

# **LA 3132 (Inner Loop) Extension**

**E. Flournoy Lucas Rd (LA 523) to Future I-69 Corridor,  
Caddo Parish, LA**

DOTD Project NO. H.009213.2  
Federal Aid Project No. H009213

## **Finding of No Significant Impact (FONSI)**

### **Lead Agency**

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

### **Joint Lead Agency**

**Louisiana Department of Transportation  
and Development (DOTD)  
1201 Capital Access Road  
Baton Rouge, LA 70802**

### **In cooperation with**

**Northwest Louisiana Council of Governments  
625 Texas Street, Suite 200  
Shreveport, LA 71101**



**September, 2022**

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNAFICANT IMPACT

FOR

DOTD Project NO. H.009213.2  
Federal Aid Project No. H009213  
LA 3132 (INNER LOOP) EXTENSION  
Caddo Parish, LA

The Federal Highway administration (FHWA) has determined that Alternative B2 (the Selected Alternative) will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA), which has been independently evaluated by the FHWA, and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an environmental impact statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA.

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Larry Breland  
Environmental Project Specialist  
Federal Highway Administration  
Louisiana Division

## Finding of No Significant Impact



The Northwest Louisiana Council of Governments (NLCOG), in cooperation with the Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA), proposed extending LA 3132 in Caddo Parish, Louisiana.

### Project Description

The NLCOG, DOTD and FHWA propose to extend the LA 3132 Inner Loop Expressway (LA 3132) from its current terminus at East Flournoy Lucas Road (LA 523) to the proposed I-69 Section of Independent Utility 15 (FAP HI69-1 (001)). To maintain consistency with the corridor's current design, the extension would be completed as a 4-lane, high-speed, full control of access roadway following the DOTD design guideline for Urban Freeway.

An extended LA 3132 would improve system linkage by interconnecting all three Interstate routes (I-20/I-220, I-49 and proposed I-69) in the Shreveport area. Extending LA 3132 south and east to the proposed I-69 corridor provides an alternative route for trucks and Port traffic to bypass this area. LA 3132 will provide a more direct route for truck traffic emanating from the Port, which travel, to rail facilities and industrial sites in south and west Shreveport. Currently, this traffic must use LA 523 to reach LA 3132.

### Selected Alternative

The selected alternative is **Alternative B2**, which meets the project purpose and need and has the fewest impacts.

**Alternative B2** starts at the current terminus of LA 3132 approximately 930 feet north of LA 523. The corridor would continue across LA 523 turning east generally following a path parallel to Bayou Pierre for approximately 2.0 miles, before crossing the Bayou and turning south toward a perpendicular intersection at Leonard Road, approximately 3.0 miles southeast of LA 523. The proposed 4-lane corridor would cross Leonard Road, continuing east parallel to LA 1, before intersecting with the future I-69 corridor near Robson Road. The total length of the LA 3132 corridor is approximately 5.9 miles south and east from the current terminus of LA 3132 at LA 526 to the future I-69 corridor. The corridor is controlled access but does include interchanges at LA 523 (single-point urban interchange), Leonard Road (single point urban interchange) and future I-69 (three-leg directional interchange). The future I-69 corridor consists of future mainline I-69, as well as three DOTD projects which make up the frontage road. The three DOTD projects—H.014054 (Ellerbe Road to La 1), H.005184 (Stonewall-Frierson Road to Ellerbe Road, and H.014056 (I-49 – Stonewall-Frierson Road)—will become a service road once the mainline I-69 is constructed. The future I-69 interchange will be with the frontage road and then be completed with the mainline I-69 construction. The corridor would pass over Jeter Road and Robson Road, both minor roads facilitating local property access within the interior of the LA 3132 study area.

