

I-49 ICC EIS CURRENT STATUS

SPN H.003915
Route I-49
Caddo Parish



January 2023



PROJECT HISTORY

Overall Project History:

For anyone that is new to the project, a feasibility study for an I-49 connector through Shreveport was completed in 2009. This study involved over 12 public and stakeholder meetings and resulted in the general corridor that has been studied through the downtown area since we initiated the environmental document in 2011.

Conceptual alternatives were designed resulting in four potential routes. In late 2013, due to public comment encouraging the use of LA 3121 to connect to I-220, a new concept was developed and brought into the study. Build Alternative 5 expanded the overall project study area and required data collection for comparison with the four downtown alternatives.

As the alternatives were developed, one of the build alternatives was eliminated due to impacts to known historic properties and the project team was asked to complete cultural surveys on Build Alternative 1, the results of which determined the need to conduct cultural surveys on Build Alternatives 2 and 5 as well.

This is where we are today.



PROJECT EVOLUTION FROM CULTURAL STUDIES TO DATE

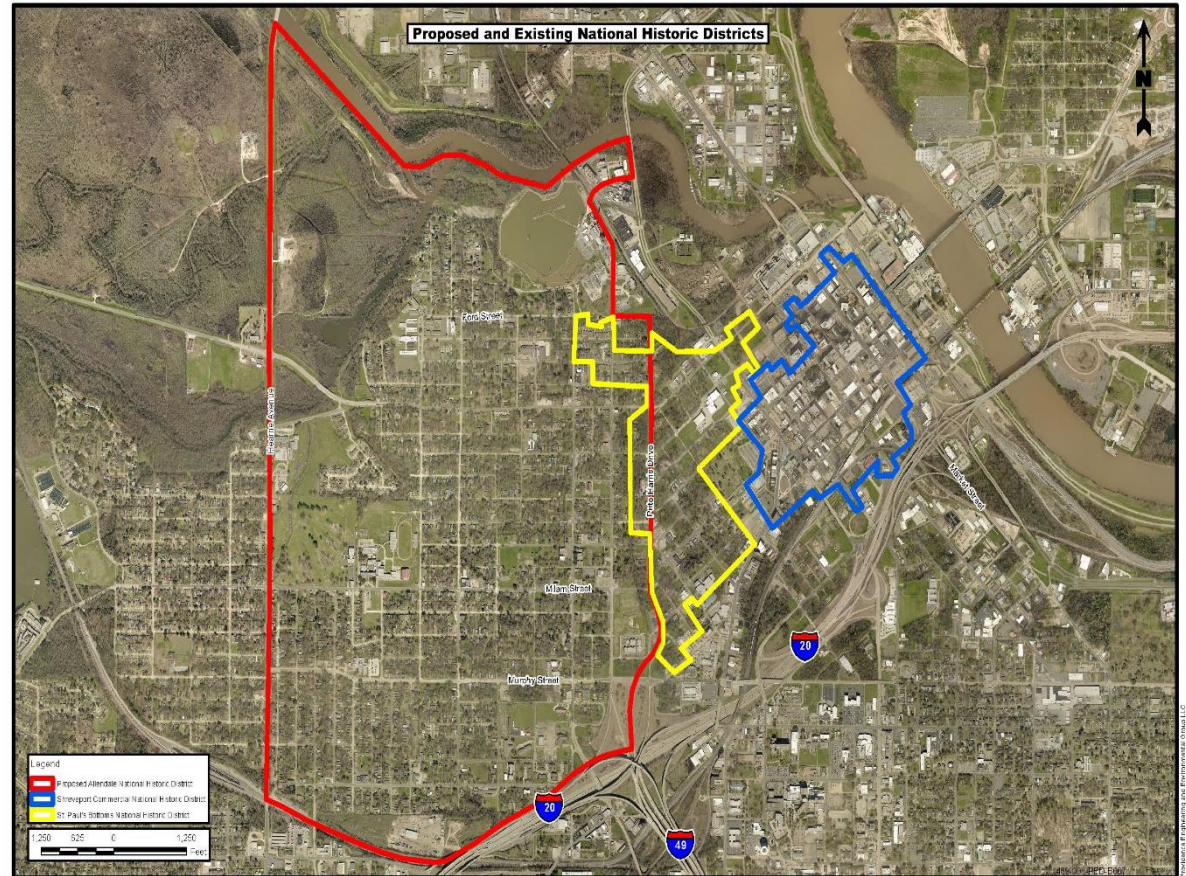
Since our last update to the committee:

1. Cultural resource surveys were completed for Build Alternatives 1, 2, and 5 and submitted for review and comment to FHWA and the State Historic Preservation Office (SHPO), starting in 2018 through 2021.
2. Since 2021, the project team has been working through comments and concerns associated with cultural resources.
3. Cultural resources surveys, meetings, *etc.* do not involve public meetings or public news releases but be assured that work has been ongoing and multiple meetings have been held with regulatory authorities and Consulting Parties under Section 106 of the National Historic Preservation Act.



