway 82, near El Dorado, Arkansas, via new interchanges. The Service has reviewed the ADSR and offers 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), and the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

On December 2, 2003, the Service concurred with your determination that Corridor 1D be designated as the preferred corridor alternative, within which, further detailed alignment alternatives would be evaluated. Three of the four alignment alternatives identified in the draft ADSR for further evaluation are located within that corridor. As stated in that report, local governments and members of the public requested that an alternative also be considered within Corridor 2A, because that corridor is a more direct route than Corridor 1D, provides an alignment that traverses a greater distance of the North Louisiana Rural Renewal Community than Corridor 1D, provides for better crossings of Bayou Dorcheat than Corridor 1D, and traverses a shorter distance across land that recharges the Sparta Aquifer. In addition, Corridor 2A would likely not impact the North Hills Lake project, nor would it traverse the Cotton Valley Oil and Gas Field.

Accordingly, your project team re-evaluated Corridor 2A in greater detail, and identified several potentially reasonable and feasible alignments. That re-evaluation led to the development of an alignment located in Corridor 2A that meets the project purpose and need, addresses many public concerns, and appears to be potentially reasonable and feasible. The Service, therefore, concurs

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Pg 2

with the ADSR finding that the three alignment alternatives located within Corridor 1D and the alignment alternative located within Corridor 2A should be carried forward for further evaluation and analysis in the EIS.

We appreciate your consideration of our previous comments and suggested project alternatives. Please note that our April 3, 2003, response to your Solicitation-of-Views for the proposed project identified Federal-trust fish and wildlife resources that should be considered during evaluation of the final array of alternatives in order to develop the final preferred alignment. The Service understands these resources will receive equal consideration with other criteria in the development of a proposed final alignment, and that consultation under the ESA will continue during development of the forthcoming EIS.

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,

Russell C. Watson
Supervisor
Louisiana Field Office

cc: USFWS, Conway Field Office, Conway, AR
FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA

1-69 / Agency Corresp.
3.4
72

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/

June 14, 2004

Operations Division
Regulatory

SUBJECT: Concurrence and Recommendations for the Alternatives and Development Screening Report, Interstate 69, Section of Independent Utility No. 14, Haughton, Louisiana - El Dorado, Arkansas

Mr. Kent Dussom, P.E.
URS Corporation
Executive Tower
Suite 900
3500 North Causeway Boulevard
Metarie, Louisiana 70002-3527

Dear Mr. Dussom:

I am responding to Mr. Scott Hoffeld's correspondence of June 4, 2004, requesting concurrence and recommendations for the Alternatives Development and Screening Report for the subject project.

We have reviewed the Alternatives Development and Screening Report describing four build alternatives (three alternatives located within Corridor 1D and one located within Corridor 2A). I hereby concur with the four build alternatives for consideration in the selection of the Preferred Corridor for detailed study in the Environmental Impact Study.

If we can be of further assistance, please contact Ms. A. Susan Jarvis, telephone (601)631-5146 or fax (601)631-5459. In future correspondence concerning this project, please refer to identification No. 200310100.

Sincerely,

Elizabeth S. Guynes
Chief, Regulatory Branch

Printed on Recycled Paper

73a

URS

I-69 Corridor
Shreveport to
El Dorado

September 24, 2004

Ms. A. Susan Jarvis
U.S Army Corps of Engineers
Vicksburg District
4155 Clay Street
Vicksburg, Mississippi 39183-3435

Mr. Derek Hamilton
U.S. Fish and Wildlife Service
Lafayette Ecological Services Field Office
646 Cajundome Boulevard, Suite 400
Lafayette, Louisiana 70506

Mr. Michael Jansky
6 EN-XP
U.S. Environmental Protection Agency
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202-2733

Subject: **Modified EIS Alternatives Concurrence**
NEPA & 404/10 Merger Agreement
Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Cooperating Agency Representative:

In accordance with the 1996 FHWA Region 6 Interagency *NEPA and 404/10 Concurrent Process Agreement for Transportation Projects*, the Project Team is herewith supplying the cooperating federal agencies for this project (i.e., US Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Environmental Projection Agency) with a copy of the revised *Alternatives Development and Screening Report*. This report has been revised to illustrate the modifications resulting from comments received in June and July 2004, from the agencies, public, and project team representatives. Section 4.1 of this report describes and illustrates these modifications.

The FHWA, AHTD, and LDOTD have agreed that the modifications illustrated in the revised *Alternatives Development and Screening Report* address comments and improve the alternatives under consideration. However, as a cooperating agency, your agency is requested to provide concurrence with this assessment, so that the project team may proceed with completion of the draft EIS on these modified alternatives. To clarify the alignments of the alternatives proposed for full evaluation in the EIS, a set of graphics displaying these alternatives is also enclosed, but separate from the revised *Alternatives Development and Screening Report*.

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

73a
pg 2

URS

Please prepare and send a letter on your agency's letterhead, providing concurrence with the retention of the six EIS Alternatives described in Section 4.1 of the enclosed report: Alternative 4, Alternative 4 with Option 2, Alternative 5, Alternative 5 with Option 1, Alternative 5 with Option 2, and Alternative 5 with Options 1 and 2. I will call later this week to answer any questions that you may have and arrange for a conference call should this be deemed necessary.

If you have any questions in the interim, please call me or Scott Hoffeld of my office. Thank you.

Sincerely,
URS Corporation

Kent B. Dussom, PE
Project Manager

Enclosure

cc: Mr. Wayne Nguyen, LDOTD (1 copy)
Mr. Bill Richardson, AHTD (1 copy)
Mr. Scott Nelson, FHWA – LA (1 copy)
Mr. Randal Looney, FHWA – AR (1 copy)
Internal Distribution

73b

URS
3500 N. Causeway Blvd.
Suite 900
Metairie, LA 70002
(504) 837-6326
(504) 831-8860 (fax)

DOCUMENT TRANSMITTAL FORM

I-69 Corridor
Shreveport to El Dorado

Date: October 21, 2004

Project Number: 10001001.00000

To: Mr. Mitch Wine
U.S. Fish and Wildlife Services, Arkansas Ecological Srvc. Field Off.
1500 Museum Road, Suite 105
Conway, Arkansas 72032

Project Name: Interstate 69 - Section of Independent Utility No. 14

We are: ☐ Forwarding ☐ Returning
☒ Herewith ☐ Under Separate Cover

the following:

☐ Prints ☐ Specifications ☐ Estimates ☐ Tracings
☐ Shop Drawings ☐ Sketches ☐ Copies ☒ Other Report

By: ☐ Mail ☒ Other FedEx

Description: Revised Alternatives Development and Screening Report

☒ For your comment ☐ For your action ☐ For your approval ☐ For your files
☐ As per your request ☐ For field use ☐ Returned – No Exception Taken
☐ Returned for correction/revision

Remarks: Per a request from Mr. Derek Hamilton of the US Fish and Wildlife Service, enclosed please find a copy of the transmittal that was sent to him on September 24, 2004. Please review. Mr. Hamilton will be in touch with you to discuss.

If enclosures received are not as listed above, please notify us.

By: LuAnn M. King

LuAnn M. King
Project Assistant

Copies to:

I-69 / AGENCY 3.4

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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: Concurrence and Recommendations for the Alternatives and Development Screening Report, Interstate 69, Section of Independent Utility No. 14, Haughton, Louisiana - El Dorado, Arkansas

Mr. Kent Dussom, P.E.
URS Corporation
Executive Tower
Suite 900
3500 North Causeway Boulevard
Metarie, Louisiana 70002-3527

Dear Mr. Dussom:

I am responding to the telephone conversation on September 29, 2004 between Ms. Susan Jarvis, COE and Mr. Scott Hoffeld, URS, where Mr. Hoffeld requested concurrence and recommendations for the Revised Alternatives Development and Screening Report for the subject project.

We have reviewed the Revised Alternatives Development and Screening Report describing the original four build alternatives (three alternatives located within Corridor 1D and one located within Corridor 2A) with the addition of a fifth alternative (a combination of Alternatives 1, 2, and 3) as well as other modifications and optional crossings offered at Bayou Dorcheat, Black Bayou, and Cornie Creek.

I hereby concur with the additional build alternatives for consideration in the selection of the Preferred Corridor for detailed study in the Environmental Impact Study.

If we can be of further assistance, please contact Ms. A. Susan Jarvis, telephone (601)631-5146 or fax (601)631-5459. In future correspondence concerning this project, please refer to identification No. MVK-2003-568.

Sincerely,

Elizabeth S. Guynes
Chief, Regulatory Branch

RECEIVED
OCT 8 2004

I-69 / AGENCY 3.4

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

October 15, 2004

Kent B. Dussom, P.E.
Project Manager
URS Corporation
3500 N. Causeway Boulevard, Suite 900
Metairie, LA 70002

Dear Mr. Dussom:

This is in response to your letter dated September 23, 2004, requesting our concurrence with the retention of the six Environmental Impact Statement (EIS) Alternatives described in Section 4.1 of the Revised Alternatives Development and Screening Report for the I-69 Corridor (Shreveport to El Dorado Section of Independent Utility(SIU) No. 14.) We have no objections to revisions as described and concur with the continuation of the EIS process evaluating the six alternatives now considered.

We appreciate the opportunity to comment and look forward to future coordination. If you have any questions, please contact me at (214) 665-7451.

Sincerely yours,

Michael P. Jansky, P.E.

Michael P. Jansky, P.E.
Regional Environmental Review
Coordinator

RECEIVED
OCT 2004
URS

I-69 / AGENCY 3.4

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

November 4, 2004

Mr. Kent B. Dussom, P.E.
Project Manager, I-69 SIU 14
URS Corporation
3500 N. Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

Dear Mr. Dussom:

The U.S. Fish and Wildlife Service (Service) has reviewed your September 24, 2004, letter and Revised Alternatives Development and Screening Report (Report) for the proposed U.S. Interstate Highway 69, Section of Independent Utility 14 (Federal Aid Project No. CBI-9901(516); State Project No. 736-99-1032). That project would be located in Bossier, Webster, and Claiborne Parishes, Louisiana; and Columbia and Union Counties, Arkansas. The proposed 4-lane highway would be approximately 75 miles long, and would connect Interstate Highway 20 near Haughton, Louisiana, with U.S. Highway 82, near El Dorado, Arkansas, via new interchanges. Your letter requested Service concurrence on the findings of that Report; specifically, that the six alternatives identified be carried forward and further analyzed in the forthcoming 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 Migratory Bird Treaty Act (MBTA) (40 Stat. 755, as amended; 16 U.S.C. 703 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 June 8, 2004, letter, in which we concurred with the Federal Highway Administration's (FHWA) determination that the four alignment alternatives identified in your previous draft Alternatives Development and Screening Report (ADSR) be carried forward and evaluated further. At that time, we also agreed that the preferred alternative would ultimately be selected from among those alternatives. Your current Report recommends that Alternatives 1, 2, and 3 (as previously identified in the draft ADSR) be combined into a single new alternative, Alternative 5.

Alternative 5 retains much of the Alternative 1 alignment with optional crossings of Bayou Dorcheat (Option 1) and Cornie Bayou (Option 2). Because Alternatives 2 and 3 provide no significant benefits, when compared to Alternative 1, the Report also recommends that the following new alignments be evaluated in the forthcoming draft EIS: Alternative 5, Alternative 5 with Option 1, Alternative 5 with Option 2, and Alternative 5 with Options 1 and 2, as well as a

no-action alternative. The current Report also identifies a revised Alternative 4 and a revised Alternative 4 with Option 2 (Cornie Bayou crossing) that would be analyzed further in the draft EIS. These revised alternatives were developed in order to provide a more direct and less environmentally damaging route across Black Bayou and Cornie Bayou, in addition to avoiding a newly constructed golf course located east of the proposed Bayou Dorcheat crossing.

Our April 3, 2003, response to your Solicitation-of-Views request for the proposed project stated that portions of the proposed project area may be inhabited by the endangered red-cockaded woodpecker (*Picoides borealis, RCW*), threatened bald eagle (*Haliaeetus leucocephalus*), and wading bird nesting colonies. 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 recommend that a biological assessment (which incorporates the results of 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 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 this office for additional information.

As stated in our April 3, 2003, letter, and in accordance with the ESA, MBTA, and NEPA, 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 RCW, bald eagle, and wading bird nesting colonies. This information will also be needed to complete the forthcoming biological assessment.

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.

Bald eagles nest in Louisiana from October through mid-May. Eagles typically nest in bald cypress trees near fresh to intermediate marshes or open water in the southeastern Parishes. Areas with high numbers of nests include the Lake Verret Basin south to Houma, the southern marsh/ridge complex from Houma to Bayou Vista, the north shore of Lake Pontchartrain, and the Lake Salvador area. Eagles also winter and infrequently nest near large lakes in central and northern Louisiana. Major threats to the species include habitat alteration, human disturbance, and environmental contaminants (i.e., organochlorine pesticides and lead).

Bald eagles usually return to the same nest year after year, but they may also use alternate nests in the same general vicinity in different years. Bald eagles are most vulnerable to disturbance during courtship, nest building, egg laying, incubation, and brooding (roughly the first 12 weeks of the nesting cycle). Disturbance during this critical period may lead to nest abandonment, cracked and chilled eggs, and exposure of small young to the elements. Human activity near a nest late in the nesting cycle may also cause flightless birds to jump from the nest tree, thus reducing their chance of survival. Should the proposed project or associated work activities

encroach within 1,500 feet of an eagle nest during the nesting season (October through mid-May), further consultation with this office will be necessary. We further caution that the project should not damage any portion of bald eagle nest trees, including their root systems (i.e., through soil compaction or disturbance).

Depending on its final alignment, wading bird nesting colonies could potentially be impacted by the proposed project. Within Louisiana, colonies not currently listed in the database maintained by the Louisiana Department of Wildlife and Fisheries may be present within the potential alignments, and undocumented colonies may exist elsewhere throughout the study area. That Louisiana database is updated primarily by monitoring the colony sites that were previously surveyed during the 1980s. Until a comprehensive survey is conducted to determine the location of newly-established nesting colonies, we recommend that a qualified biologist inspect the proposed alignments for the presence of undocumented nesting colonies prior to the selection of the preferred alternative. If colony sites are located within or adjacent to the proposed route, the Service's Lafayette, Louisiana, Field Office should be contacted for additional recommendations to ensure that those colonies are protected during the nesting season. To minimize disturbance to wading bird nesting colonies, the following restrictions on activity should be observed:

> For colonies containing nesting wading birds (i.e., herons, egrets, night-herons, ibis, and roseate spoonbills), anhingas, and/or cormorants, all activity occurring within 1,000 feet of a rookery should be restricted to the non-nesting period (i.e., September 1 through February 15, depending on species present).

In addition, we recommend that on-site contract personnel be informed of the need to identify colonial nesting birds and avoid impacting them during the breeding season.

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 (83.43 acres) is Alignment 5, Option 1. We recommend, 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 concurs that Alternative 4, Alternative 4 with Option 2, Alternative 5, Alternative 5 with Option 1, Alternative 5 with Option 2, and Alternative 5 with Options 1 and 2, as identified in your Report, be carried forward for further analysis and inclusion in the forthcoming draft EIS. The Service cannot, however, concur with selection of a preferred alignment, absent completion of a biological assessment evaluating the effects of each alternative to listed species and wading bird nesting colonies. 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

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P85

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: USFWS, Conway, AR
FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
3737 Government Street
Alexandria, Louisiana 71302

February 2, 2005

Mr. Scott L. Hoffeld
Senior Planner/Analyst
URS Corporation
3500 N. Causeway Blvd., Suite 900
Metairie, Louisiana 70002-3542

RE: Farmland Conversion Impact Rating Documentation for Highway Alternatives
Interstate 69 – Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Federal Aid Project No. CBI-9901 (516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
URS Project No. 10001001.00000

Dear Mr. Hoffeld:

This letter is in response to your request for our office to review and complete the NRCS-CPA-106 form for the above project area. Please find enclosed the completed NRCS sections of the form indicating acres of prime farmland and relative values for each alternative within the state of Louisiana.

Also enclosed are the hydric soils list for Bossier, Webster, and Claiborne parishes. Several hydric soils exist in the project area. Wetlands may be present in those hydric soil areas if there is a prevalence of hydrophytic vegetation and wetland hydrology. Deposition of fill material in wetland areas is subject to Section 404 of the Clean Water Act. You should contact the U.S. Army Corps of Engineers concerning wetland matters.

Please advise if additional information is needed.

Sincerely,

Acting For
Donald W. Gohmert
State Conservationist

Enclosures

Cc: Jerry Daigle, SSS, Alexandria, LA
Steve Carmichael, SRC, Alexandria, LA
Rick Adams, DC, Benton FO
Bobbie Wall, DC, Minden FO

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pg 2

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*		3. Date of Land Evaluation Request 1/19/05	4. Sheet 1 of 3
1. Name of Project	Interstate 69 - SIU No. 14	5. Federal Agency Involved FHWA / LaDOTD / AHTD	
2. Type of Project	Federal Highway Project	6. County and State Web./Claib./Boss., LA / Columbia/Union, AR	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 1/25/05	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 ☑ NO ☐		4. Acres Irrigated / Average Farm Size Bossier 303 claiborne 249 Webster 173
5. Major Crop(s) Soybeans, Pine trees, pasture	6. Farmable Land in Government Jurisdiction Acres: 792,081 %: 56	7. Amount of Farmland As Defined in FPPA Acres: 655,154 %: 47
8. Name Of Land Evaluation System Used Bossier, Webster & Claiborne LESA	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 2/3/05

PART III *(To be completed by Federal Agency)*	Alternative Corridors			
	Alt. 4	Alt. 4 Option 2	Alt. 4 Option 3	Alt. 4 Opt. 2 & 3
A. Total Acres To Be Converted Directly	2,973	2,977	3,011	3,015
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres In Corridor	2,973	2,977	3,011	3,015
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland (1)	~~869~~ 591	~~920~~ 591	~~764~~ 896	~~814~~ 896
B. Total Acres Statewide And Local Important Farmland	-0-	-0-	-0-	-0-
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.07	.07	.11	.11
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	33	33	40	40
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)*	81	81	76	76

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 (2)	20	10	11	9	10
4. Protection Provided By State And Local Government (3)	20				
5. Size of Present Farm Unit Compared To Average (4)	10				
6. Creation Of Nonfarmable Farmland (5)	25	1	1	1	1
7. Availability Of Farm Support Services (6)	5	3	3	3	3
8. On-Farm Investments (7)	20	5	5	5	5
9. Effects Of Conversion On Farm Support Services (8)	25	0	0	0	0
10. Compatibility With Existing Agricultural Use (9)	10	3	3	3	3
TOTAL CORRIDOR ASSESSMENT POINTS	160	47	48	46	47
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	47	48	46	47
TOTAL POINTS *(Total of above 2 lines)*	260	47	48	46	47

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: See attached explanation

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U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 1/19/05 — 4. Sheet 2 of 3
1. Name of Project Interstate 69 - SIU No. 14	5. Federal Agency Involved FHWA / LaDOTD / AHTD
2. Type of Project Federal Highway Project	6. County and State Web./Claib./Boss., LA / Columbia/Union, AR
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 1/25/05 — 2. Person Completing Form Charles Gaillory
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 Bossier 303 Claiborne 249 Webster 173
5. Major Crop(s) Soybeans, Pine trees, Pasture	6. Farmable Land in Government Jurisdiction Acres: 792,081 % 56 — 7. Amount of Farmland As Defined in FPPA Acres: 655,154 % 47
8. Name Of Land Evaluation System Used Bossier, Webster & Claiborne LESA	9. Name of Local Site Assessment System None — 10. Date Land Evaluation Returned by NRCS 2/3/05

PART III *(To be completed by Federal Agency)*	Alternative Corridors			
	Alt. 5	Alt. 5 Option 1	Alt. 5 Option 2	Alt. 5 Opt. 1 & 2
A. Total Acres To Be Converted Directly	2,950	2,913	2,955	2,917
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres In Corridor	2,950	2,913	2,955	2,917
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland (1)	~~1,036~~ 754	~~1,025~~ 731	~~1,087~~ 754	~~1,076~~ 731
B. Total Acres Statewide And Local Important Farmland	-0-	-0-	-0-	-0-
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	.10	.10	.10	.10
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	40	40	40	40
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)*	73	73	73	73

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 (2)	20	10	10	11	11
4. Protection Provided By State And Local Government (3)	20				
5. Size of Present Farm Unit Compared To Average (4)	10				
6. Creation Of Nonfarmable Farmland (5)	25	1	1	1	1
7. Availablility Of Farm Support Services (6)	5	3	3	3	3
8. On-Farm Investments (7)	20	5	5	5	5
9. Effects Of Conversion On Farm Support Services (8)	25	0	0	0	0
10. Compatibility With Existing Agricultural Use (9)	10	3	3	3	3
TOTAL CORRIDOR ASSESSMENT POINTS	160	47	47	48	48
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	47	47	48	48
TOTAL POINTS *(Total of above 2 lines)*	260	47	47	48	48

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:

DRAFT

Signature of Person Completing this Part: DATE

NOTE: See attached explanation

U.S. Department of Homeland Security
United States Coast Guard

Commander
Eighth Coast Guard District
Hale Boggs Federal Building

500 Podras Street, Room 1313
New Orleans, LA 70130-3310
Staff Symbol: (obc)
Phone: (504) 589-2965
Fax: (504) 589-3063

78

16591A
February 9, 2005

URS CORPORATION
ATTN MR SCOTT L HOFFELD CEP
SR PLANNER/ANALYST
3500 NORTH CAUSEWAY BLVD STE 900
METAIRIE LA 70002-3527

Subject: Navigable Waterway Crossing Assessment
Interstate 69 – Section of Independent Utility No. 14
LA State Project No. 736-99-1032, AR State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Clairborne and Webster Parishes, LA
Columbia and Union Counties, AR
URS Project No. 10001001.00000

Dear Mr. Hoffeld:

Based on the limited information provided no navigable waterways requiring a formal bridge permit are known for the corridors shown on I-69 Corridor Chart enclosed with your letter dated January 28, 2005 referencing the above subject project.

Once a preferred alignment is selected any crossings of water should be individually identified and forwarded for further review. We will determine at that time if an informal letter permit or no permit action is required for each specific locations.

All crossing over water should provide for the passage of recreational vessels normally using the waterway at high water and not impead the flow of water in the flood plan.

If we can be of any further assistance, do not hesitate to contact us.

Sincerely,

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

dog:D8Shares:obc:\Coordination Needed Ltrs LA\I-69 Corridor, Shreveport to ElDorado 2-3-05

I-69/ Agency Comments
PDEIS

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ADEQ

ARKANSAS
Department of Environmental Quality

February 28, 2005

URS I-69 Project Office
425 Main Street
Homer, Louisiana 71040

RE: I-69 Preliminary Draft EIS

Dear Sir or Madam:

Thank you for allowing the Water Division to review this document. At this time, it appears that "Alternative 5" has the least potential for impact on the waters of Arkansas. However, sufficient data was not supplied in the document regarding "Alternatives 4.3 and 4.2 and 3" for an appropriate review to be completed. The Draft EIS states on page S-8 in a note, that this information is not available for the Preliminary Draft EIS and will be included in the Draft EIS for distribution. For this reason, the Water Division will not be submitting comments at this time.

The Water Division will certainly review the Draft EIS, with all pertinent information once submitted. Please do not hesitate to contact the Department if you have additional questions.

Thank you,

Kevin Dorman
Program Support Manager
State Permits Branch
Water Division
501-682-0645

I-69/ Agency Corresp
PDEIS Comment

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

80a

16591A
February 28, 2005

MR KENT DUSSOM PE
URS CORPORATION
EXECUTIVE TOWER
3500 N CAUSEWAY BOULEVARD SUITE 900
MATAIRIE LOUISIANA 70002

Dear Mr. Dussom:

We have received your letter dated February 18, 2005, which forwarded the CD containing the preliminary Draft Environmental Impact Statement for the I-69 Project, Shreveport to Eldorado Corridor, Section of Independent Utility No. 14. Upon initial review of the information provided for Section of Independent Utility No. 14, we are not aware of any proposed crossings, within the state of Louisiana, which will impact waterways that support significant navigation. For this reason, we do not plan to attend the meeting in Bossier City, Louisiana on March 9, 2005.

As discussed in our letter dated March 19, 2003, any proposed waterway crossings of the I-69 project will need to be evaluated from the standpoint of navigation. When actual locations of waterway crossings have been determined and specific plans for particular bridges have been formulated, you must submit such locations and plans for each crossing to this office for an evaluation and determination of Coast Guard bridge permitting requirements.

If we can be of additional assistance or if you have any questions, please contact us.

Sincerely,

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

MAR 2 2005
URS

U.S. Department of Homeland Security
FEMA Region 6
800 North loop 288
Denton, TX 76209-3698

FEMA 8/a

Region VI
Federal Insurance and Mitigation Administration

Public Notice Review

Re: Interstate 69, Draft EIS

- We offer the following comments:

  We appreciate the fact that Executive Order 11988, concerning Floodplain Development, is addressed in the EIS.

David Hiegel
Reviewer

3/9/2005
Date

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

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

KATHLEEN BABINEAUX BLANCO
GOVERNOR

KAM K. MOVASSAGHI
SECRETARY

816

March 9, 2005

Interstate 69 – Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
(Arkansas State Project No. 070212)
Federal Aid Project No. CBI-9901(516)
Junction 1-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parish, Louisiana
(Columbia and Union Counties, Arkansas)
URS Project No. 10001001.00000

URS
Attention: Mr. Kent Dussom
Project Office
425 Main Street
Homer, Louisiana 71040

Dear Mr. Dussom:

It's stated in the *Preliminary* Draft Environmental Impact Statement for the above-named project that "Coordination with local officials and Federal Emergency Management Agency (FEMA) has been accomplished in the development of build alternatives, and will continue through the completion of the EIS and construction phases of the project." As a matter of courtesy, attached is a list of Floodplain Administrators for the communities that are mentioned in the EIS that you may need to contact.

As I'm sure you're aware - during, and as a result of, the construction of this Interstate careful consideration must be given to allow for the occurrence of a base flood inundation in all areas where work is being done.

With regard to the proposed nine new reservoirs in Claiborne Parish, I have enclosed FEMA 94 Reservoir Regulation Requirements for your reference.

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE
02 53 2010

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pg 2

There is mention of a new bridge being installed over Bayou Dorcheat. The building of a new bridge requires much consideration. Hence, during and after this project, the following factors must be given attention:

1) the digging of culverts,
2) no instance of the creation of flooding where there was no flooding prior to construction,
3) clearing debris and keeping the surrounding area clear in order to allow for an adequate flow of water and assurance that there will no back up of water, and
4) making sure that no damming of water can occur

We appreciate the opportunity to comment on this project. The goal of our office is *flood loss reduction.* We are here to provide any guidance needed in order to carry out Program regulations and to prevent Program violations. Should you require further assistance you may contact our office at 225/274-4354.

Sincerely,

Sandra L. Batten

Sandra L. Batten
Floodplain Management

Attachments
pc: Each community Floodplain Administrator
on the attached list

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Pg 3

Interstate 69 –
Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
URS Project No. 10001001.00000

LIST OF FLOODPLAIN
ADMINISTRATORS

BOSSIER PARISH
Mr. Butch Ford
Parish Engineer
P.O. Box 70
Benton, LA 71006
318/965-2329

CLAIBORNE PARISH
Ms. Eylene Bolling
Floodplain Admin.
P.O. Box 270
Homer, LA 71040
318/927-2222

COTTON VALLEY
Ms. Lynn Hicks
Floodplain Admin.
P.O. Box 415
Cotton Valley, LA 71018
318/832-4272

HAYNESVILLE
Ms. Penny Fields
Floodplain Admin.
113 First East. St. N.
Haynesville, LA 71038
318/624-0911

MINDEN
Mr. Brent Cooley
Building Inspector
P.O. Box 580
Minden, LA
318/377-2144

SHREVEPORT
Mr. Ali Mustapha
Assistant City Engineer
P.O. Box 31109
Shreveport, LA 71130
318/673-6000

WEBSTER PARISH
Ms. Shirley Byrd
Policy Jury Secretary/Treasurer
P.O. Box 389
Minden, LA 71055
318/377-7564

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FEMA 94, Federal Guidelines for Dam Safety: Selecting and Accomodating Inflow Design Floods for Dams

IV. Accommodating Inflow Design Floods

A. Flood Routing Guidelines

1. **General.** Site-specific considerations should be used to establish flood routing criteria for each dam and reservoir. The criteria for routing any flood should be consistent with the reservoir regulation procedure that is to be followed in actual operation. The general guidelines to be used in establishing criteria are presented below and should be used if applicable.

2. **Guidelines for Initial Elevations.** In general, if there is no allocated or planned flood control storage (i.e., run--of-river), the flood routing usually begins with the reservoir at the normal maximum pool elevation. If regulation studies show that pool levels would be lower than the normal maximum pool elevation during the critical inflow design flood (IDF) season, then the results of those specific regulation studies should be analyzed to determine the appropriate initial pool level for routing the IDF.

3. **Reservoir Constraints.** Flood routing criteria should recognize constraints that may exist on the maximum desirable water surface elevation. A limit or maximum water surface reached during a routing of the IDF can be achieved by providing spillways and outlet works with adequate discharge capacity. Backwater effects of floodflow into the reservoir must specifically be considered when constraints on water surface elevation are evaluated. Reservoir constraints may include the following:

   - Topographic limitations on the reservoir stage which exceed the economic limits of dike construction; public works around the reservoir rim, which are not to be relocated, such as water supply facilities and sewage treatment plants; dwellings, factories, and other developments around the reservoir rim, which are not to be relocated. If there is a loss of storage capacity caused b sediment accumulation in portions of the reservoir, then this factor should be accounted for in routing the IDF. Sediment deposits in reservoir headwater areas may build up a delta, which can increase flooding in that area, as well as reduce flood storage capacity, thereby having an effect on routings.

   - Geologic features that may become unstable when inundated and result in landslides, which would threaten the safety of the dam, domestic and/or other developments, or displace needed storage capacity.

   - Flood plain management plans and objectives established under federal or state regulations and/or authorities.

4. **Reservoir Regulation Requirements.** Considerations to be evaluated when establishing flood routing criteria for a project include th following:

   - Regulation requirements to meet project purposes, the need to impose a maximum regulated release rate to prevent flooding erosion of downstream areas and control rate of drawdown, the need to provide a minimum regulated release capacity to recover flood control storage for use in regulating subsequent floods, the practicability of evacuating the reservoir for emergencies and for performing inspection, maintenance, and repair. Spillways, outlet works, penstocks, and navigation locks for powerplants are sized to satisfy project requirements and must be operated in accordance with specific instructions if these project works are relied upon to make flood releases, subject to the following limitations:

   - Only those release facilities which can be expected to operate reliably under the assumed flood condition should be assumed be operational for flood routing. Reliability depends upon structural competence and availability for use. Availability and reliability of generating units for flood release during major floods should be justified. Availability of a source of auxiliary power for gate operation, effects of reservoir debris on operability and discharge capacity of gates and other facilities, accessibility of controls, design limits on operating head, reliability of access roads, and availability of operating personnel at the site during floods are other factors to be considered in determining whether to assume release facilities are operational. A positive way of making releases to the natural watercourse by use of a bypass or wasteway must be available if canal outlets are to be considered available for making flood releases. Bypass outlets for generating units may be used if they are or can be isolated from the turbines by gates or valves.

   - In flood routing, assumed releases are generally limited to maximum values determined from project uses, by availability of outlet works, tailwater conditions including effects of downstream tributary inflows and wind tides, and downstream nondamaging discharge capacities until allocated storage elevations are exceeded. When a reservoir's capacity in regulating flows is exceeded, then other factors, particularly dam safety, will govern releases. During normal flood routing, the rate of outflow from the reservoir should not exceed the rate of inflow until the outflow begins to exceed the maximum project flood discharge capacity at normal pool elevation, nor should the maximum rate of increase of outflow exceed the maximum rate of increase of inflow. This is to prevent outflow conditions from being more severe than pre-dam conditions. An exception to the above would be where streamflow forecasts are available and pre-flood releases could reduce reservoir levels to provide storage for flood flows.

5. **Evaluation of Domino-like Failure.** If one or more dams are located downstream of the site under review, the failure wave should be routed downstream to determine if any of the downstream dams would breach in a domino-like action. The flood routing of flows

entering the most upstream of a series of such dams may be either dynamic or level pool. The routing through all subsequent downstream reservoirs should be a dynamic routing. Tailwater elevations should consider the effect of backwater from downstream constrictions.

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Pg5

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BOSSIER PARISH POLICE JURY

P.O. BOX 70
PH. 318-965-2329 FAX 318-965-3703
BENTON, LOUISIANA 71006
www.mybossier.com

JEFF ROGERS
PRESIDENT

JEROME L. DARBY
VICE PRESIDENT

DISTRICT 1
HENRY D. "HANK" MEACHUM
430 SHADYWOOD LANE
HAUGHTON, LA. 71037
RES. 949-0110

DISTRICT 2
JEFF ROGERS
2320 HIDDEN COVE
HAUGHTON, LA. 71037
RES. 949-4934

DISTRICT 3
JESSE WILLIAMS
312 VANCE ROAD
BENTON, LA. 71006
RES. 965-2100

DISTRICT 4
WINFRED R. JOHNSTON
258 HIGHWAY 537
PLAIN DEALING, LA. 71064
RES. 326-4279

DISTRICT 5
HENRY MITCHELL
2606 SWAN LAKE ROAD
BOSSIER CITY, LA. 71111
RES. 742-2605

DISTRICT 6
RICK AVERY
524 WEDGEWOOD
BOSSIER CITY, LA. 71111
RES. 747-4185

DISTRICT 7
JIMMY COCHRAN
2420 DOUGLAS DRIVE
BOSSIER CITY, LA. 71111
RES. 742-8174

DISTRICT 8
J. BRAD CUMMINGS
2709 OLD MINDEN ROAD
BOSSIER CITY, LA. 71112
RES. 746-7316

DISTRICT 9
BILL ALTIMUS
3002 JUNE LANE
BOSSIER CITY, LA. 71112
RES. 742-7216

DISTRICT 10
JEROME L. DARBY
1212 GIBSON CIRCLE
BOSSIER CITY, LA. 71112
RES. 747-3489

DISTRICT 11
WAYNE HAMMACK
4008 WAYNE AVENUE
BOSSIER CITY, LA. 71112
RES. 746-6297

DISTRICT 12
EDWIN T. SHELL
3416 LESSIE LANE
BOSSIER CITY, LA. 71112
RES. 746-0517

March 10, 2005

Mr. Scott L. Hoffeld, CEP
URS Corporation
Executive Tower
3500 North Causeway Boulevard, Suite 900
Metairie, LA 70002-3527

RE: I-69 Route, I-20 (Louisiana) to El Dorado, Arkansas

Dear Sir:

The Bossier Parish Police Jury would like to express our appreciation for being invited to participate in the recent Officials Meeting conducted in Bossier City, La. on March 8, 2005. We support this project and understand the benefits it will bring to Northwest Louisiana.

The information considered at this meeting reflects that a choice must be made between Alternative No. 4 and Alternative No.5.1&2, as they appear to be the best two routes submitted. The Bossier Parish Police Jury has reviewed this information and would like to recommend Alternative 5.1&2 be the recommended route to be constructed.

Alternative 5.1&2 had more positives when considering the more important comparative issues, having the least effect on wetland and aquatic communities, the physical environment, communities and residential dwellings and upland communities. While this alternative has more visual impact to the scenic use of Bayou Dorcheat, the construction near the La. 160 bridge should minimize this impact.

Alternative 4 has less impact on Bayou Dorcheat but has an impact on the unusual study Area spring-fed streams identified in the vicinity of Glass Creek. Alternative 4 also has more impact on wetland and aquatic communities.

Thank you for allowing us to comment on this project. If we may be of further assistance, please advise.

Sincerely,

Bill Altimus
Bossier Parish Administrator

RECEIVED
MAR 14 2005
URS

BILL ALTIMUS
ADMINISTRATOR

JOE E. "BUTCH" FORD, JR., P.E.
PARISH ENGINEER

PATRICK R. JACKSON
PARISH ATTORNEY

CHERYL G. MARTIN
SECRETARY-TREASURER

Comments Received Following the Draft EIS

ID #	Date	Agency	Comment Summary	Response
1	3/23/2005	Louisiana Department of Wildlife and Fisheries	**Correspondence includes comment items 1 - 13 listed below:** Comments restricted to corridors #4 and #5 and are from a Scenic River perspective only: 1*) Existing Land Use* : Corridor #5 is currently occupied by a railroad crossing and trestle which constricts the natural drainage system. Corridor #4 is currently occupied by the LA 160 crossing and bridge which constricts the natural drainage system. No great distinction between the two with respect to this criterion.	1) In fact, the LA 160 crossing occupies Alternative 5, Option 1 and the railroad crossing occupies Alternative 4. Alternative 5 is occupied by a pipeline. There is still no great distinction between the two paths with respect to this criterion.
			2) *Historical/Archeological Sites: T* here are no recorded sites, however URS has indicated there is a potential site in Corridor #5. Therefore, Corridor #4 is preferable with respect to this criterion.	Comment noted.
			3) *Economic Impact:* Economic impacts and expected growth appear to be similar for the two corridors, with the exception of the proposed lake development. This might weigh Corridor #4 as more favorable with respect to this criterion.	Comment noted.
			4) *Wilderness/Rural Quality:* The more remote Corridor #4 might better contain/limit impacts to wilderness and rural quality by mere isolation but other expected impacts should be similar.	Comment noted.
			5) *Scenic/Aesthetic Value:* This is a subjective assessment that addresses the view from the stream by the public. Because Corridor #4 is remote and lacks access, it would be viewed less frequently and is more favorable with respect to this criterion. However, public input is necessary.	Comment noted.
			6) *Recreational Use/Opportunities:* Remoteness of Corridor #4 and navigability of Bayou Dorcheat near Corridor #5 make Corridor #4 more favorable with respect to this criterion Recreational Use/Opportunities: Remoteness of Corridor #4 and navigability of Bayou Dorcheat near Corridor #5 make Corridor #4 more favorable with respect to this criterion. Recreational Use/Opportunities: Remoteness of Corridor #4 and navigability of Bayou Dorcheat near Corridor #5 make Corridor #4 more favorable with respect to this criterion.	Comment noted.
			7) *Ecological Systems* : URS indicated that the bridge height requirement for crossing in Corridor #4 is higher than for Corridor #5. If this means that less on-grade construction would be required, then Corridor #4 is favorable with respect to this criterion.	Comment noted.
			8) *Fish and Wildlife* : There appears to be no difference in the alternatives with respect to this criterion.	Comment noted.
			9) *Botanical Elements* : Anticipated impacts are expected to be similar in either corridor with the exception of the possibility of more or less on-grade construction required. The impacts of drainage constriction in Corridor #4 related to the railroad crossing might make it a more favorable choice with respect to this criterion.	Comment noted.
			10) *Geological Features* : No information available at this time.	Comment noted.
			11) *Hydrological Features* : It appears that Corridor #5 would impact approximately twice as many acres of groundwater recharge area as in Corridor #4. This makes Corridor #4 the favorable alternative with respect to this criterion.	Comment noted.

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			12) *Water Quality/Quantity* : Anticipated impacts are similar for either corridor. Runoff from the interstate will have to be addressed at either site. It is suggested that the bridge be designed with a spill containment component.	Comment noted.
			13) *Public Interest* : The Wild and Scenic River Program has received petitions with over 5,000 signatures in favor of Corridor #4 and only a few in favor of Corridor #5. This would indicate that the Public prefers Corridor #4.	Comment noted.
2	4/11/2005	Louisiana Department of Environmental Quality, Contracts and Grants Division	**Correspondence includes comment items 1 - 6 listed below:** 1) If project results in discharge to waters of the state, submittal of Louisiana Pollutant Discharge Elimination System application may be necessary.	Comment noted.
			2) LDEQ has storm water general permits for construction areas equal to or greater than one acre. Contact Yvonne Baker at (225) 219-3111 to determine if project requires one of these permits.	Storm Water Management Permits will be obtained.
			3) All precautions should be observed to control non-point source pollution from construction activities.	BMPs will be implemented during construction of the facility to control non-point source pollution from construction activities.
			4) If any proposed work is located in wetlands or other areas subject to jurisdiction of the USACE, 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.	Section 404 Wetland Fill Permits will be obtained from the USACE.
			5) All precautions should be observed to protect the groundwater of the region.	Comment noted.
			6) Currently, Bossier, Claiborne, and Webster Parishes are classified as attainment parishes with the NAAQS.	Comment noted.
3	4/28/2005	Arkansas Department of Health	No Comments	Noted
4	5/11/2005	United States Department of Homeland Security, US Coast Guard	Not aware of any proposed crossings, within the state of Louisiana, which will impact waterways that are used or likely susceptible to use by any vessels greater than 21 feet in length. Any bridges that will cross waterways, meeting the criteria for the STA, will not require specific coast Guard Bridge Permits.	Comment noted.
5	5/13/2005	US Department of Transportation Federal Highway Administration Louisiana Division	**Correspondence includes comment items 1 - 9 listed below:** 1) p S-5 Correction needed on first sentence to eliminate/change the word: "required" in discussion of mitigation; and the words: "indirect impacts" later in paragraph. 2) p. 3.2 Correction needed to eliminate/change the word: "required" in discussions of mitigations from this page on.. 3) p.3-70 Air Quality - Improve the word "suggest" 4) p. 3-84 Mention project requires a 404 permit from the Corps. 5) p. 3-86 to 3-96 Improve wording " not likely to adversely affect" 6) p. 3-97 Wording "appropriated construction funding....." received" is speculation and should be removed. 7) p. 3-99 Remove option of sending tree trunks to landfills. 8) Clarify references to Section 4(f) and 106. Reference letter from SHPO. 9) List of typos to be corrected.	All comments are noted and corrections to final EIS will be made.

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6	5/13/2005	Arkansas Department of Environmental Quality	No Comments	Noted
7	5/18/2005	Arkansas Soil and Water Conservation Commission	**Correspondence includes comment items 1 - 9 listed below:** 1) No building, storing, staging, or equipment maintenance within 3,000 feet of any environmentally sensitive area	BMPs will be implemented during construction of the facility.
			2) No dumping or storage of debris in and around the bayou crossings. Often, trash is left at these sites due to the wetness of the area and the difficulty of trash retrieval.	All debris will be disposed of off-site and will be governed by local and/or state regulations concerning disposal of such items. None will be disposed in wetland areas. All materials will be stored in staging areas. Locations for these staging areas have not yet been determined.
			3) No additional revisions should occur during plan implementation without accompanying environmental reevaluation. Data trends indicate shifts in wildlife migratory patterns. Reevaluation will aid in avoiding potentially sensitive areas.	Comments noted.
			4) Equipment maintenance should be done away from the project site with special consideration given to petroleum products and their proper disposal.	Comment noted.
			5) Any revisions or design changes during construction should be analyzed for potential environmental impacts.	Comment noted.
			6) BMPs should be monitored on a regular basis to determine implementation and compliance. Areas susceptible to flooding should be closely monitored to check erosion and sedimentation when encountered.	BMPs will be regularly monitored to determine implementation and compliance. An erosion and sediment control plan will be developed and implemented that will include all specifications and best management practices (BMP) necessary for control of erosion and sedimentation from construction activities.
			7) Areas above and below stream crossing should be evaluated prior to construction in order to set baseline conditions to ensure that negative environmental impacts do not occur during and after construction. Negative impacts should be corrected as soon as possible.	Comment noted.
			8) All negative environmental impacts should be compensated for at a ratio appropriate for the site and impact type, as approved by the Vicksburg District Corps of Engineers.	Comment noted.
			9) Ensure that contractors and subcontractors are aware of the special conditions outlined in the Final EIS and held accountable for the implementation of those conditions.	All contractors and subcontractors will be informed of any and all special conditions outlined in the Final EIS and will be held accountable for implementation of those conditions.
8	5/19/2005	Louisiana Wildlife Federation	**Correspondence includes comment items 1 - 5 listed below:** 1) The LWF supports Alternative #4 crossing of Bayou Dorcheat by I-69 to protect the scenic integrity of the stream.	Comment noted.

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			2) Data on the yearly average cubic ft. per second flow should be easily ascertainable.	Comment noted.
			3) Several water bird rookeries with great blue herons and several species of egrets have been located along the Bayou.	Comment noted.
			4) Three scarce freshwater mussels were identified in Bayou Dorcheat in the late 1800's. Recently, one of those species was found in Corney Bayou, Little Corney Bayou, and Bayou D'Arbonne (late 1970's). As late as 1999, one specie was found in Corney Bayou. Therefore, unless more recent surveys have been conducted, it should be assumed that one or more of these species may still be found in Bayou Dorcheat.	Comment noted.
			5) Requirements of applicable statutes should be followed, including 1) NEPA, 2) LADOT's Standard Specification for Roads and Bridges, and Article IX, Section I of the 174 Revised Louisiana Constitution.	The Project will be in strict accordance with all applicable laws, statutes, and regulations.
9	5/23/2005	United States Department of Health and Human Services, Center for Disease Control and Prevention	No Comments	Noted
10	5/23/2005	United States Department of the Interior, Office of the Secretary	**Correspondence includes comment items 1 - 6 listed below:** 1) The DEIS is generally well-written, adequately describes affected fish and wildlife resources, and discloses potential project impacts to those resources.	Comment noted.
			2) The FWS Lafayette and Conway Field Offices provided continuing planning and technical assistance for FHWA's proposed project, focusing primarily on survey protocols and conservation recommendation for wading birds, the threatened bald eagle, and the endangered red-cockaded woodpecker. Other environmentally significant areas/features including wetlands, publicly owned lands, and a State-designated "natural and scenic stream" were also identified.	Comment noted.
			3) The DEIS does not identify the relevant segment of Bayou Dorcheat as being listed on the Nationwide Rivers Inventory (NRI). The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. The Proposal has the potential to adversely affect the 45-mile-long stretch of Bayou Dorcheat located in Nevada, Columbia, and Lafayette Counties. The stretch is considered to have a high potential as a recreational river under the Wild and Scenic River System.	The Final EIS will identify the relevant segment of Bayou Dorcheat. However, it should be noted that the relevant segment of Bayou Dorcheat is approximately ten miles upstream from the Alternative 5 crossings and approximately twenty miles from the Alternative 4 crossing. Section 3.4.1.3 also notes that the three alternative crossing locations include an existing highway, a pipeline, and a railroad crossing. It also notes that every effort has been made to minimize adverse impacts to Bayou Dorcheat and all neighboring wetlands.

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			4) The DEIS does not address the potential for invasive plant encroachment that could be introduced as a result of the project development activities, either through disturbance of the land or by incidental vehicular transport. Purple loosestrife, a non-native, invasive weed, which thrives on wetlands and bayous, could be of particular concern. Because this weed is highly competitive, unless monitored and controlled, it could overtake sensitive aquatic habitats.	Comment noted. BMPs will be implemented and monitored during construction of the facility
			5) According to the DEIS, Alternative 5 would impact the least acreage of wetlands and scenic streams. In addition, that alternative would also impact the least acreage of developed and urban land, displace the fewest number of minority-occupied homes, impact the fewest residences with adverse noise, and would not directly impact any known archeological sites. Accordingly, we preliminarily recommend selection of Alternative 5 as the PA. Support for that alternative is contingent upon the results of threatened/endangered species surveys.	Comment noted.
			6) Consistent with plans presented in this section of the DEIS, we recommend that detailed surveys of the PA ROW be conducted for bald eagle nest sites, wading bird nesting colonies, and RCW clusters and foraging habitat. That information is to be provided to the FWS in the form of a biological assessment along with a determination of whether the proposed activity is "likely, or not likely, to adversely affect" RCWs and bald eagles.	Comment noted.
11	5/25/2005	Louisiana Wildlife Federation	**Correspondence includes comment items 1 - 2 listed below:** 1) The LWF finds Alternative #4 less objectionable because of the area's limited recreational opportunities, lesser quality aquatic wildlife habitat, and diminished wilderness character.	Comment noted.
			2) Alternative #5 options possess much of the scenic, ecological, and recreational values that made Bayou Dorcheat a candidate for the Natural and Scenic Rivers System in the first place. Alternative #5 would be adverse to the scenic and recreational qualities of the stream.	Comment noted.
12	5/27/2005	United States Environmental Protection Agency, Region 6	**Correspondence includes comment items 1 - 2 listed below:** 1) EPA has identified Alternative 5 or Alternative 5, Option 2 as the preferred alignment and recommends its selection as the environmentally preferred alternative. These alternatives appear to have the least potential impact and adverse impact to wetlands. Alternative 4 has a greater potential direct impact to streams with more crossings on intermittent and perennial streams. Alternative 4, Option 3, had springs identified which provided for special habitat not found elsewhere. These areas should be avoided.	Concurrence noted.
			2) EPA rates the DEIS as "LO," i.e., EPA has "Lack of Objection to the implementation of the I-69 SIU No. 14."	Comment noted.
13	6/15/2005	Department of the Army, Vicksburg District, Corps of Engineers	**Correspondence includes comment items 1 - 2 listed below:** 1) Additional work will be required before a meaningful assessment of impacts on historic properties can be made. Please provide this office a copy of the intensive Phase I survey report for the area of potential effect when the preferred alignment is selected.	Comment noted.

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			2) We are pleased with your efforts in addressing the major concerns of wetland areas and the crossings of major other waters of the United States. Please continue your efforts to avoid and or minimize wetland impacts and other important issues through consideration of design alternatives.	Comment noted.
14	10/12/2005	Claiborne Parish Police Jury Claiborne and Webster Parish Officials	**Correspondence includes comment items 1 - 2 listed below:** 1) This group of Public Officials jointly recommend Alt. 4.3 because of its advantages: public comment support and petition opposition by 3600 local residents to the upper crossing of Bayou Dorcheat; possibility to support development of Lakes Project that would preclude depletion of Sparta Aquifer; protection of Sparta Aquifer; fewer grade separations and road terminations; less disruption of local travel patterns	Comments noted.
			2) This group believes that the disadvantages presented are misleading and their counterpoints are: spring fed streams located in the area of Glass Creek are located in the highest elevation of any alignment and are common to the area; the cities of Minden and Homer are within 6 miles of interchanges yielding higher use by travelers than Alt.5; creek crossings are on higher ground with less water flow than those crossed by Alt. 5; recent oil exploration east of Bayou Dorcheat has positioned alluvial sand bottoms at 60' opposed to 120' on the west side; remediation costs associated with oil refineries on both sides of Alt. 5 would be substantial.	Comments noted.
15	10/19/2005	Arkansas Department of Environmental Quality	**Correspondence includes comment items 1 - 5 listed below:** 1) Water division requests that alternative chosen be the one with least impact to waters of AR; recommendation Alt.5	Comments noted.
			2) Report does not mention route in AR crossing the Cockfield Formation of Eocene age, source of domestic water in AR and composed of fine to medium sand, some clay and lignite.	Comment addressed in Natural Resources Technical Memorandum and Louisiana Cultural Survey Report.
			3) No comment on wetland impact.	Noted.
			4) All routes would cross the same streams in AR.	Comments noted.
			5) No comment on residential structures and noise effects.	
16	10/25/2005	Arkansas Geological Commission	1) No comment on LA location of Bayou Dorcheat crossing	Noted
17a	10/19/2005	City of Minden Building and Inspection Floodplain Administrator	Floodplain situation of Minden should not be affected by any alternative. Alt. 4.2&3 would serve economic development needs and would have less impact on Sparta Aquifer. City of Minden Resolution attached.	Comments noted.
17b	Resolution dated 6-6-05	City of Minden	City endorsement of Alternative 4 with options 2&3	Comments noted.
18	10/26/2005	United States Department of the Interior, Fish and Wildlife Service	**Correspondence includes comment items 1 - 3 listed below:** 1) Preliminary recommendation of Alt. 5 as preferred alternative on May 23, 2005, based on information in DEIS, was contingent upon wildlife surveys associated with that alternative and concurrence with preference of FHWA & LADOTD.	Comments noted.