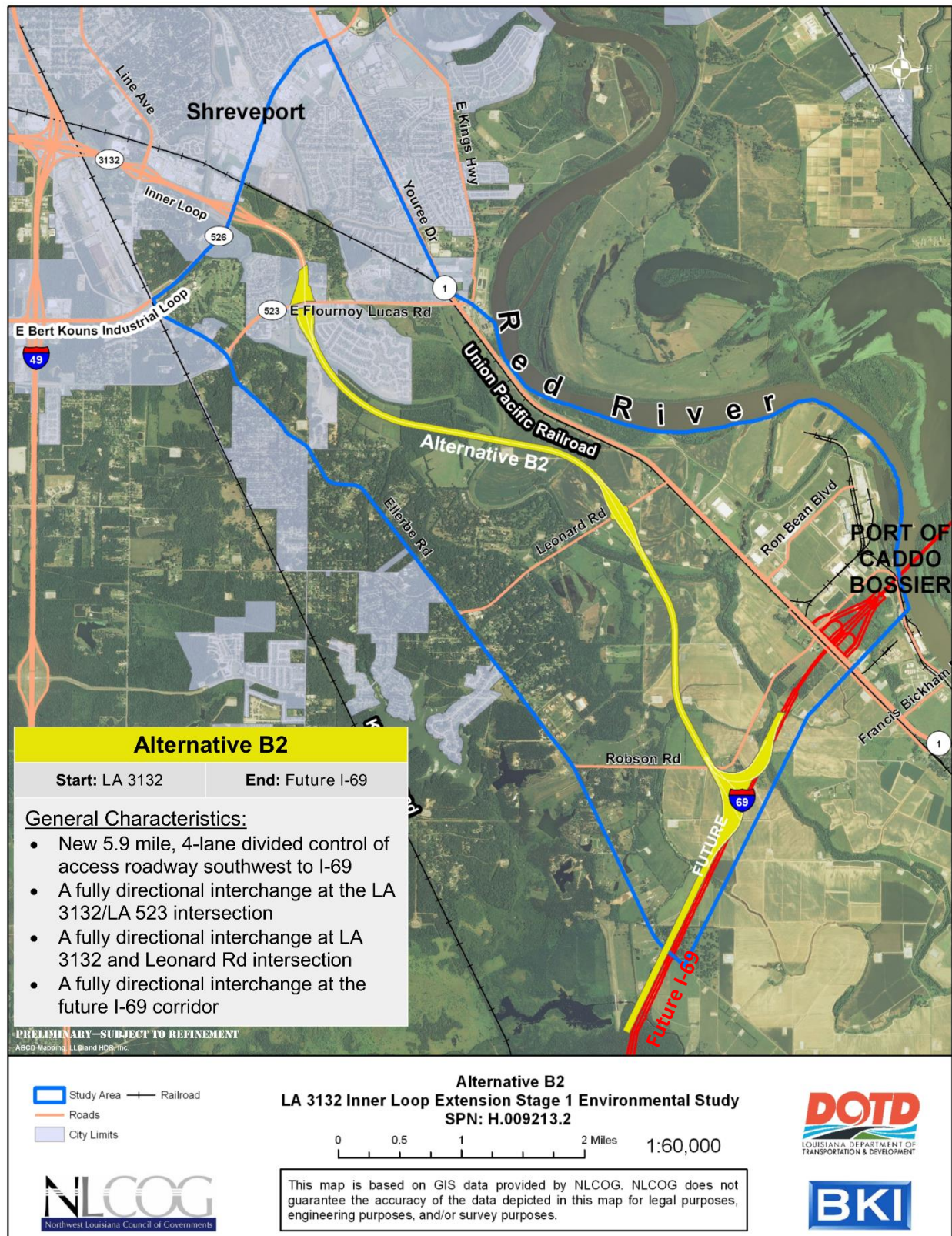
The cost estimate for the preferred alternative, through construction, is \$181 million. The next phase of the project is extending control access of LA3132 at LA 523 and ROW survey / GIS mapping for the LA 3132 corridor per the Transportation Improvement Program (TIP) available on the NLCOG website and the State Transportation Improvement Program (STIP) available on the LADOTD website.

The identification of the Selected Alternative as presented at the Public Hearing addressed the stated purpose and need and satisfied the objectives of the National Environmental Policy Act or NEPA. Impacts from the Selected Alternative were avoided where possible and minimized to the greatest extent practicable. Detailed information regarding the purpose and need, traffic analysis, alternatives development, and impact evaluation is available in the EA. The EA is available on the NLCOG website and at the State Library of Louisiana in Baton Rouge (<http://www.state.lib.la.us/>). Table 1 outlines the permits, mitigation measures, and commitments to ensure that adverse environmental impacts associated with the project are avoided, minimized, or mitigated to the extent practicable.

Per the EA, Alternative B2 has potential impacts to area structures, cultural resources, wells (oil and gas and water) and crosses through a number of acres within the floodplain. Noise abatement measures for reducing or eliminating noise impacts were examined. A west and east barrier along the corridor was analyzed and barriers in this location proved to be neither feasible nor reasonable and are not recommended as part of the project. The wetlands survey identified 4 emergent (herbaceous) wetland areas totaling 0.74 acres including 23 stream crossings (with 7,447 linear feet or 1.42 acres) with the limits of Alternative B2. The impacts to wetlands will be mitigated prior to construction. Alternative B2 has minor encroachment at 3 well sites and 3 sites with recognized environmental conditions. Alternative B2 has no adverse effect on protected species habitat and no Threatened and Endangered Species Habitat.