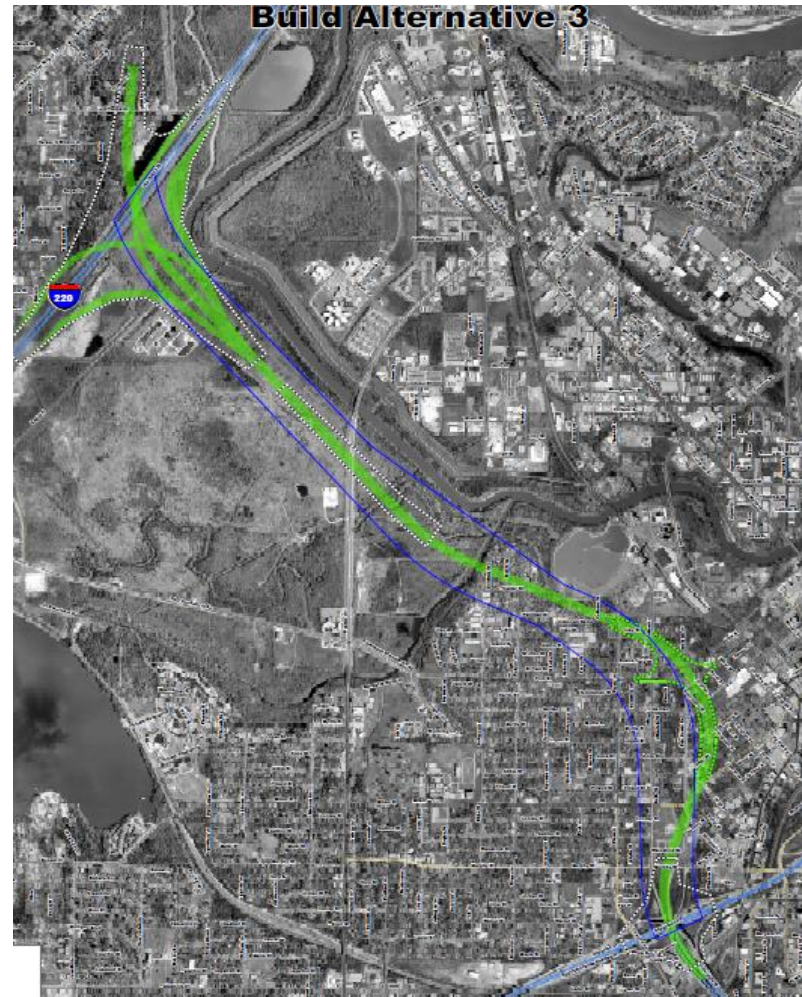
CULTURAL PROGRESSION

Two Consulting Parties meetings were held to discuss the possibility of impacting potential structures in the proposed Allendale National Historic District (NHD) and the status of the St. Paul's Bottoms NHD.



CULTURAL PROGRESSION

During these meetings, the concept of modifying one of the existing build alternatives, Build Alternative 3 was proposed.