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			2) October 3&4, 2005 inspection by Service biologist focused on stream & wetland crossings of Alt 5 & 4.3 and recommended a more thorough qualitative examination of habitat in both alignments.	Comments noted.
			3) Service and LDWF biologists discovered potential option at the 4.3 crossing of Bayou Dorcheat that traversed less floodplain and avoided a mature bald cypress swamp. This revision was located a few hundred feet south of the 4.3 crossing and extended to the ridge east of the bayou before curving north. The Service recommended full evaluation of this revision to expedite concurrence of preference with FHWA & LADOTD.	It is noted that USDOI originally suggested Alt.5 as PA in comment letter (No. 9) dated 5-23-05. But as result of re-examination of both crossings of Dorcheat, are recommending a full evaluation of this revision. Concurrence of Alternative 4.3 with revision 4.4 noted.
19	Undated received 10-31-05	Bossier Parish Police Jury	Recommends selection of Alt. 5 as preferred alternative based upon review of DEIS	Comments noted.
20	10/31/2005	Arkansas Department of Health and Human Services	Environmental Manager of the Southwest Region concern is protection of Sparta Aquifer. Alternative 5 is favorable in Arkansas.	Comments noted.
21	11/1/2005	Louisiana Department of Agriculture and Forestry	No Comments	Noted
22	11/1/2005	United States Department of Agriculture, Kisatchie National Forest	**Correspondence includes comment items 1 - 3 listed below:** 1) Alternative 4.3 or 4.2&3 may provide access to areas where recreation is limited and may improve development opportunities for the North Hills Lakes Project area although it appears to affect more wetlands, streams and residences. This would be a social and economical benefit.	Comments noted.
			2) Alternative 5 appears to be environmentally responsive but provides less social advantage, other than short term residential noise impacts.	Comments noted.
			3) Either Alternative would be acceptable considering the mentioned trade offs in the final determination.	Comments noted.
23	11/2/2005	Arkansas Natural Resources Commission	Recommends selection of Alt. 5 as preferred alternative based upon review of DEIS	Comments noted.
24	11/4/2005	Louisiana Office of Cultural Development Division of Archaeology	Does not make an alternative recommendation without a Phase I sampling cultural resources survey of the various alignments under consideration.	Comments noted.
25	11/9/2005	United States Department of the Interior, Fish and Wildlife Service	In reference to Oct. 26, 2005 recommendation of evaluation of the revision (designated as 4.4) and resulting analysis, the Service recommends selection of Alternative 4.4 as the preferred alternative, contingent upon FHWA selection and results of wildlife surveys.	Concurrence with Alternative 4.3 with revision 4.4 noted.
26	11/14/2005	Louisiana Department of Wildlife and Fisheries	**Correspondence includes comment items 1 - 3 listed below:** 1) As a result of Oct. 05 Alternatives 4.3, 4.4 & 5 field investigations and comprehensive evaluation of anticipated detrimental impacts to wetland habitat and to Bayou Dorcheat, LDWF determined their preference of Alternative 4.4. LDWF considered the permanence of the project impacts and the ability of the applicant to fully mitigate the impacts.	Comments noted.
			2) Selection of a preferred alternative is based upon Natural and Scenic River criteria detailed in March 23, 2005 letter.	Comments noted.

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			3) Alternative 4.4 preference is apparent from a Scenic River perspective, although it impacts greater wetlands. Alternative 5 impacts less wetlands and crosses fewer steams, but significantly intrudes on the wilderness quality, scenic value, and recreational opportunities of Bayou Dorcheat.	Concurrence with Alternative 4.3 with revision 4.4 noted.
27	11/28/2005	United States Department of Homeland Security, US Coast Guard	Not aware of any proposed crossings, within the state of Louisiana, which will impact waterways that are used or likely susceptible to use by any vessels greater than 21 feet in length. USCG expects FHWA to consult with them in determining if the PA crossings meet criteria set in STA of 1978. Any bridges that will cross waterways, meeting the criteria for the STA, will not require specific coast Guard Bridge Permits. Since they expect no crossings requiring permits are within the alternatives, no preference of alternatives was made.	Comments noted.
28	11/30/2005	United States Environmental Protection Agency, Region 6	Modifications (4.4) to Alt 4.3 is reasonable as explained by LDNR & USFWS and have no objection to this PA selection. Refer to previous letter dated 5-27-05.	Concurrence with Alternative 4.3 with revision 4.4 noted.
29	10/20/2006	Bossier Parish Police Jury	**Correspondence includes comment items 1 - 2 listed below:** 1) In response to request dated November 1, 2006, to approve road closures in Bossier Parish, the Jury enclosed certified minutes of the Bossier Parish Police Jury meeting of Oct. 18, 2006, including comments from property owners, Johnny Vice, Lee Mudd, Sal Fayeed, Mike Merritt concerned about access to properties east of the PA.	Approval of local road closures noted.
			2) The three roads in question are private roads as explained by Mr. Ford, Parish Engineer, and Bossier Parish has no authority to authorize the closing of the roads and that LDOTD will provide access by other means.	Comments noted.
30	11/13/2006	Claiborne Parish Police Jury	Transmittal of Claiborne Parish Police Jury Resolution of Acceptance of Proposed Road Closures dated November 8, 2006.	Approval of local road closures noted.
31	1/8/2007	Webster Parish Police Jury, Letter from Ronda Carnahan to Scott Hoffeld	**Correspondence includes comment items 1 - 2 listed below:** 1) Two parish public meetings have been held to address the access issue along Bayou Dorcheat and LA 3008, with numerous comments received.	The inclusion of access roads on the west side of the PA in the area along LA 3008 were designed in the Final Line and Grade Report and included as a revision to the PA.
			2) Webster Parish Police Jury rejects any proposed road closures associated with the I-69 Preferred Alternative project, until the jury is assured that a frontage road will be included in the project from the Lorex Road crossing to the Dorcheat Road crossing, for the benefit of the Webster parish Citizens. Also the Webster Parish Police Jury requests that a frontage road access is provided to the following roads: Evergreen, Dodson, Mims, Pisgah, Angie, and any other roads that have no stated access road. Citizen letters attached.	The inclusion of access roads on the west side of the PA in the area along LA 3008 were designed in the Final Line and Grade Report and included as a revision to the PA. Additional access issues will be addressed in the design phase and R-O-W acquisition phase of the project.
32	12/14/2007	Webster Parish Police Jury	Announcement of Webster Parish Police Jury Special Called Meeting scheduled for December 21, 2007. Agenda included the resolution at the request of LADOTD to support the closure of a portion of certain roads due to the future construction of I-69 SIU 14.	Comment noted.

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33	12/28/2007	Webster Parish Police Jury	**Correspondence includes comment items 1 - 2 listed below:** 1) Transmittal of Webster Parish Police Jury Resolution of acceptance of road closures with agreement to incorporate the access roads within parish maintenance system. Only provision requested is that access roads accommodate log trucks.	Comments noted.
			2) Reported landowners Mr. & Mrs. Bloxom's concern of possibility of train derailment on KCS railroad at Bayou Dorcheat crossing being inaccessible on their property and also being inaccessible by logging trucks..	Individual access issues will be addressed in the design phase and R-O-W acquisition phase of the project.
34	2/1/2008	Claiborne Parish Police Jury	Transmittal of Claiborne Parish Police Jury Resolution #024-2007of Acceptance of Proposed Road Closures dated December 5, 2007. (resolution revised from previous November 8, 2006)	Comments noted.
35	10/8/2008	Claiborne Parish Police Jury	Transmittal of Claiborne Parish Police Jury Resolution #2008-020 of Acceptance of the ownership, maintenance and liability of LA Spur 534 dated October 8, 2008.	Comments noted.
36	11/20/2008	Arkansas Department of Heritage - Arkansas Historic Preservation Program	Review of documents has determined that one (CO 0430) of the eight structures presented in the review was eligible for listing on the National Register of Historic Places.	Basis of determination is needed. Request sent 9-24-09 by HPA
37	3/13/2009	URS Corporation	Correspondence: Transmittal of Red-Cockaded Woodpecker Biological Assessment to US Fish and Wildlife Louisiana Field Office.	No response required
38	3/17/2009	URS Corporation	Correspondence to Claiborne Parish Floodplain Administrator requesting comments regarding the consistency of the proposed project with local floodplain protection standards.	No response required
39	3/17/2009	URS Corporation	Correspondence to Columbia County Floodplain Administrator requesting comments regarding the consistency of the proposed project with local floodplain protection standards.	No response required
40	3/17/2009	URS Corporation	Correspondence to Union County Floodplain Administrator requesting comments regarding the consistency of the proposed project with local floodplain protection standards.	No response required
41	3/17/2009	URS Corporation	Correspondence to Webster Parish Floodplain Administrator requesting comments regarding the consistency of the proposed project with local floodplain protection standards.	No response required
42	4/6/2009	United States Department of the Interior, Fish and Wildlife Service	The LA Field Office states that the proposed project is not likely to adversely affect RCWs and that no further endangered specie consultation is required unless there are changes in the scope or location or else project construction has not been initiated within one year.	Concurrence is noted.
43	5/1/2009	Webster Parish Police Jury	Response letter from Floodplain Administrator stating no comment or objection to the project in relation to local floodplain protection standards: no floodplain permits other than those required by the state.	Concurrence is noted.

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44	5/6/2009	Arkansas Department of Heritage - Arkansas Historic Preservation Program	Response letter stating that fieldwork conducted is acceptable and believes the lack of sites discovered relates to environmental conditions, particularly poor ground visibility over much of the project area. The SHPO concurs that a Programmatic Agreement is appropriate to resurvey the APE after clearing and grubbing has improved visibility. Recommend archeological monitoring and a good unanticipated discovery provision be in place.	Concurrence is noted. Coordination with AHTD resulted in AHTD providing their desired language into the FEIS for additional cultural survey commitment.
45	5/12/2009	Claiborne Parish Police Jury	Response from Floodplain Administrator stating no comment or objection to the project in relation to local floodplain protection standards: project is exempt from having to apply for a permit for construction.	Concurrence is noted.
46	5/13/2009	Columbia County Office of Emergency Preparedness	Response from Floodplain Administrator stating no problem with the project.	Concurrence is noted.
47	5/19/2009	United States Department of the Interior, Fish and Wildlife Service	Response from AR Field Office stating that the Service would support the conclusion that the proposed project may affect, but is not likely to adversely affect the RCW. Further consultation is not required unless project parameters change or new information regarding presence of threatened and endangered specie is presented.	Concurrence is noted.
48	7/15/2009	Union County Floodplain Manager	Response statement of approval of the proposed project location in Union County with impact to any floodplain locations in the county being minimal at most.	Concurrence is noted.
49	6/18/2009	Louisiana Office of Cultural Development Division of Archaeology	Provided review comments on the Draft Cultural Resources Report and states that regardless of a number of errors sited in the report that the sites reported are not eligible for the National Register and therefore, the project undertaking will have no effect on historic properties.	Comments were incorporated and the final report was re-submitted. Concurrence is noted.
50	9/3/2009	URS Corporation	Correspondence to : Department of the Army, Vicksburg District, Corps of Engineers transmitting Preliminary Final EIS, Wetland Delineation Report, LA and AR Phase I Cultural Resources Reports for review and concurrence.	Pending concurrence of PA, acceptance of Cultural Reports and Wetland Delineation.
51	9/15/2009	LADOTD	Transmittal of final Phase I Cultural Resources Survey and Archaelogical Inventory of LA Portion of the I-69 Corridor SIU 14, prepared by R. C. Goodwin & Associates for URS.	Comment response not required.
52	10/29/2009	Louisiana Office of Cultural Development Division of Archaeology	Documentation of review and acceptance and of final Phase I Cultural Resources Survey and Archaelogical Inventory of LA Portion of the I-69 Corridor SIU 14, prepared by R. C. Goodwin & Associates for URS.	Concurrence is noted.
53	9/24/2009	Historic Preservation Associates, LLC	Letter to AR SHPO requesting clarification of criteria used to make determination of eligibility of structure CO0430 for listing on the National Register.	Outgoing correspondence that requires a response from SHPO.

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54	10/21/2009	Arkansas Department of Heritage - Arkansas Historic Preservation Program	Response to HPA letter dated 9-24-09 - stating that Structure CO0430 is eligibile to be on NRHP register under Criterion C with local significance as an intact example of an early twentieth-century vernacular farmhouse.	Comment noted. Coordination between URS, AHTD and HPA resulted in conclusion that the proposed improvement to Col. 85 will avoid the noted structure. The location of the building in relation to the required right-of-way (ROW) for the proposed I-69 preferred alternative also avoids physical taking of this historic property. Based on numerous options available to further avoid or minimize affects, AHTD is confident that during the design and construction phases of the project that it can avoid and minimize affects to CO0430. In light of this, AHTD included language for the commitment in this Final EIS. See Section 4(f) de minimis documentation in Appendix E.
55	11/20/2009	Arkansas State Highway and Transportation Department	Letter to AR SHPO requesting concurrence on the approach of minimizing effects to CO0430 by making adjustments in final design to avoid impacts to the historic structure. Avoidance measures shall be sufficient to achieve a finding of "no effect".	Outgoing correspondence that requires a response from SHPO. See Section 4(f) de minimis documentation in Appendix E.
56	12/3/2009	Choctaw Nation of Oklahoma	Letter from Terry Cole, Tribal Historic Preservation Officer, stating that their opinion is that the project area of effect will have no adverse effect on any historic properties. Should construction activities expose any human remains, archeological materials, or evidence of buried historic building materials, contact should immediately be made to the office of Historic Preservation by calling 1-800-522-6170 ext. 2137.	Comment is noted. Commitment section in FEIS addresses this request.
57	12/10/2009	Arkansas Department of Heritage - Arkansas Historic Preservation Program	Response to AHTD letter dated 11/20/09 - the response states that based upon AR AHPO review of the information pertaining to the effect upon structure CO0430, it was determined that the avoidance measures shall be sufficient to achieve a no adverse effect finding on the structure CO0430, a property eligible for inclusion in the National Register of Historic Places.	The commitment provided by AHTD to implement avoidance measures for structure CO0430 during final design is contained in the Executive Summary of the FEIS and also in Section 3.7.6.
58	12/17/2009	Alabama-Choushatta Tribe of Texas	Letter from Bryant J. Celestine, Tribal Historic Preservation Officer, stating that they have no immediate objection and they anticipate no impact to religious cultural or historical assets of the Alabama-Choushatta Tribe of Texas. Should construction activities expose any human remains, and/or archeological artifacts, contact should immediately be made to the office of Historic Preservation by calling 936-563-1181.	Comment is noted. Commitment section in FEIS addresses this request.

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59	12/16/2009	Department of the Army, Vicksburg District, Corps of Engineers	Email from Sarah Koeppel, Archaeologist, Regulatory Branch, giving concurrence with AR and LA SHPO's determination of no effect.	Comment noted; concludes cultural concurrence suspended in letter (comment **#13**) dated 6/15/05; concurrence on PA remains suspended
60	2/3/2010	US Department of Transportation Federal Highway Administration Louisiana Division	Concurrence with LADOTD that no Supplemental EIS is required, based on chronological events and situations that emerged since Draft EIS was approved.	Concurrence is noted.
61	1/18/2008	US Department of Transportation Federal Highway Administration Louisiana Division	Letter form Joseph Toole, FHWA to Charles Bolinger, LADOTD. Interchange Justification or acceptance of interchange location on I-20. Based upon engineering and operations review, the proposed additional interchange at 1-20 is acceptable. If there are no major changes to the proposed design, final approval may be given upon completion of the environmental process. (Contact Michael Matzke 202-366-4658)	Concurrence is noted.
62	6/22/2011	Department of the Army, Vicksburg District, Corps of Engineers	Letter from Charles A. Allred, USACE, to Kent Dussom, URS, delivery of Preliminary Wetland Jurisdictional Determination and supporting documentation. Based upon information provided by URS, including additional information obtained from a field investigation, USACE has determined that there are jurisdictional areas within the project boundary subject to regulation pursuant to Section 404 of the Clean Water Act. The enclosed maps depict the areas of wetlands and waters effected. This determination is preliminary and does not constitute an approved jurisdictional determination. Since the proposed activity appears to involve the discharge of dredged and/or fill material (land clearing, ditching, leveling, etc.) into jurisdictional waters, a Department of the Army Section 404 permit is required.	Requirement of permit application is noted and listed in Chapter 3 Section 3.7.6 Mitigation, Commitments, Permits, Certifications and Additional Studies Necessary Prior to Construction.
63	7/6/2011	Department of the Army, Vicksburg District, Corps of Engineers	Letter from Anne S. Woerner, USACE to Kent Dussom, URS, concurrence on the PA. Based upon the information provided by URS, USACE concurs with the selection of the Preferred Alternative 4.3 as the Haughton, LA to El Dorado, AR alignment.	Concurrence is noted.

I-69/ AGENCY CORRESP ON PDEIS

State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

DEPARTMENT OF WILDLIFE AND FISHERIES

DWIGHT LANDRENEAU
SECRETARY

March 23, 2005

RECEIVED
APR 18 2005
URS

Mr. Scott Hoffeld
URS Corporation
Executive Tower
3500 North Causeway Boulevard, Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Corridor – Bayou Dorcheat Crossing in Webster Parish

Dear Mr. Hoffeld,

As per your request, the Louisiana Department of Wildlife and Fisheries is providing comments on the proposed I-69 project. It is important that I clarify that these comments are from a Scenic River perspective only and that they are outside of our formal permit process. The decision to grant or deny a permit for any project can only be made with the participation of our reviewing agencies and the public through the formal permit process after a completed application has been received. These comments are based on information provided to us by URS Corporation as well as information gathered and received by our Scenic Rivers Coordinator. They are restricted to the two general corridors (your designations "4" and "5") presented to us and discussed at the agency meeting held in Bossier City on March 8, 2005. I address each permit criterion below.

Existing Land Use

Corridor #5 is presently occupied by a railroad crossing and trestle which constricts the natural drainage system. Corridor #4 is presently occupied by the LA 160 crossing and bridge which also constricts the natural drainage system. We see no great distinction between the two with respect to this criterion.

Historical/Archeological Sites

There are no recorded historical or archeological sites that have been brought to our attention in Corridor #5. URS has indicated that there is a potential site in Corridor #5. With this limited information, Corridor #4 might be preferable based on this criterion.

Economic Impact of the Project

It is our understanding that the economic impacts would be similar with respect to actual construction at each site as would the expected growth adjacent to the new interstate highway. URS indicated at the March 8 meeting that they had received significant input from a group interested in a proposed lake development in Claiborne and Webster Parishes in favor of Corridor #4. One of the reasons they purportedly cite is that Corridor #4 would impact less "high ground" suitable for development. If this assertion was quantified and presented during the permit process, it might weigh Corridor #4 as more favorable based on this criterion.

P.O. BOX 98000 • BATON ROUGE, LOUISIANA 70898-9000 • PHONE (225) 765-2800
AN EQUAL OPPORTUNITY EMPLOYER

May-20-2005 08:37 From-URS CORPORATION 504-831-8860 T-148 P.002 F-208

Wilderness/Rural Quality

As stated under existing land use, both corridors are impacted by existing structures. The more remote and wooded Corridor #4 might better contain/limit impacts to wilderness and rural quality by mere isolation but expected impacts should be otherwise similar.

Scenic/Aesthetic Value

This is a subjective assessment that addresses the view of the project from the stream by the public. Because Corridor #4 is remote and lacks access. it would be viewed less frequently from the stream by the public and thereby might be more attractive based on this criterion. Additionally, being a subjective criterion, public input is very important when determining the extent of impact.

Recreational Use/Opportunities

Again, the remoteness and lack of access to Corridor #4 must be considered. Bayou Dorcheat is not readily navigable in the vicinity of Corridor #4 as it is in Corridor #5 and the impacts to this criterion would appear to be less in Corridor #4.

Ecological Systems Present

The impacts to this criterion would be similar as both corridors are already impacted as indicated in existing land use and the construction methods and final product are similar. URS has indicated that the bridge height requirement for crossing in Corridor #4 would be greater than in Corridor #5. This might favor a crossing in Corridor #4 if the additional height requirement means spanning more of the drainage area and less on-grade construction.

Fish and Wildlife in the Area

The anticipated impacts to this criterion are expected to be similar in either corridor with exception to the possibility of more or less on-grade construction required.

Botanical Elements

The anticipated impacts to this criterion are expected to be similar in either corridor with exception to the possibility of more or less on-grade construction required. An additional consideration would be the need for clearing of right-of-way through viable and healthy plant habitats. The impacts of drainage constriction in Corridor #4 related to, or at least in the vicinity of, the railroad crossing (ie. dying and standing dead trees apparently due to changes in the hydrological regime) might make it a more favorable choice with respect to this criterion.

Geological Features

We have no information that would distinguish either proposed corridor based on this criterion at this time.

1
Pg 3

Hydrological Features

According to the information URS provided, the alternatives for Corridor #5 would impact approximately twice as many acres of groundwater recharge area as the alternatives in Corridor #4 between the Sparta and Chicot Terrace recharge systems. Other than that, the anticipated impacts to this criterion are expected to be similar in either corridor with exception to the possibility of more or less on-grade construction required. This would seem to make Corridor #4 a better choice.

Water Quality/Quantity

The anticipated impacts to this criterion are again expected to be similar in either corridor. Runoff from the interstate will have to be addressed at either site. It has already been suggested that the bridge be designed with a spill containment component due to the nature of interstate transport and the potential for accidental product loss as well as the inevitable oils, fuels, etc. associated with interstate travel. These considerations apply equally to both corridors.

Finally, the Department is required to take into consideration the comments of the public in making a permit decision. Only comments that raise issues or concerns about impacts to Bayou Dorcheat with respect to the criteria above are considered in that process. As you are already aware, the Scenic Rivers Program has already received petitions with nearly 5000 signatures in favor of the utilization of Corridor #4. We have received only a few in favor of Corridor #5. Nearly all, if not all, of the comments we have received cite valid considerations relative to the Scenic River Permit process. If they had been received during the formal comment period on an application, they would have all been considered and carried significant weight in our decision making process. It is unusual for us to receive comments in such numbers outside of our formal permit process and we certainly will not discount them. If we assign them no other value than as indicators of what might be expected during the formal process and couple them with the above assessments of the Scenic River Permit criteria, they would suggest that Corridor #4 is the preferable crossing site.

Thank you for your diligence in working with the Scenic Rivers Program in the planning stages of this project and in providing us with questions and information as they have become available. Your hard work has made our job easier and it is greatly appreciated. We wish you success in this endeavor and please do not hesitate to contact us if we can be of further assistance.

Sincerely,

Dwight Landreneau
Secretary

dkc

2

State of Louisiana

Department of Environmental Quality

KATHLEEN BABINEAUX BLANCO
GOVERNOR

April 11, 2005

MIKE D. McDANIEL, Ph.D.
SECRETARY

Mr. Kent B. Dussom, P.E., Project Manager
I-69, SIU No. 14 Program Office
425 West Main St.
Homer, LA 71040

RE: State Project No. 736-99-1032; Bossier, Claiborne and Webster Parishes
Proposed Construction of a Section of Interstate 69

Dear Mr. Dussom:

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).

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pg2

Currently, Bossier, Claiborne and Webster 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 Miller

Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosures

Arkansas Department of Health

4815 West Markham Street • Little Rock, Arkansas 72205-3867 • Telephone (501) 661-2000
Fay W. Boozman, MD, MPH, Director
Mike Huckabee, Governor

April 28, 2005

I-69, SIU No. 14 Program Office
425 West Main Street
Homer, LA 71040

RE: I-69 Section of Independent Utility (SIU) No. 14
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR

Dear Sir or Madam:

A staff review has been made of the information received on the referenced project. The Division of Engineering has no comments on the submittal.

If you have any questions or comments, please coordinate them through Autumn Thompson at 501-661-2623.

Sincerely,

Bob Makin, P.E.
Assistant Director
Division of Engineering

BM:LD:WH:DT:AT:at

4

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
May 11, 2005

MR KENT DUSSOM PE
URS CORPORATION
EXECUTIVE TOWER
3500 N CAUSEWAY BOULEVARD SUITE 900
MATAIRIE LOUISIANA 70002

Dear Mr. Dussom:

We have received your letter dated March 29, 2005, which forwarded the Draft Environmental Impact Statement for the I-69 Project, Shreveport to Eldorado Corridor, Section of Independent Utility (SIU) No. 14. We are not aware of any proposed crossings of the SIU-14, within the state of Louisiana, which will impact waterways that are used or susceptible for use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce or which are used by any vessels greater than 21 feet in length. Thus, we expect the Federal Highway Administration to consult with the Coast Guard to determine if the proposed crossings meet the criteria for the Surface Transportation Assistance (STA) Act of 1978. Bridges that will cross waterways, meeting the criteria for the STA, will not require specific Coast Guard Bridge Permits.

Thank you for the opportunity to comment on this DEIS for the SIU-14 of the I-69 project.

Sincerely,

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

Copy: Mr. Vincent Russo, LDOTD, Baton Rouge, LA
Mr. Bob Mahoney, Federal Highway Administration, Baton Rouge, LA
Mr. Roger Wiebusch, CCGD8(obr), Western Rivers Section, St. Louis, MO

RECEIVED
MAY 13 2005
URS

5 pg 1

Route To:

U.S. Department of Transportation
Federal Highway Administration
Louisiana Division

INSPECTION REPORT

Bossier, Claiborne, Webster Parishes

S.P. Nos. LA 736-99-1032 AR 070212

REGION: NA	REPORT ON: Legal Review Comments on Preliminary Draft Environmental Impact Statement I-69 SIU 14	DIVISION: Louisiana
DATE OF INSPECTION: 5/13/05	INSPECTION MADE BY: Bob Black, Special Counsel	FAP PROJECT Nos. CBI-9901(506)

In Company With: NA

Project Description:
The proposed project provides for the construction of a new interstate facility on new alignment.
Comments:
The following comments and recommendations should be incorporated into the Final Environmental Impact Statement.

1) p. S-5 The first sentence on this page is not correct. The NEPA regulations do not require that significant impacts be mitigated or offset. An EIS certainly has to discuss mitigation (40 CFR §§1502.16(h) and 1505.2(c); 23 CFR §§ 771.105(d) and 771.109(b) and (d)). Some significant impacts cannot be mitigated (i.e., significant noise impacts to receptors where a noise wall is infeasible). I am confused by the definition of "indirect impact" later in the same paragraph. Indirect impacts are still caused by the project; the CEQ regulations say as much (40 CFR 1508(b)). I think the depiction of "indirect impacts" as effects of the project's effects, while imaginative, is not quite correct and could mislead readers. The definition in 40 CFR is as follows: "**Indirect effects** are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. (40 CFR § 1508.8)"

2) p. 3.1 Part 3.2 Again we are into the incorrect statement that NEPA regulations require that significant effects be mitigated. This usage could bind the State and the FHWA to promises which they cannot legally meet. Later, throughout the EIS, every discussion is entitled "Such and Such Effects and Required Mitigation." I would drop the word "Required." In some instances, mitigation is required (e.g., the Corps doubtlessly will insist upon so many acres of mitigation for a 404 permit).

3) p. 3-70 Air Quality The use of the word "suggest" in the third line is rather weak. "Suggest" implies to me that we think it's so but we're not that sure. Can't we put it stronger than this, or are we not sure (and when would we be)?

4) p. 3-84 (Wetlands) You might want to mention that the project will require a 404 permit in which the Corps will say what mitigation they will require.

5 pg 2

Route To:

5) p. 3-86 to 3-96 (Endangered Species) From your discussion, it sounds like the BA will result in the FWS agreeing to a "not likely to adversely affect" decision. However, we ought to mention that if the FWS disagrees with the BA's conclusion, formal consultation will be required with a BO ultimately issued. Although a "no effect" concurrence is likely, it sounds better to describe the ESA process fully so it doesn't sound so much like a "done deal."

6) p. 3-97 In the third full paragraph the statement that I-69 is a "megaproject" and therefore "appropriated construction funding for the project will be money that the States of Louisiana and Arkansas would not have otherwise received" is speculation and should be removed. There is not separate pot of money for I-69 in the various bills I have seen, and I think this misleads readers. There might be money specifically appropriated, but that is sheer speculation and shouldn't be in an EIS.

7) p. 3-99 At the bottom of the page you mention sending tree trunks to landfills as a possible option to get rid of construction waste, but on the next page say how using landfills is not a good idea. I would drop the idea then as an option on p. 3-99.

8) Sections 4(f) and 106 The only mention of section 4(f) that I found (aside from the p.1-2 reference to the 4(f) Guidance) is a mention of no publicly owned parks, recreational areas or preserves in the area so there are no 4(f) concerns (p.3-30). For historic resources, I don't see any reference to 4(f) properties (i.e., no historic properties will be used). For section 106 itself, I note a discussion of archeological site possibilities, but I don't find any letter from the SHPO saying that there are no National Register sites in the APE. If there is nothing there, there is nothing there, but I would feel better with the SHPO saying that.

9) **Typos**

S-6 line missing "and" between "4 options."

S-11 line 6 from bottom "eminent" should be "imminent."

1-1 second line "is" should be "are."

3-59 line 5 from bottom "is" should be "are"

S:\project working\9901516.050513.cjg.pdeis.legalreview

6

ADEQ

A R K A N S A S
Department of Environmental Quality

5/13/2005

Mr. Kent Dussom
Project Manager
425 Main Street
Homer, Louisiana 71040

RE: I-69 Corridor
URS Project No. 1000100x

Dear Mr. Dussom:

Thank you for the opportunity to review the Draft Environmental Impact Statement for the referenced project. The Arkansas Department of Environmental Quality (ADEQ) has no additional comments.

Sincerely,

Nathaniel P. Nehus
Chief Ecologist

cc: Martin Maner, Chief, Water Division

ENVIRONMENTAL PRESERVATION AND TECHNICAL SERVICES DIVISION
8001 NATIONAL DRIVE / POST OFFICE BOX 8913 / LITTLE ROCK, ARKANSAS 72219-8913 / TELEPHONE 501-682-0937 / FAX 501-682-0936
www.adeq.state.ar.us

Arkansas Soil & Water Conservation Commission

J. Randy Young, PE
Executive Director

101 East Capitol, Suite 350
Little Rock, Arkansas 72201
http://www.aswcc.arkansas.gov/

Phone: (501) 682-1611
Fax: (501) 682-3991
E-mail: aswcc@arkansas.gov

Mike Huckabee
Governor

May 18, 2005

Mr. Kent B. Dussom, P.E., Project Manager
I-69, SIU No. 14 Program Office
425 West Main Street
Homer, Louisiana 71040

Re: Interstate 69 – Section of Independent Utility (SIU) No. 14
Arkansas State Project No. 070212
Columbia and Union Counties, Arkansas

Dear Mr. Dussom:

Thank you for the opportunity to review and provide input regarding the Draft Environmental Impact Statement (EIS) for proposed Interstate 69 through Columbia and Union Counties, Arkansas (SIU No. 14).

After attendance at the public hearing in El Dorado, Arkansas and review of the Draft EIS, I recommend the following be made part of the Final EIS:

-No building, storing, staging, or equipment maintenance within 3,000 feet of any environmentally sensitive areas.

-No dumping or storage of debris in and around the bayou crossings. Oftentimes, trash is left at these sites due to the wetness of the area and the difficulty of trash retrieval.

-No additional revisions should occur during plan implementation without accompanying environmental reevaluation. Data trends indicate shifts in wildlife migratory patterns. Reevaluation will aid in avoiding potentially sensitive areas.

-All equipment maintenance should be done away from the project site with special consideration given to petroleum products and their proper disposal.

-Any revisions or design changes during construction should be analyzed for potential environmental impacts.

-Best management practices (BMPs) should be monitored on a regular basis to determine implementation and compliance. Areas susceptible to flooding should be closely monitored to check erosion and sedimentation when encountered.

-Areas above and below stream crossings should be evaluated prior to construction in order to set baseline conditions to ensure that negative

 7 pg 2

environmental impacts don't occur during and after construction. Negative impacts should be corrected as soon as possible.

-All negative environmental impacts should be compensated for at a ratio appropriate for the site and impact type, as approved by the Vicksburg District Corps of Engineers.

-Ensure that contractors and subcontractors are aware of the special conditions outlined in the Final EIS and held accountable for the implementation of those conditions.

If you need further assistance, please contact Kenneth Colbert of my staff at 501-682-1608.

Again, thank you for the opportunity to provide input regarding the Draft Environmental Impact Statement for proposed Interstate 69 through Columbia and Union Counties, Arkansas.

Sincerely,

J. Randy Young, P.E.
Executive Director

JRY/kc

8

2405 Evergreen Lane
Pineville, LA 71360
May 19, 2005

I-69 SUI 14 Program Office
425 West Main Street
Homer, LA 71040

Re: Comments on I-69 Crossing of Bayou Dorcheat for Draft EIS

The Louisiana Wildlife Federation, which is composed of over 13,000 members throughout Louisiana, has supported our Louisiana Natural and Scenic River System since its inception over 30 years ago and we consider Bayou Dorcheat one of the premier streams in that system.

Therefore, we remain steadfast in our support of the alternative 4 crossing of this waterway by I-69 to protect the scenic integrity of this beautiful blackwater stream.

It is apparent to me this stream does not become stagnant and it should be relatively easy to find data on the yearly average cubic-foot per second flow.

I have also been informed by local people that several waterbird rookeries, with great blue herons and several species of egrets, have been located along the upper reaches of the bayou.

In addition, three very scarce freshwater mussels: Obovaria jacksoniana, Pleurobema riddelli and Strophitus undulatus were identified in Bayou Dorcheat in the late 1800's (Historical Distritribution of Freshwater Mussels in Louisiana by Dr. Malcomb Vidrine, p. 202).

We know that Strophitus undulatus was found in Corney Bayou, Little Corney Bayou and Bayou D'Arbonne in the 1970's and as late as 1999 in Corney Bayou (FEIS to the 1999 Kisatchie National Forest Plan Chapt. 3, p 47), a stream with good water quality for recreation and wildlife propogation (Appendix D, p. 12 FEIS the Plan).

Therefore, unless more recent surveys have been conducted or the project agencies plan to do aquatic wildlife inventories, it seems safe to assume one or more of these species may still be found in Bayou Dorcheat. You may wish to contact Mr. Gary Lester, Coordinator of the Louisiana Natural Heritage Program of LDWF for a more recent updating in this regard.

Since these species are bio-indicators of water quality, environmental responsibility and the broad based requirements of the

8 pg 2

applicable statutes should be followed in reaching your decision, preparing the EIS and throughout construction of the project.

These include:

1. The National Environmental Policy Act,

2. LDOT's Standard Specifications for Roads and Bridges, including provisions for monitoring following each rain event and replacing silt fencing and hay bales when they are half filled with silt.

3. Article IX, Section I of the 1974 Revised Louisiana Constitution which makes the all-encompassing statement:

   "The natural resources of the state, including air and water, the healthful, scenic, historic and aesthetic quality of the environment shall be protected, conserved and replenished insofar as possible and consistent with the health, safety and welfare of the people."

   Thus, two of the factors pertinent to the Bayou Dorcheat crossing are specified in our constitution.

   The key to complying with the constitutional mandate is in the details as established by the Louisiana Supreme Court in numerous cases. This precedent requires, "an agency or official, before granting approval of proposed action affecting the environment, to determine that adverse environmental impacts have been minimized or AVOIDED as much as possible consistently with the public welfare. In determining whether the proposed project fully minimizes adverse environmental impacts, the agency or official necessarily must consider whether alternate projects, alternate sites or mitigative measures would offer more protection for the environment than the project as proposed without unduly curtailing non-environmental benefits.

   The alternate site aspect has already been addressed.

In closing, it seems relevent to point the court also ruled, "Federal and state cases interpreting various state and federal statutes may provide guidance in applying Louisiana environmental statutes, but it should be kept in mind that the Louisiana regulatory framework is also based on state constitutional provisions and the public trust concept."
It is apparent this means approval of proposed action by FHWA or other federal agency does not exempt LDOTD from its responsibilities under the Louisiana Constitution, as borne out in Calvert Cliffs V. u.s. Atomic Com'n.

8 pg 3

Obviously, it is well within the capacity of those involved to not only meet projected transportation needs, but to respond to the welfare of the people affected and the environment in which they live.

The Louisiana Wildlife Federation approved a resolution at its 2004 Convention , fully endorsing the concepts expressed in Article IX, Section I, including the aforementioned precedent and requested all agencies, government bodys and officials cooperate with the spirit and letter of the law in this regard.

I appreciate the opportunity to comment on this proposal. Please include my comments in the FEIS for this segment of I-69 and furnish the committee with a copy. Thank you.

Sincerely,

Richard W. Bryan, Jr., Chairman
Water Resources Committee
Louisiana Wildlife Federation

cc: Randy Lanctot
Executive Director
Louisiana Wildlife Federation

E. R. Smith, III, President
Louisiana Wildlife Federation

9

DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724

May 23, 2005

I-69, SUI No 14 Program Office
425 East Main Street
Homer, Louisiana 71040

Dear Sirs:

Thank you for sending us a copy of the Draft Environmental Impact Statement (DEIS) for I-69 Corridor Shreveport to El Dorado. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

We understand that the Louisiana Department of Transportation and Development and the Arkansas Highway and Transportation Department are proposing to construct a four-lane divided highway between Shreveport, Louisiana and El Dorado, Arkansas. We have reviewed this document for potential health and safety impacts on human populations and believe that these impacts were adequately addressed. This project should have very positive effects on the travel between the states and there should be very minimal threats to health and safety from project construction. Therefore, we have no project specific comments to offer at this time.

Please send us a copy of the Final EIS when it becomes available. We would also appreciate receiving, any future environmental impact statements which may indicate potential public health impact and are developed under the National Environmental Policy Act (NEPA).

Sincerely yours,

Paul Joe

Paul Joe, DO, MPH
Medical Officer
National Center for Environmental Health (F16)
Centers for Disease Control & Prevention

10

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
P.O. Box 26567 (MC-9)
Albuquerque, New Mexico 87125-6567

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:

May 23, 2005

9043.1
ER 05/317

I-69, SIU No. 14 Program Office
425 West Main Street
Homer, LA 71040

Dear Sirs:

The U.S. Department of the Interior (DOI) has reviewed the Draft Environmental Impact Statement (DEIS) for I-69 Corridor Section of Independent Utility (SIU) No. 14, Junction I-20 near Haughton, LA, to U.S. 82 near El Dorado, AR: Bossier, Claiborne, and Webster Parishes, LA, and Columbia and Union Counties, AR. In this regard, we are providing the following comments for your consideration as you prepare the final document.

GENERAL COMMENTS

We have reviewed the DEIS in accordance with provisions of the National Environmental Policy Act (NEPA) of 1969 (83 Stat. 852; 42 U.S.C. 4321 et seq.), the Endangered Species Act (ESA) 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 DEIS is generally well-written, adequately describes affected fish and wildlife resources, and discloses potential project impacts to those resources. During the planning and evaluation process, the Federal Highway Administration (FHWA) extensively coordinated with several other Federal and State agencies, including the U.S. Fish and Wildlife Service (FWS) of DOI. As a result of that coordination, and based on information received from field assessments and public comments, the proposed roadway alternatives have been revised and refined to include eight alternatives (four options within each of two main corridors).

Between April 3, 2003, and November 4, 2004, the FWS's Lafayette, Louisiana, and Conway, Arkansas Field Offices provided continuing planning and technical assistance for FHWA's proposed project, focusing primarily on survey protocols and conservation recommendations for wading birds, the threatened bald eagle (*Haliaeetus leucocephalus*), and the endangered red-cockaded woodpecker (RCW, *Picoides borealis*). Other environmentally significant areas/features within the study area, including wetlands, publicly owned and/or managed lands, and a State-designated "natural and scenic" stream, were also identified to FHWA.

Consultation required under section 7 of the ESA is continuing for the proposed project. Consistent with the FWS letter dated November 4, 2004, such consultation must be completed prior to the completion of the Final EIS for the proposed project.

We note that the DEIS does not identify the relevant segment of Bayou Dorcheat as being listed on the Nationwide Rivers Inventory (NRI). The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. These rivers were included on the NRI based on the degree to which they are free-flowing, the degree to which the rivers and their corridors are undeveloped, and the outstanding natural and cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild and Scenic Rivers Act of 1968 requires that, "*In all planning for the use and development of water and related land resources, consideration shall be given by all federal agencies involved to potential national wild, scenic and recreational river areas.*" In partial fulfillment of the section 5(d) requirements, the DOI, National Park Service (NPS) compiled and maintains the NRI.

The intent of the NRI is to provide information to assist agencies in making balanced decisions regarding the use of the nation's river resources. A Presidential directive and subsequent instructions issued by the Council on Environmental Quality (CEQ) require that each Federal agency, as part of its normal planning and environmental review processes, take care to avoid or mitigate adverse effects on rivers identified in the NRI. Further, all agencies are required to consult with the NPS prior to taking actions that could effectively foreclose wild, scenic, or recreational status for rivers on the inventory. Further information and a link to the CEQ procedures for interagency consultation to avoid or mitigate adverse effects on rivers in the NRI may be found at http://www.nps.gov/ncrc/programs/rtca/nri/index.html.

We believe the proposal has the potential to adversely affect the free-flowing or natural condition of Bayou Dorcheat. The 45-mile-long stretch of Bayou in Nevada, Columbia, and Lafayette Counties was listed in the NRI in 1995 based on its outstandingly remarkable wildlife values. Bayou Dorcheat is characterized as a high quality undisturbed cypress swamp, and the only area in Arkansas where laurel oak is known to dominate. Great blue herons and great egrets are also present in the area. Bayou Dorcheat was considered to have a high potential as a recreational river under the Wild and Scenic River System.

The NPS has a continuing interest in working with the FHWA to ensure that impacts to this or other resources of concern are adequately addressed. For continued coordination, please contact Ms. Sue Jennings, Midwest Regional Rivers Coordinator at Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska, 68128, telephone 402-661-1848.

The DEIS did not address the potential for invasive plant encroachment that could be introduced as a result of project development activities, either through disturbance of the land or by incidental vehicular transport. Purple loosestrife, a non-native, invasive weed, which thrives on wetlands and bayous, could be of particular concern [Westbrooks, R. 1998. Invasive plants, changing the landscape of America: Fact Book. Federal Interagency Committee for the Management of Noxious and Exotic Weeds (FICMNEW). Washington, D.C. 109 pp.]. Because this weed is highly competitive, unless monitored and controlled, it could overtake sensitive aquatic habitats.

According to the DEIS, Alternative 5 would impact the least acreage of wetlands and scenic streams. In addition, that alternative would also impact the least acreage of developed and urban land, displace the fewest number of minority-occupied homes, impact the fewest residences with adverse noise, and would not directly impact any known archeological sites. Accordingly, we preliminarily recommend selection of Alternative 5 as the preferred alternative. As noted in the prior correspondence from FWS and our specific comment below, however, our support for that (or any other) alternative is contingent upon the results of wading bird and threatened/endangered species surveys associated with the forthcoming, final, preferred alternative selected by FHWA.

SPECIFIC COMMENTS

Section 3.5.4.2 Methods for Evaluation, Page 3-95 - Consistent with plans presented in this section of the DEIS, we recommend that detailed surveys of the preferred alternative right-of-way be conducted for bald eagle nest sites, wading bird nesting colonies, and RCW clusters and foraging habitat. That information is to be provided to the FWS in the form of a biological assessment along with a determination of whether the proposed activity is "likely, or not likely, to adversely affect" RCWs and bald eagles. The FHWA should request FWS concurrence with that determination and its underlying rationale in accordance with the applicable consultation provisions of the ESA by contacting Mr. David Soileau, Jr., at the FWS Lafayette Field Office at 337/291-3109, or Mr. Mitch Wine at the FWS Conway, Arkansas Field Office at 501/513-4488.

Thank you for the opportunity to provide comments on this DEIS. We hope they will be of use as you prepare the final document.

Sincerely,

Stephen R. Spencer
Regional Environmental Officer

LOUISIANA WILDLIFE FEDERATION
"... conserving our natural resources and your right to enjoy them."

affiliated with NATIONAL WILDLIFE FEDERATION

25 May 2005

Mr. Kent Dussom
I-69, SIU No. 14 Program Office
425 West Main Street
Homer, LA 71040

RE: Proposed Alignment Alternatives for I-69, SIU No. 14

Dear Mr. Dussom:

The Louisiana Wildlife Federation, Inc. is a private, non-profit, 501(c)3 organization dedicated to the conservation and wise use of our natural resources and the public's right to enjoy them. Our members are very proud of the fact that our organization was instrumental in development and passage of the original Louisiana Scenic Rivers Act and the subsequent creation of the Louisiana Natural and Scenic Rivers System which, as you know, includes the entire length of scenic Bayou Dorcheat from the Arkansas border to its entrance into Lake Bistineau.

After careful review of the information provided in the I-69 Corridor, SIU No. 14 Draft EIS regarding the potential adverse impacts associated with proposed interstate highway crossings of Bayou Dorcheat, we find that the "Alternative 4" crossing would be the less objectionable of the two preferred alternatives. We come to this conclusion for a number of reasons including the area's limited recreational opportunities, lesser quality aquatic wildlife habitat, and diminished wilderness character, among others. On the other hand, the proposed crossing areas for either of the "Alternative 5" options possess much of the scenic, ecological, and recreational values that made Bayou Dorcheat a prime candidate for inclusion in the Natural and Scenic Rivers System in the first place. We feel that the environmental impact to Bayou Dorcheat of an interstate crossing in the areas proposed in "Alternative 5" would be adverse to the scenic and recreational qualities of the stream, and therefore urge that this alignment not be adopted.

Therefore, of the two remaining preferred alternatives for the I-69 SIU-14 corridor, the Louisiana Wildlife Federation favors the use of "Alternative 4." Thank you for the opportunity to comment on this important matter.

Yours in conservation,

E.R. "Smitty" Smith, III
President

C: Mr. Dwight Landreneau; LDWF Secretary
Mr. Keith Cascio; LDWF Natural and Scenic Rivers System Administrator

337 S. Acadian Thruway, Baton Rouge, LA 70806
P.O. Box 65239 Audubon Station, Baton Rouge, LA 70896-5239
Phone/Fax: (225) 344-6707
www.lawildlifefed.org

WCF
CG 12

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

letter dated 5-27-05
Copy to LDOTD
5-31-05.
wj

Mr. William Farr
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 I-69 Section of Independent Utility (SIU) No.14 Junction I-20 near Haughton, Louisiana to US 82 near El Dorado, Arkansas. This section of I-69 is one of several sections of the national I-69 corridor. The Louisiana Department of Transportation and Development and the Arkansas Highway and Transportation Department is proposing to construct approximately 62 miles of four-lane divided Interstate Highway between Shreveport, Louisiana and El Dorado, Arkansas. The Federal Highway Administration is the Federal sponsor for this project and responsible for compliance with NEPA and the CEQ implementing regulations.

The DEIS provides the public and Federal, state, and local agencies with the assurance that the project sponsors have evaluated, addressed, and documented project-related social, economic, and environmental concerns. The DEIS evaluates and identifies the potential environmental impacts associated with the Build Alternatives, including the No-Action. Provided unavoidable impacts are minimized and mitigated with appropriate compensatory mitigation, 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 has identifed Alternative 5 or Alternative 5 option 2 as the preferred alignment and recommends its selection as the environmentally preferred alternative. These alternatives appear to have the least

potential impact and adverse impact to wetlands. Alternative 4 has a greater potential direct impact to streams with more crossings on intermittent and perennial streams. Alternative 4, option 3, had springs identified which provided for special habitat not found elsewhere. These areas should be avoided.

EPA agreed to be a cooperating agency in the development of the DEIS. A cooperating agency is an organization, other than the lead agency, which has jurisdiction by law or with special expertise with respect to environmental impacts due to a major Federal action that would affect the quality of the human environment. The EPA has special expertise in the areas of NEPA, Clean Air Act conformity, and Section 404 of the Clean Water Act for the disposal of dredged or fill material. EPA's participation as a cooperating agency provided our agency the coordination opportunities and capacity to comment early in the developmental stages of the DEIS and thus contributed to the development of environmentally acceptable alternatives and a full disclosure EIS.

EPA rates the DEIS as **"LO,"** i.e., EPA has **"Lack of Objection** to the implementation of the I-69 SIU No.14." EPA has identified Alternative 5 or Alternative 5, option 2, as the environmentally preferred alignment and recommends its selection as the preferred alternative.

Our 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 for assistance.

EPA appreciates the opportunity to review the DEIS. Please send our office five copies of the FEIS 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,

Rhonda M. Smith, Acting Chief
Office of Planning and
Coordination (6EN-XP)

13.

DEPARTMENT OF THE ARMY

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

REPLY TO
ATTENTION OF:

June 15, 2005

Operations Division
Regulatory

SUBJECT: Comments on the Draft Environmental Impact Statement, Interstate 69, Section of Independent Utility No. 14, Haughton, Louisiana - El Dorado, Arkansas

Mr. Kent Dussom, P.E.
URS Corporation
Executive Tower
Suite 900
3500 North Causeway Boulevard
Metarie, Louisiana 70002-3527

Dear Mr. Dussom:

I am responding to your letter dated March 29, 2005, concerning the subject project.

You asked for comments concerning the Draft Environmental Impact Statement (DEIS). We have reviewed all the information you have provided and offer the following comments. Additional work will be required before a meaningful assessment of impacts on historic properties can be made. Please provide this office a copy of the intensive Phase I survey report for the area of potential effect when the preferred alignment is selected.

We are pleased with your efforts in addressing the major concerns of wetland areas and the crossings of major other waters of the United States. Please continue your efforts to avoid and/or minimize wetland impacts and other important issues through consideration of design alternatives.

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-2003-568.