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## Public Participation

The EA was approved by FHWA on December 17, 2019, and was distributed to agencies, local officials, and outlets to allow for public review, including electronic retrieval from NLCOG Listens. The final public hearing was initially scheduled for March 2020 but postponed due to the advent of the COVID-19 pandemic. The in-person, public hearing occurred on Tuesday, August 17, 2021. The documentation was available virtually, but the meeting was only in-person. The public hearing included a 20-minute presentation and participants were able to walk through exhibits featuring the Preferred Alternative mapping, detailed description, project information and impact visuals, and project development timeline. **Alternative B2** was presented as the **Preferred Alternative** to the public at the public hearing August 17, 2021.

Concerns from the public at the hearing included:

- Delay of the project until I-69 corridor is constructed;
- Request for evaluation of potential project by a private developer which is planned to include toll bridge and connector roads;
- Reconfiguring interchange at Flournoy Lucas and Highway 1 to ease the concern of heavy truck traffic;
- See Appendix A for complete Comment Response Log.

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## SUMMARY OF PERMITS, MITIGATION, AND COMMITMENTS

The DOTD will implement the following permits, mitigation measures, and commitments to ensure that adverse environmental impacts associated with the project are avoided or minimized to the extent practicable.

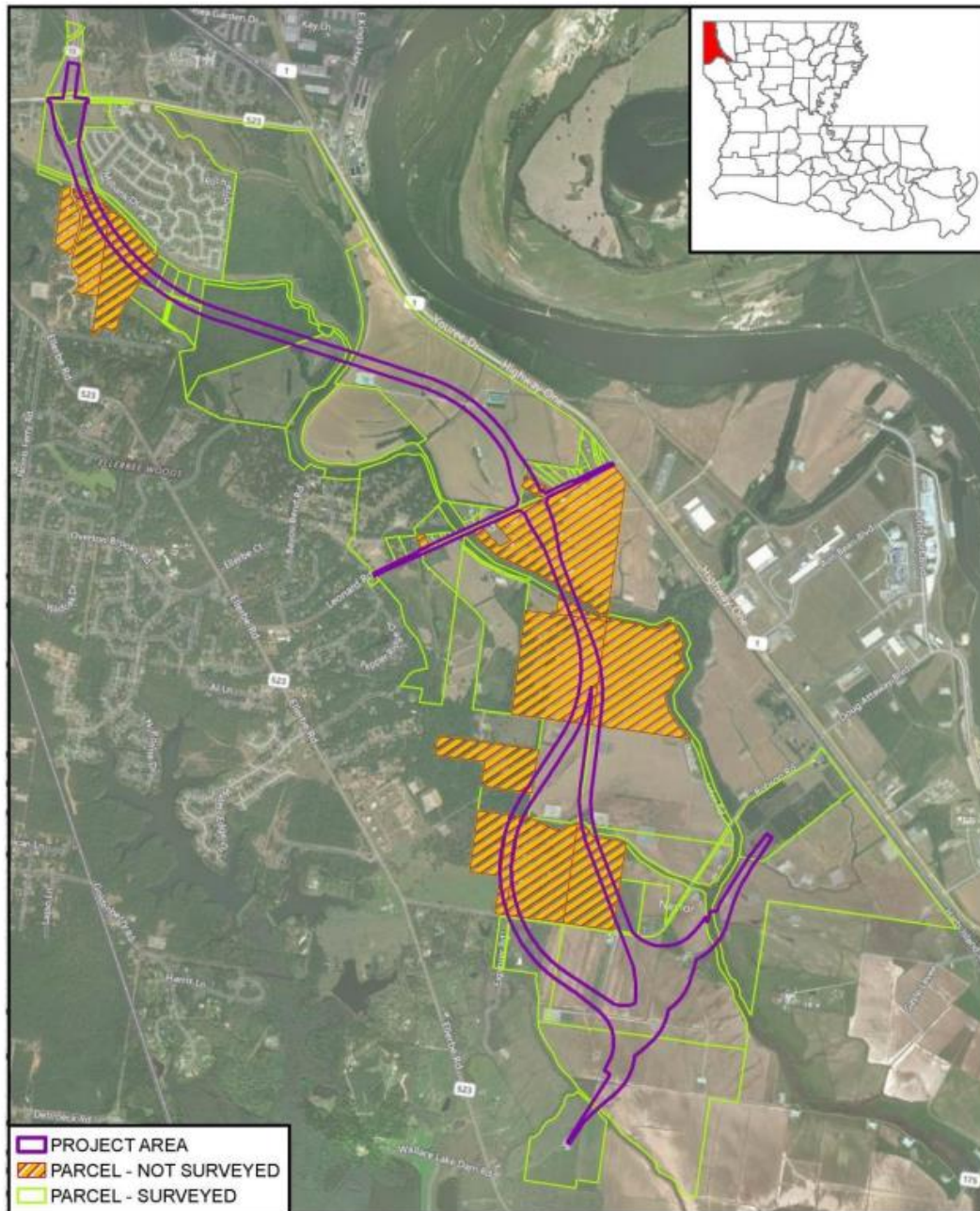
TABLE 1  
PERMITS, MITIGATION, AND COMMITMENTS