CULTURAL PROGRESSION

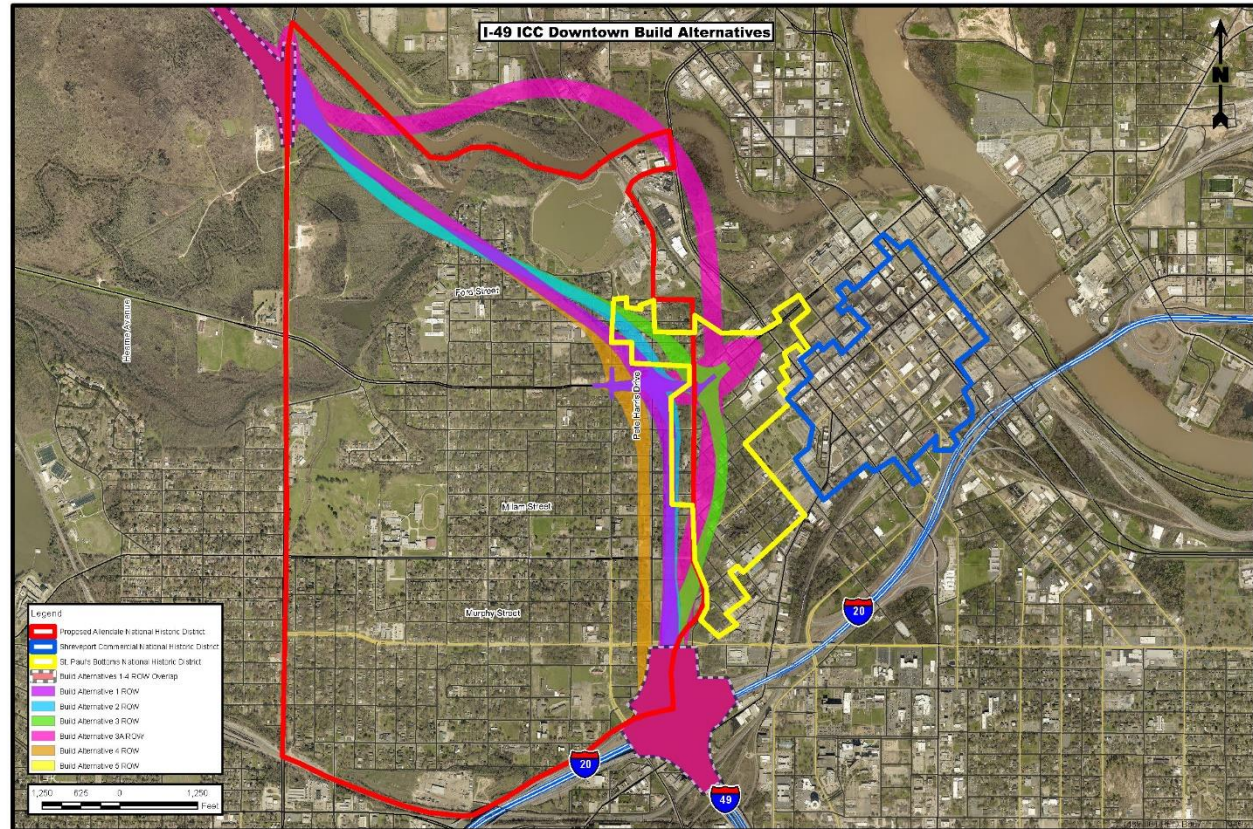
There has been a continual loss of eligible structures in the St. Paul's NHD, some of which would have been affected by Build Alternative 3. These structures are succumbing to exposure and neglect.

In May 2014, the St. Paul's NHD was found to have only 12% of the original contributing structures remaining, more have been lost since.



CULTURAL PROGRESSION

It is the loss of structures in the St. Paul's Bottoms NHD coupled with the proposal of the Allendale NHD that has shown a potential to reduce impacts to historic structures by realigning Build Alternative 3 to create Build Alternative 3A.



CURRENT STATUS

1. Identification of an alternative that could minimize impacts to historic districts resulted in a request to define the alternative and its potential impacts.
2. The Project Team (NLCOG, DOTD, FHWA, consultant team) has developed a scope to determine if Build Alternative 3A is a viable alternative.
3. The level of study involves geometrics, structure types, interchange types, traffic projections, and constructability.
4. It is anticipated that 4 months will be necessary to complete this study.

IMMEDIATE NEXT STEPS

1. If Build Alternative 3A is determined viable, then it would have to be developed to the same level of engineering and environmental study as Build Alternatives 1, 2, 3, 4, and 5 for proper comparison.
2. Comparison of the five remaining build alternatives would be presented for comments in a public meeting. Build Alternative 4 was determined not viable.
3. Presumably, this process will result in the identification of a preferred alternative.

POST PUBLIC MEETING STEPS

1. A Cultural Resources Survey would be required on the preferred alternative if it is Build Alternative 3A
2. Additional engineering design on the identified preferred alternative
3. Preparation and submittal of a Section 4(f) document, if required due to impact to a Section 4(f) resource

Publicly owned public parks, recreation areas, wildlife and waterfowl refuges of national, state, or local significance, and lands of an historic site of national, state, or local significance are Section 4(f) resources defined in Section 4(f) of the Department of Transportation Act of 1966

Under Section 4(f), a historic site is defined as any “prehistoric or historic district, site, building, structure, or object included in, or eligible for, inclusion in the National Register.”

4. Approval of the Section 4(f) document by FHWA’s legal sufficiency team (before the draft EIS can be completed)

POST PUBLIC MEETING STEPS

7. Revise and submit a draft of the Alternatives chapter of the draft EIS (with the identified preferred alternative) for FHWA and DOTD review
8. Acceptance of the alternatives analysis section or entire chapter by FHWA and DOTD (required in order to complete the draft EIS)
9. Prepare the Technical Studies required to be conducted on the identified preferred alternative and to be summarized in the draft EIS
10. Submit the draft EIS for review and approval
11. Public Outreach in the form of stakeholder briefings, a Citizen's Advisory Committee Meeting, and a public hearing will be conducted in conjunction with the release of the draft EIS
12. Develop final EIS with inclusion of public hearing comments.
13. Submit final EIS with ROD for approval.