Sincerely,

Elizabeth S. Guynes
Chief, Regulatory Branch

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JUN 17 2005
URS

Cynthia Gladney Steele
Secretary Treasurer

Roy Lewis
President

Claiborne Parish Police Jury

P.O. Box 270
Homer, Louisiana 71040
318-927-2222 318-927-2727 fax

Mr. Kent Dussom, PE
Project Manager, URS Corporation
3500 North Causeway Blvd.
Suite 900
Metairie, LA 70002

Subject: Alternatives Development and Screening Concurrence
Yours of October 12, 2005 to Claiborne Parish Floodplain Administrator

Dear Mr. Dussom:

Thank you for this opportunity to comment on the above document. As Floodplain Administrator, I am joining with leaders of the region to share our belief that the routing of I-69 on Alternate 4.3 will have much more positive impact on the lives of more people in this region than any other choices considered. The advantages of this route are summarized on the back page of your handout to the public hearings held in Claiborne and Webster Parishes in May of this year.

1. It is preferred by the majority of public comments. The 3600 signers of the petition against disturbing the upper reaches of the scenic river, *Bayou Dorcheat,* express more than a "slight" preference. See (1) on map attached.

2. The proximity to the North Hills Lake Project will support that development. In turn, this will be a major step in conservation of our abundant surface water resources to preclude the depletion of the Sparta Aquifer. (2) & (3)

3. Protecting the recharge area of the Terrace/Sparta Aquifer from obstructions created by construction and from accidental pollution by hazardous spills is an extremely high priority for the economic and physical health of all of North and Central Louisiana. Limiting the amount of recharge area overlain by use of Alternative 4.3 should be one of the major route selection criteria.

4. Fewer grade separations and cross road terminations will, of course, limit the disruption of established travel patterns.

We believe the disadvantages attributed to Alternative 4.3 by your May handout are misleading:

1. Please clarify the distinction between the "Spring fed streams in the vicinity of Glass Creek" and the spring fed streams that feed from every hillside in Claiborne Parish that contain a small aquifer above the Sparta. Note on the attached map that the headwater of Glass Creek is within a half mile of the highest point on any of the alignments (4).

2. We cannot agree that Alternate 4.3 abuts fewer communities that will benefit from close proximity to the Interstate. The largest city in Webster Parish is Minden, which is the Parish Seat. North bound travelers from Minden will reach I-69 at Highway 371 on Alternate 4.3 six miles closer than they could reach Alternate 5. The largest city and parish seat in Claiborne Parish is Homer, which will also be six miles closer to I-69 on Alternate 4.3 at LA2. The number of small communities served by Alternate 5 might be greater if there were enough interchanges, but the number of travelers served will be much greater upon the selection of Alternate 4.3.

3. There are more little streams to be crossed with culverts on higher ground than there are in the bottoms where the little creeks have merged. There are more acre/feet per day flowing through the larger creeks on the lower land, and the cost of bridges is increased by the relative fluidity of alluvial sand that was washed off the higher ground years ago.

4. Geologist B. Wayne Hoskins advises that he recently drilled 90 holes per square mile in a 30 square mile area on the west side of Dorcheat Bayou near the Cotton Valley oil field (one hole in every 7 acres.) The area is about five miles wide. He found the bottom of the alluvial sand as shallow as 60 feet deep on the east side and as much as 120 feet deep on the west side, underneath six miles of the Alternative 5 roadbed. Mr. Hoskins can be contacted at 2500 Highway 121, Suite 1818, Euless, TX 76039. His phone number is 817-545-3937. His web site is www.mapsnapper.com, and his E-mail is whoskins@is.netcom.com.

5. We understand why this condition and the presence of an oil refinery on either side of this alignment would "*increase the potential for unforeseen construction issues.*" We don't understand what is unforeseen about the cost of these remediations. It is very foreseeable that these remediations would cost far more than the 6 to 13 million dollars difference between the two alternatives. There

should be enough money saved to easily pay for effective sound remediation measures adjacent to the Grove Community.

For all these reasons we request that you confirm the selection of Alternate 4.3 in order for us to begin more definite, concrete and optimistic planning for our economic future.

Sincerely,

Cynthia G. Steele

Cynthia G. Steele, Claiborne Parish Floodplain Administrator

Roy Lewis

Roy Lewis, President, Claiborne Parish Police Jury

J. T. Taylor

J. T. Taylor, President, Claiborne Chamber of Commerce

Alice Stewart - Please refer to your copies of District Resolutions of 5/9/2005 + 8/27/2003

Dr. Alice Stewart, Chairman, Claiborne Parish Watershed District

Dennis Butcher, President, Claiborne Industrial Development Foundation

Huey Dean

Huey Dean, Mayor of Homer

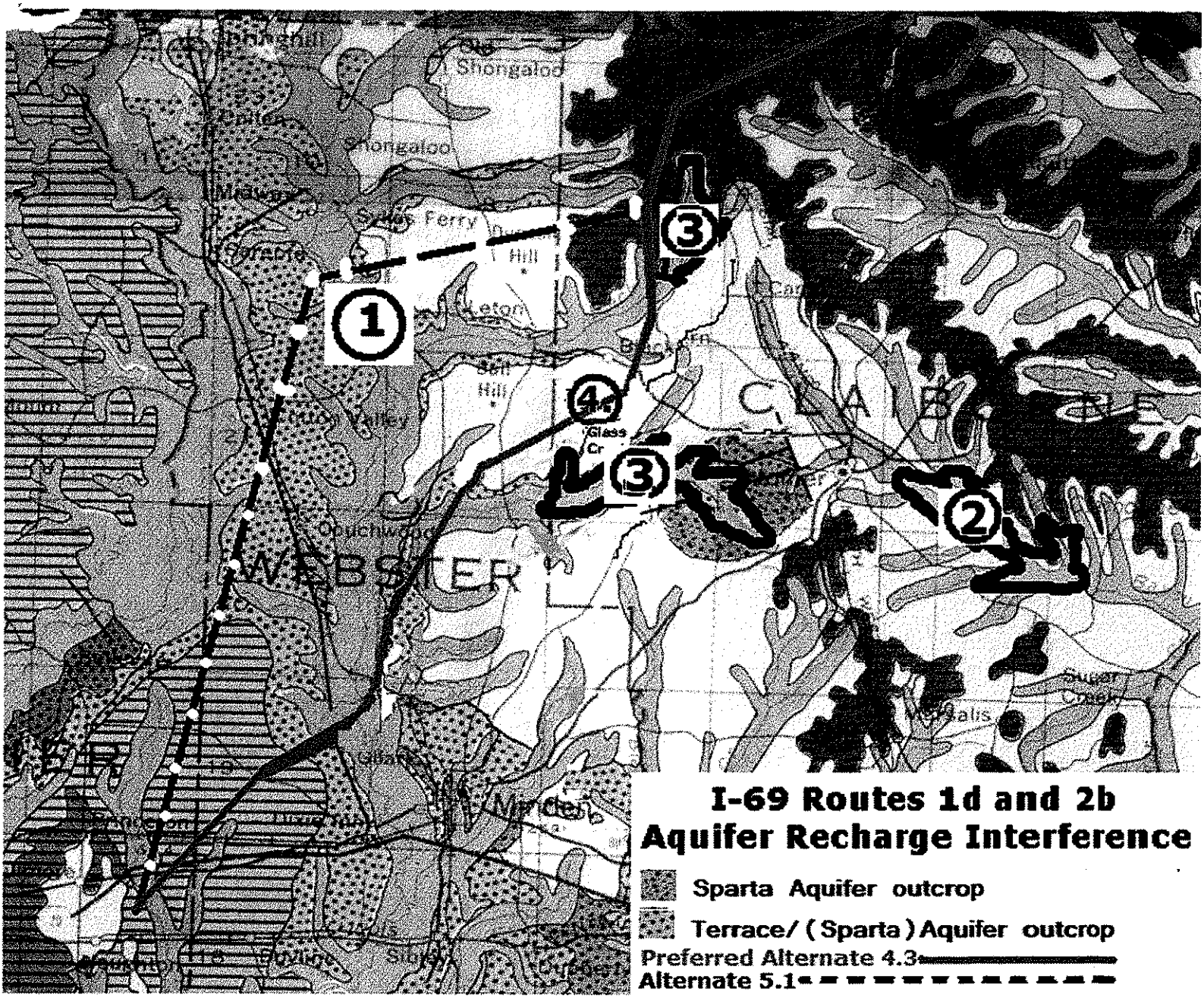
Bill Robertson

Bill Robertson, Mayor of Minden

Jury members not in unanimous agreement

Charles Walker, President, Webster Parish Police Jury

Cc: Senator Mary Landrieu
Congressman Jim McCrery
State Representative Rick Gallot
John Fleming, AHTD
Randall Looney, FHWA
Senator David Vitter
State Senator Robert Adley
Wayne Nguyen, LADODT
Colby Guidry, FHWA



1. Dorcheat Bayou Scenic River, only 160' above sea level.
2. Existing Lake Claiborne
3. Proposed Lakes Haynesville and Flat Lick
4. 418' above Sea level

15

ADEQ

ARKANSAS
Department of Environmental Quality

October 19, 2005

URS I-69 Project Office
425 Main Street
Homer, Louisiana 71040

RE: I-69 Draft EIS

Dear Sir or Madam:

The Water Division of ADEQ has received your letter of October 19, 2005 regarding comments on the Draft EIS I-69, Shreveport to El Dorado. From the information the Water Division has received, it appears that "Alternative 5" has the least potential for impact on the waters of Arkansas. The Water Division requests that the alternative chosen be the one with the least impact to the waters of Arkansas.

Thank you,

Kevin Dorman
Program Support Manager
State Permits Branch
Water Division
501-682-0645

16
a

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CITY OF MINDEN
BUILDING AND INSPECTION
P. O. Box 580, Minden, LA 71058-0580
318/377-2144 - Fax 318/371-4200

October 19, 2005

Kent B. Dussom. PE
I-69 SIU No. 14 Project Team
URS Corporation
3500 N. Causeway Blvd., Ste.900
Metairie, LA 70002-3527

RE: Request for opinions on I-69 Corridor alternatives.

As Floodplain Administrator for the City of Minden, it is my opinion that our floodplain situation should not be affected by any of the alternatives.

However, there are strong opinions about the economical impact on our area. The City's position is that Alternative 4.2 & 3 would best serve a larger portion of the population of our area. It also appears to be the least obtrusive to Bayou Dorcheat and the Sparta Aquifer recharge area.

Attached is a copy of the resolution of support which was passed by the Minden City Council on June 6th, 2005.

If I can be of any assistance, please call.

Sincerely,

Brent Cooley
City Inspector
City of Minden

16 b

The City of Minden of the Parish of Webster met in regular session on the 6th day of June, 2005. The following resolution was offered by Magaline Quarles and seconded by Drew White.

RESOLUTION

A RESOLUTION OF SUPPORT BY THE CITY OF MINDEN ENDORSING ALTERNATIVE NO. 4 WITH OPTIONS 2 & 3 AS THE FUTURE ROUTE OF INTERSTATE 69 IN NORTHWEST LOUISIANA AND SOUTH ARKANSAS.

WHEREAS, after lengthy review and discussion of the proposed routes of Interstate 69 through the region of Northwest Louisiana and South Arkansas, the City of Minden hereby endorses Alternative No. 4 with Options 2 & 3; and

WHEREAS, the City of Minden bases their support of Alternative No. 4 with Options 2 & 3 for the following reasons, among others:

- Alternative No. 4 with Options 2 & 3 is the least obtrusive to Bayou Dorcheat and the Sparta Aquifer recharge area.
- Economically speaking, Alternative No. 4 with Options 2 & 3 best serves the most people.
- Alternative No. 4 with Options 2 & 3 is the shortest route presented.

NOW THEREFORE, BE IT RESOLVED by the City of Minden that after considering all proposed routes of the proposed Interstate 69 in Northwest Louisiana, we do hereby support Alternative No. 4 with Options 2 & 3.

WHEREUPON, the resolution was declared endorsed on the 6th day of June, 2005.

This resolution shall be in full force and effect from and after its adoption.

The aforesaid resolution, having been submitted to a vote, the vote thereon was as follows:

YEAS: Three NAYS: One ABSENT: One

WHEREUPON, the resolution was declared adopted on the 6th day of June, 2005.

CITY OF MINDEN

BY: Bill Robertson

Bill Robertson, Mayor

ATTEST:

Robert Green

Robert Green, City Clerk

17

Arkansas GEOLOGICAL COMMISSION

VARDELLE PARHAM GEOLOGY CENTER•3815 WEST ROOSEVELT ROAD• LITTLE ROCK, ARKANSAS 72204

Mike Huckabee
Governor
Bekki White
Director and State Geologist

October 25, 2005

Mr. Kent B. Dussom, PE
Project Manager
3500 N. Causeway Blvd., Ste. 900
Metairie, LA 70002-3527

Dear Mr. Dussom,

Relative to the I-69 SIU No. 14 Project, the Arkansas Geological Commission has the following comments.

Issue 1: Louisiana Scenic Stream, Bayou Dorcheat Crossing Location: Since this site is in Louisiana, we have no comment.

Issue 2: Combined Chicot Terraces and Sparta Aquifer Recharge area overlain by alignment: We believe that the aquifers of concern are again located in Louisiana. However, the report does not mention that the routes in Arkansas do cross the Cockfield Formation of Eocene age. This formation is composed of fine to medium sand, some clay, and lignite. The formation is a source of domestic water in Arkansas.

Issue 3: Wetlands Impacted: No comment on wetlands.

Issue 4: Streams Impacted: All routes would have to cross the same streams in Arkansas.

Issue 5: Residential Structures and Noise Effects: No comment.

We thank you for the opportunity to consider these Issues and Routes.

Sincerely,

J. Michael Howard
Geology Supervisor

William L. Prior
Geology Supervisor

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PHONE: (501) 296-1877; FAX: (501) 663-7360
agc@arkansas.gov
www.state.ar.us/agc/agc.htm
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I-69 / AGENCY COMMENTS 18

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

October 26, 2005

Mr. Kent B. Dussom
Project Manager
U.R.S. Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002-3527

Dear Mr. Dussom:

Please reference your October 12, 2005, letter requesting guidance from our agency on the selection of a preferred alternative for the proposed U.S. Interstate 69 – Section of Independent Utility No. 14 (State Project Number 736-99-1032; Federal Aid Project Number CBI-9901[516]) for Bossier, Claiborne, and Webster Parishes, Louisiana, and Columbia and Union Counties, Arkansas. The U.S. Fish and Wildlife Service has reviewed the information provided, and offers the following supplemental comments in accordance with provisions of the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.). Our comments pertain only to the Louisiana-portion of the proposed project. For comments related to the alignment alternatives within Arkansas, please contact Mr. Mitch Wine of our Conway, Arkansas Field Office at (501) 513-4488.

The May 23, 2005, consolidated Department of the Interior letter, preliminarily recommended selection of Alternative 5 as the preferred alternative. That recommendation was based on information in the Draft Environmental Impact Statement (DEIS) that indicated that Alternative 5 would impact the least acreage of wetlands and scenic streams. In addition, that alternative would also impact the least acreage of developed and urban land, displace the fewest number of minority-occupied homes, impact the fewest residences with adverse noise, and would not directly impact any known archeological sites. As noted in that correspondence, our support for that (or any other) alternative is contingent upon the results of wading bird and threatened/endangered species surveys associated with the forthcoming final preferred alternative to be selected by the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (LDOTD).

On October 3 and 4, 2005, a Service biologist, accompanied by Mr. Scott Hoffeld of your company and biologists from the Louisiana Department of Wildlife and Fisheries (LDWF), inspected portions of the proposed alternative rights-of-way. That inspection focused on proposed stream and wetland crossings along Alternative 5 (the Service's tentatively preferred alternative) and Alternative 4.3 (which is currently of interest to LDWF).

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We were informed, during that field inspection, that habitat types were grouped in the DEIS to facilitate alignment comparisons. For example, it is our understanding that no distinctions were made between swamp and bottomland hardwoods, and that virtually all young-aged forests were classified as scrub-shrub. While it is generally not sufficient to select the final alignment, that level of analysis is typically sufficient to qualitatively evaluate preliminary alternatives. However, because our agency and LDWF have not yet reached a consensus on which of those alternatives is least environmentally damaging (but are working cooperatively toward that end), we recommend that a more thorough analysis and classification of habitats along those alignments be conducted. Qualitative descriptions and/or assessments of wetland habitats in those areas would provide information that is critical to our evaluation of the proposed alignments.

During our field inspection, Service and LDWF biologists discovered a potential option, at the Alternative 4.3 crossing of Bayou Dorcheat, to significantly reduce wetland impacts by slightly adjusting the currently proposed alignment. By positioning the Bayou Dorcheat crossing at Alternative 4.3 a few hundred feet southward to traverse the floodplain at a narrower point, and by maintaining such a course to the pronounced ridge east of Bayou Dorcheat (prior to turning northward), impacts to a large expanse of a mature baldcypress swamp would be almost completely avoided. Such an adjustment, with associated reduction in wetland impacts, may also allow the Service and LDWF to more easily reach a consensus on the preferred alignment. Accordingly, the Service recommends that such an alignment shift be fully evaluated by FHWA and LDOTD.

In summary, the Service continues to believe that Alternative 5 appears to be the least environmentally damaging alternative based on information provided in the DEIS. However, in order to ensure that the most environmentally preferable alternative is identified and accurately evaluated, and in an attempt to reach consensus with LDWF regarding that alternative, we recommend that FHWA and LDOTD perform the above-described supplemental analyses.

We look forward to assisting your company, as well as FHWA and LDOTD, in the final selection of the preferred/least-environmentally damaging alternative for this project. Further coordination on this matter should be directed to us at the letterhead address to facilitate prompt review and response. We appreciate the opportunity to comment on this phase of the proposed project. If you have any questions regarding our comments, please contact David Soileau, Jr., (337/291-3109) of this office.

~~Sincerely~~,

Russell C. Watson
Supervisor
Louisiana Field Office

cc: USFWS, Arkansas Field Office, Conway, AR
COE, Regulatory Branch, Vicksburg, MS
EPA, Dallas, TX
FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, Baton Rouge, LA

19

BOSSIER PARISH POLICE JURY

P.O. BOX 70
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BENTON, LOUISIANA 71006
www.mybossier.com

JEFF ROGERS
PRESIDENT

JEROME L. DARBY
VICE PRESIDENT

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430 SHADYWOOD LANE
HAUGHTON, LA. 71037
RES. 949-0110

DISTRICT 2
JEFF ROGERS
2320 HIDDEN COVE
HAUGHTON, LA. 71037
RES. 949-4934

DISTRICT 3
JESSE WILLIAMS
312 VANCE ROAD
BENTON, LA. 71006
RES. 965-2100

DISTRICT 4
WINFRED R. JOHNSTON
258 HIGHWAY 537
PLAIN DEALING, LA. 71064
RES. 326-4279

DISTRICT 5
HENRY MITCHELL
2606 SWAN LAKE ROAD
BOSSIER CITY, LA. 71111
RES. 742-2605

DISTRICT 6
RICK AVERY
524 WEDGEWOOD
BOSSIER CITY, LA. 71111
RES. 747-4185

DISTRICT 7
JIMMY COCHRAN
2420 DOUGLAS DRIVE
BOSSIER CITY, LA. 71111
RES. 742-8174

DISTRICT 8
J. BRAD CUMMINGS
2709 OLD MINDEN ROAD
BOSSIER CITY, LA. 71112
RES. 746-7316

DISTRICT 9
BILL ALTIMUS
3002 JUNE LANE
BOSSIER CITY, LA. 71112
RES. 742-7216

DISTRICT 10
JEROME L. DARBY
1212 GIBSON CIRCLE
BOSSIER CITY, LA. 71112
RES. 747-3489

DISTRICT 11
WAYNE HAMMACK
4008 WAYNE AVENUE
BOSSIER CITY, LA. 71112
RES. 746-6297

DISTRICT 12
EDWIN T. SHELL
3416 LESSIE LANE
BOSSIER CITY, LA. 71112
RES. 746-0517

Mr. Kent B Dussom, PE
Project Manager
URS Corporation
Executive Tower 3500 North Causeway Blvd.
Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Route, I-20 (Louisiana) to El Dorado, Arkansas

Dear Sir:

The Bossier Parish Police Jury would like to express our appreciation for being invited to comment on the Draft EIS for the referenced project. We support this project and understand the benefits it will bring to Northwest Louisiana.

The Bossier Parish Police Jury has reviewed the Draft EIS and the Alternatives considered and would like to recommend Alternative 5 and Options be the recommended route to be constructed.

Alternative 5 and Options has more positives when considering the more important comparative issues, having the least effect on wetland and stream impacts, the physical environment, and residential noise impacts. This alternative also has the least impact on direct recharge areas of the Chicot and Sparta aquifers. While this alternative has more visual impact to the scenic use of Bayou Dorcheat, the construction near the La. 160 bridge should minimize this impact.

Alternative 4.3 or 4.2&3 has less impact on Bayou Dorcheat recreation but has an impact on the unusual study area spring-fed streams identified in the vicinity of Glass Creek. This alternative also has more impact on wetlands and streams, and has a greater adverse impact on residential noise and direct impact on the Sparta recharge area.

Thank you for allowing us to comment on this project. If we may be of further assistance, please advise.

Sincerely,

Bill Altimus
Bossier Parish Administrator

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BILL ALTIMUS
ADMINISTRATOR

JOE E. "BUTCH" FORD, JR., P.E.
PARISH ENGINEER

PATRICK R. JACKSON
PARISH ATTORNEY

CHERYL G. MARTIN
SECRETARY-TREASURER

I-69 / DEIS AGENCY COMMENTS

Arkansas Department of Health and Human Services

Division of Health

Paul K. Halverson, DrPH, Director

P.O. Box 1437, Slot H-39 Little Rock, AR 72203-1437 • 501-661-2000 • TDD: 1-800-234-4399

20

October 31, 2005

J. Terry Paul, R.S.
Southwest Region Environmental Manager
P.O. Box 647
Fordyce, AR 71742

Mr. Kent B. Dussom, PE
Project Manager
I-69 SIU NO. 14 Project Team
URS CORPORATION
3500 North Causeway Blvd.
Suite 900
Metairie, LA 70002-3527

Dear Mr. Dussom:

The Division of Health of the Arkansas Department of Health and Human Services a has asked me to respond to your inquiry, and as the Environmental Manager of the Southwest Region my major concern would be protecting the Sparta Aquifer. It appears on the map that the Arkansas portion has very little variance, less than a mile or two. I would therefore assume due to the information provided this is an area of mainly indirect recharge of the aquifer. If this is not the case Alternative Option 5 as shown on the map on the website would be the most favorable on the Arkansas side.

Minimization of the relocation of sewage disposal systems is a concern for any homes adversely affected by the placing of the interstate.

If you have any questions please contact me at this office.

Sincerely,

J. Terry Paul, R.S.

J. Terry Paul, R.S.
SWR Environmental Manger

Cc: Dr. Paul Halverson, Director Division of Health
Mr. Charles McGrew, Director Center for Local Public Health Services

RECEIVED NOV 14 2005 URS

I-69 / AGENCY COMMENTS

LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
BOB ODOM, COMMISSIONER

21

RANDAL JOHNSON
DEPUTY COMMISSIONER

ASSISTANT COMMISSIONERS

Agricultural & Environmental Sciences
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Fax: 925-3760

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(225) 922-1341
Fax: 922-0477

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Fax: 925-4103

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Fax: 925-6012

Marketing
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(225) 922-1277
Fax: 922-1289

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

November 1, 2005

URS Corporation
Attention: Kent Dussom
3500 N. Causeway Blvd. Ste. 900
Metairie, LA 70002

Re: Solicitation of Views:
Alternatives Development and Screening Concurrence
NEPA & 404/10 Merger Agreement
Interstate 69- Section of Independent Utility No. 14
Louisiana State Project No: 736-99-1032
Arkansas State Project No: 070212
FAP No: CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, LA
Columbia and Union Counties, AR
URS Project No: 1000100x

Dear Mr. Dussom:

I have no comment regarding the above referenced project.

Sincerely,

Bradley E. Spicer / SLM

Bradley E. Spicer
Assistant Commissioner
BES: slm

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URS

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United States Department of Agriculture | Forest Service | Kisatchie National Forest | 2500 Shreveport Hwy. Pineville, LA 71360 318/473-7160

File Code: 1900
Date: NOV 1 2005

Mr. Kent B. Dussom, PE
I-69, SIU No. 14 Program Office
425 West Main St
Homer, LA 71040

Re: Alternative Development and Screening Concurrence
Louisiana State Project No. 736-99-1032
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR

Dear Mr. Dussom:

We have reviewed the above referenced material. In your letter you requested our interests and opinions on the alternatives under consideration in the Draft EIS. Although the Kisatchie National Forest should not be directly impacted by either of your proposed alternatives, we have these views on the choices you are considering. Alternative 4.3 or 4.2&3 appear to affect more wetlands, streams, and residences but also provide access to an area where recreation is limited and may improve potential development opportunities in the North Hills Lakes Project area, if funded. We perceive this as a social and economic benefit. Alternative 5 and Options appear to be more responsive to protecting sensitive environmental resources but may not provide as much social advantages except to reduce adverse noise impacts to residences in the short term.

From an environmental interest perspective, we would most likely favor Alternative 5 and Options for the reasons stated above. However, we feel that either alterative would be acceptable as long as the mentioned trade-offs are considered in the final determination.

If you need further information, please contact me at 318/473-7109.

Sincerely,

Carl Brown

for CYNTHIA A. DANCAK
Ecosystem Assess/Planning Team Leader

cc: Alvin Womack

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Arkansas Natural Resources Commission

J. Randy Young, PE
Executive Director

101 East Capitol, Suite 350
Little Rock, Arkansas 72201
http://www.aswcc.arkansas.gov/

Phone: (501) 682-1611
Fax: (501) 682-3991
E-mail: aswcc@arkansas.gov

Mike Huckabee
Governor

November 2, 2005

Kent B. Dussom, P.E., Project Manager
SIU #14 Program Office
425 West Main Street
Homer, Louisiana 71040

Re: SIU #14 – Shreveport, LA to El Dorado, AR
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Columbia and Union Counties, Arkansas

Dear Mr. Dussom:

Thank you for the opportunity to comment on the proposed alternatives SIU #14 – Shreveport, LA to El Dorado, AR presented in the Draft Environmental Impact Statement (DEIS).

After review of Alternatives 4.3, 4.2 & 3, and Alternative 5 and Options by my staff, the Arkansas Natural Resources Commission recommends that Alternative 5 and Options be carried forward as the Preferred Alternative.

Although this alternative proposes crossings where substantial outdoor recreational activity occurs, design specifications, State and Federal guidelines regulating soil runoff, and the proposed monitoring plan will allow boating traffic to continue uninterrupted during the construction process. This alternative will also allow for indirect recharge of Chicot Terraces. In addition, this alternative will impact the fewest wetland areas, aquatic habitat, and wildlife habitat. Outdoor recreational activities impact the local economy and are taken into consideration regarding noise volume during construction and as a result of construction (increased traffic and industry). Alternative 5 and Options will also impact the least amount of residences and tourists to the area.

Again, thank you for the opportunity to review the DEIS and provide comments. If you need further assistance, please contact Michael Radford of my staff at 501-371-5141.

Sincerely,

J. Randy Young, P.E.
Executive Director

JRY/mr

I-69 / DEIS Agency Comments

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State of Louisiana

MITCHELL J. LANDRIEU
LIEUTENANT GOVERNOR

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

ANGÈLE DAVIS
SECRETARY

PAM BREAUX
ASSISTANT SECRETARY

November 4, 2005

Mr. Kent B. Dussom
Project Manager
URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527

Re: Alternatives Development and Screening Concurrence
NEPA & 404/10 Merger Agreement
Interstate 69 – Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1932
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
US 82 near El Dorado, AR to Junction I-20 near Haughton, LA
URS Project No. 1000100x
Columbia and Union Counties, Arkansas
Bossier, Claiborne and Webster Parishes, Louisiana

Dear Mr. Dussom:

This will acknowledge receipt of your letter dated October 12, 2005, concerning alternatives under consideration for the above-referenced project. We have reviewed the data presented to date relative to historic properties and have the following comments to offer.

Based on the information gathered to date on archaeological sites and standing structures (compilation of previously recorded archaeological sites and historic structures over fifty years of age, development of a coarse predictive model to assess the potential for unrecorded archaeological resources along the alternative alignments, and Phase I cultural resources investigations of selected "pinch points," the proposed US 79 Interchange near Haynesville, and the three crossings of Bayou Dorcheat under consideration), it is our opinion that without at least a Phase I sampling cultural resources survey of the various alignments under consideration, we are not in a position to recommend a particular alignment.

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URS

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PS2

Thank you for the opportunity to comment. Should you have any questions concerning our comments, do not hesitate to contact either Duke Rivet in the Division of Archaeology or Mike Varnado in the Division of Historic Preservation.

Sincerely,

Pam Breaux

Pam Breaux
State Historic Preservation Officer

PR:PR:s

25

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

November 9, 2005

Mr. Scott Hoffeld
Senior Planner/Analyst
U.R.S. Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002-3527

Dear Mr. Hoffeld:

Please reference your November 2, 2005, electronic mail message (e-mail) and attached documentation regarding the evaluation of a new alignment for the proposed U.S. Interstate 69 – Section of Independent Utility No. 14 (State Project Number 736-99-1032; Federal Aid Project Number CBI-9901[516]) to be constructed in Bossier, Claiborne, and Webster Parishes, Louisiana, and Columbia and Union Counties, Arkansas. The U.S. Fish and Wildlife Service has reviewed the information provided, and offers the following supplemental comments in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.). As with our last official correspondence (letter dated October 26, 2005), the following comments pertain only to the Louisiana-portion of the proposed project.

The May 23, 2005, consolidated Department of the Interior (DOI) letter, preliminarily recommended selection of Alternative 5 as the preferred alternative. That recommendation was primarily based on information in the Draft Environmental Impact Statement (DEIS) that indicated that Alternative 5 would impact the least acreage of wetlands and scenic streams. As you are aware, on October 3 and 4, 2005, a Service biologist, accompanied you and biologists from the Louisiana Department of Wildlife and Fisheries (LDWF) on an inspection of the proposed alternative rights-of-way. That inspection focused on proposed stream and wetland crossings along Alternative 5 (the DOI/Service's tentatively preferred alternative) and Alternative 4.3 (which was of interest to LDWF). During our field inspection, Service and LDWF biologists discovered a potential option, at the Alternative 4.3 crossing of Bayou Dorcheat, to significantly reduce wetland impacts by slightly adjusting the currently proposed alignment. Accordingly, in our October 26, 2005, letter, the Service recommended that such an alignment shift be fully evaluated.

According to your supplemental analysis (provided in your November 2, 2005, e-mail), the new alignment (designated Alternate 4.4) would decrease wetland impacts (over the original Alternate 4.3) and would be $5.5 million less expensive to construct. With that alignment, swamp impacts would be reduced by approximately 60 percent, and impacts to mature bottomland hardwood swamp would be reduced by nearly 40 percent, when compared to Alignment 4.3. Comparing Alignments 4.4 and 5 (the latter being the DOI/Service's original, tentatively selected preferred alternative), such a reduction would yield a difference of less than 8 acres of impact to mature forested wetlands.

In light of the reduction in wetland impacts associated with the Alignment 4.4 right-of-way proposal (which includes a significant reduction in impacts to mature swamp when compared to Alignment 4.3), the fact that a railroad trestle and three road beds have adversely impacted the hydrology and associated wetland habitats in the vicinity of Alignment 4.4, and the Louisiana Department of Wildlife and Fisheries' assessment that interstate-related damage/presence to Bayou Dorcheat (a State-designated scenic stream) at the Alignment 5 crossing would be very difficult to mitigate, the Service recommends selection of Alternative 4.4 as the preferred alternative. As noted in our prior correspondence, however, our continued support for that alternative is contingent upon the results of wading bird and threatened/endangered species surveys associated with the forthcoming, final preferred alternative selection by FHWA.

We appreciate the additional analysis provided by your company and the opportunity to comment on this phase of the proposed project. If you have any questions regarding our comments, please contact David Soileau, Jr., (337/291-3109) of this office.

Sincerely,

/s/Russell C. Watson
Supervisor
Louisiana Field Office

cc: USFWS, Arkansas Field Office, Conway, AR
COE, Regulatory Branch, Vicksburg, MS
EPA, Dallas, TX
FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA
LDWF, Baton Rouge, LA

I-69/ DEIS Agency Comments

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State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

DEPARTMENT OF WILDLIFE AND FISHERIES

DWIGHT LANDRENEAU
SECRETARY

November 14, 2005

Mr. Scott L. Hoffeld, CEP
URS Corporation
Executive Tower
3500 North Causeway Boulevard, Suite 900
Metairie, LA 70002-3527

RE: Evaluation of I-69 Corridor Alternatives 4.3, 4.4, and 5; Recommendation of 4.4

Dear Mr. Hoffeld:

The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has evaluated all project documentation and data generated by URS Corporation to aid in the selection of a preferred Interstate 69 (I-69) corridor alternative. LDWF staff has also conducted numerous field investigations, most recently in October 2005, to gain firsthand knowledge of existing habitat conditions and to better understand the potential impacts to fish and wildlife resources within and adjacent to the proposed alternative rights-of-way. These efforts were generally focused on Corridors 4 and 5, and more specifically on Corridor Alternatives 4.3, 4.4 and 5. LDWF's preferred I-69 corridor alternative was determined only after a comprehensive evaluation of anticipated detrimental impacts to wetland habitat and to Bayou Dorcheat, a Louisiana designated Natural and Scenic River.

Natural and Scenic River Impacts

The selection of a preferred corridor alternative by the LDWF Scenic Rivers Coordinator included an evaluation of likely impacts on the characteristics and qualities of Bayou Dorcheat at the proposed interstate crossings. The evaluation criteria included Existing Land Use, Historical/Archeological Sites, Economic Impact, Wilderness/Rural Quality, Scenic/Aesthetic Value, Recreational Use/Opportunities, Ecological Systems Present, Fish and Wildlife in the Area, Botanical Elements, Geological Features, Hydrological Features, and Water Quality/Quantity. Also, LDWF is required to take into consideration comments submitted by the public when making permit decisions regarding Natural and Scenic Rivers. The comprehensive evaluation of all of these criteria with respect to Corridors 4 and 5 strongly suggested that, from a Scenic River perspective, Alternatives 4.3 and 4.4 are the preferable to 5. For a detailed description of this evaluation criteria please refer to my previously submitted letter dated March 23, 2005.

Wetland Impacts

The wetland impacts associated with construction of the proposed interstate corridor include direct impacts (e.g., excavation or filling of wetlands) and stream alterations (i.e., culvert placement and bridge construction). The direct wetland impacts of Corridor Alternatives 4.4 and 5 are summarized in Table 1. Alternative 4.4 would impact 21.6 acres of forested wetlands compared to 19.2 acres for Alternative 5. Nearly all of the remaining wetland impacts (17.9 acres for Alternative 4.4 and 2.5 acres for Alternative 5) affect early successional habitat or intensively managed pine forests. It is the cumulative impact on these disturbed wetland sites that accounts for much of the wetland acreage difference between Alternatives 4.4 and 5.

Table 1. Summary of wetland acreage impacts for I-69 Corridor Alternatives 4.4 and 5 (URS Corporation, unpublished data, November 2005)

Alternative	Wetland Type	Acres Impacted
4.4	bottomland hardwood	18.4
	cutover mixed scrub/shrub, herbaceous and/or hardwood	12.2
	pine saplings	5.1
	swamp	3.2
	scrub/shrub and herbaceous	0.6
	Total	**39.5**
5	bottomland hardwood	14.1
	pine plantation (hardwood understory)	5.1
	mixed scrub/shrub and bottomland hardwood	2.5
	Total	**21.7**

Construction of the I-69 corridor will require crossing numerous streams; these waterways of varying size and flow regime would either be spanned by bridges or culverted. The number and type of streams impacted in Corridor Alternative 4.3 and 5 are summarized in Table 2 (It is assumed for the purposes of this evaluation that Alternative 4.4, for which cumulative stream impact data is lacking, affects the same number and type of stream crossings as Alternative 4.3).

Table 2. Summary of stream crossings for I-69 Corridor Alternatives 4.3 and 5 (URS Corporation, Preliminary Wetlands Evaluation, May 2005)

Alternative	Stream Type	Stream Crossings
4.3	perennial and intermittent	59
	ephemeral	32
	Total	**91**
5	perennial and intermittent	26
	ephemeral	36
	Total	**62**

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Conclusion
In deciding upon a preferred I-69 corridor alternative, LDWF evaluated the anticipated detrimental impacts to both wetland habitat and to Bayou Dorcheat, a Louisiana designated Natural and Scenic River. It is apparent that Corridor 4 is preferred from a Scenic River perspective, but this corridor involves greater wetland impacts. On the other hand, Corridor 5 impacts fewer wetland acres and crosses fewer streams, but is not preferable from a Scenic River perspective primarily because this corridor alignment would significantly intrude on the wilderness and scenic value and likely recreational opportunities of Bayou Dorcheat. LDWF considered the permanence of the project impacts and the ability of the applicant to fully mitigate those impacts.

An interstate right-of-way bisecting a designated Natural and Scenic River in a remote, natural, and scenic area is a permanent alteration to the streams character and quality. This type of impact is difficult to mitigate. As compared to Alternative 5, Alternative 4.4 results in the destruction of an additional 17.8 acres of wetlands. However, much of the difference in wetland acreage impacts between alternatives is approximately 17 acres of cutover early succsessional habitat and pine-planted and managed wetlands. This type of wetland impact can be mitigated. Also, in regards to the increased number of other stream crossings on Corridor Alternative 4, these waterways can be spanned by bridges or culverted in a manner that ensures pre-existing flow capacities and rates.

Therefore, it is the opinion of LDWF that the preferred I-69 corridor is Alternative 4.4.

The Louisiana Department of Wildlife and Fisheries seeks to work with you in a facilitative manner on this and future endeavors. LDWF wishes to again thank URS Corporation for their diligence in working with the Department in the planning stages of this project and in providing information and data as it became available. Please do not hesitate to contact me or Michael Carloss (225-765-2642) of our Habitat Section should you need further assistance.

Sincerely,

Dwight Landreneau
Secretary

kfb

c: USFWS, Louisiana Field Office, Lafayette, LA
USACE, Regulatory Branch, Vicksburg, MS
EPA, Dallas, TX
FHWA, Baton Rouge, LA
LDOTD, Baton Rouge, LA

i-69 / Agency comments DEIS

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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
November 28, 2005

URS CORPORATION
I-69 SIU NO 14 PROJECT TEAM
ATTN MR KENT DUSSOM PE
3500 N CAUSEWAY BOULEVARD SUITE 900
MATAIRIE LOUISIANA 70002

Dear Mr. Dussom:

We have received your letter dated October 12, 2005, which referred to comments you have received from various agencies on the Draft Environmental Impact Statement for the I-69 Project, Shreveport to Eldorado Corridor, Section of Independent Utility (SIU) No. 14. You also requested that we provide any comments we may have regarding the alternatives that are presently under consideration, prior to your issuing the Final Environmental Impact Statement that will focus on the preferred alternative.

We are not aware of any proposed crossings on any of the alternatives of the SIU-14, within the state of Louisiana, which will impact waterways that are used or susceptible for use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce or which are used by any vessels greater than 21 feet in length. Thus, we expect the Federal Highway Administration to consult with the Coast Guard to determine if the proposed crossings meet the criteria for the Surface Transportation Assistance (STA) Act of 1978. Bridges that will cross waterways, meeting the criteria for the STA, will not require specific Coast Guard Bridge Permits. Since we do not expect any of the crossings to require bridge permits, we have no comments, pertinent to the alternative preferences.

Thank you for the opportunity to comment on the alternatives under consideration for the SIU-14 of the I-69 project.

Sincerely,

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

Copy: Mr. Vincent Russo, LDOTD, Baton Rouge, LA
Mr. Bob Mahoney, Federal Highway Administration, Baton Rouge, LA
Mr. Roger Wiebusch, CCGD8(obr), Western Rivers Section, St. Louis, MO

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p8'

fyi
----- Forwarded by Wanda Boyd/R6/USEPA/US on 11/30/2005 02:07 PM -----

Michael Jansky/R6/USEPA/US

11/30/2005 12:11 PM

To
Michael Jansky/R6/USEPA/US@EPA
cc
Wanda Boyd/R6/USEPA/US@EPA
Subject
Re: Fw: LDNR WVAM for SIU 14, I-69(Document link: Wanda Boyd)

Thank you Scott. As we discussed eariler, it appears that the modifications made to Alternative 4. 3 are reasonable and justified as explained by the Louisiana Department of Natural Resources and the United States Fish and Wildlife Service. I discussed this with our wetland Region staff person, Wanda Boyd, and she did not have any comments or objections to the modifications. We understand that our comment letter dated May 27, 2005 endorsed the selection of Alternative 5 or Alternative 5 option 2, but with the new information, Alternative 4 option 4 (new tweaked alingment) is also a reasonsible choice and we would not object to its selection as the preferred alternative. Please discuss the rationalization for this decision in the Final EIS. Any questions please let us know.

Michael Jansky/R6/USEPA/US

11/30/2005 11:33 AM

To
"Balkum, Kyle" <kbalkum@wlf.louisiana.gov>, "Cascio, Keith" <kcascio@wlf.louisiana.gov>, "Baka, Eric J." <ebaka@wlf.louisiana.gov>, david_soileau@fws.gov, mcarloss@wlf.louisiana.gov, Michael Jansky/R6/USEPA/US@EPA
cc
kent_dussom@URSCorp.com, John_Conner@URSCorp.com, qnguyen@dotd.louisiana.gov, susan.jarvis@mvk02.usace.army.mil
Subject
Fw: LDNR WVAM for SIU 14, I-69

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P82

In response to requests made by USFWS and LDWF representatives in a recent meeting at the LDWF headquarters on October 25th, URS has completed a more refined analysis of wetland impacts to assist the USFWS and LDWF in preparing comment letters requested in October. As discussed in this meeting, the project team is requesting assistance from all resource agencies in the selection of a preferred alternative for I-69, Section of Independent Utility No. 14, between Haughton, Louisiana and El Dorado, Arkansas.

Attached are two files that further explain the qualitative wetland impacts of the two most favorable alternatives at this time (Alternative 5 and Alternative 4.3). I will transmit a summary of the Alternative 4.3 Bayou Dorcheat crossing "tweak" that we discussed in our meeting in a separate E-mail ASAP. An alignment adjustment (tweak) that generally follows the red dotted alignment in the attached image is feasible, but would increase costs slightly. We are presently evaluating the reduced wetland impacts for this new alignment that and will forward this to all ASAP.

In the meantime, please review the attached, and contact Van Conner [John Conner (copied)] at the earliest opportunity for clarification or other related to these documents. His telephone number is 225-922-5700. If you need other assistance or can't get in touch with Van, please contact me.

As a reminder, we hope to receive all agency comments by this Friday for Team use in preparation for the meeting with the Louisiana Legislature representatives on November 10th. Thanks for your continued cooperation.

Sincerely,

Scott L. Hoffeld, CEP, Sr. Planner/Analyst
URS Corporation
3500 North Causeway Blvd., Ste. 900
Metairie, LA 70002-3527
Voice: 504-837-6326
Fax: 504-831-8860
Mobile: 225-279-7241

(See attached file: Habitat Details-JVCrev1.pdf)(See attached file: SpecRept.pdf)(See attached file: USFWS Requested tweak in Alt 4.3.jpg)

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Pg 3

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message in error or are not the intended recipient, you should not retain,
distribute, disclose or use any of this information and you should destroy
the e-mail and any attachments or copies.

(See attached file: Habitat Details-JVCrev1.pdf)(See attached file: SpecRept.pdf)[attachment "USFWS Requested tweak in Alt 4.3.jpg" deleted

by Michael Jansky/R6/USEPA/US] Habitat Details-JVCrev1.pdf SpecRept.pdf

I-69 / Public Comments

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BOSSIER PARISH POLICE JURY

P.O. BOX 70
PH. 318-965-2329 FAX 318-965-3703
BENTON, LOUISIANA 71006
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JEROME DARBY
PRESIDENT

WINFRED JOHNSTON
VICE PRESIDENT

DISTRICT 1
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430 SHADYWOOD LANE
HAUGHTON, LA. 71037
RES. 949-0110

DISTRICT 2
JEFF ROGERS
1636 SPARROW RIDGE
HAUGHTON, LA. 71037
RES. 949-4934

DISTRICT 3
JESSE WILLIAMS
312 VANCE ROAD
BENTON, LA. 71006
RES. 965-2100

DISTRICT 4
WINFRED R. JOHNSTON
258 HIGHWAY 537
PLAIN DEALING, LA. 71064
RES. 326-4279

DISTRICT 5
HENRY MITCHELL
2606 SWAN LAKE ROAD
BOSSIER CITY, LA. 71111
RES. 742-2605

DISTRICT 6
RICK AVERY
524 WEDGEWOOD
BOSSIER CITY, LA. 71111
RES. 747-4185

DISTRICT 7
JIMMY COCHRAN
2420 DOUGLAS DRIVE
BOSSIER CITY, LA. 71111
RES. 742-8174

DISTRICT 8
J. BRAD CUMMINGS
2709 OLD MINDEN ROAD
BOSSIER CITY, LA. 71112
RES. 746-7316

DISTRICT 9
WILLIAM R. ALTIMUS
3002 JUNE LANE
BOSSIER CITY, LA. 71112
RES. 742-7216

DISTRICT 10
JEROME L. DARBY
1212 GIBSON CIRCLE
BOSSIER CITY, LA. 71112
RES. 747-3489

DISTRICT 11
WAYNE HAMMACK
4008 WAYNE AVENUE
BOSSIER CITY, LA. 71112
RES. 746-6297

DISTRICT 12
EDWIN T. SHELL
3416 LESSIE LANE
BOSSIER CITY, LA. 71112
RES. 746-0517

October 20, 2006

Mr. Richard Savoie, PE
Louisiana Department of
Transportation and Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Mr. Savoie:

Enclosed please find the certified minutes of the Bossier Parish Police Jury meeting of October 18, 2006. We noticed landowners and held a public hearing on your request to close the three roads identified due to the construction of I-69. I have also included a newspaper article from the Shreveport Times on the same subject for your review.

Since the three roads in question are private, the police jury has no authority to authorize the closing of these roads. The landowners serviced by these roads are concerned about access to their properties and would like for that subject to be addressed. As told to them by the parish engineer, it is our understanding that access would have to be provided by some means. Their names and addresses are provided to you as given to us.

Thanking you in advance,

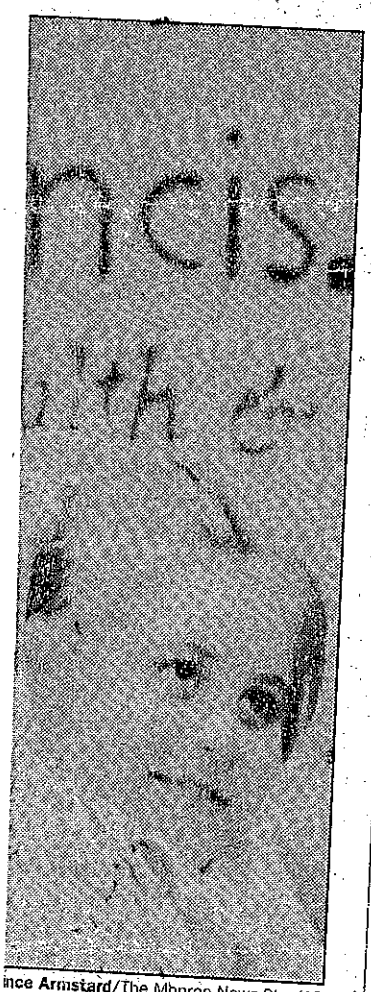
Bill Altimus
Bossier Parish Administrator

WRA:cd
Encl.

Cc: Butch Ford
Jeff Rogers
Citizens and/or companies on record

29
enclosure

Thursday, Oct 19 2006



ince Armstard/The Monroe News-Star/AP
ar-old Anna Strickland stretch

ep kids w up

The entire family should eat what : obese child is eating, Gordon d.

You don't want to allow the sib- g of normal weight to eat junk d," she said.

or those parents who aren't rweight and feel the need to eat, don't do it at home. Cheat work, she said, by going out to ch or stashing candy bars at rk.

he Eat Right Program is about

Subdivision plat an issue for jurors

By Mary Jimenez
maryjimenez@gannett.com

A 96-year-old copy of a subdivision plat has caused a quandary for the Bossier Parish Police Jury.

A public hearing was held during the regular Police Jury meeting on Wednesday to hear comment on the proposed closing of three rural roads in east Bossier Parish in connection with the preferred route of Interstate 69 Corridor, from Shreveport to El Dorado, Ark., by the Department of Transportation and Development.

One of those roads leads to Oak Park Subdivision, nothing more than a developer's dream on paper, now a flat area covered in dense timber and used mostly for hunting and logging.

Mike Merritt, representing Baker Forests, LP, who owns all but four lots in the 4,000 acre Oak Park Subdivision, came before the jury to give comments in defense of keeping access open to the Baker Forests property, located in the east part of the parish near Webster and north of Interstate 20.

While there Merritt also asked if the jury would consider abandoning the "streets" in Oak Park that were publicly dedicated to the parish in 1933 when the subdivision plat was recorded.

Merritt showed the jury a copy of the Oak Park Subdivision plat drawn with roads — North Front, South Front, Gibbson Street and Casa Avenue — dividing the small lots, some only a quarter-acre in size.

"The owners just want to be able to develop the land as they'd like," said Merritt adding they company has tried to purchase the remaining property, but it has been difficult and in some cases involves a long list of heirs, "Baker Forests would agree to allow access for the remaining owners to their property if they desired."

Parish administrator Bill Altimus said he wouldn't vote to abandon the streets without a letter or some written agreement from the remaining owners. The other jurors agreed.

"Even though it was years ago, individuals bought the property with an understanding that were potentially going to be a subdivision and these would potentially be streets their property," Altimus said. "It's also been my experience on the police jury that as soon as we abandon something, someone will come along and say, 'I didn't know.'"

This isn't the only subdivision in the parish that was planned and never developed, but it may be oldest, Ford said.

"When you think about why it wasn't developed you just have to image what was going on at the time," he said. "We were in a depression. Someone had a great idea and then the economy crashed. We have a few others that were platted in the 1980s that never got developed when the economy was bad."

A handful of other landowners who use the privately maintained roads proposed to be closed with I-69 — Mayfield Road, Johnson Well Road and an unnamed road — also came to tell the police jurors why they need to keep access to their property.

"The land is difficult to access anyway and some landowners have spent a lot of money, building up Johnson Well Road and making it usable to access their property," said Lee Mudd, a consulting forester, who was representing timber owners in the area. "With this access owners could not get to their property."

Bossier Parish engineer Butch Ford said as he understands it the DOTD will provide access from a different direction if needed.

"That's why we need your comments and your concerns," Ford said, "so we can pass that on to the state."