ITEM AND AUTHORITY	OVERSITE AGENCY/TIMING	MITIGATION/COMMITMENT
Section 404 Permit Section 404 of the Clean Water Act as amended	United States Army Corps of Engineers (USACE)/Pre-construction	The DOTD will obtain a Nationwide Permit through the USACE for the crossing of Other Waters of the US. USACE Wetlands Permit
Section 401 Water Quality Certification	LDEQ/ Pre-construction	The DOTD will obtain Water Quality Certification through the LDEQ required process. LDEQ coordinates 401 water quality certification with the Corps of Engineers for dredge and fill permits (Section 10/Section 404).
Louisiana Pollutant Discharge Elimination System (LPDES) Storm Water Discharge Permit for Construction Activities (greater than 5 acres) Section 402 of the CWA	LDEQ/Pre-construction/General Contractor	The DOTD will apply its LPDES General Permit for the discharge of storm water associated with construction of the project. Prior to the start of construction, the general contractor will complete a Storm Water Pollution Prevention Plan as required by contract documents for submission to LDEQ.
Phase I Cultural Resources Survey Supplemental	Louisiana Division of Archaeology / Pre-construction	Supplemental Phase I Survey for parcels within the B2 ROW that have not been surveyed.

### **General Commitments**

All known archaeological sites located within Alternatives B1 and B2 have been determined ineligible for the NRHP. At the time of the survey, Right-of-Entry (ROE) agreements had not been finalized for 17 of the 51 parcels within the project APE. As shown in the following map, those parcels were not included in the present survey and will require an additional cultural resources survey.





During the survey, four historic-age archaeological sites (16CD381, 16CD382, 16CD398, and 16CD399) were identified, and eight previously recorded archaeological sites were revisited (16CD258, 16CD307, 16CD308, 16CD305, 16CD303, 16CD311, 16C D306, and 16CD304) and all were determined not eligible for inclusion in the NRHP. There are no known historic resources within the B2 ROW.

The portions of the APE not surveyed within the Cultural Resources Report will be surveyed to the most current standards of the Louisiana Division of Archaeology after purchase of land needed for the B2 ROW and prior to construction, which is currently programmed in FY2023 in the NLCOG TIP as amended



on November 19, 2021. The Choctaw Nation (of Oklahoma) Historic Preservation Department and the Osage Nation Historic Preservation Office have requested to be contacted immediately if Native American artifacts or human remains are encountered during project construction.

If cultural artifacts, or archaeological or historical sites are encountered, operations in the area of the discovery shall be discontinued and appropriate persons notified in accordance with all applicable laws and statutes.

The Project engineer, along with NLCOG and DOTD Project Management Staff, are to complete and submit a Federal Aviation Administration (FAA) form 7460 Airport Airspace Analysis for Obstruction Evaluation during project design (within a minimum of 6 months prior to the finalization of design and any construction activities) to determine need for any permits and to complete project coordination with any FAA infrastructure, including Naylor Airport.

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## Appendix A

## Comments and Questions

### LA 3132 Public Hearing

*Note: the following table has been developed using the responses submitted during and after the Public Hearing #3 conducted on August 17. Information in the column entitled "Format" indicates the method of submittal, whether on Public Hearing Comment Form, through the in-meeting comment period, by letter submitted in-meeting, or during the post meeting comment period. Copies of all forms, letters and comment forms provided, along with the transcript of the public hearing period, have been included in the summary report for the Public Hearing.*

No.	Submitted by	Format	Comment and/or Question Provided	Response
1	K. Blunck	Public Hearing Comment Form	This project is not necessary. It will be hard to stop the numerous residential neighborhoods that are currently being developed.	Comment noted.
2	P. Young	Public Hearing Comment Form	Since no construction will be complete for years, traffic congestion on LA Hwy 1 N turning left onto Flournoy Lucas Rd. needs to be relieved. This should be done by converting the middle lane to an optional left turn lane. Currently, the one required left turn lane backs up to as much as a quarter mile!! Otherwise I do not believe the extension is necessary or a good use of public funds. However, Alt B-2 is preferable to other routes.	Comment noted.
3	D. Hackney	Public Hearing Comment Form	1) Citing the "LA3132 Stage 0 Traffic Study Report" on Table 22, page 55: The No-Build Alternative has acceptable levels of operation for both 2015 and 2032. This suggests that any of the "Build Alternatives" are unnecessary. Also, I-69 was not considered in this study. 2) Suggest the "No-Build" alternative be given strong consideration. 3) Suggest Alternative C be re-considered as it actually connects 3132 to the Port. 4) The I-69 plans do not show an interchange with the proposed 3132 extension. 5) The "Purpose of the Project" as described in the public hearing document is misleading: a) "Connect 3132 to I-69 corridor" This was never the original intent. The purpose of the project was to connect 3132 to the Port, to alleviate truck traffic issues. Also, the wording of "connect to the I-69 corridor is not the same as connect to I-69. b) Port traffic can utilize the future I-69. 6) In the "Potential Displacements" and "Potential Impacts" there is no mention of homes in Twelve Oaks and residential lots in Esplanade Unit 6.	The listed homes in the Environmental Assessment under Section 4.3 "What displacements would occur" are the only properties which will be required in order to construct the Preferred Build Alternative B2. Twelve Oaks and Esplanade are discussed in the Environmental Assessment within the noise analysis and the impact analysis of the study area as a whole.
4	A. Elston	Public Hearing Comment Form	Why can't you add a lane that doesn't stop at the light when trucks turn right off of Flournoy Lucas to Hwy 1? Then have a double turn lane from Hwy 1 to Flournoy Lucas? That would solve most traffic issues. [Included sketch]	Comments noted. This is outside the project limits.
5	J. Ford	Public Hearing Comment Form	The 3132 Loop Extension thru Caddo to Bossier is needed to improve traffic in both parishes. The ext will give trucks traveling to the Caddo Bossier Port a straight access and will get them off of our local roads, improving safety. In the last 2 weeks there was an eighteen wheeler accident at Flournoy Lucas and LA1. The Ext of LA 3132 and completion of I-69 across the Red River will have a high impact to the area economy as well. Safety is the major concern and why the extension is needed.	Comment noted.
6	O. Hasts	Public Hearing Comment Form	Nothing has changed in the past six years. This could have been complete by now without the selling out of Jane Smith and Cedric Glover. _____ friends in NLCOG caused this. This is a travesty.	Comment noted.
7	B. Altms	Public Hearing Comment Form	3132 is needed to move traffic thru South Shreveport especially considering the new I-69 Service Road from the port to I-49. I am very interested in seeing how the recently proposed Tim James Inc. toll bridge road project moves forward. If it proceeds, I think his project using the same footprint as the 3132 project is great especially since it will on his private dime not to tax payers. Would love the region MPO \$180 million dollars that could be used somewhere else, like I-49 inter city.	Comment noted.
8	D. Botzarg	Public Hearing Comment Form	Has their been a study on how many trucks came from the port to Flournoy Lucas? Has there been a study on loss of revenue from tax "property" loss due to the building of this hwy? I'm in the construction business - this estimate is way too low in the current environment we are working in. Any thoughts on this comment?	Comment noted. The LA 3132 Stage 0 Traffic Study Report (2012) evaluated heavy truck traffic on LA 1 and Flournoy Lucas. A study of lost tax revenue from potential future property tax has not been performed.
9	E. Ardoin	Public Hearing Comment Form	We are opposed to building 3132 Extension until it can go all the way to I 69. I live close to Flournoy Lucas and have no problem with the trucks travelling on that Rd. The intersection at Hwy 1 and Flournoy Lucas is a mess. The trucks have to be in the right lane of Flournoy Lucas and that is also the lane to go straight at Hwy 1 - you need to widen that intersection to give trucks their own access. We have a lot of wildlife around 12 Oaks PLS do not destroy this unusual suburban treasure.	Comment noted.
10	B. Peacock	Public Hearing Comment Form	Sound walls are a must for the neighborhoods of Twelve Oaks and Esplanade. Build this road without attractive and highly effective sound walls will stop this project.	A traffic noise study was completed per DOTD policy for the Preferred Build Alternative B2 and the results are a part of the Environmental Assessment, Section 4.4. The study found potential noise impacts within the Twelve Oaks Subdivision when the Preferred Build Alternative B2 would be opened in its entirety. As part of the noise analysis of the Preferred Alternative B2, noise abatement measures for reducing or eliminating noise impacts have been considered, including noise barriers.
11	No name	Public Hearing Comment Form	The completion and maintenance of the local and regional transportation system is very important to the City of Shreveport.	Comment noted.
12	M. Shaw	Public Hearing Comment Form	No Build. 1 - B2 prefurd route will take down my house as well as 37 100yr old pecan trees. 2- I 69 is not even build.	The impact analysis completed for the alternatives found the Preferred Alternative B2 appears to have fewer estimated impacts. The LDOTD Real Estate Section had a representative at the Public Hearing and provided their contact information for further discussion on the next steps for potential displacement. Meeting participant previously expressed concern during previous public meetings and received information provided by DOTD District 04 Real Estate on the department's acquisition of right-of-way and relocation assistance program.
13	Port	Letter	Ladies and Gentlemen: Please accept this letter regarding the above referenced project. The Caddo Bossier Parishes Port Commission ("The Commission") is in concurrence with preferred alternative B2. However, in light of the toll bridge and connector roads recently proposed by Tim James, Inc. further evaluation must be given to the preferred alternative, notably the portion of the connector road from the current terminus of 3132 to the vicinity of LA Hwy. 1 as this appears to be a common path for both projects. Further, as it is likely the toll bridge and connector roads will be constructed before the preferred alternative, an evaluation of how to connect the Caddo Parish portion of the toll bridge connector road to the preferred alternative should also be evaluated.	At the time of the LA 3132 Public Hearing, a detailed route of the Tim James toll bridge and connector was not available for evaluation by the NLCOG. If the private road project were to be constructed in advance of the LA 3132 extension, subsequent project phases would account for the project.