Appellate court

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enclosure

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Ms. Martin announced the public hearing to receive public input on the proposed closing of the Mayfield Road, the Johnson Well Road, and an unnamed road in Bossier Parish, in connection with the I-69 Shreveport to El Dorado Corridor. Mr. John Vice, 2535 Swan Lake Road, expressed concern regarding access to property along these roads. Mr. Ford, Parish Engineer, stated that the proposed I-69 project will run through these roads and another means of access will be provided. He stated that these are private roads and the police jury has been instructed to obtain public views on the proposed project, to be forwarded to Federal Highway Administration.

Mr. Johnny Vice, 2535 Swan Lake Road, expressed concern regarding access to his property. Mr. Ford stated that a means of access will have to be provided, and suggested that written verification be requested.

Mr. Lee Mudd, 9424 Primrose Lane, Shreveport, stated that access to his property will be difficult as the property is very low. He stated that any access road provided will have to be very substantial.

Mr. Sal Fayeed, Village Water System, stated that they have a water plant on Highway 528, east of the Mayfield Road. Mr. Ford explained that this area will not be affected by the project.

Mr. Mike Merritt, Baker Forest, LP, stated that Baker Forest owns 4,000 acres in this area and owns the majority of the Mayfield Road. He stated that the road is primarily used for logging purposes, and stated that the proposed I-69 project will limit their ability to access their property without incurring expense. He further expressed concern regarding the effect of this project on an existing railroad crossing.

Mr. Ford stated that there is an existing subdivision at the end of Mayfield Road which was platted in 1912 but never developed. Mr. Merritt stated that Baker Forest owns all but 11 lots in the development, and requested that the police jury relinquish the dedicated road right-of-way to Baker Forest. He stated that Barr Land and Timber owns six of these 11 lots and has indicated that they will transfer ownership to Baker Forest. Mr. Merritt stated that there are multiple owners involved, and stated that these are very small lots. Mr. Altimus stated that the written approval of all landowners in this subdivision must be provided prior to the abandonment of this right-of-way.

This is to certify that this is a true and correct copy of an extract of the minutes of the Bossier Parish Police Jury Meeting held in the Bossier Parish Courthouse in Benton, La. on the 18 day of Oct, 20 06 Given under my hand and seal of the Bossier Parish Police Jury on the 20 day of Oct, 20 06

Cheryl G Martin
Secretary-Treasurer

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Roy Mardis
President

Dwayne R. Woodard
Secretary-Treasurer

Claiborne Parish Police Jury

P.O. Box 270
Homer, Louisiana 71040
318-927-2222 318-927-2727 fax

November 13, 2006

To: URS Corporation
Executive Tower
Attn: Christie Wilson
3500 North Causeway
Suite 900
Metairie, LA 70002-3527

RE: Resolution of Support

Dear Christie:

Please find enclosed the Claiborne Parish Police Jury's Resolution of Acceptance for Proposed Road Closures in Louisiana Section of I-69 SIU 14.

If you have any questions, please contact me at your convenience. I can be reached directly at (318)927-2222.

Regards,

CLAIBORNE PARISH POLICE JURY

Dwayne R. Woodard
Secretary-Treasurer

Enclosures

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A RESOLUTION SUPPORTING THE CLOSURE AND ABANDONMENT OF A PORTION OF THE FOLLOWING PARISH ROADS - PD WORLEY RD, MERCANTILE RD, SALTER RD, "UNNAMED" RD A, RABB RD, CLARENCE IVORY RD, PINE LANE, OIL CENTER RD, "UNNAMED" RD B, WARD CAHPEL RD, OILFIELD RD, "UNNAMED" RD C – IN THE PARISH OF CLAIBORNE, AND TO OTHERWISE PROVIDE WITH RESPECT TO

WHEREAS, the Parish of Claiborne has received a request from the Louisiana Department of Transportation and Development for a resolution supporting the closure and abandonment of a portion of the following mentioned roads, in the Parish of Claiborne; and

PD Worley Road
Mercantile Road
Salter Road
Unnamed Road – between Dykesville Rd and Salter Rd
Rabb Road
Clarence Ivory Road
Pine Lane
Oil Center Road
Unnamed Road – between LA 808 and LA 615
Ward Chapel Road
Oilfield Road
Unnamed Road – between US 79 and Oil Field Rd

WHEREAS, the Louisiana Department of Transportation and Development requests a resolution supporting the closure and abandonment of a portion of the above mentioned roads due to the future construction of Interstate 69 North from Webster/Claiborne Parish line at Pisgah Rd to the Arkansas State line; and

WHEREAS, upon receipt of a resolution supporting the closure and abandonment of a portion of the above mentioned roads, the Louisiana Department of Transportation and Development will continue with the future construction of Interstate 69 North from the Webster/Claiborne Parish line at Pisgah Rd to the Arkansas State line; and

NOW, THERE FOR BE IT RESOLVED, by the Claiborne Parish Police Jury in due, legal and regular session convened, that the Parish of Claiborne does hereby support the closure and abandonment of a portion of the afore mentioned roads, in the Parish of Claiborne.

BE IT FURTHER RESOLVED, that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions; items or applications which can be given effect without the invalid provisions, items or applications, and to its end, the provisions of this resolution are hereby declared severable.

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Pg 3

BE IT FURTHER RESOLVED, that this resolution shall take effect immediately.

BE IT FURTHER RESOLVED, that all resolutions or parts thereof in conflict herewith are hereby repealed.

Upon a motion by Joe Sturges and duly seconded by Roy Lewis this motion was carried and officially adopted by the Claiborne Parish Police Jury meeting in regular session convened on Wednesday, November 8, 2006.

Yeas 9 Neas 0 Absent 0

Dwayne R. Woodard
Secretary-Treasurer

Roy Mardis
President

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Webster Parish Police Jury

CHARLESETTA REEDER
Minden, District 9

STEVE RAMSEY
Sibley, District 11

CHARLES ODOM
Minden, District 8

DANIEL G. THOMAS
Springhill, District 3

JIM BONSALL
Minden, District 6

CHARLES R. WALKER
President
Doyline, District 12

HERB BYARS
Vice -President
Minden, District 7

RONDA C. CARNAHAN
Secretary-Treasurer

BRUCE BLANTON
Springhill, District 1

ROBERT E. LEE
Shongaloo, District 4

C.C. COX
Cotton Valley, District 5

VERA DAVISON
Minden, District 10

JIMMY D. THOMAS
Springhill, District 2

January 8, 2007

URS Corporation
Attn: Mr. Scott Hoffeld
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527

RE: Webster Parish

Dear Mr. Hoffeld:

The Webster Parish Police Jury have held two public hearing concerning the request made by URS to pass a resolution of acceptance for proposed road closures in Louisiana Section of I-69 SIU 14 in Webster Parish. The Jury has received numerous comments concerning the proposed road closures. The majority of the opposition comments have come from landowners of property lying west of the proposed route of I-69 and east of Dorcheat between Lorex (map id# 13) and north to where it crosses 3008 (map id# 18). This area of land will be completely cut off with no access. I am enclosing a copy of a letter that Mr. Walker, President of the Webster Parish Police Jury sent to Richard Savoie on December 13, 2006 which addresses the issue.

On January 3, 2007 after a public hearing to hear comments concerning the proposed road closures, the Jury approved the following motion: "*The Webster Parish Police Jury rejects any proposed road closures associated with the I-69 Preferred Alternative project, until the Police Jury is assured that a frontage road will be included in the project from the Lorex Road crossing to the Dorcheat Road crossing, for the benefit of the Webster Parish Citizens. Also the Webster Parish Police Jury request that a frontage road access is provided to the following roads: Evergreen, Dodson, Mims, Piscag, Angie, and any other roads that have no stated access road*".

Currently I am working with my Public Works Department to provide you a status of the roads listed as proposed closures. Enclosed please find the letters that the Police Jury has received from concerned residents. These were received and considered as comments during the Public Hearing. I am also working to provide you an excerpt of the minutes of the Public Hearing.

P.O. Box 369 Minden, Louisiana 71058-0369
Phone: (318) 377-7884 Fax: (318) 371-2366

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Pg 2

Please contact me if you have any questions concerning this issue. I have been in contact with Christy Wilson from your company, and she has been very helpful. Please extend to her our appreciation for her assistance.

Sincerely,

Ronda C. Carnahan

Ronda C. Carnahan
Secretary-Treasurer

RCC
Cc: Richard Savoie, LA DOTD
John Sanders, Dist 4 LA DOTD
Christy Wilson, URS

January 8, 2007

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Webster Parish Police Jury

CHARLESETTA REEDER
Minden, District 9

STEVE RAMSEY
Sibley, District 11

CHARLES ODOM
Minden, District 8

DANIEL G. THOMAS
Springhill, District 3

JIM BONSALL
Minden, District 6

CHARLES R. WALKER
President
Doyline, District 12

HERB BYARS
Vice -President
Minden, District 7

RONDA C. CARNAHAN
Secretary-Treasurer

BRUCE BLANTON
Springhill, District 1

ROBERT E. LEE
Shongaloo, District 4

C.C. COX
Cotton Valley, District 5

VERA DAVISON
Minden, District 10

JIMMY D. THOMAS
Springhill, District 2

NOTICE OF MEETING
December 14, 2007

A Special Meeting of the Webster Parish Police Jury will be called for **Friday, December 21, 2007 at 9:00 A.M. in the 3rd Floor Meeting Room of the Webster Parish Courthouse**, 410 Main Street, Minden, Louisiana.

The purpose of the Special Meeting will be the following agenda:

AGENDA
WEBSTER PARISH POLICE JURY
SPECIAL CALLED MEETING – December 21, 2007 – 9:00 A.M.
3rd Floor Meeting Room- Webster Parish Courthouse, Minden, Louisiana

Call to Order:
Additions to the Agenda:

1- RESOLUTION on the request of LA DOTD supporting the closure and abandonment of a portion of certain roads due to the future construction of Interstate 69 North from Bossier/Webster line.
2- Budget Amendment for 2007
3- Public Works Personnel hire, Brandy Procell
4- Road Construction Bid Item – Correction

Audience Comments
Adjourn

Merry Christmas to All

P.O. Box 389 Minden, Louisiana 71058-0389
Phone: (318) 377-7564 Fax: (318) 371-2366

NOTES FOR THE
SPECIAL MEETING, DECEMBER 21, 2007

2. Budget Amendments for December, 2007
3. Public Works Personnel hire: Brandy Procell
   PW Director, Teddy Holloway request the Jury hire Brandy Procell to the full time position that will be vacated by the retirement of Richard Sanders. Brandy is currently on the Work Release program through the Webster Parish Sheriff's Office. The rate of pay will be his current rate of pay including his evaluation raise for 2008, and start date of January 3, 2008 (The date the Road Department returns from the holidays).

4. Road Construction Bid Item- See Patrick Jackson letter concerning Louisiana Preference.

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Webster Parish Police Jury

CHARLESETTA REEDER
Minden, District 9

STEVE RAMSEY
Sibley, District 11

CHARLES ODOM
Minden, District 8

DANIEL G. THOMAS
Springhill, District 3

JIM BONSALL
Minden, District 6

CHARLES R. WALKER
President
Doyline, District 12

HERB BYARS
Vice -President
Minden, District 7

RONDA C. CARNAHAN
Secretary-Treasurer

BRUCE BLANTON
Springhill, District 1

ROBERT E. LEE
Shongaloo, District 4

C.C. COX
Cotton Valley, District 5

VERA DAVISON
Minden, District 10

JIMMY D. THOMAS
Springhill, District 2

December 28, 2007

State of Louisiana
Department of Transportation and Development t
Noel Ardoin, P.E., Environmental Engineer Admin.
P.O. Box 94245
Baton Rouge, LA 70804-9245

RE: State Project No. 736-99-1032
F.A.P. NO. CBI-9901(516)—I-69, Webster Parish

Dear Mr. Ardoin:

Please find enclosed Resolution # 024-2007 of Webster Parish Police Jury, which was approved by the Webster Parish Police Jury in Special Called Session on December 21, 2007. The Resolution addresses the issue of road closures in Webster Parish to accommodate the proposed I-69 Corridor. The Police Jury accepts your proposal to incorporate the access drive(s) with the Police Jury's agreement as stipulated in your letter of December 3, 2007. The only allowance that the Police Jury must be provided is that the design will allow a minimum access to the "height of a loaded log truck", to accommodate the timber industry of this region.

During the discussion at the meeting of the Police Jury on December 21, 2007, Mr. & Mrs. Don Bloxom, local landowners, were in attendance and stated their concern that should there be a train derailment on the KCS Railroad between Dorcheat Bayou and the I-69 corridor, there should be access for clean up.

If you have any questions concerning the Resolution or other issues pertinent to the I-69 project, please contact my office. Thank you for your consideration in this matter.

Sincerely,

Ronda C. Carnahan

Ronda C. Carnahan
Secretary-Treasurer

RCC
Cc: URS Corporation
Enclosures: WPPJ Resolution 025-2007, Road Listing of Webster Parish, Cross Road Status Chart, and Public Open House Handout of Oct 2 & 3, 2006.

RECEIVED
DEC 31 2007
URS

P.O. Box 389 Minden, Louisiana 71058-0389
Phone: (318) 377-7564 Fax: (318) 371-2366

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enclosure
pg 2

STATE OF LOUISIANA
PARISH OF WEBSTER
Approved: 12/21/2007

RESOLUTION
WEBSTER PARISH POLICE JURY 024-2007

A RESOLUTION SUPPORTING THE CLOSURE AND ABANDONMENT OF A PORTION OF THE FOLLOWING WEBSTER PARISH ROADS:
#7-DOC STEED ROAD, WP#10; UNNAMED ROAD #9; UNNAMED ROAD #10; UNNAMED ROAD #11; UNNAMED ROAD #12; #14 RAYNER ROAD, WP#1L; UNNAMED ROAD #15; UNNAMED ROAD #16; UNNAMED ROAD #17; #19 BLUE RUN ROAD , WP #14; #24 PISGAH ROAD WP# 258; UNNAMED ROAD #25; IN THE PARISH OF WEBSTER, AND TO OTHERWISE PROVIDE WITH RESPECT TO

WHEREAS, the Parish of Webster has received a request from the Louisiana Department of Transportation and Development for a resolution supporting the closure and abandonment of a portion of the following mentioned roads, in the Parish of Webster (see attachments- Road Listing of Webster Parish, Cross Road Status Chart, and Public Open House Handout of Oct 2 & 3, 2006); and

WHEREAS, the Louisiana Department of Transportation and Development request a resolution supporting the closure and abandonment of a portion of the above mentioned roads due to the future construction of Interstate 69 North from Bossier/Webster line (south of LA 528) to the Webster/Claiborne line at map # 25; and

WHEREAS, upon receipt of a resolution supporting the closure and abandonment of a portion of the above mentioned roads, the Louisiana Department of Transportation and Development will continue with the future construction of Interstate 69 North from the Bossier/Webster Parish Line (south of LA 528) to the Webster/Claiborne line at map# 25; and

WHEREAS, the Webster Parish Police Jury does support the continuation of the Interstate 69 North corridor through Webster Parish, and with the cooperation of DOTD to address the concerns between Lorex Road and LA 3008.
The LADOTD agrees under the conditions discussed in the Webster Parish Police Jury agreement to provide an access drive or drives on the west side of the Preferred Alternative between Lorex Road overpass and LA 3008 overpass. A conceptual design and right of way for this access drive will be incorporated as part of the Preferred Alternative in the FEIS. *This design will provide that any property owner who at the time of this resolution has access to owned property by either public or private road shall continue to have access after the construction of the I-69 Corridor through Webster Parish, which design will allow a minimum access to the height of a loaded log truck..*
The Webster Parish Police Jury agrees to the following:
The Webster Parish Police Jury agrees to assume ownership, maintenance and liability of all drives, and frontage roads in Webster Parish, which were constructed as part of the Interstate 69 project, that either maintain access to private properties, or connectivity within the parish road system, and The Webster Parish Police Jury agrees to close all parish owned roads as specifically

described in the attached Road Listing of Webster Parish and Cross Road Status Chart – I-69 SIU 14 Preferred Alternative Revision Summary.

NOW, THEREFORE BE IT RESOLVED, by the Webster Parish Police Jury in due, legal and regular session convened, that the Parish of Webster does hereby support the closure and abandonment of a portion of the afore mentioned roads, in the Parish of Webster as stated in the above mentioned DOTD requirements of Webster Parish.

BE IT FURTHER RESOLVED, that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions; items or applications which can be given effect without the invalid provisions, items or applications, and to its end, the provisions of this resolution are hereby declared severable.

BE IT FURTHER RESOLVED, that this resolution shall take effect immediately,

BE IT FURTHER RESOLVED, that all resolutions or parts thereof in conflict herewith are hereby repealed.

Upon a motion by Jim Bonsall and duly seconded by Daniel Thomas that this motion was carried and officially adopted by the Webster Parish Police Jury meeting in Regular Session convened on Tuesday, September 4, 2007.
Yeas: 10 Neas: 0 Absent: 2

Ronda C. Carnahan
Ronda .C. Carnahan
Secretary-Treasurer

OFFICIAL SEAL
RONDA CARNAHAN
SECRETARY - TREASURER
STATE OF LOUISIANA
PARISH OF WEBSTER

Charles R. Walker
Charles R. Walker
President

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pg 4

ADDENDUM TO BE ATTACHED TO:
RESOLUTION OF THE WEBSTER PARISH POLICE JURY ___

A RESOLUTION SUPPORTING THE CLOSURE AND ABANDONMENT OF A PORTION OF THE FOLLOWING WEBSTER PARISH ROADS:

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ROAD LISTING OF THE WEBSTER PARISH POLICE JURY
ROADS FOR CLOSURE AND ABANDONMENT OF A PORTION OF:

Map ID	Fed/State/Parish Road	Road #	Action to be taken Cross Road Status
4	LA 528- Belview Road LA		Open w/ Cross Over
5	Goodwill Road,	WP# 117	Open w/ Cross Over
6	Fuller Road,	WP# 18	Open w/ Cross Over
7	Doc Steed Road,	WP# 10	Closed
8	US 371	US	Open w/ Interchange
9	Unnamed Road #9		Closed
10	Unnamed Road #10		Closed
11	Unnamed Road #11		Closed
12	Unnamed Road #12		Closed
13	Lorex Road,	WP# 110	AD-location of accompanying access dr.
14	Rayner Road	WP# 1L	Closed
15	Unnamed Road #15		Closed
16	Unnamed Road #16		Closed
17	Unnamed Road #17		Closed
18	Dorcheat Road/	WP# 1 /LA 3008	AD-location of accompanying access dr.
19	Blue Run Road,	WP# 14	Closed
20	Unnamed Road #20	Ommitted	
21	Mims Road,	WP# 263	Open w/ Frontage Road
22	Evergreen School Road	WP# 262	Open w/ Frontage Road
23	LA 159		Open w. Interchange
24	Pisgah Road,	WP #258	Closed
25	Unnamed Road #25		Closed

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Roy Mardis
President

Dwayne R. Woodard
Secretary-Treasurer

Claiborne Parish Police Jury

P.O. Box 270
Homer, Louisiana 71040
318-927-2222 318-927-2727 fax

February 1, 2008

To: URS Corporation
Attn: Christie Wilson
3500 North Causeway Blvd.
Suite 900
Metairie, LA 70002-3527

RE: 12-5-07 Resolution of Acceptance
Claiborne Parish

Dear Christie:

Please find enclosed the Claiborne Parish Police Jury's Resolution of Acceptance of Ownership and other related matters for the portion of I-69 that will be built in Claiborne Parish Louisiana.

If you have any questions, please contact me at your convenience. I can be reached directly at (318)927-2222.

Regards,

CLAIBORNE PARISH POLICE JURY

Dwayne R. Woodard
Secretary-Treasurer

Enclosures

Cc: Noel Ardoin, P.E.

RECEIVED
FEB 6 2008
URS

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enclosure
pg 2

A RESOLUTION ACCEPTING THE OWNERSHIP, MAINTENANCE AND LIABILITY OF ALL DRIVES AND FRONTAGE ROADS IN CLAIBORNE PARISH, WHICH WILL BE CONSTRUCTED AS PART OF THE I-69 PROJECT, THAT MAINTAIN ACCESS TO PRIVATE PROPERTIES OR CONNECTIVITY WITHIN THE CLAIBORNE PARISH ROAD SYSTEM

WHEREAS, the Parish of Claiborne has received a request from the Louisiana Department of Transportation and Development in a letter dated December 3, 2007, for a resolution accepting the ownership, maintenance and liability of all drives and frontage roads in the Parish that will be constructed as part of the I-69 project, that maintain access to private properties or connectivity within the Parish Road System; and

WHEREAS, the Claiborne Parish Police Jury has previously passed a resolution dated November 8, 2006, accepting the closure of all or part of the following local Parish roads that are designated to be within the I-69 project; and

PD Worley Road
Mercantile Road
Salter Road
Unnamed Road – between Dykesville Rd and Salter Rd
Spur LA 534
Clarence Ivory Road
Pine Lane
Oil Center Road
Unnamed Road – between LA 808 and LA 615
Ward Chapel Road
Oilfield Road
Unnamed Road – between US 79 and Oil Field Rd

WHEREAS, upon receipt of this resolution, the Louisiana Department of Transportation and Development will continue with the future construction of Interstate 69 North from the Webster/Claiborne Parish line at Pisgah Rd to the Arkansas State line; and

NOW THERE FOR BE IT RESOLVED, by the Claiborne Parish Police Jury in due, legal and regular session convened, that the Parish of Claiborne does hereby accept the ownership, maintenance and liability of all drives and frontage roads in the Parish that will be constructed as part of the I-69 project, that maintain access to private properties or connectivity within the Parish Road System.

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P83

BE IT FURTHER RESOLVED, by the Claiborne Parish Police Jury in due, legal and regular session convened, that the Parish of Claiborne does hereby accept the closure and abandonment of a portion of the afore mentioned roads, in the Parish of Claiborne.

BE IT FURTHER RESOLVED, that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions; items or applications which can be given effect without the invalid provisions, items or applications, and to its end, the provisions of this resolution are hereby declared severable.

BE IT FURTHER RESOLVED, that this resolution shall take effect immediately.

BE IT FURTHER RESOLVED, that all resolutions or parts thereof in conflict herewith are hereby repealed.

Upon a motion by Joe Sturges and duly seconded by Scott Davidson this motion was carried and officially adopted by the Claiborne Parish Police Jury meeting in regular session convened on Wednesday, December 5, 2007.

Yeas 9 Nays 0 Absent 1 Abstain 0

Dwayne R. Woodard
Secretary-Treasurer

Roy Mardis
President

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Pg 4

STATE OF LOUISIANA

PARISH OF CLAIBORNE

I, the undersigned Secretary-Treasurer of the Claiborne Parish Police Jury, Parish of Claiborne, State of Louisiana (the "Governing Authority"), do hereby certify that the foregoing page constitutes a true and correct copy of the proceedings taken by the Governing Authority on December 5, 2007.

IN FAITH WHEREOF, witness my official signature and the impress of the official seal of the Claiborne Parish Police Jury, Parish of Claiborne, State of Louisiana, on this, the 1st day of February, 2008.

Dwayne R. Woodard, Secretary-Treasurer

35

Roy Mardis
President

Dwayne R. Woodard
Secretary-Treasurer

Claiborne Parish Police Jury

P.O. Box 270
Homer, Louisiana 71040
318-927-2222 318-927-2727 fax

October 8, 2008

To: URS Corporation
Attn: Christie Wilson
3500 North Causeway Blvd.
Suite 900
Metairie, LA 70002-3527

RE: 10-8-08 Resolution of Acceptance
Claiborne Parish

Dear Christie:

Please find enclosed the Claiborne Parish Police Jury's Resolution of Acceptance of Ownership of LA Spur 534 and other related matters for the portion of I-69 that will be built in Claiborne Parish Louisiana.

If you have any questions, please contact me at your convenience. I can be reached directly at (318)927-2222.

Regards,

CLAIBORNE PARISH POLICE JURY

Dwayne R. Woodard
Secretary-Treasurer

Enclosures

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enclosure
pg 2

RESOLUTION 2008-020

A RESOLUTION ACCEPTING THE OWNERSHIP, MAINTENANCE AND LIABILITY OF LA SPUR 534 WHICH WILL BE CLOSED DUE TO THE CONSTRUCTION OF THE I-69 PROJECT IN CLAIBORNE PARISH

WHEREAS, the Parish of Claiborne has received a request from the Louisiana Department of Transportation and Development in a letter dated September 19, 2008, for a resolution accepting the ownership, maintenance and liability of LA Spur 534 which will be closed due to the construction of the I-69; and

WHEREAS, the Claiborne Parish Police Jury has previously passed a resolution dated December 5, 2007, accepting the closure of all or part of certain local Parish roads that are designated to be within the I-69 project; and

WHEREAS, the closure of LA Spur 534 would create two "dead end" installations on a state highway which is inappropriate; and

WHEREAS, the incorporation of LA Spur 534 into the Parish Road System would also ultimately serve to offset an equivalent mileage of I-69 that will be necessarily added to the DOTD inventory for Claiborne Parish upon actual construction; and

WHEREAS, LADOTD District 04 has no objection to the closure of LA Spur 534; and

NOW THERE FOR BE IT RESOLVED, by the Claiborne Parish Police Jury in due, legal and regular session convened, that the Parish of Claiborne does hereby accept the full ownership, maintenance and liability of LA Spur 534 into the Parish Road System upon its closure due to the construction of the I-69 project in Claiborne Parish.

BE IT FURTHER RESOLVED, that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions; items or applications which can be given effect without the invalid provisions, items or applications, and to its end, the provisions of this resolution are hereby declared severable.

BE IT FURTHER RESOLVED, that this resolution shall take effect immediately.

BE IT FURTHER RESOLVED, that all resolutions or parts thereof in conflict herewith are hereby repealed.

Upon a motion by Scott Davidson and duly seconded by Jerry Adkins this motion was carried and officially adopted by the Claiborne Parish Police Jury meeting in regular session convened on Wednesday, October 8, 2008.

Yeas 9 Nays 0 Absent 1 Abstain 0

Dwayne R. Woodard
Secretary-Treasurer

Roy Mardis
President

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Pg 3

STATE OF LOUISIANA

PARISH OF CLAIBORNE

I, the undersigned Secretary-Treasurer of the Claiborne Parish Police Jury, Parish of Claiborne, State of Louisiana (the "Governing Authority"), do hereby certify that the foregoing pages constitutes a true and correct copy of the proceedings taken by the Governing Authority on October 8, 2008.

IN FAITH WHEREOF, witness my official signature and the impress of the official seal of the Claiborne Parish Police Jury, Parish of Claiborne, State of Louisiana, on this, the 9th day of October, 2008.

Dwayne R. Woodard, Secretary-Treasurer

CLAIBORNE PARISH POLICE JURY
P.O. BOX 270
HOMER, LA 71040-0270

V1V21L

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The Department of
Arkansas Heritage

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council
•
Arkansas Natural Heritage Commission
•
Delta Cultural Center
•
Historic Arkansas Museum
•
Mosaic Templars Cultural Center
•
Old State House Museum

Arkansas Historic Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201
(501) 324-9880
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ENVIRONMENTAL DIVISION

November 20, 2008

Mr. Lynn P. Malbrough
Division Head
Environmental Division
Arkansas Highway and Transportation Department
PO Box 2261
Little Rock, AR 72203-2261

RE: Columbia & Union Counties – Shreveport – El Dorado
Section 106 Review – FHWA
Proposed I-69 Corridor from Shreveport to El Dorado
AHPP Tracking #39715
AHTD Job 07212

Dear Mr. Malbrough:

This letter is written in response to your inquiry regarding properties of architectural, historical, or archeological significance in the area of the proposed referenced project. The staff of the Arkansas Historic Preservation Program has reviewed the documents that pertain to this undertaking and determined that of the eight structures with photo documentation, provided with your November 10th, 2008, letter, we determined that structure CO0430 was eligible for listing on the National Register. The remaining seven structures were not eligible for listing in the National Register of Historic Places.

Once the undertaking is further along in the planning stages, we look forward to reviewing the proposed project. If you should have any questions or comments, please do not hesitate to contact Tom Marr at (501) 324-9880.

Yours truly,

Frances McSwain

Frances McSwain
Deputy State Historic Preservation Officer

cc: Federal Highway Administration

Correspondence 37

URS

I-69 Corridor
Shreveport to
El Dorado

March 13, 2009

Mr. Seth Bordelon
US Fish and Wildlife Service
Lafayette Ecological Services Field Office
646 Cajundome Boulevard, Suite 400
Lafayette, Louisiana 70506-4290

Subject: **Final Red-Cockaded Woodpecker Biological Assessment**
Interstate 69 - Section of Independent Utility No. 14
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Mr. Bordelon:

On behalf of the Louisiana Department of Transportation and Development, please find enclosed the Final Red-Cockaded Woodpecker Biological Assessment prepared for the I-69 SIU 14 Environmental Impact Statement. This report is being provided to your agency for review and concurrence in compliance with the Endangered Species Act Section 7 consultation process.

Earlier coordination with your office has guided the decision made by LADOTD, Arkansas Highway Transportation Department and Federal Highway Administration on the most environmentally preferred alternative identified and evaluated for this project, Alternative 4.3. In previous correspondence dated November 9, 2005, the U.S. Fish and Wildlife Service indicated that support of the preferred alternative was contingent upon the results of additional wading bird and threatened/endangered species surveys to be conducted specifically for the Preferred Alternative (PA) (referring to the PA as 4.4) These results are detailed in the enclosed report. Based on these surveys, it has been concluded that the Preferred Alternative will have no effect on the red-cockaded woodpecker, and more generally, will not impact any endangered or threatened species. We request your review of the enclosed survey results and concurrence in its conclusions.

Although the PA may have been referenced as 4.4 in unpublished correspondence, it has been decided that the PA will be referred to as Alternative 4.3 with revisions/modifications in the Final EIS. This will avoid confusion because the Draft EIS does not mention 4.4 as an alternative. The technical memos prepared for the Final EIS refer to the PA as 4.3. Please note that the PA includes the alignment changes previously recommended by your agency including the revised crossing of Bayou Dorcheat.

Should you need further information, please do not hesitate to contact me at your earliest convenience.

Sincerely,
URS Corporation
Christi Wilson
for: N. Kent Israel, PE
Project Manager

cc: Wayne Nguyen/DOTD
John Fleming/AHTD
Jerry Pitts/FHWA – LA
Randall Looney/FHWA – AR

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

Correspondence 38

URS

I-69 Corridor
Shreveport to El Dorado

March 17, 2009

Mr. Dwayne Woodard
Claiborne Parish Floodplain Administrator
P. O. Box 270
Homer, LA 71040

RE: **Interstate 69 - Section of Independent Utility No. 14**
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Mr. Woodard:

URS Corporation, on behalf of the Louisiana Department of Transportation and Development, the Arkansas Highway and Transportation Department, and the Federal Highway Administration, is preparing the Final Environmental Impact Statement (EIS) for the proposed construction of the new controlled access highway referenced above. The Preferred Alternative (Alternative 4.3 as presented in the Draft EIS with minor alignment modifications) will cross three floodplains within Claiborne Parish, including the floodplains of Indian Creek, Little Indian Creek and Black Bayou, as shown on the attached graphic.

A preliminary hydraulic modeling analysis of the Preferred Alternative has been completed. Because FEMA Flood Insurance Rate Maps were not available for Claiborne Parish, project profile grades and elevations were determined by observing existing landform and structural features near proposed floodplain crossings and applying engineering judgment. It has been concluded that the proposed project will not affect base flood elevations within the floodway of the affected waterways. Based on the analyses performed to date, the proposed project encroachments on floodplains in Claiborne Parish will not result in significant impacts on flood levels and flood hazards to people and property or on natural and beneficial floodplain values. Additional detailed modeling will be performed as part of the future design phase for this project, including backwater and scour analyses for proposed bridge structures, to provide designs that will accommodate 100-year flood flows and that will maintain floodway crossings free of hydraulic obstructions to the maximum extent possible.

As the designated Floodplain Administrator for Claiborne Parish, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-related approval that will be required prior to project construction. We request that you provide any comments by April 30, 2009.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience. Thank you for assistance in this regard.

Sincerely,
URS Corporation

N. Kent Israel

N. Kent Israel
Project Manager

Enclosures

cc: Wayne Nguyen, P.E., LDOTD
John Fleming, Project Coordinator, AHTD

URS Corporation
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Correspondence 39

URS

I-69 Corridor
Shreveport to El Dorado

March 17, 2009

Mr. Yancy Kyle, Floodplain Administrator
101 N. Washington, Suite 101
El Dorado, AR 71730

RE: **Interstate 69 - Section of Independent Utility No. 14**
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

URS Corporation, on behalf of the Louisiana Department of Transportation and Development, the Arkansas Highway and Transportation Department, and the Federal Highway Administration, is preparing the Final Environmental Impact Statement (EIS) for the proposed construction of the new controlled access highway referenced above. The Preferred Alternative (Alternative 4.3 as presented in the Draft EIS with minor alignment modifications) will cross five floodplains within Union County, including the floodplains of Garner Creek, West Three Creeks, and Three Creeks, as described below and shown on the attached graphic:

Project Stations at Floodplain Boundaries	Length Of Crossing (feet)	100-Year Flood Elevation (feet)	Preferred Alternative Profile Minimum Grade Elevation (feet)
2780+53 to 2800+49 (Garner Creek)	1,996	200	210
2840+80 to 2844+58	378	222	228
2925+65 to 2930+63	498	214	234
2948+66 to 2973+75 (West Three Creeks)	2,509	202	210
3054+76 to 3099+27 (Three Creeks)	4,451	212	220

These results are based on preliminary hydraulic modeling using the best available data including FEMA Flood Insurance Rate Maps. It has been concluded that the proposed project will not affect base flood elevations within the floodway of the affected waterways. Based on the analyses performed to date, the proposed project encroachments on floodplains in Webster Parish will not result in significant impacts on flood levels and flood hazards to people and property or on natural and beneficial floodplain values. Additional detailed modeling will be performed as part of the future design phase for this project, including backwater and scour analyses for proposed bridge structures, to provide designs that will accommodate 100-year flood flows and that will maintain floodway crossings free of hydraulic obstructions to the maximum extent possible.

As the designated Floodplain Administrator for Union County, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-

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Metairie, LA 70002-3527
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related approval that will be required prior to project construction. We request that you provide any comments by April 30, 2009.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience. Thank you for assistance in this regard.

Sincerely,
URS Corporation

N. Kent Israel

N. Kent Israel
Project Manager

Enclosures

cc: Wayne Nguyen, P.E., LDOTD
John Fleming, Project Coordinator, AHTD

correspondence
40
P81

URS

I-69 Corridor
Shreveport to
El Dorado

March 17, 2009

Larry Taylor, Floodplain Administrator
#1 Court Square
Magnolia, AR 71753

RE: **Interstate 69 - Section of Independent Utility No. 14**
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Mr. Taylor:

URS Corporation, on behalf of the Louisiana Department of Transportation and Development, the Arkansas Highway and Transportation Department, and the Federal Highway Administration, is preparing the Final Environmental Impact Statement (EIS) for the proposed construction of the new controlled access highway referenced above. The Preferred Alternative (Alternative 4.3 as presented in the Draft EIS with minor alignment modifications) will cross eight floodplains within Columbia County, including the floodplains of Cypress Creek, Sassafras Creek, Little Cornie Bayou, Red Water Branch, Pigeon Roost Creek, and Cornie Bayou, as described below and shown on the attached graphic:

Project Stations at Floodplain Boundaries	Length Of Crossing (feet)	100-Year Flood Elevation (feet)	Preferred Alternative Profile Minimum Grade Elevation (feet)
2148+70 to 2153+9670 (Cypress Creek)	526	292	302
2289+19 to 2293+85 (Sassafras Creek)	466	256	271
2334+41 to 2338+63	422	252	262
2354+25 to 2377+93 (Little Cornie Bayou)	2,368	230	241
2402+75 to 2411+33 (Red Water Branch)	858	232	247
2441+20 to 2445+41	421	248	261
2531+13 to 2547+34 (Pigeon Roost Creek)	1,621	200	208
2674+39 to 2730+25 (Cornie Bayou)	5,586	180	200

These results are based on preliminary hydraulic modeling using the best available data including FEMA Flood Insurance Rate Maps. It has been concluded that the proposed project will not affect base flood elevations within the floodway of the affected waterways. Based on the analyses performed to date, the proposed project encroachments on floodplains in Columbia County will not result in significant impacts

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on flood levels and flood hazards to people and property or on natural and beneficial floodplain values. Additional detailed modeling will be performed as part of the future design phase for this project, including backwater and scour analyses for proposed bridge structures, to provide designs that will accommodate 100-year flood flows and that will maintain floodway crossings free of hydraulic obstructions to the maximum extent possible.

As the designated Floodplain Administrator for Columbia County, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-related approval that will be required prior to project construction. We request that you provide any comments by April 30, 2009.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience. Thank you for assistance in this regard.

Sincerely,
URS Corporation

N. Kent Israel

N. Kent Israel
Project Manager

Enclosures

cc: Wayne Nguyen, P.E., LDOTD
John Fleming, Project Coordinator, AHTD

correspondence

44 P81

URS

I-69 Corridor
Shreveport to
El Dorado

March 17, 2009

Ms. Rhonda Carnahan, Secretary/Treasurer
Webster Parish Police Jury
P. O. Box 389
410 Main Street
Minden, LA 71055

RE: **Interstate 69 - Section of Independent Utility No. 14**
Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas

Dear Ms. Carnahan:

URS Corporation, on behalf of the Louisiana Department of Transportation and Development, the Arkansas Highway and Transportation Department, and the Federal Highway Administration, is preparing the Final Environmental Impact Statement (EIS) for the proposed construction of the new controlled access highway referenced above. The Preferred Alternative (Alternative 4.3 as presented in the Draft EIS with minor alignment modifications) will cross five floodplains within Webster Parish, including the floodplains of Bayou Dorcheat, Cow Creek, and Flat Lick Bayou, as described below and shown on the attached graphic:

Project Stations at Floodplain Boundaries	Length Of Crossing (feet)	100-Year Flood Elevation (feet)	Preferred Alternative Profile Minimum Grade Elevation (feet)
467+00 to 476+70	970	170	174
505+60 to 570+20	6,460	170	177
574+10 to 589+20	1,510	170	177
836+80 to 854+30	1,750	190	194
979+60 to 1017+10	3,750	196	200

These results are based on preliminary hydraulic modeling using the best available data including FEMA Flood Insurance Rate Maps. It has been concluded that the proposed project will not affect base flood elevations within the floodway of the affected waterways. Based on the analyses performed to date, the proposed project encroachments on floodplains in Webster Parish will not result in significant impacts on flood levels and flood hazards to people and property or on natural and beneficial floodplain values. Additional detailed modeling will be performed as part of the future design phase for this project, including backwater and scour analyses for proposed bridge structures, to provide designs that will accommodate 100-year flood flows and that will maintain floodway crossings free of hydraulic obstructions to the maximum extent possible.

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Correspondence 41 pg 2

As the designated Floodplain Administrator for Webster Parish, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-related approval that will be required prior to project construction. We request that you provide any comments by April 30, 2009.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience. Thank you for assistance in this regard.

Sincerely,
URS Corporation

N. Kent Israel

N. Kent Israel
Project Manager

Enclosures

cc: Wayne Nguyen, P.E., LDOTD
John Fleming, Project Coordinator, AHTD

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

April 6, 2009

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 URS Corporation's March 13, 2009, letter requesting our review of the Red-Cockaded Woodpecker Biological Assessment (BA) for Interstate Highway 69 (I-69), Section of Independent Utility 14 (SIU 14) (FAPN CBI-9901(516), SPN 736-99-1032), from Interstate Highway 20 to U.S. Highway 82 in Bossier, Claiborne, and Webster Parishes, Louisiana, and Columbia and Union Counties, Arkansas. That BA included a determination that the proposed project would have no effect on 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.). Our comments pertain only to the Louisiana-portion of the proposed project. For comments related to the Arkansas-portion of the project, please contact Mr. Mitch Wine of our Conway, Arkansas Field Office at (501) 513-4488.

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 between December 19, 2006, and February 22, 2007, along the 63.45-mile Preferred Alternative (PA) corridor. Any area within the corridor that contained 30-year-old pines was considered foraging habitat and the adjacent forested areas were surveyed (via transects) out to a distance of one-half mile from the nearest edge of the PA corridor (U.S. Fish and Wildlife Service 2003). The surveys attempted to identify the location of any RCWs, potential RCW foraging habitat, or potential RCW nesting habitat. There were approximately 15 miles and 751 acres of the PA corridor that contained suitable foraging habitat. Of this habitat, approximately 2.5 miles and 100 acres contained suitable nesting habitat. Within the suitable nesting habitat, every pine tree at least 60 years old (approximately 2,700) was inspected for

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cavities or cavity starts. No RCWs, RCW cavities, or RCW cavity starts were observed in the study area.

Based on the above information, the Service determines 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,

Brad S. Rieck
Deputy Supervisor
Louisiana Field Office

cc: USFWS, Arkansas Field Office, Conway, AR
FHWA, Baton Rouge, LA
LDWF, Natural Heritage Program, Baton Rouge, LA
LDWF, Avian Non-game Program, Baton Rouge, LA

LITERATURE CITED

U.S. Fish and Wildlife Service. 2003. Recovery plan for the red-cockaded woodpecker (*Picoides borealis*): second revision. U.S. Fish and Wildlife Service, Atlanta, GA. 296 pp.

Webster Parish Police Jury

JERRI M. LEE
Minden, District 9

STEVE RAMSEY
Sibley, District 11

CHARLES ODOM
Minden, District 8

DANIEL G. THOMAS
Springhill, District 3

JIM BONSALL
Minden, District 6

CHARLES R. WALKER
President
Doyline, District 12

VERA DAVISON
Vice -President
Minden, District 10

RONDA C. CARNAHAN
Secretary-Treasurer

BRUCE BLANTON
Springhill, District 1

STEVE DUGGAN
Shongaloo, District 4

C.C. COX
Cotton Valley, District 5

STEVE LEMMONS
Minden, District 7

JIMMY D. THOMAS
Springhill, District 2

May 1, 2009

URS Corporation
Executive Tower
3500 North Causeway Boulevard Suite 900
Metairie, LA 70002-3527

RE: Interstate 69- Section of Independent Utility No. 14
LA State Project # 736-99-1022

Dear Mr. Israel:

The Webster Parish Police Jury has no comment or objection to the I-69 project as it relates to our local floodplain protection standards. Our Engineer, Mr. Brad Graff of Cothren, Graff and Smoak has stated no comment on the plan. There are no floodplain permits other than those required by the State of Louisiana, no local permits required.

I do apologize for the delay in responding to this request. If you need other assistance or further information, please contact my office.

Sincerely,

Ronda C. Carnahan

Ronda C. Carnahan
Secretary-Treasurer

RCC
File: I-69

P.O. Box 389 Minden, Louisiana 71058-0389
Phone: (318) 377-7564 Fax: (318) 371-2366

44

The Department of
Arkansas Heritage

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council
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Arkansas Natural Heritage Commission
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Delta Cultural Center
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Historic Arkansas Museum
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Arkansas Historic Preservation Program

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ENVIRONMENTAL
DIVISION

May 6, 2009

Mr. Lynn P. Malbrough
Division Head
Environmental Division
Arkansas State Highway and Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203-2261

RE: Multi County – General
Section 106 Review – FHWA
Report Entitled "I-69 SIU – 14 Shreveport to El Dorado – Arkansas Section (US 82 to State Line): Historic Properties Review of a Proposed Interstate Highway Corridor in the Southwest Arkansas Region, Union and Columbia Counties, Arkansas"
AHTD Job Number 070212
AHPP Project Number 39715

Dear Mr. Malbrough:

My staff has reviewed the referenced cultural resources survey report. It is thorough, comprehensive, and well written. The background and culture history sections are particularly interesting and informative. However, the exhaustive discussion of federal laws, regulations, consultation, and meetings should be shorter in future reports. All of the reviewers are familiar with NEPA, the NHPA, and the Section 106 review process.

It is of concern that so few archeological sites were discovered in the area of potential effects (APE). However, we have determined that the fieldwork is acceptable and meets the terms in the scope-of-work. We believe the lack of sites discovered has to do with environmental conditions, particularly poor ground visibility over much of the project area. Therefore, we concur that a Programmatic Agreement (PA) is appropriate to resurvey the APE after clearing and grubbing activities have taken place. That way better ground conditions and visibility will be present to identify cultural resources. It is also important that archeological monitoring and a good unanticipated discovery provision be in place during the clearing and grubbing phase.

Thank you for your interest and concern for the cultural heritage of Arkansas. If you have any questions, please contact George McCluskey of my staff at (501) 324-9880.

Sincerely,

Frances McSwain

Frances McSwain
Deputy State Historic Preservation Officer

cc: Federal Highway Administration
Caddo Nation
URS Corporation
Historic Preservation Associates, LLC
Arkansas Archeological Survey

Scott Davidson
President

Dwayne R. Woodard
Secretary-Treasurer

Claiborne Parish Police Jury

P.O. Box 270
Homer, Louisiana 71040
318-927-2222 318-927-2727 fax

May 12, 2009

To: URS Corporation
Attn: N. Kent Isreal
3500 North Causeway Blvd.
Suite 900
Metairie, LA 70002-3527

RE: Floodplain Comments - Claiborne Parish

Dear Mr. Israel:

I have reviewed the information contained in your letter dated March 17, 2009, and compared it to the data contained on the following FHBM issued by FEM between July 18, 1985 and January 1, 1992 –

220362 0005 A
220362 0030 A
220362 0055 A
220362 0080 A

I feel no additional comments are necessary at this time and that the proposed project will not affect base flood elevations within the floodplains of Indian Creek, Little Indian Creek and Black Bayou.

Under Louisiana RS 38:84.1 this project is exempt from having to apply for a permit for construction.

If you have any questions, please contact me at your convenience. I can be reached directly at (318)927-2222.

Regards,

CLAIBORNE PARISH POLICE JURY

Dwayne R. Woodard
Claiborne Parish Floodplain Administrator
Secretary-Treasurer

Enclosures

46

"Larry" <ccoem@countyofcolumbia.net>
05/13/2009 02:32 PM

To <christi_wilson@URSCORP.COM>
cc
bcc
Subject I-69

CHRISTI,
THE JUDGE AND I HAVE LOOKED AT THE MAPS FURNISHED BACK IN MARCH
WE DID NOT SEE ANY PROBLEMS AS FAR AS OUR EXPERTISE GOES.
IF YOU NEED ANYTHING ELSE PLEASE LET ME KNOW.

LARRY TAYLOR
OFFICE OF EMERGENCY MANAGEMENT
COLUMBIA COUNTY
MAGNOLIA, AR.
PHONE 870-235-3730
FAX 870-235-3732
E-MAIL ccoem@countyofcolumbia.net

United States Department of the Interior

FISH AND WILDLIFE SERVICE
110 South Amity Road, Suite 300
Conway, Arkansas 72032
Tel.: 501/513-4470 Fax: 501/513-4480

IN REPLY REFER TO:

May 19, 2009

Mr. Randal Looney
Federal Highway Administration
Arkansas Division
700 West Capitol Avenue
Room 3130
Little Rock, Arkansas 72201-3298

Re: Red Cockaded Woodpecker Biological Assessment, I-69 SIU 14 Preferred Alternative, Columbia and Union Counties, Arkansas

Dear Mr. Looney,

This letter provides U.S. Fish and Wildlife Service (Service) comments on the above referenced biological assessment (BA) developed by URS Corporation. Our comments are submitted in accordance with the Endangered Species Act of 1973 (Act; 87 stat. 884, as amended; 16 U.S.C. 1531 et seq.). Service comments from the Arkansas Field Office were solicited by Federal Highway Administration (FHWA) personnel in a phone call dated May 13, 2209. Our comments pertain only to the portion of the preferred I-69 SIU 14 alternative which occurs in Arkansas. A previous letter submitted by the Services' Louisiana Field Office dated April 6, 2009 addresses the remaining portion of the alignment in that state.

The BA assesses the potential effects of construction of the preferred alternative of I-69 SIU 14 on the endangered Red Cockaded Woodpecker (RCW; *Picoides borealis*). Field survey results are presented in detail within the BA and are well documented. Potential RCW nesting and foraging habitat (pine stands 30 years or older with open midstory) was surveyed to a distance of one-half mile from the preferred alternative with approximately 2,667 acres identified as suitable RCW habitat (nesting and/or foraging) within Arkansas. No cavities, starter cavities, RCW specimens or other signs of active RCWs were observed during the survey and the BA concludes with a determination that the project will have no effect on the species. Service policy dictates that conclusions of "no effect" do not require concurrence from our agency. However, in response to the request by FHWA and URS Corporation the Service offers the following comments.

A review of the proposed project area revealed that the closest known active RCW colonies occur approximately 50 miles east of the planned construction. However, substantial RCW nesting and foraging habitat were identified in the BA within or directly adjacent to the proposed

interstate alignment. The potential for indirect or cumulative impacts (e.g. economic development, urbanization, air quality degradation) from interstate construction to affect RCWs is not discussed within the BA. Additionally, it is common for projects of this magnitude to experience delays in construction for many years following environmental review. During this time, it is conceivable that RCWs could re-colonize areas within or near the proposed alignment and could be directly or indirectly affected by the project.

Given that these effects have only a remote chance of occurring or affecting RCWs, the Service considers such threats discountable. Such findings would support the conclusion that project may affect, but is not likely to adversely affect the RCW. Further consultation for this project is not required unless project parameters change or new information regarding presence of threatened or endangered species is presented.

Thank you for allowing our agency the opportunity to comment on the proposed project. For future correspondence on this matter, please contact Mitch Wine of this office at (501) 513-4488.

Sincerely,

Margaret Harney

Margaret Harney
Team Leader

cc:
Brad Rieck, USFWS, Louisiana Field Office
Seth Bordelon, USFWS, Louisiana Field Office
Lynn Malbrough, FHWA
John Harris, AHTD
John Fleming, AHTD
Christi Wilson, URS
Cindy Osborne, ANHC
Robert Leonard, AGFC
Wanda Boyd, EPA

"Yancey Kyle"
<ykyle@unioncountyar.com>
07/15/2009 11:44 AM

To <christi_wilson@urscorp.com>
cc
bcc
Subject I-69 through Union County, AR

Christi,

Consider this correspondence to be a statement of approval of the proposed location of the I-69 passage through Union County, Arkansas. Impact to any floodplain locations in the county would be minimal at most and we support wholeheartedly the construction of I-69 in Union County.