## Comments and Questions

### LA 3132 Public Hearing

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No.	Submitted by	Format	Comment and/or Question Provided	Response
14	W. Bradford	In person statement	<p>From transcript: Good evening, everyone. My name is William Bradford. We've had an opportunity to engage with both NLCOG and with the DOTD, as well as several other agencies around the state, including our local delegations, as well as our parishes', both Caddo and Bossier Parish. I am a representative with Blanchard, Walker, O'Quin &amp; Roberts, a local area law firm, along with my partner, Tom Arceneaux, who is in the audience as well. We represent a company called Tim James, Incorporated. Tim James, Incorporated, or Tim James, Inc., is a infrastructure development organization located in Birmingham, Alabama. They have been responsible--the principal Tim James has been responsible for the construction and development of the Foley Beach Expressway. We've met with NLCOG, we have also had an opportunity to discuss this with DOTD, but we are proposing a project that would effectively connect 3132 to Highway 71. We would take a route that's very similar to what NLCOG or what is being presented here with some alterations and accommodations for the neighborhood--adjacent neighborhoods, and we would take this project from 3132 at Flournoy Lucas behind some of the neighborhoods located nearby and out to Highway 1. We would improve and work with DOTD to improve Highway 1, and then extend this over the railroad tracks and create a toll bridge across the Red River into Bossier Parish, and then finishing out at Highway 71. So effectively, what we would do is construct roadway on private dollars--this is a completely privately funded project. Tim James, Inc., again is showing a track record of success in this industry. We would have a completely privately funded project that would complete that portion of 3132 and take it into Bossier Parish making additional connectivity between the two parishes. We've been in this process for about a year. We discussed and negotiated with landowners, and we intend to proceed forward with this project. The next step for us would be to seek approvals from the parishes, both Bossier Parish Police Jury and Caddo Parish Commission, in order to approve a cooperative endeavor agreement that would allow us to continue this project; it's required by state law. At that point, we will continue to design the engineering portion of our project. Our design engineering firm is Volkert. If you're familiar with design and development of infrastructure, they're a preeminent, nationally-known firm, who would provide that insight for us during this process. And so our thought is that we collaborate again with NLCOG, with DOTD to see this project through to fruition. And again, this takes it into Bossier Parish and connects our two parishes in the southeastern and southern portions of the two parishes. And so we are here to offer support, and we thank NLCOG and we thank DOTD for their communication with us. And although this is not a Q-and-A session, you will continue to see us in the public eye now answering questions and providing additional information. That's where we are in our process, and so we will continue to engage the public. And thank you for your time.</p>	Comment noted.
15	D. Hackney	In person statement	<p><u>From transcript:</u> Thank you. My name is David Hackney. So citing the Louisiana 3132 Stage Zero Traffic Study Report on Table 22 page 55, the no-build alternative has acceptable levels of operation, both for the year 2015 and 2032. This suggests that any of the build alternatives are unnecessary. Also, I-69 was not considered in the traffic study, so I-69 could have both positive or negative impacts on the traffic. So it suggests--I mean, just reading what the report says--and it's a four-hundred-and-some-page report--that a no-build option works through 2032. It does say there's a few mitigating-type things that need to be done; an additional turn lane on Flournoy Lucas to turn north onto Youree, onto LA 1. You know, you could do that with a gallon of paint, paint an extra turn lane. A few other things like timing lights or whatever. But based on this report and data, I strongly suggest the no-build alternative be given stronger consideration. In light of this new bridge or whatever, I would suggest that the alternative C be reconsidered, and that's the one that forks off of 3132 further north, cuts onto the east side of Twelve Oaks and goes over towards the river. Again, the I-69, if you go to that website and that plan, they show no plans for an intersection with this proposed 3132 extensions. Your documentation doesn't even say there will be a connection. It says 3132 will be extended to the I-69 corridor. That's legalese, in my opinion, saying we're going to get the road down there in