Yancey A. Kyle
Director - Office of Emergency Management
Safety Coordinator, Fire Coordinator, Floodplain Manager
Union County, Arkansas
101 N. Washington, Suite 101
El Dorado, AR 71730
870-864-1901 (office)
870-864-1902 (fax)
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870-881-7125 (pager)
ykyle@unioncountyar.com

No virus found in this outgoing message.
Checked by AVG - www.avg.com
Version: 8.5.392 / Virus Database: 270.13.15/2239 - Release Date: 07/15/09 06:07:00

MITCHELL J. LANDRIEU
LIEUTENANT GOVERNOR

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

PAM BREAUX
SECRETARY

SCOTT HUTCHESON
ASSISTANT SECRETARY

June 18, 2009

Ms. Noel Ardoin
Environmental Engineer Administrator
State of Louisiana
Department of Transportation and Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: Draft Phase I Report
LA Division of Archaeology Report No. 22-3270
Phase I Cultural Resources Survey and Archaeological Inventory of the Louisiana Portion of the Proposed I-69 Corridor Section of the Independent Utility No. 14, Bossier, Webster, and Claiborne Parishes, Louisiana
RCG, Inc.

Dear Ms. Ardoin:

We acknowledge the receipt of your letter dated May 12, 2009, and two copies of the above- referenced report. We have completed our review and offer the following comments.

The report contains information discrepancies between the site forms and report text that will need to be addressed prior to the acceptance of the final report. Although there are a number of errors in the report, we nevertheless agree that sites 16WE389, 16CL166, 16WE390, 16WE392, 16CL168, 16BO615, 16WE391, and 16CL16716BO615, 16CL166-68, 16WE389-392 are not eligible for the National Register and therefore, the undertaking will have no effect on historic properties.

Please review the enclosed technical comments and photocopied pages with comments/corrections noted. We look forward to receiving two copies of the final report with comments addressed, as appropriate. If you should have any questions, please contact Stacie Palmer in the Division of Archaeology by email at spalmer@crt.state.la.us or by phone at (225) 342-5737.

Sincerely,

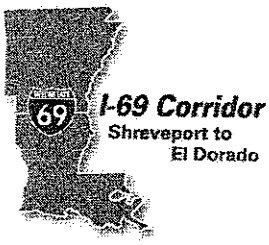
Scott Hutcheson
State Historic Preservation Officer

SH:SP:s

Enclosures: as stated

cc: Mr. William Athens
R. Christopher Goodwin & Associates, Inc.
309 Jefferson Highway, Suite A
New Orleans, LA 70121

URS



September 3, 2009

Mr. Charles Allred
Ms. Anne Woerner
U.S Army Corps of Engineers
Vicksburg District
4155 Clay Street
Vicksburg, MS 39183-3435

Subject: **Interstate 69 - Section of Independent Utility No. 14**
State Project No. 736-99-1032
Federal Aid Project No. CBI-9901(516)
Junction I-20 near Haughton, LA to US 82 near El Dorado, AR
Bossier, Claiborne and Webster Parishes, Louisiana
Columbia and Union Counties, Arkansas
URS Project No. 1000100x

Dear Mr. Allred and Ms. Woerner:

On behalf of the Louisiana Department of Transportation and Development, please find enclosed the following documents prepared for the I-69 SIU 14 Environmental Impact Statement

- Preliminary Final Environmental Impact Statement dated April 2009;
- Draft Final Wetland Delineation Report dated September 2008, accepted as final by LADOTD;
- Final Phase I Cultural Resources Survey and Archeological Inventory of the Louisiana Portion of the Proposed I-69 Corridor Section of SIU 14, Bossier, Webster, Claiborne Parishes, Louisiana dated August 2009;
- Final Phase I Cultural Resources Survey and Archeological Inventory of the Arkansas Portion of the Proposed I-69 Corridor Section of SIU 14, Columbia and Union Counties, Arkansas dated January 2009.

Earlier coordination with your office has guided the decisions made by LADOTD, Arkansas Highway Transportation Department and Federal Highway Administration on the most environmentally preferred alternative identified and evaluated for this project.

In previous correspondence dated June 15, 2005, Susan Jarvis indicated that support of the preferred alternative was contingent upon the results of additional assessment of impacts on historic properties. These results are detailed in the enclosed cultural

URS Corporation
Executive Tower
3500 North Causeway Boulevard
Suite 900
Metairie, LA 70002-3527
Tel: 504.837.6326
Fax: 504.831.8860

resources reports that have recently been completed. Based on these surveys, it has been concluded that the Preferred Alternative will have no effect on historic properties in Louisiana. There are a few unresolved issues of concern in Arkansas that we will try to have resolved within a couple of weeks and will keep you informed of the final decision. We request your review of the enclosed survey results and request documented concurrence with the conclusions to be included in the final EIS that we project to complete in September.

At this time we are also requesting review on the Wetland Delineation report and concurrence with the findings presented in this report

Should you need further information, please do not hesitate to contact me at your earliest convenience.

Sincerely,

URS Corporation

Tom Hunter
Senior Project Manager

cc: Wayne Nguyen, PE, LDOTD

enclosures

51 + 52

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.la.gov
225-242-4502

BOBBY JINDAL
GOVERNOR

WILLIAM D. ANKNER, Ph.D.
SECRETARY

September 15, 2009

STATE PROEJCT NO. 736-99-1032
F.A.P. NO. CBI-9901(516)
NAME: EIS FOR SECTION OF INDEPENDENT UTILITY NO. 14
ROUTE: I-69
PARISH: BOSSIER, CLAIBORNE, AND WEBSTER PARISHES, LA
COLUMBIA AND UNION COUNTIES, ARK

Mr. Scott Hutcheson
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

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The Final Report has been reviewed and accepted. #22-3270

Scott Hutcheson 10-29-09
Scott Hutcheson Date
State Historic Preservation Officer

SUBJECT: Final Phase I Cultural Resources Report

Dear Mr. Hutcheson:

Enclosed are two copies for your library of the August 2009 ~~draft~~ FINAL report titled "Phase I Cultural Resources Survey and Archaeological Inventory of the Louisiana Portion of the Proposed I-69 Corridor Section of Independent Utility No. 14, Bossier, Webster, and Claiborne Parishes, Louisiana" prepared by R. Christopher Goodwin & Associates, Inc., for the above-captioned project.

If you have any questions or comments, please call Nikki Leon at (225) 242-4514.

Sincerely,

for Noel Ardoin
Environmental Engineer Administrator

Enclosures
NA/nl

cc. Quang Nguyen
FHWA (w/copy)

RECEIVED
SEP 17 2009
DIVISION OF ARCHAEOLOGY

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE
09-53-2010

HISTORIC PRESERVATION ASSOCIATES, LLC

P. O. Box 1064 90 South College Avenue Fayetteville, Arkansas 72702 479-442-3779 FAX 479-582-3779

Ms. Francis "Missy" McSwain
Deputy State Historic Preservation Officer
ATTN: Mr. Tom Marr
1500 Tower Building
323 Center Street
Little Rock, Arkansas 72201

24 September 2009

501-324-9880
501-324-9184 FAX

RE: I-69 SIU-14
Section 106 Review - FHWA
Union and Columbia counties, Arkansas
FHWA-LA-EIS-05-01-D; AHTD State Project No. 070212; FAP No. CBI-9901(516)
AHPP Tracking No. 39715

Dear Ms. McSwain:

In November 2008, we provided your office with an RTA regarding *Determinations of Eligibility* in connection with **I-69 SIU-14 SHREVEPORT TO EL DORADO – ARKANSAS SECTION (US 82 TO STATE LINE)**. By letter dated 20 November 2008, your office "determined that structure CO0430 [is] eligible for listing on the National Register."

A copy of your review letter along with the cover, and pages 50, 52, and 54-60 of the RTA are attached for your records.

In an effort to assist FHWA with its Section 4(f) responsibilities, we are requesting clarification from your office in connection with the criteria or criterion (or criteria considerations) used to make your determination. Thank you for your assistance in the Section 106 process. Please don't hesitate to contact us if you have any questions.

Sincerely,

Timothy C. Klinger
Director

TCK:rtv
encl. as stated
00-00 ALL HPA Project Letters of Transmission.doc

Mr. Allen R. Muhic, CEP
Senior Environmental Planner/Project Manager
URS Corporation
3500 North Causeway Boulevard, Suite 900
Metairie, Louisiana 70002

440-286-8315
504-831-8860 fax
allen_muhic@urscorp.com

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Pg 2

Ms. Francis "Missy" McSwain
Deputy State Historic Preservation Officer

RE: I-69 SIU-14
Section 106 Review - FHWA
Union and Columbia counties, Arkansas
FHWA-LA-EIS-05-01-D; AHTD State Project No. 070212; FAP No. CBI-9901(516)
AHPP Tracking No. 39715

24 September 2009
page 2

Mr. Lynn P. Malbrough, Division Head
AHTD Environmental Division
c/o Mr. John Miller
10324 Interstate 30
Little Rock, Arkansas 72209

501-569-2285
501-569-2009 FAX
lynn.malbrough@arkansashighways.com

Ms. Christi Wilson
URS Corporation
3500 North Causeway Blvd., Ste.900
Metairie, LA 70002-3527

504-218-0880
504-831-8860 FAX
christi_wilson@urscorp.com

54

The Department of
Arkansas Heritage

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council
•
Arkansas Natural Heritage Commission
•
Delta Cultural Center
•
Historic Arkansas Museum
•
Mosaic Templars Cultural Center
•
Old State House Museum

Arkansas Historic Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811
e-mail:
info@arkansaspreservation.org
website:
www.arkansaspreservation.com

An Equal Opportunity Employer

October 21, 2009

Mr. Timothy C. Klinger
Director
Historic Preservation Associates, LLC
90 South College Avenue,
P.O. Box 1064
Fayetteville, AR 72702

RE: Multi County – General
Section 106 Review – FHWA
Proposed I-69 Corridor from Shreveport to El Dorado
AHPP Tracking #39715
AHTD Job 070212

Dear ~~Mr. Klinger~~: Tim

This letter is written in response to your inquiry regarding properties of architectural or historical significance in the area of the proposed referenced project. The staff of the Arkansas Historic Preservation Program has reviewed the documents that pertain to this undertaking and determined that of the eight structures with photo documentation, provided with your November 10th, 2008 letter, we determined that structure CO0430 is eligible for listing on the National Register of Historic Places. Based upon the information provided, we believe it's eligible under Criterion C with local significance as an intact example of an early twentieth-century vernacular farmhouse.

If you should have any questions or comments, please do not hesitate to contact Tom Marr at (501) 324-9880.

Yours truly,

Frances McSwain
Deputy State Historic Preservation Officer

cc: Federal Highway Administration

55

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Dan Flowers
Director
Telephone (501) 569-2000

P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400

November 20, 2009

Ms. Frances McSwain
Deputy State Historic Preservation Officer
1500 Tower Building
323 Center Street
Little Rock, AR 72201
Attention Mr. George McCluskey and Tom Marr

RE: Louisiana State Project No. 736-99-1032
Arkansas State Project No. 070212
Federal Aid Project No. CBI-9901(516)
Interstate 69 EIS for SIU No. 14
Columbia and Union Counties, Arkansas
AHPP Tracking No. 39715

Dear Ms. McSwain:

In accordance with previous correspondence, Mr. Tom Marr of your office has determined that the building recorded as CO0430 is eligible for listing in the National Register of Historic Places under Criterion C because it has local significance as an intact example of an early twentieth century vernacular farmhouse.

CO0430 is near the intersection of the proposed I-69 Preferred Alternative and Columbia County Road 85 (Col. 85). CO0430 is located approximately 50 ft from the I-69 ROW and approximately 30 ft from the improved ROW along Col. 85. AHTD has reviewed the location of the building in relation to the required right-of-way (ROW) for the proposed I-69 and have determined that the preferred alternative avoids physical taking of this historic property.

Based on the numerous options available to further avoid or minimize affects, AHTD is confident that during the design and construction phases of the project that it can avoid and minimize affects to CO0430. In light of this, AHTD intends to include a commitment in the Final Environmental Impact Statement with the following language:

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Pg 2

Adjustments in final design shall be made to avoid impacts to one eligible standing structure (CO0430) identified during initial Phase I survey. Avoidance measures shall be sufficient to achieve a finding of "no effect".

The AHTD is requesting SHPO concurrence on this approach, in part, to provide clarity on the Section 106 status during the FHWA legal sufficiency review for the Final EIS. Please don't hesitate to contact me or John Miller if you have questions concerning this request.

Sincerely,

Lynn P. Malbrough
Division Head
Environmental Division

LPM:JM:pb

56

Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle
Chief

Gary Batton
Assistant Chief

December 3, 2009

Randal Looney
Arkansas DOT
700 West Capital Ave.
Suite 3130
Little Rock, AR 72201

Dear Randal Looney:

We have reviewed the following proposed project (s) as to its effect regarding religious and/or cultural significance to historic properties that may be affected by an undertaking of the projects area of potential effect.

Project Description: I-69 SIU 14 HAD-AR 2500

Comments: After review of the above-mentioned project(s), to the best of our knowledge, it will have no adverse effect on any historic properties in the project's area of potential effect. However, should construction activities exposed human remains, buried archaeological materials such as chipped stone, tools, pottery, bone, glass or metal items, or should it uncover evidence of buried historic building materials such as rock foundations, brick, or hand-poured concrete, this office should be contacted immediately at 1-800-522-6170 ext. 2137.

Sincerely,

Terry D. Cole
Tribal Historic Preservation Officer
Choctaw Nation of Oklahoma

By: Caren A Johnson
Caren A. Johnson
Administrative Assistant

CAJ:vr

The Department of
Arkansas Heritage

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council
•
Arkansas Natural Heritage Commission
•
Delta Cultural Center
•
Historic Arkansas Museum
•
Mosaic Templars Cultural Center
•
Old State House Museum

Arkansas Historic Preservation Program

1500 Tower Building
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Little Rock, AR 72201
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tdd: (501) 324-9811
e-mail:
info@arkansaspreservation.org
website:
www.arkansaspreservation.com

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December 10, 2009

RECEIVED
AHTD
DEC 14 2009
ENVIRONMENTAL
DIVISION

Mr. Lynn P. Malbrough
Division Head,
Environmental Division
Arkansas Highway and Transportation Department
PO Box 2261
Little Rock, AR 72203-2261

RE: Multi County – General
Section 106 Review – FHWA
Proposed I-69 Corridor from Shreveport to El Dorado
AHPP Tracking #39715
AHTD Job 070212

Dear Mr. Malbrough:

This letter is written in response to your inquiry regarding properties of architectural or historical significance in the area of the proposed referenced project. The staff of the Arkansas Historic Preservation Program has reviewed the documents that pertain to this undertaking provided with your November 20th, 2009 letter. Based upon the information provided, we have determined that your avoidance measures shall be sufficient to achieve a no adverse effect finding on structure CO0430, a property eligible for inclusion in the National Register of Historic Places.

If you should have any questions or comments, please do not hesitate to contact Tom Marr at (501) 324-9880.

Yours truly,

Frances McSwain

Frances McSwain
Deputy State Historic Preservation Officer

cc: Federal Highway Administration

ALABAMA-COUSHATTA TRIBE OF TEXAS
571 State Park Rd 56 • Livingston, Texas 77351 • (936) 563-1100

December 17, 2009

Federal Highway Administration
ATTN: Randal Looney
700 West Capital Ave, Suite 3130
Little Rock, AR 72201

Dear Mr. Looney:

On behalf of Chief Oscola Clayton Sylestine and the Alabama-Coushatta Tribe, our appreciation is expressed on your efforts to consult us regarding I-69 SIU 14 HAD-AR 2500 within Bossier, Webster, and Claiborne Parishes.

Our Tribe maintains ancestral associations within the state of Louisiana despite the absence of written records to completely identify Tribal activities, villages, trails, or grave sites. It is our objective to ensure significances of Native American ancestry, especially of the Alabama-Coushatta Tribe, are administered with the utmost attention.

Upon review of your November 4, 2009 submission, we have no immediate objections to the Final Report. Additionally, no known impacts to religious, cultural, or historical assets of the Alabama-Coushatta Tribe of Texas are anticipated in conjunction with this proposal.

Be aware Bossier Parish contains migratory routes and habitation sites utilized by ancestral members of the Alabama and Coushatta Tribes. Therefore, in the event of inadvertent discovery of human remains and/or archaeological artifacts, activity in proximity to the location must cease and appropriate authorities, including this office, notified without delay.

Should you require additional assistance, please do not hesitate to contact us.

Respectfully submitted,

Bryant J. Celestine
Historic Preservation Officer

Telephone: 936 – 563 – 1181 celestine.bryant@actribe.org Fax: 936 – 563 – 1183

"Koeppel, Sarah Y MVK"
<Sarah.Y.Koeppel@usace.army.mil>
12/16/2009 03:08 PM

To <Christi_Wilson@URSCorp.com>, "Allred, Charles R MVK" <Charles.R.Allred@usace.army.mil>
cc <Quang.Nguyen@LA.GOV>, <Tom_Hunter@URSCorp.com>, <Kent_Dussom@URSCorp.com>,
bcc
Subject RE: Subject - I-69 SIU 14 - Cultural Resources Review

History: This message has been replied to.

Hello, Christi.

Our office was hoping to submit one formal determination for cultural resources and wetlands. However, I do concur with the AR and LA SHPO's determination of no adverse effect. No further cultural resource considerations are warranted at this time. The possibility remains that unknown cultural resources exist. Should such deposits be encountered, it is requested that you cease activity in the immediate area and this office contacted. Further action will then be taken pursuant to 33CFR325, part II. This determination is given with the understanding that if further pertinent information is brought forth by the State Historic Preservation Officer, Federally Recognized Indian Tribes, or other interested parties, this recommendation may need to be re-evaluated to account for that new information.

Please let me know if this email will suffice. Again, a formal letter will accompany the approved jurisdictional determination made by Charles.

Thanks so much,
Sarah

Sarah Koeppel
Archaeologist, Regulatory Branch
U.S. Army Corps of Engineers, Vicksburg District
4155 East Clay Street
Vicksburg, MS 39183-3435
Phone: 601-631-5894, Fax: 601-631-5459

-----Original Message-----
From: Christi_Wilson@URSCorp.com [mailto:Christi_Wilson@URSCorp.com]
Sent: Monday, December 14, 2009 5:01 PM
To: Koeppel, Sarah Y MVK; Allred, Charles R MVK
Cc: Quang.Nguyen@LA.GOV; Tom_Hunter@URSCorp.com; Kent_Dussom@URSCorp.com; Allen_Muhic@URSCorp.com
Subject: Subject - I-69 SIU 14 - Cultural Resources Review

Ms. Koeppel and Mr. Allred,
Attached you will find a copy of the AR SHPO letter stating a finding of "no adverse effect" and a copy of the transmittal letter from LADOTD to LA SHPO transmitting the LA Cultural Survey Report with a stamp from LA SHPO stating completion of review and acceptance of the LA Cultural Survey Report.
By forwarding these final 2 letters, URS is asking for completion of the USACE review of the cultural reports as transmitted in September, 2009 and concurrence on the Preferred Alternative as depicted in the Preliminary FEIS, also delivered for your review in September, 2009.

60

U.S. Department of Transportation
Federal Highway Administration

Louisiana Division Office

5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

225-757-7600
225-757-7601 (Fax)

February 3, 2010

In Reply Refer To:
HDA-LA

Ms. Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation
and Development
Baton Rouge, LA

Subject: Draft EIS Re-Evaluation Requirements
I-69 EIS for Section of Independent Utility No. 14
F.A.P. No. CBI-9901(516), S.P. No. 736-99-1032
Bossier, Claiborne, Webster Parishes, LA, and
Columbia and Union Counties, AR

Attention: Mr. Wayne Nguyen

Dear Ms. Ardoin:

Our office has reviewed the submitted documentation on how the NEPA process has continued since the Draft Environmental Impact Statement (EIS) approval on March 24, 2005. Based on the chronological events and situations that emerged during the ongoing NEPA process, we concur with your determination that a Supplemental EIS is not required. This concurrence fulfills the re-evaluation requirements for Draft EIS as established on the FHWA Technical Advisory T6640.8A XI.

Should you have any questions, please contact Ms. Lismary Gavillán, Area Engineer at (225) 757-7604.

Sincerely yours,

Scott H. Nelson

For Carl M. Highsmith
Project Delivery Team Leader

61

U.S. Department of Transportation
Federal Highway Administration

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.

MOVING THE AMERICAN ECONOMY

62
Pg 1

DEPARTMENT OF THE ARMY

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

REPLY TO
ATTENTION OF:

June 22, 2011

Operations Division

SUBJECT: Preliminary Jurisdictional Determination, MVK-2003-568, Proposed Interstate 69 Corridor, Section of Independent Utility No. 14, Louisiana and Arkansas

Mr. Kent Dussom, P.E.
URS Corporation
Suite 900
3500 North Causeway Boulevard
Metarie, Louisiana 70002-3527

Dear Mr. Dussom:

I refer to your request for a preliminary jurisdictional determination regarding the currently proposed Interstate 69 corridor. The proposed work is located in Columbia and Union Counties, Arkansas and Bossier, Claiborne, and Webster Parishes, Louisiana.

Based upon the information that was provided by your office, including additional information obtained from a field investigation, we have determined that there are jurisdictional areas within the project boundary subject to regulation pursuant to Section 404 of the Clean Water Act. The approximate extent of waters of the United States, including wetlands, within the boundary of the property described through the aforementioned correspondence is depicted on the enclosed maps (enclosure 1). 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 2).

Since the proposed activity appears to involve the discharge of dredged and/or fill material (land clearing, ditching, filling, leveeing, etc.) into jurisdictional waters, a Department of the Army Section 404 permit is required. Your request for preferred alternative concurrence, associated with the subject corridor, is currently being assessed by our Evaluation Section.

Please be advised that an updated delineation of wetlands and other waters should be completed prior to the initiation of the permitting process. This updated delineation is necessary in order to better define the physical extent and characteristics of jurisdictional waters present within the project boundary. Prior to initiating this delineation, please schedule a meeting with the Corps of Engineers to determine the information and data format that is needed to expedite the jurisdictional review process.

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P52

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 3).

I am furnishing a copy of this letter to Mr. Randall Looney, Arkansas Division, Federal Highway Administration, 700 West Capitol Avenue, Room 3130, Little Rock, Arkansas 72201 and Mr. Robert Mahoney, Louisiana Division, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808.

If we may be of any further assistance in this matter, please contact Mr. David Carraway of this office, telephone (601) 631-5591, fax (601) 631-5459, or e-mail address: regulatory@usace.army.mil.

Sincerely,

Charles R. Allred, Jr.

Charles R. Allred, Jr.
Chief, Enforcement Section
Regulatory Branch

Enclosures

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

REPLY TO
ATTENTION OF:

July 6, 2011

Operations Division

SUBJECT: MVK-2003-568, Proposed Interstate 69 Corridor, Section of Independent Utility No. 14, Louisiana and Arkansas

Mr. Kent Dussom, P.E.
URS Corporation
Suite 900
3500 North Causeway Boulevard
Metarie, Louisiana 70002-3527

Dear Mr. Dussom:

I refer to your request for concurrence regarding the currently proposed Interstate 69 corridor. The proposed work is located in Columbia and Union Counties, Arkansas and Bossier, Claiborne, and Webster Parishes, Louisiana.

Based upon the information provided by your office, we concur with the selection of the Preferred Alternative 4.3 as the Haughton, Louisiana to El Dorado, Arkansas alignment. This concurrence is based on the minimization of overall project impacts taken into consideration for the corridor selection (ie. cultural resources, wetlands, streams, major cities, national wildlife refuges, etc.)

I am furnishing a copy of this letter to Mr. Randall Looney, Arkansas Division, Federal Highway Administration, 700 West Capitol Avenue, Room 3130, Little Rock, Arkansas 72201 and Mr. Robert Mahoney, Louisiana Division, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808.

If we may be of any further assistance in this matter, please contact Ms. Tonya Acuff of this office, telephone (601) 631-7528, fax (601) 631-5459, or e-mail address: tonya.acuff@usace.army.mil.

Sincerely,

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

Appendix C Public Comments

Draft EIS Public Comments
Received April 8, 2005 – May 30, 2005

Comments Requiring Detailed Review and Response

TABLE C-1
I-69 SIU 14 EIS
Draft EIS Public Comments

Comments Received April 8- May-30, 2005

Common Comment Shading Key:		Comments concerned with access in Arkansas						Comments concerned with LA 2 and Alt LA 2 Interchanges, Edmonds Rd and Clarence Ivory Rd					Comments concerned with LA 3008 crossing and access to property											Comments concerned with access between Mims Road, LA159 and LA 2						Comments concerned with alignment around Goodwill and Fuller Roads	Other
ID#	DEMOGRAPHIC INFORMATION	ALTERNATIVE PREFERENCE						ALTERNATIVE OPPOSITION					REASONS FOR PREFERERENCE/OPPOSITION																	Additional Comments and Information Provided	RESPONSE TO COMMENTS
													ALIGNMENT ISSUES						HUMAN ISSUES						ENVIRONMENTAL ISSUES							
ID#	NAME	4	5	Option 1	Option 2	Option 3	No Build	4	5	Option 1	Option 2	Option 3	Length	Safety	Cost	Interchanges	Loc. Road Inv.	Design	Resid. Imp.	Access / Emer	Econ. Dev.	LA Ren. Com.	Comm. Ben.	Region. Ben.	Wetlands/Strea	Aquifer	Dorcheat	Lakes Dev.	Oil and Gas	Wildlife		
10	Michael Brown																x														Questioned possible connection of I-69 SIU 14 with I-30 and I-49	Connection with the other interstate systems mentioned in the comment is outside of the designated study area for this SIU 14 of I-69 and does not meet the purpose and need of the project.
11	Sen. Gene Jeffress															x		x													Interchange needed between US 79 & US 82	AHTD examined the options of added interchanges in AR during PA Revisions in Oct. 06 and decided that traffic volumes and access issues will be evaluated in detail during the design phase of the project.
12	Linda Loftin				x											x		x					x	x							Interchange needed @ Tram Rd	
14	Mark Smith	x			x	x										x		x													Interchange needed between US 79 & US 82	
15	Don Traylor																	x													Provide access to Clebeat Springs, AR area	
17	Steve Peace						x																								Project will be cultural invasion, security threat, loss of land use, tax burden	The benefits of the PA meet the purpose and need of the project, while the no build alternative does not
41	Steve G. Kirkikis																														See Comment Letter	SIU 14 and Alternative alignlments were selected based on consideration of feasibility , constructability, economic and environmental, and social impacts.
45	Sherburn Sentell		x															x		x					x						Concern - local road closures - Mims, Evergreen	PA Revisions in Oct. 06 provide for: (1) added interchange @ LA 159 that was deemed reasonable due to the distance between the LA 2 and US 371 interchanges and improved access for the area, but affecting 2 additional structures; (2) frontage road on the west side of the interstate connecting Mims, and Evergreen Road to interchange @ LA159 to improve access and emergency response capabilities;
46	Diane Sentell		x									x				x		x	x	x					x						Concern - local road closures - Mims, Evergreen	
49	David Lowe		x	x											x	x		x							x		x				Concern - local road closures - Evergreen; Interch. @ LA 159	
50	Gwen Lowe		x												x	x		x							x		x				Concern - local road closures - Evergreen; Interch. @ LA 159	
2910	Barbara Machen		x														x														Concern - local road closures - Mims, Evergreen	
420	Kevin Miller		x											x			x			x											Em respose better, Concerned about Evergreen Comm	

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441b	Marcus Wren															x		x													Interchanges needed on Hwy 159 and LA 2	(3) added interchange at Alt.LA 2 without the suggested frontage road to connect to US79 which was determined to be cost prohibitive
60	William Dawson																	x													Add interchange @Alt. LA2 in Hayn. With access roads north	
167	Rex Williams															x		x													Need interchange @ Alt LA2 in Haynesville	
140	Sherry Hardin																														Questioned project timing and funding	LADOTD is preparing an implentation plan for this major FHWA project including the best estimated schedule for all implementation activities.
409	Joe Williams																	x													Cross Claib/Web Line at Leton	This suggestion was considered and omitted because of agency concern with wetland impact near Black Bayou. *(DEIS page 4-5)*
417a	Mark Eubanks																			x											Concern; Fire districting	Comments noted; revisions that include interchange on LA 159 and frontage roads for Mims, Evergreen School Road and LA 159 provide needed connectivity for emergency respose.

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424	Dr. Alice Stewart	x			x	x														x	x	x		x		x	x	x	x		Comments support Alt 4.2&3 on the basis of: 1-Preferable Bayou Dorcheat crossing 2-Protection of Sparta aquifer 3-Econ. Dev. Stimulated by alignment and North Hills Lake Dev. (sites an error in DEIS concerning proposed injection wells planned for North Hills Lake Dev.) 4-Natual resouces protection would be enhanced by North Hills Lake Dev. & 4.2&3 alignment. (sites contradiction in NRTM) 5-Preferable since "Straiht-line route along US 79 was excluded. (sites a DEIS error stating LA 9 between Minden and Homer)	Comment Response 1- Comment Noted 2- Comment Noted 3- Comment Noted (DEIS error corrected in FEIS) 4- Comment Noted (Contradictory statement in NRTM corrected in Final NRTM) 5- Comment Noted (DEIS error corrected in FEIS)
429	Ardis Martin																	x													Reconsider east of Minden & thru Homer @ bypass	This suggested alignment was considered but eliminated during Corridor Selection

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475	Bernard Stevens		x															x													**Comment Attachment # 2 for the following comments:**	PA Revisions in Oct. 06 provide for a modification of the alignment along the Goodwin Road and Fuller Road intersection to reduce residential and noise impacts to the residential area along Goodwill and Fuller Roads
476	Mary Bruner		x															x														
477	Willie C. Bryant		x															x													The Comment Attachment #2 states: I would like to see Alt.4 moved east toward B. Dorcheat This would be shorter and have less impact on residents. Suggests: revise alignment to split away from I-20 just north of inter-change move east, crossing Goodwill Road below Bellview Road, crossing near or above the landfill continuing over Fuller Road near Sausman Creek and over Doc Steed Road to tie into Alt.4 before the US 371 Interchange	
478	Carolyn S. Bryant		x																													
478	Carolyn S. Bryant							x										x														
479	Faye Whitaker		x															x	x													
480	Keith M.Alton		x															x	x													
481	Tony K. White																	x														
482	Victoria White																	x														
483	Brandy White																	x														
484	Dave L. Osborn		x																													
484	Dave L. Osborn							x										x														
485	Dottie Osborn		x																													
485	Dottie Osborn							x										x														
486	Robert Jackson		x																													
486	Robert Jackson							x										x													Comment Attachment #2	
487	Inez Jackson		x																												Comment Attachment #2	
487	Inez Jackson							x										x													Comment Attachment #2	
488	Charles Waller		x																												Comment Attachment #2	
488	Charles Waller							x										x													Comment Attachment #2	
489	Roy J. Phillips		x																x	x					x						Comment Attachment #2	
490	Vira L. Phillips		x																x	x					x						Comment Attachment #2	
491	Duane Phillips		x																x						x						Comment Attachment #2	
492	Alex Phillips		x																x						x						Comment Attachment #2	
493	Vernell Ingram		x																x	x					x						Comment Attachment #2	
494	Thelma Stevens		x																												New res. from NY regrets destruct. of rural area	
495	Andrew Waller		x															x													Comment Attachment #2	
496	Ethel Waller		x															x													Comment Attachment #2	
497	Daisy M. Waller		x															x													Comment Attachment #2	
498	George Rice		x															x													Comment Attachment #2	
499	James Waller		x															x													Comment Attachment #2	
500a	Sherry Haynes		x															x													Comment Attachment #2	

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500b	Sherry Haynes																	x													House photos and information	PA Revisions in Oct. 06 provide for a modification of the alignment along the Goodwin Road and Fuller Road intersection to reduce residential and noise impacts to the residential area along Goodwill and Fuller Roads
501	Danny Haynes		x															x													Comment Attachment #2	
502	Mary Helen White		x															x													Comment Attachment #2	
503	Floyd Walton, Jr.		x															x													Comment Attachment #2	
504	Mary F. Walton		x															x													Comment Attachment #2	
2221	Lessly Manning		x															x													Comment Attachment #2	
2222	Marth Crosby		x															x													Comment Attachment #2	
2223	Bernard Hudson		x															x													Comment Attachment #2	
2224	Peggy Morris		x															x													Comment Attachment #2	
2225	Daul V. Hudson		x															x													Comment Attachment #2	
2226	Booker Gladney		x															x													Comment Attachment #2	
2227	Alice Tyson		x															x													Comment Attachment #2	
2228	Ida Jackson		x															x													Comment Attachment #2	
2229	A. B. Jackson, Jr.		x															x													Comment Attachment #2	
2230	DeKeilla Jenkins		x															x													Comment Attachment #2	
2231	Mamie Brooks		x															x													Comment Attachment #2	
2232	Eunice Waller		x															x													Comment Attachment #2	
2233	Mattie Robinson		x															x													Comment Attachment #2	
2234	Esper Kemp		x															x													Comment Attachment #2	
2235	Essie Kemp		x															x													Comment Attachment #2	
2236	Daisy Waller		x															x													Comment Attachment #2	
2237	Dorothy Britton		x															x													Comment Attachment #2	
2238	James E. Scott		x															x													Comment Attachment #2	
2239	Nikki Wilson		x															x													Comment Attachment #2	
2240	Wade Wilson		x															x													Comment Attachment #2	
2241	Milton McDonald		x															x													Comment Attachment #2	
2242	Don Bruner		x															x													Comment Attachment #2	
2243	Grace Bruner		x															x													Comment Attachment #2	
2244	Eddie Lewis		x															x													Comment Attachment #2	
2245	Treabie McDonald		x															x													Comment Attachment #2	
2246	Dorothy Myers		x															x													Comment Attachment #2	
2247	Levada Mitchell		x															x													Comment Attachment #2	
2248	Romano Dillard		x															x													Comment Attachment #2	
2249	John Carey		x															x													Comment Attachment #2	
2250	James H. Smith		x															x													Comment Attachment #2	

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1342	Sutton Orenbaun																														Property is affected by Alt. 4 See Comments	Neither Orrenbaum Parcel 8206 or 8211 are located within Preferred Alternative
1733	Beverly E. Smith							x	x	x	x	x			x			x													"Straightline" route minimizes cost & env. effects	Comment previously considered and alignment does not meet purpose and need or design criteria of the project
1741	Johnnie M. Walker		x	x														x													Op3-move west of Cl Iv more to avoid property splits	Westward shift in the alignment would position the alignment within the wetlands of Black Bayou.
1744	James D. Walker		x	x	x													x													Op3-move west of Cl Iv more to avoid property splits	
1740	Carrrie Edmonds		x	x	x													x													Op3-Loc Alt2 intchg.1/2 way between Ed.Rd & FLRd	During PA Revisions Oct. 06 it was determined that this slight modification will be reevaluated during the design phase of the project
1746	Richard P. Heard							x				x			x			x										x			Op3-Loc Alt2 intchg.1/2 way between Ed.Rd & FLRd	
1858	Virginia Simms	x	x			x												x													Op 3-Loc Alt 2 intchg.1/2 way between Ed. Rd & FL. Rd	
1859	Danny N. Milam	x	x	x	x													x													Op 3-Loc Alt 2 intchg.1/2 way between Ed. Rd & FL. Rd	
1860	R. G. Mixon	x	x	x	x																										Op 3-Loc Alt 2 intchg.1/2 way between Ed. Rd & FL. Rd	
1860	R. G. Mixon											x						x													Op3-Loc Alt2 intchg.1/2 way between Ed.Rd & FLRd	
1861	Judy Milam	x		x	x													x													Conflicting Comment --- Opt 3	
1892	Cindy Smith		x	x								x						x													Op3-Loc Alt2 intchg.1/2 way between Ed.Rd & FLRd	
1893	Carol Fowler	x			x							x						x													Op3-Loc Alt2 intchg.1/2 way between Ed.Rd & FLRd	
1894	Star Sherrill		x	x	x							x						x													Op3-Loc Alt2 intchg.1/2 way between Ed.Rd & FLRd	

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2259	Art Martin							x									x	x													Conflicting Statement or Question about Alt4 See comment	This suggestion is similar to Corridor 3b which was evaluated and omitted during corridor stage because it parralled I-20 and did not provide improved access to the study area. *(DEIS page 2-5);* revisions that include interchange on LA 159 and frontage roads for Mims, Evergreen School Road and LA 159 provide needed connectivity for Evergreen area
2644	Adrian Manning		x															x													Go thru Plain Deal. to save money	This suggestion is out of the designated project study area
4294	David Smith		x																		x		x								Lk. Erling Proj. and land mitigation @ Lorex crossing	Preference and Comments on proposed projects are noted
4669	Charles W. Beck		x												x		x		x												Attached:Petition-Sept. 04-170 names protesting Alt.4 in the Grove community	Petition dated prior to comment period; revisions based on comments have improved public acceptance of PA
4670	R.O. Machen		x														x														Attached:(A) Evergreen Fire Dept.Resolution; (B) Letter; (C) Letter Dated 3/29/03 as reference	Comments noted ; revisions that include interchange on LA 159 and frontage roads for Mims, Evergreen School Road and LA 159 provide needed connectivity
4671	Claiborne Elec. Coop.	x			x	x								x						x	x			x		x		x			Letter representing Claiborne Electric Coop. serving 6 parishes	Preference & Comments noted - Information Considered
4672	Mary Twitty		x																		x			x							Representing Magnol./Col. Cty. Cham. of Commerce	Preference & Comments noted - Information Considered
4673	Jeri Sue Wall	x			x	x																					x			x	Letter	Preference & Comments noted - Information Considered
4677	Perry R. Wall	x			x	x																					x			x	Letter	
4674	Carolyn Thomas		x	x										x		x		x		x	x			x				x			Attached: Letter	Preference & Comments noted - revisions include LA 159 Interchange
4675	Donald Thomas		x	x										x		x		x		x	x			x				x			Attached: Letter	
4676a	Alice Stewart	x			x	x															x	x		x	x	x	x	x	x		Attached:(A) Letter 5/23/05	See comment and response #424 above Resolution Comments Noted
4676b	Alice Stewart																														(B) Arguments in Support of Alt4.2&.3	
4676c	Alice Stewart																														(C)Resolution CP Watershed District	

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4678	Mage B. Sims		x	x	x										x		x		x	x	x		x		x	x	x				Letter	Preference & Comments noted - Information Considered
4679	Johnnie Schwaller																														Letter	Refer to Section 2.3 of the DEIS to clarify the nomenclature transition from Corridors to Alignments during evaluation and screening.
4680a	Travis Tinsley	x			x	x							x	x	x	x	x			x	x			x	x	x	x	x	x		Letter	Comments Noted
4680b	Travis Tinsley																														Copy of a letter to the Editor of *Guardian Journal*	Comments Noted
4682a	Town of Homer																														Letter Cong. Jim McCrery-	Preference & Comments noted - Information Considered
4682b	Town of Homer	x			x	x							x	x	x		x		x	x	x	x		x	x	x	x	x	x		Resolution	
4683	Claiborne P J	x			x	x							x	x	x		x		x	x	x	x		x	x	x	x	x			Resolution	Preference & Comments noted
4684	Springhill Lions Club		x												x				x	x	x		x			x					Resolution	Preference & Comments noted
4685	Town of Plain Dealing		x												x				x	x	x		x			x					Resolution	Preference & Comments noted
4686	Springhill Medical Center		x												x				x	x	x		x			x					Resolution	Preference & Comments noted
4687	Springhill Rotary Club		x												x				x	x	x		x			x					Resolution	Preference & Comments noted
4688	South Webster Industrial District	x			x	x														x	x			x		x	x				Resolution	Preference & Comments noted
4689a	North Webster		x																		x		x								Resolution	Preference & Comments noted - Information Considered
4689b	Industrial District																														Letter - Gov. Blanco 5/16/05	
4690	Bossier P J		x	x	x														x						x						Letter	Preference & Comments noted
4691	C National Bank		x												x				x	x	x		x			x					Resolution	Preference & Comments noted
4692	Webster Parish Fire District #10		x												x				x	x	x		x			x					Resolution	Preference & Comments noted
4693	Carter Federal Credit Union		x												x				x	x	x		x			x					Resolution	Preference & Comments noted
4694	City of Springhill		x												x				x	x	x		x			x					Resolution	Preference & Comments noted
4695	Chris.Schumpert		x																	x	x										Letter	Preference & Comments noted
4696	City of Minden	x			x	x											x		x							x	x	x			Letter	Preference & Comments noted
4697	Sue Gruber	x			x	x							x				x							x		x	x			x	Letter	Preference & Comments noted
4698a	Claiborne C O C	x			x	x											x		x			x		x		x	x	x			Resolution	Preference & Comments noted - Information Considered
4698b	Claiborne C O C																														Letter addressed to Cong. Jim Mc Crery 5/12/05	

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4699	Wesley Emerson	x			x	x											x					x				x				x	Letter with attachments	Preference & Comments noted - Information Considered
4699	Wesley Emerson																														(C) List of Supporters	
4699a	Wesley Emerson																														(A) Claib. Parish Police Jury Minutes	
4699b	Wesley Emerson																														(B) Letter from Cong McCrery to A. Stewart 5/24/04	
4700	Town/Haynesville	x			x	x											x					x		x		x	x				Letter to Cong. McCrery 5/6/05	Preference & Comments noted
4701	Jeffery Burford	x			x	x							x											x			x				Letter	Preference & Comments noted
4702	Vickie Cullen	x			x	x							x				x		x							x	x				Letter	Preference & Comments noted
4703	Greg Hicks	x			x	x																									Letter-econ & envir. Feasible	Preference & Comments noted
4704	Mahala Hutto	x			x	x																									Letter-econ & envir. Feasible	Preference & Comments noted
4705	Village of Dixie Inn	x			x	x															x						x				Letter	Preference & Comments noted
4706	Michael McGuire	x			x	x							x						x												Letter rep. Green Tech Panels	Preference & Comments noted
4707	Minden-S Webster Cham. Commerce	x			x	x											x							x		x	x		x		Letter and Resolution	Preference & Comments noted
4708	Town of Sibley	x			x	x											x		x					x		x	x		x		Resolution	Preference & Comments noted
4709	Minden Lions Club	x			x	x							x						x		x			x		x	x				Resolution	Preference & Comments noted
4710	Mind. E. Lions Club	x			x	x							x						x		x			x		x	x				Resolution	Preference & Comments noted
4711	Homer Lions Club	x			x	x							x		x		x		x		x	x		x		x	x	x			Resolution	Preference & Comments noted
4729	Johnnie Hill																				x		x								Letter - economic dev. Information N. Webster Ind.Park	Information Considered

Common Comment Shading Key:		Comments concerned with access in Arkansas						Comments concerned with LA 2 and Alt LA 2 Interchanges, Edmonds Rd and Clarence Ivory Rd					Comments concerned with LA 3008 crossing and access to property											Comments concerned with access between Mims Road, LA159 and LA 2						Comments concerned with alignment around Goodwill and Fuller Roads	Other
ID#	DEMOGRAPHIC INFORMATION	ALTERNATIVE PREFERENCE						ALTERNATIVE OPPOSITION					REASONS FOR PREFERERENCE/OPPOSITION																	Additional Comments and Information Provided	RESPONSE TO COMMENTS
													ALIGNMENT ISSUES						HUMAN ISSUES						ENVIRONMENTAL ISSUES							
ID#	NAME	4	5	Option 1	Option 2	Option 3	No Build	4	5	Option 1	Option 2	Option 3	Length	Safety	Cost	Interchanges	Loc. Road Inv.	Design	Resid. Imp.	Access / Emer	Econ. Dev.	LA Ren. Com.	Comm. Ben.	Region. Ben.	Wetlands/Strea	Aquifer	Dorcheat	Lakes Dev.	Oil and Gas	Wildlife		
4681a	Lane Merritt																								x	x	x		x	x	Letters Dated: (A) 4/15/05 1 - Request clarification of the difference in aquifer recharge area conversion to highway with each alternative. 2 - DEIS states on pg 3-24 that Duke Energy is the sole industrial facility near the alternatives, others are XTO refinery & loading dock, Calumet Refinery, Mid Valley Pipeline, Marathon Plant and ANGI Plant. DEIS should state that Alt. 4 avoids the active and aggressive Cotton Valley Oil & Gas field.	Comments noted
4681a	Lane Merritt																														3 - Request clarification of differing statements concerning selection of PA. 4 - Reconsider location and importance of spring-fed streams. 5 - Noting location of historically located multi-specie wading bird colonies north of Alt. 1 Bayou Dorcheat crossing.	Comments noted

Comments Requiring Detailed Review and Response

TABLE C-1
I-69 SIU 14 EIS
Draft EIS Public Comments

Comments Received April 8- May-30, 2005

Common Comment Shading Key:		Comments concerned with access in Arkansas						Comments concerned with LA 2 and Alt LA 2 Interchanges, Edmonds Rd and Clarence Ivory Rd					Comments concerned with LA 3008 crossing and access to property											Comments concerned with access between Mims Road, LA159 and LA 2						Comments concerned with alignment around Goodwill and Fuller Roads	Other
ID#	DEMOGRAPHIC INFORMATION	ALTERNATIVE PREFERENCE						ALTERNATIVE OPPOSITION					REASONS FOR PREFERERENCE/OPPOSITION																	Additional Comments and Information Provided	RESPONSE TO COMMENTS
													ALIGNMENT ISSUES						HUMAN ISSUES						ENVIRONMENTAL ISSUES							
ID#	NAME	4	5	Option 1	Option 2	Option 3	No Build	4	5	Option 1	Option 2	Option 3	Length	Safety	Cost	Interchanges	Loc. Road Inv.	Design	Resid. Imp.	Access / Emer	Econ. Dev.	LA Ren. Com.	Comm. Ben.	Region. Ben.	Wetlands/Strea	Aquifer	Dorcheat	Lakes Dev.	Oil and Gas	Wildlife		
4681a	Lane Merritt																														6 - Moderate wetland impact of Alt. 4 is justified by Claiborne Parish support of Alt. 4 and North Hills Lakes Project. 7 - Correct "pesticide" on pg. 3-55 to "herbicide." 8 - Correct Figure 3.3-4b view shed of Bayou Dorcheat. 9 - DEIS downplays importance of only State-owned, regulated recreation area in study area - Bayou Dorcheat. 10 - Alt. 5 impacts a cultural resource site.	Comments noted
4681b	Lane Merritt																														(B) Expressed concern over wading bird nesting colonies near Alt. 5 crossing of Bayou Dorcheat.	Comments noted.
4681c	Lane Merritt																	x													(C) Concerned with road closures near Marathon/XTO plant in Webster Parish causing limited emergency evacuation routes.	Comments noted.
4681d	Lane Merritt																														(D) A comprehensive letter reiterrating the positive aspects of Alternative 4 and negative aspects of Alternative 5.	Comments noted.
4681e	Lane Merritt																														(E) A brief letter reiterrating the positive aspects of Alternative 4 and negative aspects of Alternative 5.	Comments noted.

Draft EIS Public Comments
On Revisions
Received October 2 - 16, 2006

Comments Requiring Response

TABLE C-2
I-69 SIU 14 EIS
Revisions

Comments Received October 2 - 16, 2006

Shading Key:	Comments concerned with access in Arkansas	Comments concerned with LA 2 and Alt LA2 Interchanges, Edmonds Road and Clarence Ivory Road	Other	Comments concerned with access between Mims Road, LA159 and LA 2	Comments concerned with LA 3008 crossing and access to property between I-69 and Bayou Dorcheat	Comments concerned with alignment around Goodwill and Fuller Roads

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers		Location	Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
1	Mildred	Adcock	1																1			Comments are noted
2	Pete	Adcock	1																1			Comments are noted
3	Keith	Adcock	1																1			Comments are noted
4	Jerry	Adkins	1																			Comments are noted
5	Trey	Allen																1		1	Consider moving alignment to avoid centering property	Comments are noted
6	Lois	Awbrey									#61 & #53											Comment Considered-AHTD will address in design phase
7	Mildred	Awbrey									#53 to #58							1			Improvements in local road access to I-69 needed as well	Comment Considered-AHTD will address in design phase
8	Bill	Bamonte	1																			Acceptance noted
9	Carla	Bamonte	1																			Acceptance noted
10	John	Bamonte	1																			Acceptance noted
11	Raymond	Bell									#18											Access provided by LA 159 & US 371 interchanges
12	Carole	Blalock	1																			Acceptance noted
13	Mike	Branch			1		1											1			prefer to see Flat Lick road to remain open	Frontage road will connect Flat Lick Rd to LA2
14	Dorothy	Britton	1									1							1			Acceptance noted
15	J.T.	Browning	1		1		1												1			Acceptance noted
16	Donald	Bruner	1									1							1			Acceptance noted
17	Gracie	Bruner	1									1							1			Acceptance noted
18	Mary	Bruner	1									1										Acceptance noted
19	Willie	Bryant	1									1										Acceptance noted
20	Renee	Buggs	1																			Acceptance noted
21	Rachael	Bloxom																1			Extend east side of Dorcheat Bridge~500' for prop.access	Comment Considered-LADOTD will address in design phase
22	Benjamin	Clark																			Req. update info for 8222, 8223, 8224, 8231, 8232, 8233, 8235, 8236, 8240	Comments are noted
23	Pearlena	Clark																			Req. update info for 8222, 8223, 8224, 8231, 8232, 8233, 8235, 8236, 8240	Comments are noted
24	Terry	Davis		1																1		Oppositions are noted
25	Adrian	DeLukie		1	1																	Comments are noted
26	Booker T	Gladney	1									1										Acceptance noted
27	William T	Gleason	1		1																	Acceptance noted
28	Adrian	Hammontree																1			Allow Blue Run #19 to be open with Cross-over	Comment Considered-LADOTD will address in design phase
29	Dump E.	Hatter		1																	Economic benefits should influence location to be between Homer & Haynesville	Comment Considered-similar alignment previously eliminated
30	Bernard	Hudson	1									1							1			Acceptance noted
31	Vernell	Ingram	1									1										Acceptance noted
32	Clarence	Ivory, Jr.																1			Concerned about access to property	Comment Considered-Clarence Ivory Road closure is located on northern end near intersection of Rabb Road which connects to Winn Bottom Road where new frontage road will connect to the interchange at Alt. LA2. Full access to Clarence Ivory will remain.
33	Jewel	Ivory																1			Concerned about access to property	
34	Mary Jan	Ivory																1			Concerned about access to property	

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
35	John D.	Johnson									#18											Access provided by LA 159 & US 371 interchanges
36	Esper	Kemp	1									1							1			Acceptance noted
37	Essie	Kemp	1									1							1			Acceptance noted
38	W. Wayn	Kilpatrick	1		1		1					1										Acceptance noted
39	Angela	King									#18											Access provided by LA 159 & US 371 interchanges
40	Dave	Knoebel					1														Noted handout error of Hwy 79 Interchange as located in Columbia Cty	Acceptance & Comment noted
40	Dave	Knoebel																			Suggests containment measures where needed to protect Sparta Aquifer	Recommendation noted
41	Robert E	Lee									#18				1	#18					Farm lease on Pope property #8221 & 8230 would be impacted	Access provided by LA 159 & US 371 interchanges
42	Joyce	Major	1																			Acceptanc noted
43	Lessley	Manning	1									1										Acceptanc noted
44	Arthur	Martin		1																	Relocate alignment to benefit northern Webster - southern has I-20	Opposition & Comment noted
45	Charlotte	Martin		1																	Avoid splitting Evergreen Community	Opposition & Comment noted
46	Mil	McDonald	1									1										Acceptance noted
47	Treabie	McDonald	1									1										Acceptance noted
48	Levada F	Mitchell	1									1										Acceptance noted
49	Robert	Mitchell	1									1										Acceptance noted
50	Ernie	Odom	1									1										Acceptance noted
51	Roy	Phillips	1									1										Acceptance noted
52	Vira	Phillips	1									1										Acceptance noted
53	Dennis	Pope																			Consider 300' curve south to avoid farm on #8221 & 8230	All efforts were made to avoid impacts where reasonab
54	Jerry	Roberts																		1		Revision of LA3008 crossing moves alig. North of prop.
55	Tom	Sale																				Frontage road will connect Flat Lick Rd to LA2
56	J.E.	Scott	1									1										Acceptance noted
57	Bernard	Stevens, Jr.	1									1							1			Acceptance noted
58	Thelma	Stevens	1									1							1			Acceptance noted
59	Alice	Stewart	1				1														Noted handout error of Hwy 79 Interchange as located in Columbia Cty	Acceptance Noted & Comments Noted
59	Alice	Stewart																			Suggests containment measures where needed to protect Sparta Aquifer	Recommendation noted
60	J.T.	Taylor					1															Acceptance noted
61	Rebecca	Thurman									#18											Access provided by LA 159 & US 371 interchanges
62	George	Tigner	1																			Acceptance noted
63	Travis	Tinsley	1																		Consider future Lake on Black Bayou with stucture high enough for boats	Acceptance Noted & Comments Noted
64	Alice	Tyson	1									1										Acceptance noted
65	Lawrence	Vollmer		1																	move closer to Springhill	Opposition & Comment noted
66	Don	Wales								1	in AR										Lack of interchange from Haynesville to ElDorado is major issue	Comment Considered-AHTD will address in design phase
66	Don	Wales									Duplicate											Comment Considered-AHTD will address in design phase
67	Mrs. C. D	Walker																		1		Opposition noted
68	John	Walker	1									1										Acceptance noted
69	John	Walker	1																			Acceptance noted

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
70	Johnny N	Walker																			Consider moving alignment to west side of property	Comment considered-western movement affects wetlands
71	Andrew	Waller	1									1							1			Acceptance noted
72	Charles	Waller	1									1										Acceptance noted
73	Daisy	Waller	1									1							1			Acceptance noted
74	Ethel	Waller	1									1							1			Acceptance noted
75	Eunice	Waller	1									1										Acceptance noted
76	Floyd	Warton, Jr.	1									1										Acceptance noted
77	Mary L.	Warton	1									1										Acceptance noted
78	Tony	White	1									1							1			Acceptance noted
79	Randall	Wilson																1		1	Access to subdivision property is cut off by closures - Bossier Parish	Access to private property will be addressed in design or acquisition phase
80	Brenda	Winn	1																			Acceptance noted
81	Debbie	Bailey								1	in AR											Comment Considered-AHTD will address in design phase
82	Vickie	Griffin								1	in AR											Comment Considered-AHTD will address in design phase
83	Shan	Pletcher								1	in AR											Comment Considered-AHTD will address in design phase
84	Charles	Tripp								1	in AR											Comment Considered-AHTD will address in design phase
85	Lane	Jean								1	in AR											Comment Considered-AHTD will address in design phase
86	Joanna	Smith								1	in AR											Comment Considered-AHTD will address in design phase
87	Todd	Smith								1	in AR											Comment Considered-AHTD will address in design phase
88	Charles	Davidson								1	in AR									1		Comment Considered-AHTD will address in design phase
89	Oria Lee	Balloge																1			Concerned about access to property	Comment Considered-Clarence Ivory Road closure is located on northern end near intersection of Rabb Road which connects to Winn Bottom Road where new frontage road will connect to the interchange at Alt. LA 2. Full access to Clarence Ivory Road will remai
90	Corey	Blackwell																1				
91	Shikenya	Foster																1				
92	Cynthia	Gaines																1				
93	Corey	Gause																1				
94	Anthony	Spivey, Sr.																1				
95	Anthony	Spivey, Jr.																1				
96	Anthony	Spivey, III																1				
97	Sharece	Spivey																1				
98	Wilma	Washington																1				
99	Arlester	Ivory																1		1	Concerned about access to church, hospital & travel time to Haynesville	
100	Debra	Ivory																1			Concerned about access to church, hospital & travel time to Haynesville	
101	Russel	Ivory																1				
102	Ola B.	Turner																1			Concerned about access to property	
103	Jamal	Turner																1				
104	Andre	Turner																1				
105	Michael A	Turner																1				
106	Rhonda T	Tinsley																1				
107	Gregory	Johnson																1				
108	Lisa	Taylor																1				
109	Greta R.	Macky																1				
110	William	Macky																1				
111	Christopl	Turner																1				

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
112	Ronnie	Turner																1				Comment Considered-Clarence Ivory Road closure is located on northern end near intersection of Rabb Road which connects to Winn Bottom Road where new frontage road will connect to the interchange at Alt. LA 2. Full access to Clarence Ivory Road will remai
113	Beverly	Benson																1				
114	Aretha	Turner																1				
115	Brittne	Wilson																1				
116	Gregory	Turner																1				
117	Lonnie	Turner		1														1				
118	Paula M.	Turner		1														1				
119	Alena	Huguley		1														1				
120	Felecia	Turner		1														1				
121	Alvern	Wallace		1						1	in AR											Comment Considered-AHTD will address in design phase
122	James B	Wallace								1	in AR											Comment Considered-AHTD will address in design phase
123	Willis T.	Beene,DDS								1	in AR											Comment Considered-AHTD will address in design phase
124	Lori	Baker								1	in AR											Comment Considered-AHTD will address in design phase
125	Gregory	Taylor								1	in AR											Comment Considered-AHTD will address in design phase
126	Mary	Knoff								1	in AR											Comment Considered-AHTD will address in design phase
127	Ann	Russell								1	in AR											Comment Considered-AHTD will address in design phase
128	Olva H.	Dorman								1	in AR											Comment Considered-AHTD will address in design phase
129	Bette	Hollensworth								1	in AR											Comment Considered-AHTD will address in design phase
130	David	Allen ?								1	in AR											Comment Considered-AHTD will address in design phase
131	Margie	Collins								1	in AR											Comment Considered-AHTD will address in design phase
132	Casandra	Bell								1	in AR											Comment Considered-AHTD will address in design phase
133	Ruby	Barron								1	in AR											Comment Considered-AHTD will address in design phase
134	Christoltl	Copeland								1	in AR											Comment Considered-AHTD will address in design phase
135	Angela	McDaniel								1	in AR											Comment Considered-AHTD will address in design phase
136	Willie	Henderson								1	in AR											Comment Considered-AHTD will address in design phase
137	Mattie	Johnson								1	in AR											Comment Considered-AHTD will address in design phase
138	Larry	Johnson								1	in AR											Comment Considered-AHTD will address in design phase
139	John W.	Kimble								1	in AR											Comment Considered-AHTD will address in design phase
140	Azie	Combs								1	in AR											Comment Considered-AHTD will address in design phase
141	Lori	Edwards								1	in AR											Comment Considered-AHTD will address in design phase
142	Martha	Revels								1	in AR											Comment Considered-AHTD will address in design phase
143	Jason	Shepherd								1	in AR											Comment Considered-AHTD will address in design phase
144	Wilfer	Henderson								1	in AR											Comment Considered-AHTD will address in design phase
145	Gwen	Henderson								1	in AR											Comment Considered-AHTD will address in design phase
146	Sheila P.	Jacobs								1	in AR											Comment Considered-AHTD will address in design phase
147	Rodney	Green								1	in AR											Comment Considered-AHTD will address in design phase
148	Naomi	Shepherd								1	in AR											Comment Considered-AHTD will address in design phase
149	John	Evans								1	in AR											Comment Considered-AHTD will address in design phase
150	Octavia	Revels								1	in AR											Comment Considered-AHTD will address in design phase
151	Earnest	Moore								1	in AR											Comment Considered-AHTD will address in design phase
152	Freddie	Sargent								1	in AR											Comment Considered-AHTD will address in design phase
153	Henry	Robinson								1	in AR											Comment Considered-AHTD will address in design phase
154	Carolyn	Manning								1	in AR											Comment Considered-AHTD will address in design phase
155	Edner	Huntley								1	in AR											Comment Considered-AHTD will address in design phase

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
156	Emma	Sargent								1	in AR											Comment Considered-AHTD will address in design phase
157	Lillie	Wright								1	in AR											Comment Considered-AHTD will address in design phase
158	George	Kimble								1	in AR											Comment Considered-AHTD will address in design phase
159	Edward	Collins								1	in AR											Comment Considered-AHTD will address in design phase
160	Dossie	Henderson								1	in AR											Comment Considered-AHTD will address in design phase
161	Roy	Revels								1	in AR											Comment Considered-AHTD will address in design phase
162	Denise	Green								1	in AR											Comment Considered-AHTD will address in design phase
163	Carolyn	Caswell								1	in AR											Comment Considered-AHTD will address in design phase
164	Eddie	Lowe								1	in AR											Comment Considered-AHTD will address in design phase
165	Marvin	Ross								1	in AR											Comment Considered-AHTD will address in design phase
166	Vanity	Williams								1	in AR											Comment Considered-AHTD will address in design phase
167	Tommy	Vann								1	in AR											Comment Considered-AHTD will address in design phase
168	Landrell	Cooper								1	in AR											Comment Considered-AHTD will address in design phase
169	Murdis	Sterling								1	in AR											Comment Considered-AHTD will address in design phase
170	Lee Roy	Reeves								1	in AR											Comment Considered-AHTD will address in design phase
171	Genevia	Howell								1	in AR											Comment Considered-AHTD will address in design phase
172	Robert	Mack								1	in AR											Comment Considered-AHTD will address in design phase
173	Correne	Young								1	in AR											Comment Considered-AHTD will address in design phase
174	Patsy	Bently								1	in AR											Comment Considered-AHTD will address in design phase
175	Patsy	Baker								1	in AR											Comment Considered-AHTD will address in design phase
176	Earvin	McCation								1	in AR											Comment Considered-AHTD will address in design phase
177	Corey L.	Ephrian								1	in AR											Comment Considered-AHTD will address in design phase
178	Charlie R	Burdette								1	in AR											Comment Considered-AHTD will address in design phase
179	Raymond	Fields								1	in AR											Comment Considered-AHTD will address in design phase
180	Penny	Chrisman								1	in AR											Comment Considered-AHTD will address in design phase
181	Samuel D	Martin								1	in AR											Comment Considered-AHTD will address in design phase
182	Tim	Lockhart								1	in AR											Comment Considered-AHTD will address in design phase
183	Martha	Lule								1	in AR											Comment Considered-AHTD will address in design phase
184	Gracie	Jackson								1	in AR											Comment Considered-AHTD will address in design phase
185	Lorine	Pastchol								1	in AR											Comment Considered-AHTD will address in design phase
186	Carol	Haynes								1	in AR											Comment Considered-AHTD will address in design phase
187	F.	Carpenter, Jr.								1	in AR											Comment Considered-AHTD will address in design phase
188	Celia	McQuiston								1	in AR											Comment Considered-AHTD will address in design phase
189	David	Taylor								1	in AR											Comment Considered-AHTD will address in design phase
189	David L.	Taylor									Duplicate											Comment Considered-AHTD will address in design phase
190	Diane	Jetton								1	in AR											Comment Considered-AHTD will address in design phase
190	Diane	Jetton									Duplicate											Comment Considered-AHTD will address in design phase
191	Sandy	Peace								1	in AR											Comment Considered-AHTD will address in design phase
191	Sandy	Peace									Duplicate											Comment Considered-AHTD will address in design phase
192	Kevin	Callaway								1	in AR											Comment Considered-AHTD will address in design phase
192	Kevin	Callaway									Duplicate											Comment Considered-AHTD will address in design phase
193	Teri	Melson								1	in AR											Comment Considered-AHTD will address in design phase
193	Teri	Melson									Duplicate											Comment Considered-AHTD will address in design phase
194	illegible	illegible								1	in AR											Comment Considered-AHTD will address in design phase
195	illegible	illegible								1	in AR											Comment Considered-AHTD will address in design phase

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
196	Shirley	Johnson								1	in AR											Comment Considered-AHTD will address in design phase
197	Kendrell	Burton								1	in AR											Comment Considered-AHTD will address in design phase
198	Michael	Brashford								1	in AR											Comment Considered-AHTD will address in design phase
199	Steve	Carrington								1	in AR											Comment Considered-AHTD will address in design phase
200	Jackie	Martin								1	in AR											Comment Considered-AHTD will address in design phase
201	Neca	Pharr								1	in AR											Comment Considered-AHTD will address in design phase
202	Helen	Easter								1	in AR											Comment Considered-AHTD will address in design phase
203	Kelly	Crenshaw								1	in AR											Comment Considered-AHTD will address in design phase
204	Larry	Atkinson								1	in AR											Comment Considered-AHTD will address in design phase
205	Marion	Barnard								1	in AR											Comment Considered-AHTD will address in design phase
206	Patricia	Hatton								1	in AR											Comment Considered-AHTD will address in design phase
207	Hilary	Garnard								1	in AR											Comment Considered-AHTD will address in design phase
208	Richie	Barnard								1	in AR											Comment Considered-AHTD will address in design phase
209	Mike	illegible								1	in AR											Comment Considered-AHTD will address in design phase
210	George	Harvey								1	in AR											Comment Considered-AHTD will address in design phase
211	Benny	Grant								1	in AR											Comment Considered-AHTD will address in design phase
212	Christy	Emerson								1	in AR											Comment Considered-AHTD will address in design phase
213	Joe	Disotel								1	in AR											Comment Considered-AHTD will address in design phase
214	Bruce	Hughes								1	in AR											Comment Considered-AHTD will address in design phase
215	George	Page								1	in AR											Comment Considered-AHTD will address in design phase
216	Kay	Higgins								1	in AR											Comment Considered-AHTD will address in design phase
217	Jerry	Hollensworth								1	in AR											Comment Considered-AHTD will address in design phase
218	Jeff	Harrington								1	in AR											Comment Considered-AHTD will address in design phase
219	Shannon	Harrington								1	in AR											Comment Considered-AHTD will address in design phase
220	Jon	Bailey								1	in AR											Comment Considered-AHTD will address in design phase
220	Jon	Bailey									Duplicate											Comment Considered-AHTD will address in design phase
221	Harlan	Goodwin								1	in AR											Comment Considered-AHTD will address in design phase
222	Staci	Trexler								1	in AR											Comment Considered-AHTD will address in design phase
223	Lacey	Harris								1	in AR											Comment Considered-AHTD will address in design phase
224	Rosa	Roberts								1	in AR											Comment Considered-AHTD will address in design phase
225	Rodney	Roberts								1	in AR											Comment Considered-AHTD will address in design phase
226	Samman	Young								1	in AR											Comment Considered-AHTD will address in design phase
227	Rosie	Alexander								1	in AR											Comment Considered-AHTD will address in design phase
228	Charles	Trexler								1	in AR											Comment Considered-AHTD will address in design phase
229	Susan C	Moore								1	in AR											Comment Considered-AHTD will address in design phase
230	Jacquelin	Monk								1	in AR											Comment Considered-AHTD will address in design phase
231	Cecil	Dennis, Jr.								1	in AR											Comment Considered-AHTD will address in design phase
232	Kathy	Dennis								1	in AR											Comment Considered-AHTD will address in design phase
233	Robert	North								1	in AR											Comment Considered-AHTD will address in design phase
234	illegible	illegible								1	in AR											Comment Considered-AHTD will address in design phase
235	Sudie	Miller								1	in AR											Comment Considered-AHTD will address in design phase
236	Jeff	White								1	in AR											Comment Considered-AHTD will address in design phase
237	Nancy	Grant								1	in AR											Comment Considered-AHTD will address in design phase
238	Felicia	Bokman								1	in AR											Comment Considered-AHTD will address in design phase
239	Talesha	Tatum								1	in AR											Comment Considered-AHTD will address in design phase

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
240	Julia	Whitehead								1	in AR											Comment Considered-AHTD will address in design phase
241	Margaret	West								1	in AR											Comment Considered-AHTD will address in design phase
242	Carol R.	Carter								1	in AR											Comment Considered-AHTD will address in design phase
243	Mike	Lewis								1	in AR											Comment Considered-AHTD will address in design phase
244	Toby	Stephens								1	in AR											Comment Considered-AHTD will address in design phase
245	Deborah	Lewis								1	in AR											Comment Considered-AHTD will address in design phase
246	James D	Atkinson								1	in AR											Comment Considered-AHTD will address in design phase
247	Waylon	Brown								1	in AR											Comment Considered-AHTD will address in design phase
248	Sara	Ray								1	in AR											Comment Considered-AHTD will address in design phase
249	Mildred	Richards								1	in AR											Comment Considered-AHTD will address in design phase
250	Juanita	Gray								1	in AR											Comment Considered-AHTD will address in design phase
251	Sandi	Nipper								1	in AR											Comment Considered-AHTD will address in design phase
252	Rebecca	Ray								1	in AR											Comment Considered-AHTD will address in design phase
253	W. C.	Schmidt								1	in AR											Comment Considered-AHTD will address in design phase
254	Kim	Keith								1	in AR											Comment Considered-AHTD will address in design phase
255	Jack	Wint								1	in AR											Comment Considered-AHTD will address in design phase
256	Olga W.	English								1	in AR											Comment Considered-AHTD will address in design phase
257	Josephin	Davis								1	in AR											Comment Considered-AHTD will address in design phase
258	Denise	Bloomfield								1	in AR											Comment Considered-AHTD will address in design phase
259	Paul J.	English								1	in AR											Comment Considered-AHTD will address in design phase
260	Andree	Moursey								1	in AR											Comment Considered-AHTD will address in design phase
261	Leslie R.	Kent								1	in AR											Comment Considered-AHTD will address in design phase
262	Kim	Sibley								1	in AR											Comment Considered-AHTD will address in design phase
263	Rodney	Rowe								1	in AR											Comment Considered-AHTD will address in design phase
264	Steve	Nipper								1	in AR											Comment Considered-AHTD will address in design phase
265	Sybil	Cole								1	in AR											Comment Considered-AHTD will address in design phase
266	Robert H	Cole								1	in AR											Comment Considered-AHTD will address in design phase
267	Deborah	Nipper								1	in AR											Comment Considered-AHTD will address in design phase
268	Karen	Pierce								1	in AR											Comment Considered-AHTD will address in design phase
269	Amy	Lewis								1	in AR											Comment Considered-AHTD will address in design phase
270	Johnnie	Ware								1	in AR											Comment Considered-AHTD will address in design phase
271	Helen	McDaniel								1	in AR											Comment Considered-AHTD will address in design phase
272	Ruthie	Sharp								1	in AR											Comment Considered-AHTD will address in design phase
273	Sara	Carrington								1	in AR											Comment Considered-AHTD will address in design phase
274	Beatrice	Smith								1	in AR											Comment Considered-AHTD will address in design phase
275	Paula	Hughes								1	in AR											Comment Considered-AHTD will address in design phase
276	Angie	Day								1	in AR											Comment Considered-AHTD will address in design phase
277	Allison	Rushton								1	in AR											Comment Considered-AHTD will address in design phase
278	Shana	Manning								1	in AR											Comment Considered-AHTD will address in design phase
279	LaCrysta	Snell								1	in AR											Comment Considered-AHTD will address in design phase
280	Georgia	Snider								1	in AR											Comment Considered-AHTD will address in design phase
281	Martha R	Robinson								1	in AR											Comment Considered-AHTD will address in design phase
282	Rusty	Mitchell								1	in AR											Comment Considered-AHTD will address in design phase
283	Misty	Mitchell								1	in AR											Comment Considered-AHTD will address in design phase
284	Mike	Goss								1	in AR											Comment Considered-AHTD will address in design phase

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			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
285	Joseph L	Joseph								1	in AR											Comment Considered-AHTD will address in design phase
286	Fred	Colquitt								1	in AR											Comment Considered-AHTD will address in design phase
287	Jane	Grissom								1	in AR											Comment Considered-AHTD will address in design phase
288	Gloria	Grissom								1	in AR											Comment Considered-AHTD will address in design phase
289	Susie	Bradford								1	in AR											Comment Considered-AHTD will address in design phase
290	Lisa	Williams								1	in AR											Comment Considered-AHTD will address in design phase
291	Donald	Cooper								1	in AR											Comment Considered-AHTD will address in design phase
292	Eric	illegible								1	in AR											Comment Considered-AHTD will address in design phase
293	Deborah	Owens								1	in AR											Comment Considered-AHTD will address in design phase
294	Leigh	Horn								1	in AR											Comment Considered-AHTD will address in design phase
295	illegible	illegible								1	in AR											Comment Considered-AHTD will address in design phase
296	Carol	Staggs								1	in AR											Comment Considered-AHTD will address in design phase
297	Heather	Colquitt								1	in AR											Comment Considered-AHTD will address in design phase
298	Harold	Schulz								1	in AR											Comment Considered-AHTD will address in design phase
299	Terri	Stalknaker								1	in AR											Comment Considered-AHTD will address in design phase
300	David	Stalknaker								1	in AR											Comment Considered-AHTD will address in design phase
301	Cheryl	Nix								1	in AR											Comment Considered-AHTD will address in design phase
302	Jan R.	Duke								1	in AR											Comment Considered-AHTD will address in design phase
303	Bonnie P	Duke								1	in AR											Comment Considered-AHTD will address in design phase
304	Nancy A.	Cook								1	in AR											Comment Considered-AHTD will address in design phase
305	James B	illegible								1	in AR											Comment Considered-AHTD will address in design phase
306	Phillip	Cook								1	in AR											Comment Considered-AHTD will address in design phase
307	Matthew	Morris								1	in AR											Comment Considered-AHTD will address in design phase
308	Beth Ann	Rankin								1	in AR											Comment Considered-AHTD will address in design phase
309	Ramona	Hudgens								1	in AR											Comment Considered-AHTD will address in design phase
310	Joyce	Blanchard								1	in AR											Comment Considered-AHTD will address in design phase
311	Johnerth	Anderson								1	in AR											Comment Considered-AHTD will address in design phase
312	Diane	Adair								1	in AR											Comment Considered-AHTD will address in design phase
313	Ruthie L.	Fisher								1	in AR											Comment Considered-AHTD will address in design phase
314	LaVonne	Bowles								1	in AR											Comment Considered-AHTD will address in design phase
315	D'Anne	Temple								1	in AR											Comment Considered-AHTD will address in design phase
316	Wendy	Burge								1	in AR											Comment Considered-AHTD will address in design phase
317	Robert	Gorun								1	in AR											Comment Considered-AHTD will address in design phase
318	Debbie	Chatelain								1	in AR											Comment Considered-AHTD will address in design phase
319	Walter	Smith								1	in AR											Comment Considered-AHTD will address in design phase
320	Charles	Lewis								1	in AR											Comment Considered-AHTD will address in design phase
321	Stacy	Ravenscraft								1	in AR											Comment Considered-AHTD will address in design phase
322	Doug	Waterfield								1	in AR											Comment Considered-AHTD will address in design phase
323	Ann	Veach								1	in AR											Comment Considered-AHTD will address in design phase
324	Molly H.	Burns								1	in AR											Comment Considered-AHTD will address in design phase
325	Brian	Smith								1	in AR											Comment Considered-AHTD will address in design phase
326	Brett C.	Kingfiel								1	in AR											Comment Considered-AHTD will address in design phase
327	Amanda	Smith								1	in AR											Comment Considered-AHTD will address in design phase
328	Angela	Lester								1	in AR											Comment Considered-AHTD will address in design phase
329	Shelly	Malone								1	in AR											Comment Considered-AHTD will address in design phase

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			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
330	Curt	Malone								1	in AR											Comment Considered-AHTD will address in design phase
331	Rochelle	McMahen								1	in AR											Comment Considered-AHTD will address in design phase
332	Candy	Adams								1	in AR											Comment Considered-AHTD will address in design phase
333	Rusty	Adams								1	in AR											Comment Considered-AHTD will address in design phase
334	Sheri	Adams								1	in AR											Comment Considered-AHTD will address in design phase
335	Shane R	Adams								1	in AR											Comment Considered-AHTD will address in design phase
336	Melissa	Moore								1	in AR											Comment Considered-AHTD will address in design phase
337	John	illegible								1	in AR											Comment Considered-AHTD will address in design phase
338	Walter J.	Dennis								1	in AR											Comment Considered-AHTD will address in design phase
339	Kyong S.	Carey								1	in AR											Comment Considered-AHTD will address in design phase
340	Kelli	Souter								1	in AR											Comment Considered-AHTD will address in design phase
341	Debbie	Smith								1	in AR											Comment Considered-AHTD will address in design phase
342	Jennifer	Hubbard								1	in AR											Comment Considered-AHTD will address in design phase
343	Jeanna	Thompson								1	in AR											Comment Considered-AHTD will address in design phase
344	Patty	Clary								1	in AR											Comment Considered-AHTD will address in design phase
345	Ken	Miller								1	in AR											Comment Considered-AHTD will address in design phase
346	Bonnie S	Iuank								1	in AR											Comment Considered-AHTD will address in design phase
347	Wes	Bennett								1	in AR											Comment Considered-AHTD will address in design phase
348	Kaci	Camp								1	in AR											Comment Considered-AHTD will address in design phase
349	Steve	Moseley								1	in AR											Comment Considered-AHTD will address in design phase
350	L.	Moseley								1	in AR											Comment Considered-AHTD will address in design phase
351	Jane	Alexander								1	in AR											Comment Considered-AHTD will address in design phase
352	Buck	Cheatham								1	in AR											Comment Considered-AHTD will address in design phase
353	Charlotte	Cheatham								1	in AR											Comment Considered-AHTD will address in design phase
354	Mark	Richard								1	in AR											Comment Considered-AHTD will address in design phase
355	Connie	Harrell								1	in AR											Comment Considered-AHTD will address in design phase
356	John	McKamie								1	in AR											Comment Considered-AHTD will address in design phase
357	Mary	McKamie								1	in AR											Comment Considered-AHTD will address in design phase
358	Heather	Danew								1	in AR											Comment Considered-AHTD will address in design phase
359	Robert	Henderson								1	in AR											Comment Considered-AHTD will address in design phase
360	Rhonda	Glass								1	in AR											Comment Considered-AHTD will address in design phase
361	illegible	illegible								1	in AR											Comment Considered-AHTD will address in design phase
362	Patricia	Sterling								1	in AR											Comment Considered-AHTD will address in design phase
363	Autumn	Garner								1	in AR											Comment Considered-AHTD will address in design phase
364	Sandra	Cawyer								1	in AR											Comment Considered-AHTD will address in design phase
365	Cathy	Allen								1	in AR											Comment Considered-AHTD will address in design phase
366	Bobby	Allen								1	in AR											Comment Considered-AHTD will address in design phase
367	Anita	Wood								1	in AR											Comment Considered-AHTD will address in design phase
368	Cathy	McMahen								1	in AR											Comment Considered-AHTD will address in design phase
369	Cindy	Walker								1	in AR											Comment Considered-AHTD will address in design phase
370	Yolanda	Curry								1	in AR											Comment Considered-AHTD will address in design phase
371	Sandy	Waller								1	in AR											Comment Considered-AHTD will address in design phase
372	Deborah	Wood								1	in AR											Comment Considered-AHTD will address in design phase
373	Jane	Griep								1	in AR											Comment Considered-AHTD will address in design phase
374	Illegible	Mitchell								1	in AR											Comment Considered-AHTD will address in design phase

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			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
375	LaKoia	Robinson								1	in AR											Comment Considered-AHTD will address in design phase
376	Julia	Couch								1	in AR											Comment Considered-AHTD will address in design phase
377	Larry	Taylor								1	in AR											Comment Considered-AHTD will address in design phase
378	Ricky	Hughes								1	in AR											Comment Considered-AHTD will address in design phase
379	Russell C	Holley								1	in AR											Comment Considered-AHTD will address in design phase
380	Diane	Johnson								1	in AR											Comment Considered-AHTD will address in design phase
381	Pamela	Avery								1	in AR											Comment Considered-AHTD will address in design phase
382	Crystal	Illegible								1	in AR											Comment Considered-AHTD will address in design phase
383	Scott	Rowland								1	in AR											Comment Considered-AHTD will address in design phase
384	John C.	Blair								1	in AR											Comment Considered-AHTD will address in design phase
385	Beverly	Thomas								1	in AR											Comment Considered-AHTD will address in design phase
386	Susie	Hanson								1	in AR											Comment Considered-AHTD will address in design phase
387	Margie C	Standoak								1	in AR											Comment Considered-AHTD will address in design phase
388	Glenda L	Atkinson								1	in AR											Comment Considered-AHTD will address in design phase
389	Rebecca	Shaw								1	in AR											Comment Considered-AHTD will address in design phase
390	Sherry L.	Bell								1	in AR											Comment Considered-AHTD will address in design phase
391	Phyllis	Disotel								1	in AR											Comment Considered-AHTD will address in design phase
392	LaTricia	Davis								1	in AR											Comment Considered-AHTD will address in design phase
393	Camfukie	Hambrice								1	in AR											Comment Considered-AHTD will address in design phase
394	Barb	Smith								1	in AR											Comment Considered-AHTD will address in design phase
395	Randy	Copeland								1	in AR											Comment Considered-AHTD will address in design phase
396	Sarajane	Telford								1	in AR											Comment Considered-AHTD will address in design phase
397	Pam	Vaughn								1	in AR											Comment Considered-AHTD will address in design phase
398	Deborah	Wilson								1	in AR											Comment Considered-AHTD will address in design phase
399	Jeffery	Barnard								1	in AR											Comment Considered-AHTD will address in design phase
400	Sam W.	Flint								1	in AR											Comment Considered-AHTD will address in design phase
401	Steve	Bailey								1	in AR											Comment Considered-AHTD will address in design phase
402	Darwin	Pyle								1	in AR											Comment Considered-AHTD will address in design phase
403	Sharon	Ferguson								1	in AR											Comment Considered-AHTD will address in design phase
404	Pat	Jameson								1	in AR											Comment Considered-AHTD will address in design phase
405	Carolyn	Nance								1	in AR											Comment Considered-AHTD will address in design phase
406	illegible	illegible								1	in AR											Comment Considered-AHTD will address in design phase
407	J.	Trout								1	in AR											Comment Considered-AHTD will address in design phase
408	Joyce A.	Bogle								1	in AR											Comment Considered-AHTD will address in design phase
409	Calvin L.	Knighton								1	in AR											Comment Considered-AHTD will address in design phase
410	Dan G.	Whiddon, Jr.																		1	Consider straightline from #65 to #76 to avoid centering their property	Comment previously considered -Avoidance of Shuler Oil field & H2S wells directed the alignment in the area
411	John S.	Whitelan								1	in AR											Comment Considered-AHTD will address in design phase
412	Karen	Drummond								1	in AR											Comment Considered-AHTD will address in design phase
413	Joe	Hester								1	in AR											Comment Considered-AHTD will address in design phase
414	Jessica	Kelly								1	in AR											Comment Considered-AHTD will address in design phase
415	Robin	Richards								1	in AR											Comment Considered-AHTD will address in design phase
416	Kimberly	Mayo								1	in AR											Comment Considered-AHTD will address in design phase
417	Eugenia	Jackson								1	in AR											Comment Considered-AHTD will address in design phase
418	Shari	Hester								1	in AR											Comment Considered-AHTD will address in design phase
419	Howard	Gordon								1	in AR											Comment Considered-AHTD will address in design phase

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420	Shirley	Wooard								1	in AR											Comment Considered-AHTD will address in design phase
421	Debra	Yates								1	in AR											Comment Considered-AHTD will address in design phase
422	Sonya	Berk								1	in AR											Comment Considered-AHTD will address in design phase
422	Sonya	Berk									Duplicate										Concerned about timberland effect - would accept if Col.Co. would benefit	Comment Considered-AHTD will address in design phase
423	David	Sneed								1	in AR											Comment Considered-AHTD will address in design phase
424	Doug	Rabb								1	in AR											Comment Considered-AHTD will address in design phase
425	Terri	Howell													1	#18				1	Consider moving #18 crossing half mile north to avoid residences	Suggested revision of moving alignment crossing at LA 3008 to the north has been implemented
425	Terri	Howell																			Transmittal of the following petition	
426	Dulane	Wiltheis													1	#18						
427	Melynda	Bell													1	#18					Comments No 426 through 538 are signatures on the following Petition	
428	Brian	Bell													1	#18					Petition states: "This is a proposed revision to the Preferred Alternative	
429	Jerry R.	Roberts													1	#18					to the National I-69 Corridor identified as Section of Independent Utility No.14	
430	Carrie J.	Roberts													1	#18					This is requesting that the proposed Dorcheat Road overpass area be re-directed through property	
431	Kimberly	Davis													1	#18					being to the North of Section 6 & 7 being the south	
432	Terry L.	Davis													1	#18					half of the south half in Section 6 and North Half of the North Half in Section 7, Township 20N, Range 9W.	
433	Robin	McCormack													1	#18						
434	Michelle	Brennan													1	#18						
435	Chris	Brennan													1	#18						
436	Andrew	McCormack													1	#18						
437	Clayton	Provost													1	#18						
438	illegible	Provost													1	#18						
439	Todd	McCormack													1	#18						
440	Michelle	McCormack													1	#18						
441	Michael	Provost													1	#18						
442	Denise R	Craig													1	#18						
443	Jessica	Craig													1	#18						
444	Matt	illegible													1	#18						
445	Byron J.	Wiley													1	#18						
446	Joe	Festervan													1	#18						
447	Charles \	Wiley													1	#18						
448	J. D.	Jones, Jr.													1	#18						
449	Elizabeth	Jones													1	#18						
450	Sonny	Taylor													1	#18						
451	Faye C.	Smith													1	#18						
452	Charles I	Perry													1	#18						
453	Ronald D	Sale													1	#18						
454	Frank	illegible													1	#18						
455	James F	Wiley													1	#18						
456	Bobby L.	Lyle													1	#18						
457	John	Cross													1	#18						

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Location Map ID #	A	O	A	O		
458	Kelly	Cross													1	#18						Suggested revision of moving alignment crossing at LA 3008 to the north has been implemented
459	Betty	Hock													1	#18						
460	Sandra	Moorehead													1	#18						
461	illegible	illegible													1	#18						
462	Liza	Anderson													1	#18						
463	Ralph	Illegible													1	#18						
464	L.B.	Grigsby, Jr.													1	#18						
465	Joan H.	Grigsby													1	#18						
466	Larry F.	Ellison													1	#18						
467	B. J.	Ellison													1	#18						
468	Richard	Grigsby													1	#18						
469	Elizabeth	Grigsby													1	#18						
470	Donna	Kemp													1	#18						
471	James	Kemp													1	#18						
472	Bronwyn	Smotherman													1	#18						
473	Gregory	Smotherman													1	#18						
474	Benjamin	Wood													1	#18						
475	Linda	Wood													1	#18						
476	Nancy	Craig													1	#18						
477	Kelly	Cummins													1	#18						
478	Tammy	Craig													1	#18						
479	J. Wayne	Craig													1	#18						
480	illegible	Illegible													1	#18						
481	Kati	Craig													1	#18						
482	Jay	Craig													1	#18						
483	Kenneth	Cummings													1	#18						
484	Twyla	Dollar													1	#18						
485	Hollis R.	Dollar													1	#18						
486	Mary C.	Ward													1	#18						
487	Ray	Ward													1	#18						
488	Betty	Ray													1	#18						
489	Billy L.	Ray													1	#18						
490	Libby	Orenbaum													1	#18						
491	Sutton	Orenbaum													1	#18						
492	Mike	Woodard													1	#18						
493	Kathy	Woodard													1	#18						
494	Brandy	Woodard													1	#18						
495	Tressie	Woodard													1	#18						
496	Grant	Martin													1	#18						
497	Todd	Martin													1	#18						
498	Mary	Mitchell													1	#18						
499	Sherry	Craig													1	#18						
500	illegible	Reeves													1	#18						
501	illegible	illegible													1	#18						
502	Katherine	Reeves													1	#18						

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Location Map ID #	A	O	A	O		
503	Judy	Binge													1	#18						Suggested revision of moving alignment crossing at LA 3008 to the north has been implemented
504	Dewey	Wiltheis													1	#18						
505	Dorothy	Chatman													1	#18						
506	Arther M	Chatman													1	#18						
507	Lisa	Hamilton													1	#18						
508	Ben	Haynes													1	#18						
509	Matti T.	Willis													1	#18						
510	Theodore	Willis													1	#18						
511	Dorothy I	Ridley													1	#18						
512	Willie J.	Ridley													1	#18						
513	Mildred	Watts													1	#18						
514	Bobbie	Mims													1	#18						
515	Eddie	Mims, Jr.													1	#18						
516	Kenjuan	Cox													1	#18						
517	Kurtis L.	Cox													1	#18						
518	Kimberly	Sanders													1	#18						
519	J. Kenya	Sanders													1	#18						
520	Regina	Brown													1	#18						
521	Phyllis	Morton													1	#18						
522	Winy	Mitchell													1	#18						
523	Mrs. J. W	Volentine													1	#18						
524	Larry	Jernigan													1	#18						
525	illegible	Adkins													1	#18						
526	Betty	Adkins													1	#18						
527	Jimmy	Stovall													1	#18						
528	Terry	Dawson													1	#18						
529	Wanda	McEachern													1	#18						
530	Neely H.	Heuberlin													1	#18						
531	Lori	Heuberlin													1	#18						
532	Carie	Heuberlin													1	#18						
533	Neely H.	Heuberlin, Jr.													1	#18						
534	Vance	Heuberlin													1	#18						
535	Alice	Heuberlin													1	#18						
536	Lisa	Moody													1	#18						
537	Charlene	Best													1	#18						
538	Chris	Caso													1	#18						
539	Cardell	Manning	1																			Acceptance noted
540	Jim	Rowell																			Concern: maps and crossing of Hwy 2- replied to	LA 2 Interchange is will be about 3 mi. west of the Webster/Claiborne line
541	Kirk	McCann																			Concern: alignment between Minden and Homer&traffic - replied to	Existing roadways do not meet interstate design requirements
542	Norman	Reese																			Request property owner information at LA2 Interchange - replied to	Comment noted
543	Tony	Benefield																			Concern: Survey markings on property- replied to	Concerns addressed

Comment ID#	First Name	Last Name	PA & All Rev.		Interchanges							Goodwill Fuller Revision		Existing Road Status					Property Effect		Additional Comments / Recommendations	RESPONSE TO COMMENT
					LA 159		LA Alt 2		US 79		other			Crossovers			Closures					
			A	O	A	O	A	O	A	O	Map ID	A	O	A	O	Map ID #	A	O	A	O		
544	Shirley	Johnson														#35		1			Attached Letter	Comment Considered-Clarence Ivory Road closure is located on northern end near intersection of Rabb Road which connects to Winn Bottom Road where new frontage road will connect to the interchange at Alt.LA 2. Full access to Clarence Ivory Road will remain
545	Patricia	Herring																			Attached Letter	Comment Considered
546	Mike	Ross								1	in AR										Congressman Mike Ross- Fourth District of AR-US House of Representatives	Comment Considered-AHTD will address in design phase
547	Lane	Merritt													1	#51					Col. 23 & 14 same - possible map error - Overpass shown on substandard road	Change implemented -Col 23 will be closed Col 14 will overpass I-69
548	Mack	Scott	1													#24		1		1	Concerned about splitting property and loosing access	Access to private property will be addressed in design or acquisition phase
549	Carol W.	Stahl																		1	Consider moving LA2 Interchange to avoid centering their property	Comment Considered-AHTD will address in design phase
550	Glenn	Rabb								1	in AR											Comment Considered-AHTD will address in design phase
551	J. Kay	Sawyer								1	in AR											Comment Considered-AHTD will address in design phase
552	Keon	Henry								1	in AR											Comment Considered-AHTD will address in design phase
553	Doris	Bowersock								1	in AR											Comment Considered-AHTD will address in design phase
554	Richard	Metzelaars								1	in AR											Comment Considered-AHTD will address in design phase
555	Paula	Metzelaars								1	in AR											Comment Considered-AHTD will address in design phase
556	Nell	Stennett								1	in AR											Comment Considered-AHTD will address in design phase
557	Phyllis	Hight								1	in AR											Comment Considered-AHTD will address in design phase
558	Nancy	Smith								1	in AR											Comment Considered-AHTD will address in design phase
559	Diane	Elan								1	in AR											Comment Considered-AHTD will address in design phase
560	Sharon	Cammack								1	in AR											Comment Considered-AHTD will address in design phase
561	Charlotte	Cockrell								1	in AR											Comment Considered-AHTD will address in design phase
562	Marcus	Wren																		1	Consider westside frontage or access road from #18 to #14	Comment Considered-Area access issues will be addressed during design phase
563	Gay	Wren																		1	Consider westside frontage or access road from #18 to #14	
564	Johnny	Schwaller																			Copy of letter requestng the U.S. Attorney in Shreveport to petition the appropriate courts for injunctive relief on I-69, SIU 14 and also, petition for an independent referendum on the Alt. 5 versus Alt. 4 Issue.	Letter reviewed and comments concerning alternatives selection and evaluation are fully addressed and explained in the DEIS in the Executive Summary and Chapter 2.

Draft EIS Public Comments Received Beyond Designated Comment Periods

Comments Requiring Response

TABLE C-3
I-69 SIU 14 EIS
Public Comments

Comments Received Beyond Designated Comment Periods

Common Comment Shading Key:		Comments concerned with access in Arkansas		Comments concerned with LA 2 and Alt LA2 Interchanges, Edmonds Road and Clarence Ivory Road				Comments concerned with LA 3008 crossing and access to property between I-69 and Bayou Dorcheat	Other
ID#	Date received after	First Name	Last Name	Address	City	State	Zip Code	COMMENT / CONCERN	RESPONSE TO COMMENT
1	5/6/2005	City of Minden		P. O. Box 580	Minden	LA	71058	Resolution supporting Alt.4 Options 2 & 3	Comments noted
2	5/16/2005	Village of Dixie Inn		60 Shell Street	Minden	LA	71055	Letter to Cong. Jim Mc Crery, to seek support of Alt. 4 Option 2 & 3	Comments noted
3	6/13/2005	Village of Dixie Inn		60 Shell Street	Minden	LA	71055	Resolution supporting Alt.4 Options 2 & 3	Comments noted
4	6/17/2005	Jan Corales	Springhill Main Street Program	400 N. Giles Street	Springhill	LA	71075	Letter to LADOTD to seek support of Alt.5	Comments noted
5	6/20/2005	Don & Judith	Teague	1580 Machen Drive	Springhill	LA	71075	Letter to Vince Russo, LADOTD, to seek support of Alt. 5	Comments noted
6	7/11/2005	Lane	Merritt	8300 Hwy 160	Cot. Valley	LA	71018	Letter to USEPA Office of Planning and Coordination; requesting federal agencies to avoid conflicting with state agencies; to base decisions on provided documentation; to support Alt 4	Comments noted
7	8/17/2005	Lane	Merritt	8300 Hwy 160	Cot. Valley	LA	71018	Letter to FHWA & LADOTD emphasizing the travel efficiency of Alt. 4	Comments noted
8	10/16/2006	Alvern	Peace	1007 Chestnut	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	AHTD examined the options of adding or moving interchanges in AR during PA Revisions in Oct. 06 and decided that traffic volumes and access issues will be evaluated in detail during the design phase of the project.
9	10/16/2006	Evelyn	Oliver	21421 Hwy 98	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
10	10/16/2006	Mary	Aldridge	21110 Hwy 98	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
11	10/16/2006	Wanda	Baker	21431 Hwy 98	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
12	10/16/2006	James	Baker	21431 Hwy 98	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
13	10/16/2006	Tony	Oliveri	21421 Hwy 98	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
14	10/16/2006	Linda	Anders	2821 Chaffin	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
15	10/16/2006	Joyce	Scott	160 Col. Rd 144	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
16	10/16/2006	Sharon	Bates	1324 Clifton St.	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
17	10/16/2006	Sharon	Elledge	301 W. University	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
18	10/16/2006	Ruth	Casey	P. O. Box 392	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
19	10/16/2006	Sadie	Millican	405 Sue St.	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
20	10/16/2006	Nelda	Shakleford	570 Col. Rd 29	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
21	10/16/2006	Beth	Franks	420 E. Union Apt G	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
22	10/16/2006	Jill	McClinton	3160 Hwy 344	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
23	10/16/2006	Charles	McClinton	3160 Hwy 344	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
24	10/16/2006	Mary	Fowler	2504 Fox Run	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
25	10/16/2006	Dina	Haynes	1321 Col. Rd 24	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
26	10/16/2006	Sharon	Polk	420 Col. Rd 60W	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
27	10/16/2006	Pat	Garcia	811 Cleveland St.	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
28	10/16/2006	Kristen	Reeves	2315 Carson	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
29	10/16/2006	?	?	420 Col. Rd 60W	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
30	10/16/2006	Dottye	Burleson	161 Col. Rd 78	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
31	10/16/2006	Christine	Charles	2883 Col. Rd 3	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
32	10/16/2006	Melissa	Miller	4461 Hwy 79 South	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
33	10/16/2006	Karyn	Thomas	1431 Col. Rd 27S	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
34	10/16/2006	Marge	Turner	827 W. Monroe	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
35	10/16/2006	?	?	Col. Rd 523	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
36	10/16/2006	Terrell	Harrison	884 Hwy 160	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
37	10/16/2006	Ramona	Harrison	884 Hwy 160	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
38	10/16/2006	Vertis	Williams	1013 West St.	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
39	10/16/2006	Anthony	Huntley	609 W. Mckissack	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	

40	10/16/2006	Glend.	Henderson	P. O. Box 2210	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
41	10/16/2006	Tommy	Ellis	1106 W. Greene St.	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
42	10/16/2006	Minnie	Awbrey	2831 Col.	Magnolia	AR	71753	AR Access / Move US 79 Int. into Col. Cty, AR	
43	10/16/2006	Leonard	Alexander	P.O. Box 93	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
44	10/16/2006	Barry	Young	4661 Col. 7	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
45	10/16/2006	Jimmy	Waller	4661 Col. 7	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
46	10/16/2006	Barbara	Young	4661 Col. 7	Emerson	AR	71740	AR Access / Move US 79 Int. into Col. Cty, AR	
47	10/16/2006	Board of Directors	Golden Triangle Ec. Dev. Council	P. O. Box 9135	Magnolia	AR	71754	AR Access / Move US 79 Int. into Col. Cty, AR	
48	10/16/2006	Ann	Elam	1270 Hwy. 371 N.	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
49	10/16/2006	Donald	Elam	1270 Hwy. 371 N.	Waldo	AR	71770	AR Access / Move US 79 Int. into Col. Cty, AR	
50	12/11/2006	Robert	McDaniel	281 McDaniel Road	Haynesville	LA	71038	Clarence Ivory Road in Claiborne Parish	Clarence Ivory will connect to Winn Bottom Frontage Road via Rabb Road
51	12/11/2006	David	Henderson	P. O. Box 4469	Longview	TX	75606	Access to prop. between I-69 and Bayou Dorcheat	Comment Considered-Preferred Alternative revised to include Access Road/s from Lorex Road to LA 3008 crossings to provide property access to parcels located between I-69 ROW and Bayou Dorcheat. Individual access issues will be addressed during design phase.
52	12/11/2006	Marcus	Wren		Minden	LA		Access to prop. between I-69 and Bayou Dorcheat	
53	12/11/2006	Richard E.	Van Cleave	421 Brighton Court	Shreveport	LA	71115	Access to prop. between I-69 and Bayou Dorcheat	
54	12/11/2006	Edgar	Cason	Rt. 3 Box 228	Coushatta	LA	71019	Access to prop. between I-69 and Bayou Dorcheat	
55	12/11/2006	Sue	Dunn	4579 Dorcheat Rd.	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
56	12/11/2006	Nancy&Wayne	Craig	4508 Dorcheat Rd.	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
57	12/11/2006	Graydon K.	Kitchens, Jr.	P. O. Box 740	Minden	LA	71058-0740	Access to prop. between I-69 and Bayou Dorcheat	
58	12/11/2006	Dorothy	Merritt	574 N. main St.	Sibley	LA	71073	Access to prop. between I-69 and Bayou Dorcheat	
59	12/11/2006	Betty	Erickson	P. O. Box 740	Minden	LA	71075	Access to prop. between I-69 and Bayou Dorcheat	
60	12/12/2006	Paul E.	Kitchens	P. O. Box 740	Minden	LA	71075	Access to prop. between I-69 and Bayou Dorcheat	
61	12/13/2006	Webster Parish Police Jury		P. O. Box 389	Minden	LA	71058	Access to prop. between I-69 and Bayou Dorcheat Public Hearing Announcement to address issue	
62	12/14/2006	Randy Brad	Peevey	1005 Yale Street	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
63	12/14/2006	Jonathan	Reeves	1005 Yale Street	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
64	12/14/2006	Michael	Peevey	3799 Bayou Acres Dr.	Bastrop	LA	71220	Access to prop. between I-69 and Bayou Dorcheat	
65	12/14/2006	Carolyn	Peevey	1005 Yale Street	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
66	12/14/2006	Luther C.	Peevey	1005 Yale Street	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
67	12/14/2006	Raymond	Peevey		Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
68	12/14/2006	Charles	Beck		Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
69	12/14/2006	Lyndon L.	Taylor		Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
70	12/12/2006	Graydon K.	Kitchens, III	P. O. Box 740	Minden	LA	71058	Access to prop. between I-69 and Bayou Dorcheat	
71	12/20/2006	Rachel C.	Bloxom	P. O. Box 471	Minden	LA	71058	Access to prop. between I-69 and Bayou Dorcheat	
72	12/28/2006	Tony	Hall	177 S. Tanglewood	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
73	12/28/2006	M/M Tim	Wilson	178 Deer Creek	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
74	12/29/2006	Virginia	Fox	209 Germantown Rd.	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
75	12/30/2006	Eddie	Anderson	258 Normandie Lane	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
76	12/14/2006	Renee Peevy	Reeves		Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
77	12/14/2006	Brent	Peevy		Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
78	12/11/2006	Graydon K.	Kitchens, Jr.	P. O. Box 740	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
79	12/12/2006	Paul E.	Kitchens	P. O. Box 740	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
80	12/12/2006	Betty Kitchens	Erickson	P. O. Box 740	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
81	12/14/2006	Graydon K.	Kitchens, III	P. O. Box 740	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
82	12/14/2006	Wain & Terri	Howell		Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
83	1/1/2007	M/M Wain	Howell	email	Minden	LA	71055	Access to prop. between I-69 and Bayou Dorcheat	
84	1/3/2007	Donald	McMahone	707 Hwy 167N	Dodson	LA	71422	Weyerhauser - request centerline GIS file	Request can be fulfilled once revisions are finalized
85a	1/4/2007	Lane	Merritt	email	Cot. Valley	LA	71018	Suggested an eastern route in the vicinity of LA 3008 to avoid problem of access	Similar route - segment # 60 was evaluated and eliminated - this suggestion initiated a re-examination of the area following Revisions meeting in Oct. 06 - resulted again in elimination
85b	1/8/2007	Lane	Merritt	email	Cot. Valley	LA	71018	Further discussion and recommendation of #60	
85c	1/8/2007	Lane	Merritt	email	Cot. Valley	LA	71018	Voice favor of #60 section	

Comments Requiring Response

TABLE C-3
I-69 SIU 14 EIS
Public Comments

Comments Received Beyond Designated Comment Periods

86	1/22/2007	Graydon K.	Kitchens	P. O. Box 740	Minden	LA	71058	Report on Jan 3 Police Jury meeting, transmittal of additional comment letters and petition to support frontage road access along Bayou Dorcheat area alignment	Comment Considered-Preferred Alternative revised to include Access Road/s from Lorex Road to LA 3008 crossings to provide property access to parcels located between I-69 ROW and Bayou Dorcheat. Individual access issues will be addressed during design phase.
87	12/14/2006	Twain K.	Giddens					Access to prop. between I-69 and Bayou Dorcheat	
88	12/14/2006	Twain K.	Giddens, Jr.	P. O. Box 1594	Shreveport	LA	71165	Access to prop. between I-69 and Bayou Dorcheat	
89	Petition	Joann B.	Gordon	903 Cline St.	Minden	LA	71055	Support frontage road access along B Dorcheat	
90	Petition	Raymond	Peevey	1250 Dorcheat Rd.	Minden	LA	71055	Support frontage road access along B Dorcheat	
91	Petition	Paul E.	Kitchens	411 Garrison Trail	Minden	LA	71055	Support frontage road access along B Dorcheat	
92	Petition	Graydon K.	Kitchens, Jr.	423 Garrison Trail	Minden	LA	71055	Support frontage road access along B Dorcheat	
93	Petition	M/M Richard	Dunn	4579 Dorcheat Rd.	Minden	LA	71055	Support frontage road access along B Dorcheat	
94	Petition	Carter	Brill	773 Benson Rd.	Minden	LA	71055	Support frontage road access along B Dorcheat	
95	Petition	Ray	Ward	4117 Dorcheat Rd.	Minden	LA	71055	Support frontage road access along B Dorcheat	
96	Petition	Ramon	Ware	2803 Goodwill Road	Minden	LA	71055	Support frontage road access along B Dorcheat	
97	Petition	Charlie	Lyons	136 N. Colbert Dr.	Minden	LA	71055	Support frontage road access along B Dorcheat	
98	2/14/2007	Lane	Merritt					Further discussion, recommendation, and supportive facts of segmnets #60 & #62	Similar route - segment # 60 was evaluated and eliminated - this suggestion initiated a re-examination of the area following Revisions meeting in Oct. 06 - resulted iagain n elimination
99	10/1/2007	Rachel C.	Bloxom	P. O. Box 471	Minden	LA	71058	Access to property south of railroad crossing at Bayou Dorcheat.	Concern discussed with LADOTD, issue to be solved during ROW acquisition.