that general area, not necessarily connected. And the purpose of the project, I think it's somewhat misleading. It says connect 3132 to the I-69 corridor. That wasn't the purpose for this road. The purpose was to alleviate truck traffic from the port, get trucks to and from the port from 3132. The B alternatives do not connect to the port, don't go anywhere close to the port, they don't meet the original anywhere. Lastly, where you say impact on land or whatever, you make no mention of the houses in Twelve Oaks and the new lots in Esplanade Unit 6 that will be impacted. So where it said the project doesn't impact anything up near Flournoy Loop, I disagree with that. And lastly--thank you for letting me go a little bit over--I've been to two or three other meetings here like this, and the public has commented and the people in charge nod their head, say, "Thank you very much," and then go do whatever they want to go do. And it would be nice to get some legitimate feedback on why things were done the way they're done. Alternative C looked to be the cheapest and the best and the shortest and the least impactful, and it got dismissed. I don't know. Maybe some hospital man had some impact on it. I don't know. Thank you.</p>	Alternative C was determined to not be feasible with impact to the Port operations and it was met with community opposition. The NLCOG Transportation Policy Committee passed a resolution and identified Alternative B2 as the Preferred Alternative at their January 19, 2017 meeting. The purpose of this project is to provide connectivity by extending LA 3132 south of its current terminus at LA 523 to the proposed I-69 corridor. The I-69 corridor was determined to be the logical southern terminus in December of 2014. When the I-69 SUI ROD was finalized in April 2012, the LA 3132 extension EA had not begun. Twelve Oaks and Esplanade are discussed in the noise analysis and the impact analysis of the study area as a whole.
16	L. Elston	In person statement	<p><u>From transcript:</u> My comments are kind of thought out before I really heard the discussion about the bridge, but I don't think they--I don't think they're contrary to one another, just that it might require some change. I wrote--in August of 2012 I wrote a thirteen-page document to the firm about this thing. My family owns seven hundred acres in between the Leonard Road and the Robson Road, and never has anybody ever come to talk us. When they had alternatives A, C, B1, and B2 in 2012, no one ever came to talk to us, not about buying it, but just about--just to have our thoughts. Again, no one has talked to us, which, of course doesn't stop progress. I would be in favor--I would agree with the gentleman that just spoke. My gut feeling is to go with the no-build. Right now you have 3132, it dead-ends at Flournoy Lucas, and you have half of an interchange. They're proposing to build all the way to the Leonard Road and make a full interchange. You have half of an interchange at Flournoy Lucas; it's five lanes wide there. I've talked to people that live in Twelve Oaks there. They're not complaining about the truck traffic; they're complaining about the intersection of Highway 1 and Flournoy Lucas. It does require--I think it does probably need another left lane. When you're in the right lane, which is where trucks have to go to get on Highway 1, that is also the only way to go straight at that intersection. So both trucks and people that want to go straight through Highway 1 have to be in the right lane. My suggestion would take a little more than a can of paint for the left lane. I would suggest you back up on Flournoy Lucas and just make another off ramp that gets the trucks--just maybe a half mile back--gets the trucks out onto--out onto Highway 1 so they can keep going. If you go on and build-- And I agree. This is not being built to I-69. If I understand it correctly, and I'll be glad to be corrected, they're only built--proposed to build to the Leonard Road. And in so doing, they make a full interchange and they're destroying six people's homes along the Leonard Road. I just-- And one of those people I think is still here. Somewhere she was here. There she--there you go, there she is. And I see no reason to do that. I see no reason to disrupt the people in Twelve Oaks. I just think that what they've got right now is working fine, as far as I'm concerned. There's just no need to spend the money. Fine if I-69 comes through in 2021 and 50 or whatever it would be and go on and build this whatever they got. Right now just leave it like it is and fix Highway 1 and Flournoy Lucas. Period.</p>	Meeting participant previously expressed concern during previous public meetings, including the comments received Public Meeting #1 preferring B1 or B2. Meeting participant opposed Alternatives A & C and outlined family land location with impacts during Public Meeting #2