The City of Minden of the Parish of Webster met in regular session on the 6th day of June, 2005. The following resolution was offered by Magaline Quarles and seconded by Drew White.

RESOLUTION

A RESOLUTION OF SUPPORT BY THE CITY OF MINDEN ENDORSING ALTERNATIVE NO. 4 WITH OPTIONS 2 & 3 AS THE FUTURE ROUTE OF INTERSTATE 69 IN NORTHWEST LOUISIANA AND SOUTH ARKANSAS.

WHEREAS, after lengthy review and discussion of the proposed routes of Interstate 69 through the region of Northwest Louisiana and South Arkansas, the City of Minden hereby endorses Alternative No. 4 with Options 2 & 3; and

WHEREAS, the City of Minden bases their support of Alternative No. 4 with Options 2 & 3 for the following reasons, among others:

- Alternative No. 4 with Options 2 & 3 is the least obtrusive to Bayou Dorcheat and the Sparta Aquifer recharge area.
- Economically speaking, Alternative No. 4 with Options 2 & 3 best serves the most people.
- Alternative No. 4 with Options 2 & 3 is the shortest route presented.

NOW THEREFORE, BE IT RESOLVED by the City of Minden that after considering all proposed routes of the proposed Interstate 69 in Northwest Louisiana, we do hereby support Alternative No. 4 with Options 2 & 3.

WHEREUPON, the resolution was declared endorsed on the 6th day of June, 2005.

This resolution shall be in full force and effect from and after its adoption.

The aforesaid resolution, having been submitted to a vote, the vote thereon was as follows:

YEAS: Three NAYS: One ABSENT: One

WHEREUPON, the resolution was declared adopted on the 6th day of June, 2005.

CITY OF MINDEN

BY: Bill Robertson

Bill Robertson, Mayor

ATTEST:

Robert Green

Robert Green, City Clerk

Village of Dixie Inn
60 Shell Street
Minden, Louisiana 71055

May 16, 2005

The Honorable Jim McCrery
U. S. Representative, 4th Congressional District
6425 Youree Drive, Suite 350
Shreveport, Louisiana 71105

Subject: Proposed I-69 in Northwest Louisiana – Alternative 4, Options 2 & 3

Dear Representative McCrery:

One of the most important issues to any elected official is to provide economical security for ones own village, town or city. The proposed I-69 route is one of those issues that will not only provide economical possibilities, but will insure future development of our area for years to come. The Village of Dixie Inn is a major north-south crossroad for Southern Webster Parish. We have I-20 and U. S. Highway 80 running east and west and we have U. S. Highway 371 running north and south. All of these major highways run through our village. With the addition of proposed I-69, our area will be a major traffic junction and will bring people from all over the United States to our area. This can be nothing but a major "shot in the arm" for our economy.

I recently attended a meeting with representatives of Claiborne Parish and representatives from Southwest Webster Parish. It was the general consensus of the people attending this meeting that Alternative Number 4, Options 2 & 3 is the best route for our area. Naturally, our Board of Aldermen and myself are concerned about protecting our precious Bayou Dorcheat and other designated scenic lakes and streams. Alternative 4, Options 2 & 3 seem to be the less evasive to the area involved.

We definitely need the help and support of our elected officials in Washington and respectively ask for your help with this matter. This is an important matter to our residents and I will be glad to meet with you and discuss it at any time.

Sincerely,

Ava Nell McWhorter

Ava Nell McWhorter
Mayor

ANM: Jr

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RESOLUTION

A RESOLUTION OF SUPPORT BY THE VILLAGE OF DIXIE INN ENDORSING ALTERNATIVE 4 WITH OPTIONS 2 & 3 AS THE FUTURE ROUTE OF INTERSTATE 69 IN NORTHWEST LOUISIANA AND SOUTH ARKANSAS.

WHEREAS, after lengthy review and discussion of the proposed routes of Interstate 69 through the region of Northwest Louisiana and South Arkansas, the Village of Dixie Inn hereby endorses Alternative 4 with Options 2 & 3; and

WHEREAS, the Village of Dixie Inn bases their support of Alternative 4 with Options 2 & 3 for the following reasons, among others:

- Alternative 4 with Options 2 & 3 is the least obtrusive to Bayou Dorcheat and the Sparta Aquifer recharge area.
- Economically speaking Alternative 4 with Options 2 & 3 best serves the most people.
- Alternative 4 with Options 2 & 3 is the shortest route presented.

NOW THEREFORE, BE IT RESOLVED by the Village of Dixie Inn that after considering all the proposed routes of the proposed Interstate 69 in Northwest Louisiana, we do hereby support Alternative 4 with Options 2 & 3.

WHEREUPON, the resolution was declared endorsed on the 13th day of June 2005.

VILLAGE OF DIXIE INN

BY: Ava Nell McWhorter
Ava Nell McWhorter, Mayor

BY: Pauline Fontenot
Pauline Fontenot, Alderman

BY: Joseph Walden
Joseph Walden, Alderman

BY: Stacy Chadwick
Stacy Chadwick, Alderman

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CITY OF SPRINGHILL

Springhill Main Street Program

Jan Willis-Corrales, Manager
400 N. Giles Street
Springhill, La. 71075
318-539-5699 Fax 318-539-2500

June 17, 2005

Johnny B. Bradberry, Secretary
Kenneth Perret, Assistant Secretary
Vince Russo, Jr., Environmental Administrator
P.O. Box 94245
Baton Rouge, LA 70808

Re: Interstate 69

Dear Misters Bradberrry, Perret, and Russo:

We, the Springhill Historic District Commission and Springhill Main Street Committee and manager, are writing you this letter in regard to the proposed Interstate 69 corridors recently published in the "Draft Environmental Impact Study".

It is our belief that you will ultimately have influence on this final route. We have many concerns regarding how the final three-mile-wide corridor designated over a year ago for all good and valid reasons as the "preferred route" through Cotton Valley was ignored and replaced by two corridors now being given equal weight. It is also our belief that our normal good old-fashioned Louisiana politics has entered the arena and the methodologies that were driving the evaluation process have now been subverted by the Louisiana politics we are so known for. We understand that URS Corporation who selected the "final preferred corridor" a year ago based on scientific, economic and environmental data, now intends to submit two proposed corridors and let the political process decide the "best" of the two alternatives presented. It is our opinion that this is a travesty of justice and moral obligation. The route designated Alternative 5.0 through Cotton Valley was chosen the preferred route and should again be designated as such. WE BELIEVE THIS SITUATION WARRANTS YOUR CLOSE PERSONAL ATTENTION!

We could write you a ten page letter explaining to you all the reasons why Route 5 should be chosen and we are aware that letters with that many words fail to be read or always taken seriously. Let me just state that from all of North Webster Parish, we are unanimous in our belief that, *economic development* does deserve to be dominant in that decision process. I-69 offers "once-in-a-lifetime" opportunity to make North Webster Parish more inclusive in the State by providing the transportation link desperately needed for safety, growth and development. This part of Louisiana was once a flag-bearer for progress in our State. Some 25 years ago, International Paper Company closed the Springhill paper mill, one of the largest paper mills in the world. Shortly afterwards, the oil and gas business went from boom to bust. We lost over 800 jobs when the mill closed, and many more from the decline in oil and gas production. You will know the impact such losses have upon the economy and upon life in rural communities.

In this part of the Parish we believe in doing all we can to help ourselves. Starting with land donated by International Paper, we have built the best industrial park in the State, an example for all others. Concerned citizens led the effort and initiated a self-imposed property tax that has sustained over the years to support the North Webster Parish Industrial District. We have most of the industry in Webster Parish residing in or near the North Webster Parish Industrial Park. Trane, Continental Structural Plastics, Calumet Refining, International Paper, Bill and Ralph's and numerous other companies provide thousands of jobs for this area. All are penalized by lack of access to an interstate in this area. All are intensive users of the limited highway system serving North Webster Parish. These industries deserve the utmost consideration for access.

We have over 700 major truck terminations per day in Springhill from US 371 and over 10,000 total movements per day on this highway. Hazardous materials are routinely transported through towns. Springhill is home to the area's major hospital and our first-responder medical units transit heavy traffic in serving a side area from hubs in North Webster Parish. This preferred route through Cotton Valley would give a more direct route to Shreveport tertiary hospitals such as Schumpert and Willis-Knighton. These hospitals also support Route 5.0 through Cotton Valley due to the shorter ambulance transfer times from the north end of the parish. *The south end of the parish is supported by I-20 through Minden to Shreveport. In Short, we need an interstate where the south end of the parish has one. Prospects looking to locate or building North Webster always ask "How close is the interstate? When they find it is 30 miles away and only a 2 lane road to the interstate, they look the other way.*

The State of Arkansas provided a good example for assistance by allowing I-69 to take a major turn to give closer access to Camden, El Dorado and Magnolia. We are seeking the same consideration, the solution best serving economic development in this isolated part of Webster Parish where significant industry currently resides. *We are pleading for you to use economic development as the major criteria for route selection. We need it, we work hard at it, and we have been paying for it.* The residents of Minden rejected a property tax for industrial development to maintain their industrial park. This clearly reflects the difference in how needs are perceived between the two ends of the Parish. Supporting our industry should be one of the most important aspects in choosing between the two proposed routes. Alternative 5.0 easily wins this designation due to all the industry being located in North Webster and lacking current interstate access.

Other important facts supporting Alternative route 5.0 through Cotton Valley are that this route is projected to cost the taxpayers $23 million less to build and it will cross less wetland and 100 year floodplain, It will destroy less homes and it will shorten ambulance response time to Shreveport for all residents of the north end of the parish. The government has determined that neither route will affect the Sparta aquifer which was the major reason for reexamining the second alternative.

Please support our growing industry base in the North Webster Parish Industrial District by not allowing politics to displace the "final preferred route" established over a year ago. We would be proud to tour you through the industries in our area and let you see first hand how many existing and growing businesses could utilize the access to interstate and a direct route to the Port of Shreveport.

I may be reached by phone at 318-539-5699 or by mail at address of the letterhead.

Sincerely,

Jan Corrales
Springhill Main Street Manager

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Vince Russo, Jr.
Environmental Administrator
Louisiana Dept. of Transportation & Development
PO Box 94245
Baton Rouge, La. 70804-9245

June 20, 2005

Dear Mr. Russo,

This letter is in regard to the proposed Interstate 69 corridors recently published in the "Draft Environmental Impact Study." Decisions will be made in the very near future regarding the final route of this interstate. We believe that you will ultimately have influence on this final route. We have grave concerns regarding how the final three-mile-wide corridor designated over a year ago for all good and valid reasons as the "preferred route" through Cotton Valley was ignored and replaced by two corridors now being given equal weight. Our belief is that "good old fashioned Louisiana" politics has reared it's ugly head and the systematic and scientific methods that were driving the evaluation process have now been subverted. It is our understand that URS Corporation , who selected the "final preferred corridor" a year ago, based on sound, secured data, now intends to submit two proposed corridors and let the political process decide the "best" of the two alternatives presented. In our opinion, this is a travesty of justice and moral obligation. The route designated Alternative 5.0 through Cotton Valley was chosen the preferred route and should again be designated as such. In believing this, our opinion is that this situation warrants your close personal attention.

In our part of Webster Parish, we take the old fashioned approach in doing all we can to help ourselves. With land donated by International Paper, we have built the best industrial park in our state, an example and model for all others. Concerned citizens led the effort and initiated a self-imposed property tax that has sustained over the years to support the North Webster Parish Industrial District. The residents of Minden rejected a property tax for industrial development to maintain their industrial park. This clearly reflects the difference in how needs are perceived between the two ends of Webster Parish. We have most of the industry in Webster Parish residing in or near the North Webster Parish Industrial Park. World wide corporations such as Trane, Continental Structural Plastics, Calumet Refining, International Paper and numerous other companies provide thousands of jobs for this area. All are penalized by lack of access to an interstate in this area, all are intensive users of the limited highway system serving North Webster Parish.

Please support our growing industry base in the North Webster Parish Industrial District by not allowing politics to displace the "final preferred route" established over a year ago. We would be proud to guide you through the industries in our area and let you see first hand how many existing and growing businesses could utilize the access to interstate and a direct route to the Port of Shreveport. Please accept this as our invitation to visit our city and judge for yourself before making this most important decision.

We can be reached by phone @ 318 539-4089
Mail @ 1580 Machen Drive
Springhill, Louisiana 71075
Email @ teag@sprhill.net or
djt66@centurytel.net

Sincerely,

Don G. + Judith J. Teague

Don G. Teague
Judith J. Teague

Kent

6

Lane Merritt
8300 Hwy 160
Cotton Valley, La 71018
318-832-4899 lmerritt@shreve,net

July 11, 2005
USEPA Office of Planning and Coordination
Dallas, Texas

Re: I-69 SIU-14 Alternative 5 conflicts with state agencies and the State of Louisiana Natural and Scenic Rivers Act.
Quoting the Natural Resources Technical Memorandum page 2-19, "The most prominent, ecologically sensitive feature within the SIU No. 14 study area is Bayou Dorcheat."

Dear Rhonda M. Smith:

Located in Northwest Louisiana, the proposed Interstate-69 SIU-14 process is nearing the Final EIS the "Preferred Alternative" is expected soon. I request the participating federal agencies to avoid direct conflict with the Louisiana state agencies. No federal agency should consider concurrence of the Alternative 5 as the PA without direct study of the Natural Resources Memorandum, as well as the Environmental Due Diligence Report, as these updated documents **do not** support the Alternative 5 as the environmentally preferred nor the locally preferred alternative.

The 2003 Corridor Selection Report Technical Memorandum preliminarily supported the 1d corridor as the preferred, however recently updated evaluations indicate the 2a corridor (currently Alternative 4) better addresses the listed preferences. Based on preferred corridor criteria listed in the 2003 Corridor Selection Report, many important facts have since changed or surfaced and must be reconsidered.

Updating quickly:

December 11, 2003, the FHWA, La DOTD and AHTD announced the preference for the 1d Corridor (currently the Alternative 5). Ref: Draft EIS page 2-10 line 12-16. It was proclaimed the 1d Corridor provided the best Bayou Dorcheat crossings in the study area.

(As a result, a major water-body crossing, of the designated Natural and Scenic Stream Bayou Dorcheat in Webster Parish, was identified within the two-mile-wide 1d Corridor. This Corridor would be proven, by the URS Project Team in the Draft EIS, to adversely impact the most used, most cherished, and most scenic reaches of the bayou within the study area)

January 27, 2004, the URS Project Team invited the Coordinator of the Louisiana Scenic Stream Program to view and comment upon their chosen bayou crossing. The Coordinator immediately advised that a new highway crossing-structure in the SIU-14 1d Corridor would adversely affect and impact the natural flow of the river. The Coordinator, Mr. Keith Cascio, "recommended a crossing of the bayou along an existing highway structure" to significantly lower the impact to the natural flow of the bayou. However, there were no such existing crossings within the "preferred" two-mile-wide 1d corridor.

At least four (4) critical errors have now been made by the URS Project Team:

1- Procedural failure during corridor selection studies to consider and implement the environmental issues required by the (Louisiana) state scenic river crossing permit criteria. As a result, within the URS generated March 2005 Natural Resources Technical Memorandum Appendix D page 4, quote: "Based on the LDWF *Scenic Stream Permitting Criteria* alone, Alternative 4 is the preferred and Alternative 5 is the least preferred Bayou Dorcheat crossing."

2- The very ill-timed, very premature "official public announcement" of the chosen Preferred 1d Corridor, disregarding the high probability of the scenic river permit refusal

3- Efforts of solution required re-presentation of the "1e" (renamed as Alternative 5.1) Bayou Dorcheat crossing, a corridor previously omitted as not meeting the purpose-and-need, however current studies of this corridor indicate failure to meet the scenic river permit criteria, also

4- Their total failure to acknowledge the Louisiana statute "no agency of the state government shall authorize or concur in plans of federal agencies that would detrimentally affect a Natural or Scenic River" and thereby involved La DOTD on December 11, 2003 in a proposal of plans proposed by the federal government that would adversely affect Bayou Dorcheat, a designated Natural and Scenic River within the State of Louisiana.

Further, I find conflicting information concerning USFWS stated concerns of effects of the project within the reference" 4-15 Appendix B Draft EIS", as well as the letter from the USDOI to the I-69 SIU-14 Program Office which was dated May 23, 2005.

Briefly, referring to FWS cited concerns of federally protected bird nesting colonies as well as wetland conversions of "quality verses quantity."

1- The proposed Alternative 5 flood-plain crossing of Bayou Dorcheat will adversely affect the habitat of two registered long-leg wading bird nesting colonies as well as conversion of high-quality, highly active wetlands.

2- The Alternative 4 Bayou Dorcheat mainstream wetlands are mechanically altered and would never allow nature to self-reclaim these wetlands and therefore more correctly deserve a lower Charleston Procedure rating than the stated DEIS's "Slightly Impaired" listing. The Alternative 5 mainstream wetlands are considered much more functional, thereby of higher quality.

FWS highly emphasized their concerns to the adverse affects of the project to federally protected wildlife and wetland conversion prior to the selection of the "preferred corridor" however, the USFWS followed by preliminary concurrence with the corridor which has the greatest adverse effect to their concerns and to the environment.

2- FWS also suggested the Option 2 of Alternative 4 and 5 was worthy of consideration, however this alignment adds significant wetland acres to permanent highway conversion. Alternative 5 with the recommended Option 1 and Option 2 converts a total of 87 acres wetlands where the Bayou Dorcheat mainstream wetlands are stated as much more functional, while Alternative 4 without its options converts 89 acres of wetlands however, here, the Bayou Dorcheat mainstream wetlands are stated as being lower in quality.

3- Citing the USDOI letter dated May 23, 2005 "We believe the proposal has the potential to adversely affect the free-flowing or natural condition of Bayou Dorcheat.... "Bayou Dorcheat was considered to have high potential as a recreational river under the Wild and Scenic River System." DOI is in position of preliminary concurrence with Alternative 5 with its known adverse affect to Bayou Dorcheat when all findings indicate the Alternative 4 has significantly less potential to affect the Bayou Dorcheat.

CONSIDER:
.Alternative 4 is the more desired and direct route. If to be a desired "Section of Independent Utility" (SIU) an indicator of greatly serving the most residents is the "Daily Vehicle Miles Reduction in the Study Area" where the Alternative 4 equates to approximately 24,000 miles more per day, a 37% increase in savings compared to the Alternative 5
.Alternative 4 (corridor 2a) was listed in the Corridor Evaluation Summary of "reasons to consider" as "Best addresses purpose and need"
.Alternative 4 captures the required southbound hazardous materials prior to Haynesville, La equal to Alternative 5, however Alternative 4 has great potential to capture hazardous materials from Homer and Haynesville alike, north and south bound
.Alternative 4 has equal or better potential for economic development
.Alternative 4 crosses only one scenic stream, the same as Alternative 5
.Alternative 4 has 19% less potential to directly affect an unrecorded cultural resource site, ref; DEIS page 3-44
.Alternative 4 does not affect a National Forest as previously thought
.Alternative 4 is cost comparable to all options
.Alternative 4 is the shortest alignment, Alternative 5 is the longest alignment
.Alternative 4 affects fewer higher-in-quality wetlands, as all wetlands are not equal, a stated important issue ref: page 2-19 Natural Resources Tech Memorandum

.Alternative 4 with the recommended option 4.3 impact and affect fewer hardwood wetland acres than the Alternative 5 options.
.Alternative 4 minimizes impacts to ephemeral streams, as "5-series alignments tend to have more encounters with ephemeral streams than the 4 series" (Natural Resources page 3-4) A suggested consideration for design improvement of the Alternative 4 is on the northern approach to La-2 within Claiborne Parish which would lessen the impact to the Glass Creek water shed and other streams, shorten the overall alignment, and further lessen residential impact. The Glass Creek, an avoidable watershed, has current flow rate of less than five gpm within the mainstream and has unreasonably over-shadowed the Bayou Dorcheat impact in the DEIS
.Alternative 4, unlike Alternative 5, satisfactorily avoids adverse affects to Bayou Dorcheat
.Alternative 4 preserves the quality of the best reaches and natural areas along Bayou Dorcheat
.Alternative 4 crosses Bayou Dorcheat in the least sensitive area within the entire study area
.Alternative 4 preserves the highest potential areas encountered for future nesting pairs of bald eagles
.Alternative 4 avoids the registered wading bird nesting colonies found along the Alternative 5
.Alternative 4 greatly minimizes the impact to the Sparta Aquifer Recharge System as preferred by the LaDNR, unlike the Alternative 5 which converts more than 230 additional acres. An original design of the Alternative 4 lessened the direct Sparta Recharge area east of Bayou Dorcheat and should be reconsidered
.Alternative 4 avoids the ancient Cotton Valley Oil and Gas Field as suggested by the Environmental Due Diligence Report within the Draft EIS CD/ROM

.Alternative 4 enjoys the most public support
.Alternative 4 avoids more Hazardous Ranking Sites within one mile of the alternative, than the Alt 5
.Alternative 4 impacts far fewer Pipeline Crossings than Alternative 5
.Alternative 4 minimizes local road closures (option 4.3= 49 verses 5.1&2= 61)
.Alternative 4 as stated, page 3-64 DEIS, has the least potential for adverse effects to prime and unique farmland soils
.Alternative 4, while considering induced land development around interchanges avoids the potential conflicts stated on page 3-62 DEIS quoting " ... potential conflicts with oil and gas exploration will be greatest surrounding the proposed Alternative 5 interchange at US 371 on the outskirts of the Cotton Valley Field..."
.Alternative 4 has much potential for redesign west of Bayou Dorcheat and near La 2 in Claiborne Parish to avoid more residences including one minority that would overall impact fewer residences than Alt 5 and thereby shorten the alignment overall
.Alternative 4 traverses the Bayou Dorcheat area near the permitted Webster Parish Landfill whereby federal permitting requirements were met
.Alternative 4 with all options has 13% less total acres of encroachment of RCW habitat than the Alt 5 with all its options
.Alternative 4 meets the ROD requirements.

The ROD should identify the selected alternative:
1- which best meets the regional transportation needs and desires, (consisting of the highest Daily VMT Reduction, consisting of the highest population within 20-mile radii of interchanges,) and fulfills project objectives
2- which best protects and preserves the most prominent and ecological sensitive feature within the study area, the Bayou Dorcheat, a Natural and Scenic River of Louisiana
3-which best protects and minimizes the impact to the Sparta Recharge System
4- which avoids the ancient, but very active, Cotton Valley Oil and Gas Field and its two aging refineries, and its potential for unforseen construction and environmental issues as the field sits directly atop the Sparta Recharge System
5-which serves the majority of the residents within the region
6-which weighs economic justification along with impaired-wetland conversion

Without question, all facets of our natural environment are important. The URS Project Team, however placed the relatively small spring-fed Glass Creek into a higher degree of importance than the Bayou Dorcheat which is massive in comparison of discharge and importance. I will also include a recent photograph comparing the lower Glass Creek mainstream flow to the ill-advised Bayou Dorcheat Alternative 5 proposed crossing. Note the Glass Creek "mainstream discharge rate" is comprised of a mere width of 10 inches by one-half of an inch deep.

I will also question the reference to the Glass Creek as having special habitat not found elsewhere as the Alternative 5 corridor traverses along the entire lower to upper sections of the much larger and more important spring-fed Caney Creek which drains the highest elevation points found within the entire study area and is located just northwest of the Glass Creek watershed. Glass Creek is listed as perennial, but the mainstream creek bed will soon dry. The watershed is currently impaired due to the five two-lane width parish road crossings of the stream. The Alternative 4 corridor has room to maneuver to lessen the impact, if deemed necessary, as the Glass Creek watershed is remotely located in a sparsely populated area and is located 12 miles northeast of the Alternative 4 Bayou Dorcheat crossing.

The Draft EIS states in the Natural Resources Memo that "Another important consideration is that a large fraction of the intermittent and perennial streams intersected by all eight alignments to the east of Bayou Dorcheat are unambiguously, or highly probably, fed by springs."

Sincerely,
Lane Merritt

Lane Merritt

cc; open letter
attach: 2- photos

GLASS CREEK (MAINSTREAM) CLAIBORNE PARISH, LA.

BAYOU DORCHEAT @ ALTERNATIVE 5 CROSSING AREA

7

Lane Merritt
8300 Hwy 160
Cotton Valley, La 71018

FHWA
La DOTD

Re; I-69 SIU-14 Alternative Travel Efficiency

Dear Sirs:

Referencing the URS DEIS 1.1.1 Sections of Independent Utility: line 17-18 " Each SIU must have its own independent transportation benefits, or utility, without consideration of adjoining sections."

It is a respectful approach, and as to be consistent with the overall purpose and need of the project, to remind the Project Team and the agencies of the stated purpose of the Section of Independent Utility. To not consider adjoining sections is not only mandated but the key to developing the most efficient and effective transportation measure for each section of the I-69.

It seems appropriate to refer to the Traffic and Analysis Technical Memorandum: 4.0 Transportation Measures of Effectiveness, to review the Purpose and Need Transportation Criteria. Page 4-1 Table 4.1 Transportation Measures of Effectiveness. The Goals stated are to minimize local travel time within the study area, again to be independent of the National Project. The listed objectives are to reduce VHT (Vehicle Travel Time), VMT, (Vehicle Miles Traveled), and the VOC, (Vehicle Operating Cost).

Simply stating Table 5.6 Transportation Measures of Effectiveness Build Benefits:
Corridor 1d (Alternative 5) Daily VMT Reduction = 42,418
Corridor 2a (Alternative 4) Daily VMT Reduction = 66,967
Doing the math: 66,967 minus 42,967 equals 24,549 more vehicle travel miles reduced by Alternative 4.

Percentage wise, Alternative 4 is 37% more efficient than Alternative 5 in relation to meeting the local "transportation purpose and need" of the project. This is a significant number that must be addressed during considering for the forthcoming PA. It is also a tremendous indicator of the number of, or lack thereof, local residents that will be served by the build project. Alternative 5 is significantly less efficient and effective and thereby does not adequately address the local transportation needs and of which is the core issue of Independent Utility.

Within the Corridor Selection Report, a useful fact listed is currently of significant value. "A more direct route is desired due to perceived cost efficiency and travel times savings" Alternative 4 is shorter in length than Alternative 5, and the travel time savings are as said above.

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

I am writing to express my frustration with the proposed Interstate 69 route, SIU No. 14, through Columbia County, Arkansas and request that the Federal Highway Administration place the proposed interchange of Interstate 69 and U.S. 79 north of the proposed location in Columbia County, Arkansas.

The proposed route will bring significant economic impact to this region of Arkansas and Louisiana that has been forgotten for a considerable time, through added industrial expansion and commercial growth. Columbia County, Arkansas will enjoy in excess of ten miles of the proposed road, but will not receive access at any point along the route.

Currently, the route exchanges with U.S. 79, south of the Arkansas state line in of Claiborne Parish. Additionally, Claiborne Parish has been allocated two other access points the Interstate 69- LA 2 and LA 2 Alt. This allows for Claiborne Parish to receive three interchanges with Interstate 69, and none for Columbia County.

I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Name: Florene G. Pence

Address: 1007 Chestnut

City, State Zip: Magnolia, Arkansas 71753

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Evelyn Olivari
Name

21421 Hwy 98
Address

Emerson Arkansas 71740
City, State Zip

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Mary Aldridge

MARY ALDRIDGE
Name

21110 Hwy. 98
Address

EMERSON, AR 71740
City, State Zip

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Wanda Baker

WANDA BAKER
Name

21431 HWY 98
Address

EMERSON, AR 71740
City, State Zip

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

James F Baker

JAMES F. BAKER
Name

21431 HWY. 98
Address

EMERSON, AR 71740
City, State Zip

13

MEDC offers letter to encourage relocation of 79/I-69 interchange

The Magnolia Economic Development Corporation is making another attempt to influence the proposed location of Interstate 69 through Columbia County.

It has prepared for interested members of the public the letter reproduced at right. It encourages the agency responsible for recommending the final route of Interstate 69 to move the proposed location of an interchange with U.S. 79 to a location north of the Arkansas-Louisiana state line.

The section of Interstate 69 running from west of El Dorado to near Haughton, La., includes 10 miles of four-lane road through Columbia County, but no point in the county where traffic can enter or leave the highway. The current proposal places the nearest interchange in Louisiana, just north of Haynesville.

In the past, Columbia County highway advocates have supported an interchange closer to Emerson as the means to cut down on truck travel time from local industries to the interstate, and to better serve the bulk of the county's population.

Columbia County residents are encouraged to cut out the letter at right, sign it and mail it to address indicated. People may also write their own letters with individual reasons why they think the interchange should be moved further north.

Letters should be mailed as soon as possible to:

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suit 980
Metarie, LA 70002

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Tony Olivieri
Name

21421 Hwy 98
Address

EMERSON, AR 71740
City, State Zip

October 16, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Linda Anders
name

2821 Chaffin
address

Magnolia, Ar 71753
city, state, zip

October 16, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Joyce J. Scott
name

160 Columbia Rd 144
address

Waldo, AR 71770
city, state, zip

October 16, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Sharon K Bates
name

1324 Clifton St
address

Magnolia, ARK, 71753
city, state, zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Sharon Elledge

Sharon Elledge
301 W. University
Magnolia, AR 71753

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Ruth Casey
Name
P O Box 392
Address
Waldo, Ar 71770
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Sadie Mellican
Name

405 Sue St.
Address

Magnolia, Ar. 71753
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Shelda Rachel Ford
Name

570 Columbia Road 29
Address

Waldo, AR 71770
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Beth Franks
Name

420 E Union Apt G
Address

Magnolia, Ar 71753
City, State Zip

22

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Joe McClinton
Name

3160 Hwy 344
Address

Magnolia, Ar. 71753
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Name

3160 Hwy 344
Address

Magnolia Ark 71753
City, State Zip

October 16, 2006

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Sincerely,

Mary Fowler
Name

2504 Fox Run
Address

Magnolia AR 71753
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Dona Hayes
Name
1321 Columbia 24
Address
Magnolia AR 71753
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Sharon Ann Polk
Name

420 Columbia 60W
Address

Waldo Ar 71770
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Pat Garcia
Name

811 Cleveland Street
Address

Magnolia, Arkansas 7175307
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Kristen Reeves

Kristen Reeves
Name

2315 Carson
Address

Magnolia, AR 71753
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Name

Rt 60 Col. 60 W
Address

WALDO, AR 71770
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Dotty Burleson
Name

161 Columbia 78
Address

Waldo Ar. 71770
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Christine Chase
Name

2883 Col RD 3
Address

Emerson, AR 71740
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Melissa Miller
Name
4461 Hwy 79 South
Address
Emerson AR 71740
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Karyn Thomas
Name
1431 Columbia 278
Address
Waldo, AR 71770
City, State Zip

October 16, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Margell Turner
name

827 W. Monroe
address

MAGnolia Ark 71753
city, state, zip

October 16, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Lucy Dew
name

Columbia 523
address

Waldo Ark 71770
city, state, zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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Sincerely,

Jerrell O. Harrison
Name
884 Hwy 160
Address
Magnolia, AR 71753
City, State Zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

I am writing to express my frustration with the proposed Interstate 69 route, SIU No. 14, through Columbia County, Arkansas and request that the Federal Highway Administration place the proposed interchange of Interstate 69 and U.S. 79 north of the proposed location in Columbia County, Arkansas.

The proposed route will bring significant economic impact to this region of Arkansas and Louisiana that has been forgotten for a considerable time, through added industrial expansion and commercial growth. Columbia County, Arkansas will enjoy in excess of ten miles of the proposed road, but will not receive access at any point along the route.

Currently, the route exchanges with U.S. 79, south of the Arkansas state line in of Claiborne Parish. Additionally, Claiborne Parish, Louisiana has been allocated two other access points the Interstate 69- LA 2 and LA 2 Alt. This allows for Claiborne Parish to receive three interchanges with Interstate 69, and none for Columbia County.

I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Pamela Dobison
Name

884 Hwy 160
Address

Magnolia, AR 71753
City, State Zip

38

October 16, 2006

RECEIVED
NOV 13 2006
URS

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

I am writing to express my frustration with the proposed Interstate 69 route, SIU No. 14, through Columbia County, Arkansas and request that the Federal Highway Administration place the proposed interchange of Interstate 69 and U.S. 79 north of the proposed location in Columbia County, Arkansas.

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Vertis M. Williams
name

1013 West Street
address

Magnolia, Arkansas 71753
city, state, zip

October 16, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Anthony P. Whitley
name

609 W. McKissack St.
address

Waldo, AR 71770
city, state, zip

October 16, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

I am writing to express my frustration with the proposed Interstate 69 route, SIU No. 14, through Columbia County, Arkansas and request that the Federal Highway Administration place the proposed interchange of Interstate 69 and U.S. 79 north of the proposed location in Columbia County, Arkansas.

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Tommy D. Ellis
name

1106 West Greene St
address

Magnolia, Ark. 71753
city, state, zip

October 16, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Minnie Aubrey - Minnie Aubrey
name

2831 Col.
address

Magnolia, Ark. 71753
city, state, zip

October 16, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Leonard Alexander
name

P.O. Box 93
address

Waldo, AR 71770
city, state, zip

MEDC offers letter to encourage relocation of 79/I-69 interchange

44

The Magnolia Economic Development Corporation is making another attempt to influence the proposed location of Interstate 69 through Columbia County.

It has prepared for interested members of the public the letter reproduced at right. It encourages the agency responsible for recommending the final route of Interstate 69 to move the proposed location of an interchange with U.S. 79 to a location north of the Arkansas-Louisiana state line.

The section of Interstate 69 running from west of El Dorado to near Haughton, La., includes 10 miles of four-lane road through Columbia County, but no point in the county where traffic can enter or leave the highway. The current proposal places the nearest interchange in Louisiana, just north of Haynesville.

In the past, Columbia County highway advocates have supported an interchange closer to Emerson as the means to cut down on truck travel time from local industries to the interstate, and to better serve the bulk of the county's population.

Columbia County residents are encouraged to cut out the letter at right, sign it and mail it to address indicated. People may also write their own letters with individual reasons why they think the interchange should be moved further north.

Letters should be mailed as soon as possible to:
I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suit 980
Metarie, LA 70002

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie. LA 70002

To Whom It May Concern:

I am writing to express my frustration with the proposed Interstate 69 route, SIU No. 14, through Columbia County, Arkansas and request that the Federal Highway Administration place the proposed interchange of Interstate 69 and U.S. 79 north of the proposed location in Columbia County, Arkansas.

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Barry J Young
Name

4661 Columbia 7
Address

Emerson Ark 71740
City, State Zip

MEDC offers letter to encourage relocation of 79/I-69 interchange

45

The Magnolia Economic Development Corporation is making another attempt to influence the proposed location of Interstate 69 through Columbia County.

It has prepared for interested members of the public the letter reproduced at right. It encourages the agency responsible for recommending the final route of Interstate 69 to move the proposed location of an interchange with U.S. 79 to a location north of the Arkansas-Louisiana state line.

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I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suit 980
Metarie, LA 70002

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Jimmy Waller
Name

4661 Columbia 7
Address

Emerson Ark 71740
City, State Zip

46

MEDC offers letter to encourage relocation of 79/I-69 interchange

The Magnolia Economic Development Corporation is making another attempt to influence the proposed location of Interstate 69 through Columbia County.

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Letters should be mailed as soon as possible to:

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suit 980
Metarie, LA 70002

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Barbara Young
Name

4661 Col 7
Address

Emerson Ark 71740
City, State Zip

GOLDEN TRIANGLE
ECONOMIC DEVELOPMENT COUNCIL

November 14, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Boulevard
Suite 900
Metairie, Louisiana 70002

To Whom It May Concern:

I am writing to express my dissatisfaction with the proposed Interstate 69 route, SIU Number 14, through Columbia County, Arkansas, and request that the Federal Highway Administration place the proposed interchange of Interstate 69 and U. S. 79, north of the proposed location in Columbia County, Arkansas.

The proposed route will bring significant economic impact to this region of Arkansas and Louisiana that has been forgotten for a considerable time, through added industrial expansion and commercial growth. Columbia County, Arkansas will enjoy in excess of ten miles of the proposed road, but will not receive access at any point along the route.

Currently, the route exchanges with U. S. 79, south of the Arkansas state line in Claiborne Parish. Additionally, Claiborne Parish, Louisiana has been allocated two other access points; the Interstate 69-LA 2 and LA 2 Alt. This allows for Claiborne Parish to receive three interchanges with Interstate 689, and none for Columbia County.

I simply you to alter the route to cross U. S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Board of Directors
Golden Triangle Economic Development Council

/jjc

Attachments

cc: U. S. Congressman Mike Ross, Arkansas, 4th District
U. S. Congressman John McCrery, Louisiana, 4th District

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NOV 22 2006
URS

CAMDEN ▲ EL DORADO ▲ MAGNOLIA
HAMPTON ▲ SMACKOVER

Southern Arkansas University
P.O. Box 9135 Magnolia, AR 71754-9135
870-235-4924 FAX 870-235-5110
gtedc@saumag.edu
www.gtedc.org

David Rankin, Chairman

C.C. McAllister, Vice-Chairman

Don Wales, Secretary

Tandy Menefee, Treasurer

Jim Hackney, Board Member

James Nixon, Board Member

Gary Oden, Board Member

Beth Osteen, Board Member

Mark Smith, Board Member

Toby Stephens, Board Member

Marion, Stokes, Board Member

Stacy Ravenscraft, Board Member

Jim Yeagar, Board Member

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Ann Elam
Name

1270 Hwy. 37 N.
Address

Walda, Ar. 71770
City, State Zip

October 5, 2006

I-60 SIU 14 Project Management Team
3500 North Causeway Blvd.
Suite 900
Metarie, LA 70002

To Whom It May Concern:

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I simply ask that you alter the route to cross U.S. 79 in Columbia County, Arkansas so that everyone can be a part of this project.

Sincerely,

Donald Eaum
Name

1270 Hwy. 371 N.
Address

Waldo, Ar. 71770
City, State Zip

December 11, 2006

I-69 SIU 14 Project Management Team
3500 No. Causeway Blvd., Suite 900
Metairie, La., 70002

Dear Sirs

At the request of Mr. Scott Hoffeld, Deputy Project Manager of the URS Corporation, the Claiborne Parish Police Jury voted recently for closure of certain roads in the parish in preparation for the future I-69 program. It is understood that these roads will continue to be maintained by the parish until such time that construction would start.

Several landowners have inquired with concerns about access to their properties where the new highway would split their property. I also understand that in most areas there will be no service roads or frontage roads. Therefore, when properties become isolated, what provisions are provided for their access?

A proposed map was supplied at the Oct. 3, 2006 Public Open House for review. It appears that the Clarence Ivory Road will be closed at Marker No. 35. I further understand that there are plans for interchanges at Hgy. 2, Hgy. 2 Alt., and a cross-over at Dykesville Rd. The question is: will Clarence Ivory Road remain serviceable for access to the existing properties on the East side of I-69, utilizing either of the interchanges or cross-over?

When will the final decision be made on the location of the center-line of the highway and will there be an Open House to inform the public? I-69 in Claiborne Parish falls entirely in my District and it will be my goal to keep those individuals informed.

Thanking you in advance for the answers to these questions, I remain

Sincerely yours,

Robert E. McDaniel

Robert E. McDaniel, Police Jury Dist. 3
Claiborne Parish, La.

Cc: Mr. Clarence Ivory
981 Clarence Ivory Rd.
Haynesville, La., 71038

I-69 / Public Comment
51

BARROW
HEATH
INCORPORATED

December 11, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld :

I am the owner of property in Webster Parish, and the I-69 project is scheduled to come across or near my property. The result will be that all or a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 Group to close certain roads without providing access to my property. I request that you include in the project a frontage road on the West side of I-69 which would run from the Lorex crossing on the South northward to the point where I-69 will cross over Dorcheat Road, which is Louisiana Highway 3008.

Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Dahn — Vice President

David Henderson - Vice President

RECEIVED
DEC 15 2006
URS

P.O. Box 4469 • Longview, Texas 75606
(903) 758-1498 • (Fax) 757-4362

I-69 | Public Comment
52

December 11, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

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Dear Mr. Hoffeld :

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Marcus Wren

December 11, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld :

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

421 BRIGHTON CT.
SHREVEPORT, LA. 71115

CASON TIMBER COMPANY
EDGAR CASON, PRESIDENT
RT. 3 BOX 228
COUSHATTA, LA 71019

December 11, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld :

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Edgar Cason

EDGAR CASON
OWNER

RECEIVED
JAN 3 2007
URS

55

Sue Dunn
4579 Dorcheat Rd.
Minden, LA 71055

December 11, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld :

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Sue S. Dunn

RECEIVED
DEC 27 2006
URS

56

Nancy Craig
4508 Dorcheat Rd.
Minden, LA 71055

December 11, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld :

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I am opposed to the proposal of the I-69 Group to close certain roads without providing access to my property. I request that you include in the project a frontage road on the West side of I-69 which would run from the Lorex crossing on the South northward to the point where I-69 will cross over Dorcheat Road, which is Louisiana Highway 3008.

Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Nancy Stewart Craig
J. Wayne Craig

RECEIVED
DEC 27 2006
URS

57

RECEIVED

DEC 14 2006

Webster Parish

December 11, 2006

Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

RE: I-69 Project

Dear Mr. Walker:

I am the owner of property in Webster Parish, and the I-69 Project is scheduled to come across or near my property. The result will be that all of a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 group to close certain roads in Webster Parish, without providing access to my property. I request that you vote to deny their request to close the roads, unless they make provisions for a frontage road on the West side of I-69 to give me access to my property. This frontage road should run from the Lorex crossing northward to the point where I-69 crosses over the Dorcheat Road, Louisiana Highway 3008.

Please vote to require a frontage road in this area.

Very truly yours,

Graydon K. Kitchens Jr

Ms. Dorothy D. Merritt
574 N Main St
Sibley, LA 71073

December 11, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Dorothy Dickinson Merritt

December 12, 2006

Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

RE: I-69 Project

Dear Mr. Walker:

I am one of the owners of property in Webster Parish, and the I-69 Project is scheduled to come across or near my property. The result will be that all of a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 group to close certain roads in Webster Parish, without providing access to my property. I request that you vote to deny their request to close the roads, unless they make provisions for a frontage road on the West side of I-69 to give me access to my property. This frontage road should run from the Lorex crossing northward to the point where I-69 crosses over the Dorcheat Road, Louisiana Highway 3008.

Please vote to require a frontage road in this area.

Very truly yours,

Betty Kitchens Erickson

Betty Kitchens Erickson

RECEIVED
DEC 22 2006
Webster Parish
Police Jury

60

RECEIVED

DEC 14 2006

Webster Parish
Police Jury

December 12, 2006

Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

RE: I-69 Project

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I am one of the owners of property in Webster Parish, and the I-69 Project is scheduled to come across or near my property. The result will be that all of a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 group to close certain roads in Webster Parish, without providing access to my property. I request that you vote to deny their request to close the roads, unless they make provisions for a frontage road on the West side of I-69 to give me access to my property. This frontage road should run from the Lorex crossing northward to the point where I-69 crosses over the Dorcheat Road, Louisiana Highway 3008.

Please vote to require a frontage road in this area.

Very truly yours,

Paul E. Kitchens

Paul E. Kitchens

I-69 / Elected Officials
61

Webster Parish Police Jury

CHARLESETTA REEDER
Minden, District 9

STEVE RAMSEY
Sibley, District 11

CHARLES ODOM
Minden, District 8

DANIEL G. THOMAS
Springhill, District 3

JIM BONSALL
Minden, District 6

CHARLES R. WALKER
President
Doyline, District 12

HERB BYARS
Vice -President
Minden, District 7

RONDA C. CARNAHAN
Secretary-Treasurer

BRUCE BLANTON
Springhill, District 1

ROBERT E. LEE
Shongaloo, District 4

C.C. COX
Cotton Valley, District 5

VERA DAVISON
Minden, District 10

JIMMY D. THOMAS
Springhill, District 2

December 13, 2006

Richard Savoie, Dept. Chief Engineer
Louisiana Department of Transportation
And Development
P.O. Box 94245
Baton Rouge, LA 70804

RE: Webster Parish, Louisiana
Proposed Road Closures I-69 SIU 14

Dear Mr. Savoie:

In reference to the possible road closures within Webster Parish, Louisiana, there are concerns that need to be addressed. It has been brought to our attention that a strip of land to the west of the proposed I-69 from the location at Lorex (Map ID# 13) north to where it crosses 3008 (Map ID# 18) will be completely cut off with no access. The Webster Parish Police Jury is requesting a frontage road or whatever means necessary to grant access to this property by the landowners. (See attached map section)

The Jury will hold another Public Hearing on January 3, 2006 at 10:30 A.M. in the Webster Parish Courthouse, 2nd Floor meeting Room, 410 Main Street, Minden, Louisiana to hear comment concerning the proposed road closures that have been presented. We would like to be able to assure residents that the access road for this strip of land would be in the plans to be provided.

If you have any questions, please contact Mrs. Ronda Carnahan, Secretary-Treasurer at 318-377-7564. Thank you in advance for your consideration in this matter.

Sincerely,

Charles R. Walker

Charles R. Walker
President

CRW/rc
Cc: Scott Hoffeld, CRS Corp.
John Sanders, Dist. #4 DOTD

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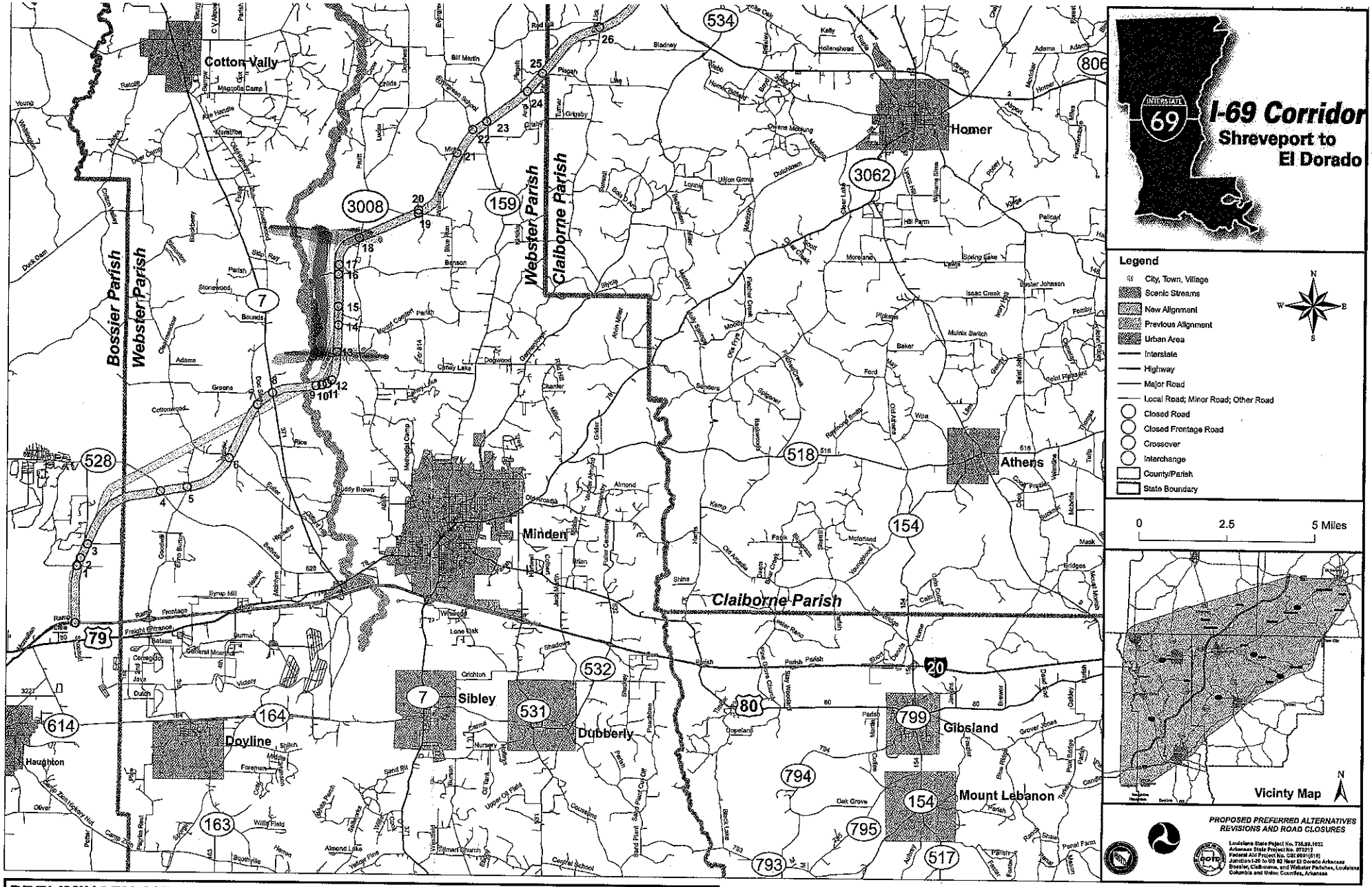
DEC 18 2006
URS

P.O. Box 389 Minden, Louisiana 71058-0389
Phone: (318) 377-7564 Fax: (318) 371-2366



PRELIMINARY AND SUBJECT TO CHANGE IN THE DESIGN PHASE OF PROJECT

PUBLIC HEARING
To hear comments concerning proposed road closures associated with Webster Parish, Louisiana Section of I-69 SIU 13
January 3, 2007 – 10:30 A.M.
Webster Parish Courthouse, Minden, Louisiana

Page 1-
COMMENTS FROM THE PUBLIC:

Paul Kitchens, Private Landowner and also on behalf of family corporation, KITCHCO, Inc. : Asked the Police Jury to take official action to oppose the closing of any roads or giving approval of the location of I-69, unless a frontage road on the West side of I-69 from the Lorex Road crossing on the South to the Dorcheat Road crossing on the North. (Attached is a transcript of Mr. Kitchen's comments.)