## Comments and Questions

### LA 3132 Public Hearing

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No.	Submitted by	Format	Comment and/or Question Provided	Response
17	V. Hastings	In person statement	<p><u>From transcript:</u> I've been coming to these meetings since the very first one downtown. I had hair back then and I was quite a bit younger. And I'll say the same thing I said there: Almost nobody in this room will be alive when I-69 comes through, so you can forget worrying about that for a while. Now, the greatest news I've heard is that somebody outside of the State of Louisiana is going to build the road and the bridge. That's the most wonderful news. Whatever you need, you've got to have it because we'll be driving on your stuff while they're still talking about the 73 bridge and this thing here. Now, if you go back to when Mr. Larkin and James Smith and all of them are pulling strings with the--all these people to kill this project, nothing has changed. We still need-- You just can't have a city with a loop that ends and then everybody has to take a left or a right and go down to get onto a two-lane--a four-lane Louisiana road. Just have to do it. I know y'all all live here, I know you've got land and all of that, but it's still progress. They probably didn't want to build Broadmoor, probably didn't want to do a lot of things, but we're going to have to get out of the way and-- The gentleman back there told me it was going to be eight years more, so I'm having my grandson drive my ashes down whenever it gets finished, if it gets finished. Because, for some reason, the people who are really in charge have changed their mind and put this back on the burner. I don't know why, I don't know who. Maybe the pressure from a real builder has caused them to have to actually do their jobs. But as this man said, we can come up here, we can talk, we can do all this other stuff. They've already got it. It's already-- The bread's already cooked, it's already baked. So enjoy yourselves, go watch the shows, but don't think you're going to make any difference. Thank you.</p>	<p>The FHWA approved logical termini for the project are the existing interchange at E. Bert Kouns Industrial Parkway (LA 526) in the northwest, LA Highway 1 in the east and the future corridor of I-69 in the southeast. These terminal points allow the project to incorporate a connection to the existing Inner Loop as it makes its transition from expressway to the arterial at the East Flournoy Lucas intersection. This extension of termini south allows the project to incorporate interchanges at several existing north-south roadways which parallel the future I-69 corridor. When completed, the Inner Loop supports existing travel patterns in the region which utilize loop connectors between interstates, such as LA 3132, to circulate around and through Shreveport. Offering connections to key local corridors allows the Inner Loop to accommodate movement of goods and services by truck and auto between industrial areas, the Port of Caddo Bossier and regional interstate network. While funding is not yet available for the I-69, the NLCOG and DOTD are pursuing local level projects, including the I-69 service road to improve existing highway connections until funding becomes available for the I-69. Extending LA 3132 south and east to the proposed I-69 corridor provides an alternative route for trucks and Port traffic to bypass this area. Currently there is no funding to build I-69 in its entirety. As funding becomes available for I-69, existing highways will be improved in a series of small, local-level projects. Improving the existing highway sections to interstate quality will allow I-69 to be developed in small sections as funding allows.</p>
18	D. Strange	Audio Recording	<p>I live in Twelve Oaks on Bayou Pierre right across the bayou from where the 3132 Extension is proposed. I bought this piece of property and built a house on it because of the remoteness of it, the beauty of it. You know, it had some old, old trees that lined Bayou Pierre. It had pecan orchards and everything that were over on the side and lots of wildlife. Deer would come up and, you know, eat peas out of my flowerbeds, and we've certainly enjoyed it all, and the peace and quiet of living in a nice subdivision has been really wonderful. The prospect of extending 3132, and especially for the purpose of providing large trucks and container vehicles access to the port, is not something that I look forward to at all. I'm very much opposed to taking this piece of property that's being developed for residential areas with nice houses that pay tax money to the City of Shreveport. It would seem to me like that would be one of the things that we would want to do, is to generate more and more business and tax and residential housing in the City of Shreveport so that the city would prosper. And instead, what we seem to be wanting to do is to build a smelly, nasty, noisy avenue for 18-wheelers to get oil products or something to the port, and, you know--and to go right down through the very middle of two of the nicest neighborhoods in all of Shreveport. It just doesn't seem to make real good sense to me. I'm very, very much opposed to upsetting the environmental condition of that piece of property out there, and I would hope that the Department of Wildlife and Fisheries, the Environmental Protection Board, the different organizations that are aware of what's being proposed for that piece of property, you know, would put a stop to it and say, "No." We've had opportunities in the past to do things and we have forfeited the right to go back after these neighborhoods have been built and to say now we're going to go tear up your neighborhood, now we're going to go make your house a place of noise and smoky, you know, stuff. And the expense to the City of Shreveport for maintenance and upkeep on bridges and roads that go back there and the--probably the very end of any more residential building being done because of this highway that's going to be there. So I just--my--my appeal to sanity and to good reasoning is to stop this project lest we invest any more money and throw good money after bad. So thank you very much.</p>	<p>In January 2015, the NLCOG solicited the views of state and federal agencies, including the Louisiana Department of Wildlife and Fisheries and the Environmental Protection Agency for their input and the early identification of impacts to the environment. The Direct Impact Analysis is summarized in the final Environmental Assessment document per NEPA, the federally compliant step required to assess environmental affects potentially created by the development of this project.</p>



EXIT 1

523

Flournoy Lucas

1/4 MILE

EXPRESSWAY ENDS

11.10.22



**Burk-Kleinpeter, Inc.**

In association with HDR Engineering, Inc., EJES, Inc., Franklin Associates  
and ABCD Mapping, LLC

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