Mr. Bill Zackary, a Forester: Requested that the Police Jury oppose any movement on the I-69 project due to the impact on the local timber industry. Mr. Zackary also stated that if there were "frontage roads along both sides of the proposed I-69, the problem would be alleviated. Later in the meeting, Mr. Zackary also referred to the economic issues that as well as displacement of local citizens. Some citizens that live on the Pisgah Road drive 12 minutes to reach Minden will need 16 minutes. There is concern that the Police Jury has built parish roads that will be closed. Mr. Zackary does not feel that the information has been brought to the citizens.

Pearlena Clark, landowner : Had concerns for the fact that there is a Church which has been in existence for 135 years and is located at the end of the Blue Run Road, how will this effect those trying to attend.

James W. Bransford, a local resident/landowner: Opposed the I-69 project and the closure of roads in Webster Parish. He owns an 80 acre tract of land.

Charles Beck, landowner Opposition to road closures. Question as to the change from the previous plan, was this a money issue?

David Henderson, landowner: Stated that land values will be lowered. He opposes the closures that will restrict landowner's rights.

Carolyn Ceaser, Opposes the Blue Run Road closure. She has 135 acres of family land.

Earl Shomberg, Temple Road. Concerned about traffic issues because the Hope Youth Ranch is located in this area.

COMMENTS FROM THE PUBLIC

Bobby Woodfolk: There is a 140 year old Family cemetery located in a section of Lorex Road that is to be closed.

John Madden: Asked what the length of the frontage road that would go from Lorex to Benson Road, Caney Lake to Benson, and Bridge over Dorcheat. It was determined that the frontage road would need to be at least 5 miles long. Mr. Madden was asking some questions as to the cost of these frontage roads, and that several years ago they cost approximately $1,000,000. Per mile.

Richard Van Cleve, Concerned with his loss of property. The proposed plan will cut off 1/3 of his property.

Charlotte Martin, landowner was concerned with loss of her land. She lives on the Evergreen Road.

The pastor of the Blue Run Church, located on Blue Run Road asked how long until possible construction would begin on I-69, he was told possibly 15 years.

Trey Jengles, He asked about method used to notify land owners of meetings. Christy Wilson of USR responded that information was taken from the Webster Parish Assessor's office on land ownership and addresses of these landowners.

Herb Byars, District # 7, Webster Parish Police Jury Mr. Byars had three questions:
1- Why was a straight line (from El Dorado, AR) method not used to establish the plan?
2- Why is the route going through wet lands?
3- Was the Sparta considered when establishing the plan, possible damage to Sparta from transport down I-69.

Daniel Thomas, District #2, Webster Parish Police Jury, Question was what swayed the decision on the accepted route and overshadowed corridor # 5. The Webster Police Jury did not endorse any proposal. He was told that response from public officials and the lack of response from private individuals is want set the proposed route.

Sherburne Sentell, landowner, local attorney: He lives on the Mims Road. Stated that currently proposed frontage roads are not an absolute, and it is important to keep currently stated frontage roads and do not need to substitute roads, in addition to asking for additional access roads.

Marty Van Cleve Questioned the Jury's involvement and asked about financing of the project. Asked if the Police Jury had the right to say no to the project.

COMMENTS FROM THE PUBLIC

Vera Davison, District # 10, Webster Parish Police Jury, She stated to the citizens that the Webster Police Jury does not have the authority to change the I-69 project, that the Jury must hear the comments of the citizens and pass this information along to URS and DOTD for consideration.

Jennifer Simmons, Lives on the Pisgah Road. Ms. Simmons has small children and is concerned with the safety issues, such as fire service, ambulance service, and also that there are two churches located at each end of this road.

Don Cooper, Weyerhaeuser, Co., Concerned with effect on the timber industry. Also, questioned the method to notify landowners.

Please see attached:
Transcript of comments of Mr. Paul Kitchens, KITCHCO.
Letters received from residents.

I-69 POLICE JURY PUBLIC HEARING

Members of Webster Parish Police Jury:

I would like to speak to you today as a private landowner on behalf of our family corporation, KITCHCO, Inc., the owner of one or more tracts of land through which I-69 is proposed. Our appearance here today is to request that the Webster Parish Police Jury does not approve the closing of any roads as a result of I-69, unless a frontage road is provided on the West side of I-69 from Lorex Road crossing on the South to the North point where I-69 would cross back over Dorcheat Road (LA Hwy 3008). In addition to my own interests as a landowner, I speak to you today on behalf of other landowners whose property will be isolated without access by I-69. I also speak on behalf of timber growers who will not be able to harvest timber from their property because of the denial of access. I also speak on behalf of hunting club members as well as members of the public who are hunters and fishermen who need access through property toward Dorcheat Bayou. I also speak to you on behalf of members of the public and citizens of Webster Parish who have the following additional concerns:

1. A fire hazard will be created.
2. Hunters and fishermen and members of the public who will be denied their right to hunt and fish.
3. Other members of the public who will be denied use of Dorcheat Bayou, which is a state owned navigable body of water.

I would like to point out that the proposal for road closings would close Rayner Road and at least 8 unnamed roads, and possibly others, some or all of which now provide some access to Dorcheat Bayou from Dorcheat Road.

Our goal here today is to request that the police jury take official action to oppose the closing of any roads or giving approval of the location of I-69, unless a frontage road on the West side of I-69 from the Lorex Road crossing on the South to the Dorcheat Road crossing on the North. I would like to point out that the interested land owners will be denied access to their property, which will render their property non-usable and will diminish the value of the property. Likewise, timber growers will have no access to harvest their timber, and thus they will be denied their income and revenue. Hunting club members will have no access to the property for the purpose of hunting and fishing. This will have a negative impact on wildlife conservation in the area.

Members of the public, and citizens of Webster Parish will be damaged in the following manners:

1. A fire hazard will be created. No fire trucks will be able to gain access to the property in case of a forest fire, which will cause loss of property, wildlife and possibly lives of individuals.
2. The right of hunters and fishermen will be restricted, because there is no land access to the area and to Dorcheat Bayou. I would like to remind the jury that on other occasions this jury has been very careful to take action to protect the rights of hunters and fishermen in the use of roads that have been accessible to the public for use as ingress and egress to and from hunting and fishing areas. The jury members will recall their actions taken in connection with other roads needed for access to hunting and fishing.
3. Members of the public will be denied access to Dorcheat Bayou. It must be remembered that Dorcheat Bayou is a navigable body of water and that the state owns the bed of such waters. State law provides that the banks of

navigable bodies of water have a servitude for the use of the public, and denial of access to the bayou will be a denial of the state granted right of the public to use the banks of a public body of water. Additionally, I would like to point out that we oppose the closing of Rayner Road. That closing is not necessary, because Rayner Road lies mostly to the East of I-69, and access to Rayner Road is provided from the Dorcheat Road. Also, there are individuals who live on Rayner Road, and the closing of that road would deny access to the homes of those citizens.

4. Also a close scrutiny of the map of the proposed I-69 route will show that there are many other tracts of land between I-69 and the Bayou, which are not shown on the map. Those land owners have not been notified that I-69 will restrict access to their property. Also, if I-69 is extended an additional ½ mile to the North, there will be other properties located to the Northwest of I-69 without access to their property.

As the jury can see, there are many parish citizens who are affected by this proposed route of I-69, and I speak on behalf of all of these affected citizens to ask for the help of the police jury in obtaining a frontage road West of I-69. For all of these reasons, we respectfully ask that the police jury deny the request to close any roads or to take any action in connection with I-69, without there being a provision for a frontage road on the West side of I-69 from Lorex Road crossing to the Dorcheat Road crossing on the North.

Thank you for this opportunity to speak concerning this very important matter. I will be glad to answer any questions you may have.

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld :

I am the owner of property in Webster Parish, and the I-69 project is scheduled to come across or near my property. The result will be that all or a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 Group to close certain roads without providing access to my property. I request that you include in the project a frontage road on the West side of I-69 which would run from the Lorex crossing on the South northward to the point where I-69 will cross over Dorcheat Road, which is Louisiana Highway 3008.

Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Randy Brad Peevy

return Address label

Luther C. Peevy
1005 Yale St.
Minden, LA 71055-4031

Mr. Luther C. Peevy
1005 Yale St.
Minden, LA 71055-4031

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Jonathan Blake Peevy

64

011108
Mr. Michael Peevy
3799 Bayou Acres Dr
Bastrop, LA 71220-7414

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Michael Peevy

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65

Mr. Luther C. Peevy
1005 Yale St.
Minden, LA 71055-4031

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Carolyn Peevy Langley

1005 Yale St.
Minden, LA 71055-4031

66

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

L. C. Pennington

1005 Yale St
Minden, LA 71055-4031

I-69 / Public Comment 67

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Raymond Reeny

68

I-69 / Public Comment

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

69
I-69 / Public Comment

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

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Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Lyndon L. Taylor

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DEC 18 2006

Webster Parish

70

December 12, 2006

Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 339
Minden, Louisiana 71058

RE: I-69 Project

Dear Mr. Walker:

I am one of the owners of property in Webster Parish, and the I-69 Project is scheduled to come across or near my property. The result will be that all of a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 group to close certain roads in Webster Parish, without providing access to my property. I request that you vote to deny their request to close the roads, unless they make provisions for a frontage road on the West side of I-69 to give me access to my property. This frontage road should run from the Lorex crossing northward to the point where I-69 crosses over the Dorcheat Road, Louisiana Highway 3008.

Please vote to require a frontage road in this area.

Very truly yours,

Graydon K. Kitchens, III

71

Rachel C. Bloxom
P. O. Box 471
Minden, LA 71058-0471
318-377-9658

December 20, 2006

I-69 SIU 14 Project Management Team
3500 North Causeway Blvd. Suite 900
Metairie, LA 70002

Gentlemen:

My sister and I own an undivided ¾ interest in a 64 ½ acre tract of timber land located in Section 36, 20, 10. This timberland, which lies west of the I-69 corridor, has produced substantial income for my sister and me for many years.

I-69 will cut off access from the east to not only this tract, but many other tracts of timberland that are in many cases used for hunting, fishing, and camping. Many of these tracts have been held by their landowners for many years and access thereto has been down roads that I-69 makes no provision to cross from east to west.

The Webster Parish Police Jury has proposed a service road parallel to I-69 on the west side that will provide access to these properties. It is noted that in most cases access is provided to property on the west side of the bayou, but the old accesses from the east side to properties on the east side will be eliminated.

Either a service road or numerous box culverts, large enough to accommodate logging equipment and trucks are required, so that owners can manage and utilize their property. The lack of access not only affects us, but many land owners. I would encourage an access road as a part of the I-69 project as it will solve access problems for most landowners.

Sincerely yours,

Rachel C. Bloxom

Rachel C. Bloxom

Cc: Webster Parish Police Jury
Mr. Jim Bonsall
Mrs. John M. Stone

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I-69 / Public 72
Comments

KITCHENS, BENTON, KITCHENS & BLACK
A PROFESSIONAL LAW CORPORATION
420 BROADWAY
P.O. BOX 740
MINDEN, LOUISIANA 71058-0740
VOICE (318) 377-5331 FAX (318) 377-5361
www.kitchenslawfirm.com

GRAYDON K. KITCHENS, SR. (1903-1988)
GRAYDON K. KITCHENS, JR.
JOHN B. BENTON, JR. (RETIRED)
PAUL E. KITCHENS
GRAYDON K. KITCHENS, III
CLINTON C. BLACK
MELANIE F. McCULLOUGH

OFFICE IN:

BOSSIER CITY, LOUISIANA
(318) 747-9636

December 28, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld:

I am writing this letter as a member of Hawg Trap Hunting Club which hunts on property in Webster Parish through which the I-69 Project is scheduled to cross. The result will be that all or a part of the property of our hunting club will be isolated between I-69 and Dorcheat Bayou, leaving no access to all or a portion of the property.

I am aware that there are numerous property owners in this area whose property will also be isolated by I-69, with no access. We are requesting that you alter the project to provide a frontage road on the West side of I-69 from the Lorex Road crossing northward to the point where I-69 will cross the Dorcheat Road, Louisiana Highway 3008. I have seen the large plat of this project, showing the numbers representing property owners in the area. It is obvious that there are many property owners and much land lying west of I-69 that are not included in your map. Those people will be cut off, with no access, but as far as I know, they have been given no notice of any hearing concerning the way that I-69 will affect their property.

A representative of your office indicated that it was likely that the crossing of I-69 with Dorcheat Road will be amended to cross the Dorcheat Road approximately ½ mile north from the location shown on the map. If you will look at your map, you will see that moving the road northward in that fashion will have the effect of cutting off many more property owners and their property lying to the

Northwest of the present highway location shown on the map. As far as I know, none of those property owners have been notified of any sort of hearing to consider the effect of I-69 on their property.

If all of this property between Dorcheat Bayou and proposed I-69 is isolated, as it presently is, let me point out to you the danger of forest fire in that area. Most of the lands that are isolated are being used to grow timber at the present time. If a forest fire starts in that area, it will be impossible for any firefighting trucks or equipment to reach the area of the fire, and that is going to present a hazard to our hunting club and to the public, not to mention the damage to the forest.

In addition to the owners of the property, there are numerous members of other hunting clubs in the isolated area, who will be unable to reach the property for hunting purposes. The isolation of the property will therefore do considerable damage to the recreation and control of wildlife in those areas.

Please register this letter as my opposition to the proposal to close certain roads in Webster Parish. Please also register this letter as a request for a frontage road, as described above, to provide access to the persons whose property will be isolated.

Thank you very much for your consideration in this matter.

Very truly yours

Tony Hall

Member, Hawg Trap Hunting Club

Cc: Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

Hall
177 S. Longlewood Dr.
Minden, LA 71055

Mr. & Mrs. Tim Wilson
178 Deer Creek
Minden, LA 71055

I-69 | Public Involv

73

JAN 16 2007
URS

KITCHENS, BENTON, KITCHENS & BLACK
A PROFESSIONAL LAW CORPORATION
420 BROADWAY
P.O. BOX 740
MINDEN, LOUISIANA 71058-0740
VOICE (318) 377-5331 FAX (318) 377-5361
www.kitchenslawfirm.com

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PAUL E. KITCHENS
GRAYDON K. KITCHENS, III
CLINTON C. BLACK
MELANIE F. McCULLOUGH

OFFICE IN:

BOSSIER CITY, LOUISIANA
(318) 747-9636

December 28, 2006

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URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

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I am aware that there are numerous property owners in this area whose property will also be isolated by I-69, with no access. We are requesting that you alter the project to provide a frontage road on the West side of I-69 from the Lorex Road crossing northward to the point where I-69 will cross the Dorcheat Road, Louisiana Highway 3008. I have seen the large plat of this project, showing the numbers representing property owners in the area. It is obvious that there are many property owners and much land lying west of I-69 that are not included in your map. Those people will be cut off, with no access, but as far as I know, they have been given no notice of any hearing concerning the way that I-69 will affect their property.

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Northwest of the present highway location shown on the map. As far as I know, none of those property owners have been notified of any sort of hearing to consider the effect of I-69 on their property.

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In addition to the owners of the property, there are numerous members of other hunting clubs in the isolated area, who will be unable to reach the property for hunting purposes. The isolation of the property will therefore do considerable damage to the recreation and control of wildlife in those areas.

Please register this letter as my opposition to the proposal to close certain roads in Webster Parish. Please also register this letter as a request for a frontage road, as described above, to provide access to the persons whose property will be isolated.

Thank you very much for your consideration in this matter.

Very truly yours

Member, Hawg Trap Hunting Club

Cc: Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

Ms. Virginia Fox
209 Germantown Rd.
Minden, LA 71055-2209

12-29-06

I-69 SIU 14 Project Mgmt-Team
3500 N. Causeway Blvd Suite 900
Metairie LA 70002

Dear Team,

the prososed route of I-69 will divide my property if plans go as of now.

I am asking the La. Dept. of Transportation to provide access, preferably a service road on the west side of I-69 from Lorex to the Dorcheat Road, Hwy 3008, for my divided property access.

Better still keep I-69 west of Dorcheat Bayou all the way to Arkansas.

Sincerely,
Virginia Fox.

I-69 / Public Comments 75

Eddie Anderson
258 Normandie Ln.
Minden, La. 71055

December 30, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metairie, Louisiana 70002-3527

Re: I-69 Webster Parish Project

Dear Mr. Hoffeld:

I am writing this letter as a member of Hawg Trap Hunting Club which hunts on property in Webster Parish through which the I-69 project is scheduled to cross. The result will be that all or a part of the property of our hunting club will be isolated between I-69 and Dorcheat Bayou, leaving no access to all or a portion of the property.

I am aware that there are numerous property owners in this area whose property will also be isolated by I-69, with no access. We are requesting that you alter the project to provide a frontage road on the West side of I-69 from the Lorex Road crossing northward to the point where I-69 will cross the Dorcheat Road, Louisiana Highway 3008. I have seen the large plat of this project, showing the numbers representing property owners in the area. It is obvious that there are many property owners and much land lying west of I-69 that are not included in your map. Those people will be cut off, with no access, but as far as I know, they have been given no notice of any hearing concerning the way that I-69 will affect their property.

A representative of your office indicated that it was likely that the crossing of I-69 with Dorcheat Road will be amended to cross the Dorcheat Road approximately ½ mile north from the location shown on the map. If you will look at your map, you will see that moving the road northward in that fashion will have the effect of cutting off many more property owners and their property lying to the Northwest of the present highway location shown on the map. As far as I know, none of these property owners have been notified of any sort of hearing to consider the effect of I-69 on their property.

If all of this property between Dorcheat Bayou and proposed I-69 is isolated, as it presently is, let me point out to you the danger of forest fire in that area. Most of the lands that are isolated are being used to grow timber at the present time. If a forest fire starts in that area, it will be impossible for any firefighting trucks or equipment to reach the area of the fire, and that is going to present a hazard to our hunting club and to the public, not to mention the damage to the forest.

In addition to the owners of the property, there are numerous members of other hunting clubs in the isolated area, who will be unable to reach the property for hunting purposes. The isolation of the property will therefore do considerable damage to the recreation and control of wildlife in those areas.

Please register this letter as my opposition to the proposal to close certain roads in Webster Parish. Please also register this letter as a request for a frontage road, as described above, to provide access to the persons whose property will be isolated.

Thank you very much for your consideration in this matter.

Very Truly Yours,

Eddie Pinderson

Member, Hawg Trap Hunting Club

Cc: Mr. Charles Walker, President
Webster Parish Police Jury
P.O. Box 389
Minden, Louisiana 71058

December 14, 2006

Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

RE: I-69 Project

Dear Mr. Walker:

I am the owner of property in Webster Parish, and the I-69 Project is scheduled to come across or near my property. The result will be that all of a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 group to close certain roads in Webster Parish, without providing access to my property. I request that you vote to deny their request to close the roads, unless they make provisions for a frontage road on the West side of I-69 to give me access to my property. This frontage road should run from the Lorex crossing northward to the point where I-69 crosses over the Dorcheat Road, Louisiana Highway 3008.

Please vote to require a frontage road in this area.

Very truly yours,

Renee Perry Reeves

RECEIVED
DEC 27 2006

December 14, 2006

Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

RE: I-69 Project

Dear Mr. Walker:

I am the owner of property in Webster Parish, and the I-69 Project is scheduled to come across or near my property. The result will be that all of a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 group to close certain roads in Webster Parish, without providing access to my property. I request that you vote to deny their request to close the roads, unless they make provisions for a frontage road on the West side of I-69 to give me access to my property. This frontage road should run from the Lorex crossing northward to the point where I-69 crosses over the Dorcheat Road, Louisiana Highway 3008.

Please vote to require a frontage road in this area.

Very truly yours,

Brent Davis

RECEIVED
DEC 27 2006
Webster Parish

KITCHENS, BENTON, KITCHENS & BLACK
A PROFESSIONAL LAW CORPORATION
420 BROADWAY
P.O. BOX 740
MINDEN, LOUISIANA 71058-0740
VOICE (318) 377-5331 FAX (318) 377-5361
www.kitchenslawfirm.com

GRAYDON K. KITCHENS, SR. (1903-1988)
GRAYDON K. KITCHENS, JR.
JOHN B. BENTON, JR. (RETIRED)
PAUL E. KITCHENS
GRAYDON K. KITCHENS, III
CLINTON C. BLACK
MELANIE F. McCULLOUGH

OFFICE IN:

BOSSIER CITY, LOUISIANA
(318) 747-9636

December 11, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RECEIVED
DEC 13 2006
URS

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld:

I am writing this letter as President of KITCHCO, Inc., which company is the owner of property in Webster Parish through which the I-69 Project is scheduled to cross. The result will be that all or a part of the property of KITCHCO will be isolated between I-69 and Dorcheat Bayou, leaving no access to all or a portion of our property.

I am aware that there are numerous property owners in this area whose property will also be isolated by I-69, with no access. We are requesting that you alter the project to provide a frontage road on the West side of I-69 from the Lorex Road crossing northward to the point where I-69 will cross the Dorcheat Road, Louisiana Highway 3008. I have seen the large plat of this project, showing the numbers representing property owners in the area. It is obvious that there are many property owners and much land lying west of I-69 that are not included in your map. Those people will be cut off, with no access, but as far as I know, they have been given no notice of any hearing concerning the way that I-69 will affect their property.

In my discussion this week with Ms. Christi Wilson of your office, she indicated that it was likely that the crossing of I-69 with Dorcheat Road will be amended to cross the Dorcheat Road approximately ½ mile north from the location shown on the map. If you will look at your map, you will see that moving the road northward in that fashion will have the effect of cutting off many more

property owners and their property lying to the Northwest of the present highway location shown on the map. As far as I know, none of those property owners have been notified of any sort of hearing to consider the effect of I-69 on their property.

If all of this property between Dorcheat Bayou and proposed I-69 is isolated, as it presently is, let me point out to you the danger of forest fire in that area. Most of the lands that are isolated are being used to grow timber at the present time. If a forest fire starts in that area, it will be impossible for any firefighting trucks or equipment to reach the area of the fire, and that is going to present a hazard to the public, not to mention the damage to the forest.

In addition to the owners of the property, there are numerous members of hunting clubs in the isolated area, who will be unable to reach the property for hunting purposes. The isolation of the property will therefore do considerable damage to the recreation and control of wildlife in those areas.

Please register this letter as my opposition to the proposal to close certain roads in Webster Parish. Please also register this letter as a request for a frontage road, as described above, to provide access to the persons whose property will be isolated.

Thank you very much for your consideration in this matter.

Very truly yours

Graydon K. Kitchens, Jr.

Graydon K. Kitchens, Jr., President
KITCHCO, Inc.

Cc: Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

I-69 / Public Comment 79

KITCHENS, BENTON, KITCHENS & BLACK
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PAUL E. KITCHENS
GRAYDON K. KITCHENS, III
CLINTON C. BLACK
MELANIE F. McCULLOUGH

OFFICE IN:

BOSSIER CITY, LOUISIANA
(318) 747-9636

December 12, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RECEIVED
DEC 15 2006
URS

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld:

I am writing this letter as Vice President and a stockholder of KITCHCO, Inc., which company is the owner of property in Webster Parish through which the I-69 Project is scheduled to cross. The result will be that all or a part of the property of KITCHCO will be isolated between I-69 and Dorcheat Bayou, leaving no access to all or a portion of our property.

I am aware that there are numerous property owners in this area whose property will also be isolated by I-69, with no access. We are requesting that you alter the project to provide a frontage road on the West side of I-69 from the Lorex Road crossing northward to the point where I-69 will cross the Dorcheat Road, Louisiana Highway 3008. The large plat of this project, shows the numbers representing property owners in the area and it is obvious that there are many property owners and much land lying west of I-69 that are not included in your map. Those people will be cut off, with no access, but as far as I know, they have been given no notice of any hearing concerning the way that I-69 will affect their property.

Ms. Christi Wilson of your office indicated that it was likely that the crossing of I-69 with Dorcheat Road will be amended to cross the Dorcheat Road approximately ½ mile north from the location shown on the map. Moving the road northward in that fashion will have the effect of cutting off many more property owners and their property lying to the Northwest of the present highway location

shown on the map. As far as I know, none of those property owners have been notified of any sort of hearing to consider the effect of I-69 on their property.

If all of this property between Dorcheat Bayou and proposed I-69 is isolated, as it presently is, let me point out to you the danger of forest fire in that area. Most of the lands that are isolated are being used to grow timber at the present time. If a forest fire starts in that area, it will be impossible for any firefighting trucks or equipment to reach the area of the fire, and that is going to present a hazard to the public, not to mention the damage to the forest.

In addition to the owners of the property, there are numerous members of hunting clubs in the isolated area, who will be unable to reach the property for hunting purposes. The isolation of the property will therefore do considerable damage to the recreation and control of wildlife in those areas.

Please register this letter as my opposition to the proposal to close certain roads in Webster Parish. Please also register this letter as a request for a frontage road, as described above, to provide access to the persons whose property will be isolated.

Thank you very much for your consideration in this matter.

Very truly yours

Paul E. Kitchens

Paul E. Kitchens, Vice President
KITCHCO, Inc.

Cc: Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

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GRAYDON K. KITCHENS, III
CLINTON C. BLACK
MELANIE F. McCULLOUGH

OFFICE IN:

BOSSIER CITY, LOUISIANA
(318) 747-9636

December 12, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld:

I am writing this letter as a stockholder of KITCHCO, Inc., which company is the owner of property in Webster Parish through which the I-69 Project is scheduled to cross. The result will be that all or a part of the property of KITCHCO will be isolated between I-69 and Dorcheat Bayou, leaving no access to all or a portion of our property.

I am aware that there are numerous property owners in this area whose property will also be isolated by I-69, with no access. We are requesting that you alter the project to provide a frontage road on the West side of I-69 from the Lorex Road crossing northward to the point where I-69 will cross the Dorcheat Road, Louisiana Highway 3008. The large plat of this project, shows the numbers representing property owners in the area and it is obvious that there are many property owners and much land lying west of I-69 that are not included in your map. Those people will be cut off, with no access, but as far as I know, they have been given no notice of any hearing concerning the way that I-69 will affect their property.

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If all of this property between Dorcheat Bayou and proposed I-69 is isolated, as it presently is, let me point out to you the danger of forest fire in that area. Most of the lands that are isolated are being used to grow timber at the present time. If a forest fire starts in that area, it will be impossible for any firefighting trucks or equipment to reach the area of the fire, and that is going to present a hazard to the public, not to mention the damage to the forest.

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Please register this letter as my opposition to the proposal to close certain roads in Webster Parish. Please also register this letter as a request for a frontage road, as described above, to provide access to the persons whose property will be isolated.

Thank you very much for your consideration in this matter.

Very truly yours

Betty Kitchens Erickson

Betty Kitchens Erickson, Stockholder
KITCHCO, Inc.

Cc: Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

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DEC 27 2006
URS

I-69 / Public Comment
(nearly identical to 12/12/06 letter)
81

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GRAYDON K. KITCHENS, III
CLINTON C. BLACK
MELANIE F. McCULLOUGH

OFFICE IN:

BOSSIER CITY, LOUISIANA
(318) 747-9636

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RECEIVED
DEC 18 2006
URS

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld:

I am writing this letter as a member of KITCHCO, Inc., Family Corporation, which company is the owner of property in Webster Parish through which the I-69 Project is scheduled to cross. The result will be that all or a part of the property of KITCHCO will be isolated between I-69 and Dorcheat Bayou, leaving no access to all or a portion of our property.

I am aware that there are numerous property owners in this area whose property will also be isolated by I-69, with no access. We are requesting that you alter the project to provide a frontage road on the West side of I-69 from the Lorex Road crossing northward to the point where I-69 will cross the Dorcheat Road, Louisiana Highway 3008. The large plat of this project, shows the numbers representing property owners in the area and it is obvious that there are many property owners and much land lying west of I-69 that are not included in your map. Those people will be cut off, with no access, but as far as I know, they have been given no notice of any hearing concerning the way that I-69 will affect their property.

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If all of this property between Dorcheat Bayou and proposed I-69 is isolated, as it presently is, let me point out to you the danger of forest fire in that area. Most of the lands that are isolated are being used to grow timber at the present time. If a forest fire starts in that area, it will be impossible for any firefighting trucks or equipment to reach the area of the fire, and that is going to present a hazard to the public, not to mention the damage to the forest.

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Please register this letter as my opposition to the proposal to close certain roads in Webster Parish. Please also register this letter as a request for a frontage road, as described above, to provide access to the persons whose property will be isolated.

Thank you very much for your consideration in this matter.

Very truly yours

Graydon K. Kitchens, III, Member
KITCHCO, Inc.

Cc: Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

82

December 14, 2006

Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

RE: I-69 Project

Dear Mr. Walker:

I am the owner of property in Webster Parish, and the I-69 Project is scheduled to come across or near my property. The result will be that all of a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 group to close certain roads in Webster Parish, without providing access to my property. I request that you vote to deny their request to close the roads, unless they make provisions for a frontage road on the West side of I-69 to give me access to my property. This frontage road should run from the Lorex crossing northward to the point where I-69 crosses over the Dorcheat Road, Louisiana Highway 3008.

Please vote to require a frontage road in this area.

Very truly yours,

Dain & Terri Howell

83

From: "Terri Howell" <tthhowell@hotmail.com>
To: Christi_Wilson@URSCorp.com

Date: Monday, January 01, 2007 04:37PM
Subject: I-69 Project Webster Parish

Dear Mr. Hoffeld:

I am the owner of proerty in Webster Parish and the I-69 project is scheduled to come across or near my property. The result will be that all or a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 Group to close certain roads without providing access to my property. I request that you include in the project a frontage road on the West side of I-69 which would run from the Lorex crossing on the South northward to the point where I-69 will cross over Dorcheat Road which is Louisiana Highway 3008.

Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Wain and Terri Howell

The MSN Entertainment Guide to Golden Globes is here. Get all the scoop.

I-69/Public Comment 84

"McMahone, Don"
<Don.McMahone@weyerhaeuser.com>
01/03/2007 03:19 PM

To <i69arkla@urscorp.com>
cc
bcc
Subject I-69 corridor data

Sirs:

I'm the GIS manager for Weyerhaeuser's timberlands in NLA. We have noted the possible routing of the I-69 corridor through areas of our timberland ownership.

While we realize that there will be a formal land purchase to acquire this right-of-way, we are interested in knowing parcels likely to be involved for long range planning purposes.

Is it possible to acquire a GIS shapefile of the centerline of the proposed route? If the centerline is not available, any GIS data showing the position of the route would be appreciated.

This is the segment we are most interested in...
The Louisiana Department of Transportation and Development (LDOTD) and the Federal Highway Administration (FHWA) announce revisions to the Preferred Alternative for I-69 SIU 14 Interstate Highway between I-20 near Haughton, LA to US 82 near El Dorado, AR.

Thanks in advance,

Don

Don McMahone
Weyerhaeuser
RMS and Inventory Manager
North LA Timberlands
707 Highway 167 N
Dodson, LA 71422
(318) 648-3817 Direct Dial
(318) 648-8700 x215
(318) 648-8707 Fax
(318) 245-5453 Cell
don.mcmahone@weyerhaeuser.com

01/08/07

Called and left message on 01/08/07, noting that we are in process of refining PA and hesitant to provide a preliminary GIS layer as it is difficult to note "preliminary."

Scott

From: "L&SMerritt" <lmerritt@shreve.net>
To: <Christi_Wilson@URSCorp.com>

Date: Thursday, January 04, 2007 08:21PM
Subject: Option?

You know I was a no show at the PJ Meeting. Please forgive me, I just couldn't handle newly awakened residents and their comments that probably richocheted from wall to wall. Where have these folks been? However, what are your thoughts on the route from Lorex Road continuing eastward instead of turning north. This would allow the route to then turn north and "tick" the corners of the National Forest as we discussed previously. I just do not remember if this is a viable option.
I do know this route would certainly avoid more cultural resource sites by avoiding more of the eastern ridge of the bayou, completely avoid the sparta outcrop, possibly avoid more wetlands, avoid the residences along Dorcheat Road, place the Dorcheat Road crossover nearer to Minden for a future interchange,
avoid "landlocking" property between Dorcheat and the interstate and the cost of an associated frontage road that will add additional Right of Way width adversely converting more land to highway, preserve locals their current access to the affected section of Dorcheat Bayou, and finally, possibly to shorten the route slightly.
I do not know if this option would directly impact more residences, and more importantaly would those residents actually be opposed to relocation? We found many residents in the study area that felt the proposed highway actually provided them an opportunity to be relocated!
Thank you.
Have a Happy New Year!!!
Lane Merritt

Christi, please research this option

85b

Christi Wilson/Metairie/URSCorp
01/08/2007 10:49 AM

To "L&SMerritt" <lmerritt@shreve.net>
cc Scott Hoffeld/Metairie/URSCorp@URSCORP
bcc
Subject Re: Option?

Yes, I noted your absence. But, I don't blame you - it was close to a nightmare.
That suggested option you referred to was a counterpart to the option 3 revision that was accepted - both were considered - and I don't remember all of the criterior that influenced the acceptance of the final option -- I will try to do a little looking back and discuss this with Scott to refresh my memory. As much as I remember, residences were not a factor there, either. I think that would have been closer to a few residences right on Dorcheat Road but missed the cluster in the center of the Grove community. I'll let you know what comes up.

Christi Wilson
URS Corporation
3500 N. Causeway Blvd., Ste.900
Metairie, LA 70002-3527
email christi_wilson@urscorp.com
1-504-218-0880 direct line
1-504-837-6326 office line
1-504-831-8860 (fax)
1-318-927-7909 (cell)

-----"L&SMerritt" <lmerritt@shreve.net> wrote: -----

To: <Christi_Wilson@URSCorp.com>
From: "L&SMerritt" <lmerritt@shreve.net>
Date: 01/04/2007 08:21PM
Subject: Option?

You know I was a no show at the PJ Meeting. Please forgive me, I just couldn't handle newly awakened residents and their comments that probably richocheted from wall to wall. Where have these folks been? However, what are your thoughts on the route from Lorex Road continuing eastward instead of turning north. This would allow the route to then turn north and "tick" the corners of the National Forest as we discussed previously. I just do not remember if this is a viable option.
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I do not know if this option would directly impact more residences, and more importantaly would those residents actually be opposed to relocation? We found many residents in the study area that felt the proposed highway actually provided them an opportunity to be relocated!
Thank you.
Have a Happy New Year!!!
Lane Merritt

This e-mail and any attachments are confidential. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.

85C

From: "L&SMerritt" <lmerritt@shreve.net>
To: <Christi_Wilson@URSCorp.com>

Date: Monday, January 08, 2007 06:20PM
Subject: # 60

History: This message has been replied to.

I am trying to refresh my memory concerning the alignment #60 beginning at the Alt 4 Bayou Dorcheat crossing that continues more easternly and thereby crosses Dorcheat Road farther south than other study alignments. It was on the big wall map at your Homer Office, as I photographed it.
We discussed this alignment/refinement after the "Grove" meeting and I recall that the community opposed it due to it spliting a "single" landowners property. I'll bet now that landowner doesn't have as many people concerned with him as before!
If this refinement is viable, I want to formally comment in favor of the refinement. I have two motives that I wish to expand upon.
Let me know.
I appreciate you as always,
Lane M.

I-69/ Public Comment 86

KITCHENS, BENTON, KITCHENS & BLACK

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420 BROADWAY
P.O. BOX 740
MINDEN, LOUISIANA 71058-0740
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www.kitchenslawfirm.com

GRAYDON K. KITCHENS, SR. (1903-1988)
GRAYDON K. KITCHENS, JR.
JOHN B. BENTON, JR. (RETIRED)
PAUL E. KITCHENS
GRAYDON K. KITCHENS, III
CLINTON C. BLACK
MELANIE F. McCULLOUGH

OFFICE IN:

BOSSIER CITY, LOUISIANA
(318) 747-9636

January 22, 2007

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

Mr. Richard Savoie, Deputy Chief Engineer
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, Louisiana 70804-9245

Mr. Noel Ardoin
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, Louisiana 70804-9245

Mr. Vincent G. Russo
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, Louisiana 70804-9245

RECEIVED
JAN 29 2007
URS

RE: I-69 Project Webster Parish

Gentlemen:

I am sure you are aware by now that the Webster Parish Police Jury held a public hearing on January 3, 2007 to hear comments concerning proposed road closures in Webster Parish in connection with the I-69 SIU 14 Project. Prior to that meeting I had made you aware that there are a group of Webster Parish citizens who own property between the proposed I-69 route and Dorcheat Bayou. The property of these citizens will be isolated by the I-69 Project, without any

access to their property. Dorcheat Bayou will block any access to the West, and the proposed I-69 route will block any access to the East.

At the public hearing, it was clearly stated that many of the landowners, hunting club members, fishermen, and other interested citizens were requesting a frontage road to be added to the I-69 project on the West side of the highway, so as to provide access to the isolated property. There were many who spoke in favor of the proposed frontage road to run from the Lorex crossing on the South to the Dorcheat Road, Highway 3008, on the North. I did not hear anyone speak against the inclusion of this frontage road to the project. There must have been in excess of 100 persons at the meeting, and some of them signed a petition requesting the frontage road. Others have written letters requesting the frontage road. I am enclosing a letter from Mr. Twain K. Giddens, Jr. who wrote such a letter, but his letter was received in the mail after the January 3, 2007 meeting. I am also enclosing a list of the names of persons who signed a petition requesting the frontage road. I am also enclosing a summary of the information and request for the frontage road presented by Paul Kitchens at the meeting.

By my count, there were at least 15 persons who spoke in favor of the frontage road during the public hearing. The action by the Police Jury on January 3, 2007 was to adopt a resolution that the Police Jury reject any proposed road closures associated with the I-69 project, until the Police Jury is assured that a frontage road will be included in the project from the Lorex crossing to the Dorcheat Road crossing, and including the Evergreen Road, Dodson Road, and Mims Road.

This letter is to request that you amend the Line and Grade Study and all other pertinent documents for the I-69 project in Webster Parish to include a frontage road from the Lorex Road crossing on the South to the crossing with Louisiana Highway 3008 on the North. Please let me know what action will need to be taken to have this frontage road included in this project. I will be glad to meet with any of you individually, or in connection with some of the other affected land owners at any convenient time. Thank you very much for your consideration of our request.

Very truly yours

Graydon K. Kitchens, Jr.

Graydon K. Kitchens, Jr., President
KITCHCO, Inc.

Cc: Ms. Christi Wilson
Mr. Charlie Walker

December 14, 2006

Mr. Scott Hoffeld, Deputy Project Manager
URS Corporation
Executive Tower
3500 North Causeway Blvd., Suite 900
Metarie, Louisiana 70002-3527

RE: I-69 Project Webster Parish

Dear Mr. Hoffeld :

I am the owner of property in Webster Parish, and the I-69 project is scheduled to come across or near my property. The result will be that all or a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 Group to close certain roads without providing access to my property. I request that you include in the project a frontage road on the West side of I-69 which would run from the Lorex crossing on the South northward to the point where I-69 will cross over Dorcheat Road, which is Louisiana Highway 3008.

Please register this letter as my opposition to the project as proposed, without a frontage road being included.

Very truly yours,

Twain K. Gildersleeve

December 14, 2006

Mr. Charlie Walker, President
Webster Parish Police Jury
PO Box 389
Minden, Louisiana 71058

RE: I-69 Project

Dear Mr. Walker:

I am the owner of property in Webster Parish, and the I-69 Project is scheduled to come across or near my property. The result will be that all of a part of my property will be isolated between I-69 and Dorcheat Bayou, leaving me no access to all or a portion of my property.

I am opposed to the proposal of the I-69 group to close certain roads in Webster Parish, without providing access to my property. I request that you vote to deny their request to close the roads, unless they make provisions for a frontage road on the West side of I-69 to give me access to my property. This frontage road should run from the Lorex crossing northward to the point where I-69 crosses over the Dorcheat Road, Louisiana Highway 3008.

Please vote to require a frontage road in this area.

Very truly yours,

Tom K. Giddens, Jr

I support the request for a frontage road on I-69 in Webster Parish:

	Name	Address 71055
89	Jo ann B. Hardon	903 Pine St. Minden La.
90	Raymond Perry	1250 Dorchet Rd - Minden
91	Paul Kitchens	411 Harrison Trail, Minden
92	Grayden Kitchens Jr	423 Garrison Trail - Minden

Attachment to # 86

Support the request for a frontage road on I-69 in Webster Parish:

	Name	Address
93	Sue Stewart - Mr. + Mrs. Richard Dunn	4579 Dorchest Rd
94	Carter Brill	773 Beason Rd
95	Ray Ward	4117 Dorchest Rd
96	Ramon Ware	3803 Godwin Rd, Minden La
97	Charles Lyons	136 N. Colbert Dr.

Attachment to #86

I-69 POLICE JURY PUBLIC HEARING

Members of Webster Parish Police Jury:

I would like to speak to you today as a private landowner on behalf of our family corporation, KITCHCO, Inc., the owner of one or more tracts of land through which I-69 is proposed. Our appearance here today is to request that the Webster Parish Police Jury does not approve the closing of any roads as a result of I-69, unless a frontage road is provided on the West side of I-69 from Lorex Road crossing on the South to the North point where I-69 would cross back over Dorcheat Road (LA Hwy 3008). In addition to my own interests as a landowner, I speak to you today on behalf of other landowners whose property will be isolated without access by I-69. I also speak on behalf of timber growers who will not be able to harvest timber from their property because of the denial of access. I also speak on behalf of hunting club members as well as members of the public who are hunters and fishermen who need access through property toward Dorcheat Bayou. I also speak to you on behalf of members of the public and citizens of Webster Parish who have the following additional concerns:

1. A fire hazard will be created.
2. Hunters and fishermen and members of the public who will be denied their right to hunt and fish.
3. Other members of the public who will be denied use of Dorcheat Bayou, which is a state owned navigable body of water.

I would like to point out that the proposal for road closings would close Rayner Road and at least 8 unnamed roads, and possibly others, some or all of which now provide some access to Dorcheat Bayou from Dorcheat Road.

Attachment to #86

Our goal here today is to request that the police jury take official action to oppose the closing of any roads or giving approval of the location of I-69, unless a frontage road on the West side of I-69 from the Lorex Road crossing on the South to the Dorcheat Road crossing on the North. I would like to point out that the interested land owners will be denied access to their property, which will render their property non-usable and will diminish the value of the property. Likewise, timber growers will have no access to harvest their timber, and thus they will be denied their income and revenue. Hunting club members will have no access to the property for the purpose of hunting and fishing. This will have a negative impact on wildlife conservation in the area.

Members of the public, and citizens of Webster Parish will be damaged in the following manners:

1. A fire hazard will be created. No fire trucks will be able to gain access to the property in case of a forest fire, which will cause loss of property, wildlife and possibly lives of individuals.
2. The right of hunters and fishermen will be restricted, because there is no land access to the area and to Dorcheat Bayou. I would like to remind the jury that on other occasions this jury has been very careful to take action to protect the rights of hunters and fishermen in the use of roads that have been accessible to the public for use as ingress and egress to and from hunting and fishing areas. The jury members will recall their actions taken in connection with other roads needed for access to hunting and fishing.
3. Members of the public will be denied access to Dorcheat Bayou. It must be remembered that Dorcheat Bayou is a navigable body of water and that the state owns the bed of such waters. State law provides that the banks of

navigable bodies of water have a servitude for the use of the public, and denial of access to the bayou will be a denial of the state granted right of the public to use the banks of a public body of water. Additionally, I would like to point out that we oppose the closing of Rayner Road. That closing is not necessary, because Rayner Road lies mostly to the East of I-69, and access to Rayner Road is provided from the Dorcheat Road. Also, there are individuals who live on Rayner Road, and the closing of that road would deny access to the homes of those citizens.

4. Also a close scrutiny of the map of the proposed I-69 route will show that there are many other tracts of land between I-69 and the Bayou, which are not shown on the map. Those land owners have not been notified that I-69 will restrict access to their property. Also, if I-69 is extended an additional ½ mile to the North, there will be other properties located to the Northwest of I-69 without access to their property.

As the jury can see, there are many parish citizens who are affected by this proposed route of I-69, and I speak on behalf of all of these affected citizens to ask for the help of the police jury in obtaining a frontage road West of I-69. For all of these reasons, we respectfully ask that the police jury deny the request to close any roads or to take any action in connection with I-69, without there being a provision for a frontage road on the West side of I-69 from Lorex Road crossing to the Dorcheat Road crossing on the North.

Thank you for this opportunity to speak concerning this very important matter. I will be glad to answer any questions you may have.

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To: URS Corporation, I-69 SIU-14 Webster Parish Feb 14, 2007
Attn: Christi Wilson
Please accept my following comment in full, Lane Merritt 8300 Hwy 160 Cotton Valley, La 71018, specifically concerning avoidable environmental impacts along the eastern ridge of Bayou Dorcheat.

The initial Alternative 4 Bayou Dorcheat crossing at the KCS railroad crossing, near Lorex Road, was not accepted by the USFWS nor the La Wildlife and Fisheries due to excess wetland impact. While refining that section to the satisfaction of the agencies URS utilized a segment previously "omitted from further consideration." I request that URS please consider extending that same segment as it also appears to favorably address current public comments that adversely affect the Grove Community. I have identified this segment as Segment 60 combined with Segment 62 within the I-69 Reports Alt Dev & Screening Rpt Fig 3_3 F-1. While considering possible build cost reductions, considerably less environmental impact along with greater community acceptance it appears to be a viable solution. Segment 60 joins Segment 62 effortlessly east of Dorcheat Road (LA 3008). It consist of the alignment sensibly crossing over Dorcheat Road directly at the Lorex Road intersection followed by a more northward turn along the National Forest and finally reconnecting to the Preferred Alternative as indicated in the URS Report.

Segment 60 and 62
Cost and Safety:
1) Possibly shortens the route slightly, not lengthening
2) Avoids the maximum turn radius east of the bayou
3) Crosses Dorcheat Road and Lorex Road at their intersection with a single structure eliminating one crossover structure
4) Indicates are far fewer stream crossing structures and less grade work
5) The existing alignment effortlessly incorporates the new segments
6) Avoids additional ROW width for conversion to frontage/access roads and the associated cost

Segment 60 and 62
Environmental Impacts:
1) Avoids all cultural resource sites on the eastern ridge of the bayou found during field studies
2) Avoids adverse impact to the numerous springfed streams along the eastern ridge of the bayou
3) Avoids the direct impact to the Sparta Outcrop area east of the bayou
4) Reduces overall project wetland acreage conversions
5) Avoids public use impacts of the state owned Bayou Dorcheat, a scenic stream
6) More acceptable to the community and the affected property owners
7) Avoids additional farmland and wetland conversion by frontage/access ROW

Segment 60 and 62
Economics:
1) Reinstates the Grove Retreat request to have the build alignment in view of their grounds
2) Increases economic potential with a future interchange closer to Minden due to a more southern crossing of Dorcheat Road (La 3008)

99

Rachel C. Bloxom
P. O. Box 471
Minden, LA 71058-0471
318-377-9658

October 1, 2007

URS Corporation
I-69 SIU 14 Project Management Team
3500 North Causeway Blvd. Suite 900
Metairie, LA 70002

Gentlemen:

As stated in my letter of December 20, 2006, my sister and I own an undivided ¾ interest in a 64 ½ acre tract of timber land located in Webster Parish Section 36, 20, 10. For your convenience a copy of this letter is enclosed. This timberland, which lies west of the I-69 corridor, has produced substantial income for my sister and me for many years. I-69 will cut off access from the east to not only this tract, but many other tracts of timberland that are also, in many cases, used for hunting, fishing, and camping. Many of these tracts have been held by their landowners for many years and access thereto has been down roads that I-69 makes no provision to cross from east to west.

In many meetings, hosted by the I-69 corridor commission and others, many suggestions have been made so that land owners can manage, log, plant, or lease their lands. Your letter dated September 19, 2007, may address a partial solution to the property lying north of the railroad, but does not address any solution to the problem of access to property lying west of I-69, south of the railroad and north of the I-69 crossing of Bayou Dorcheat.

Please advise me, as soon as possible, of the plans to solve the access problem.

Sincerely yours,

Rachel C. Bloxom

Rachel C. Bloxom

Encl: My letter dated December 20, 2006

Copy:
Mrs. Mary Banks Craton Stone
Timberland Services, Inc.
Webster Parish Police Jury
Mr. Jim Bonsal

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OCT 3 2007
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Appendix D Farmland Conversion Impact Rating Forms

Appendix E Section 4(f) De Minimis Documentation

Appendix F Environmental Checklist

Appendix G USACE Preliminary Jurisdictional Determination

Appendix G
USACE Preliminary Jurisdictional Determination

Document is on CD attached to back cover.