



FREQUENTLY ASKED QUESTIONS

Below is a list of Frequently Asked Questions created to assist you in navigating your way through the open-house style meeting. Please provide your input on the alternatives presented by filling out the Choice Card included in the meeting handout.

1. What is the purpose of the I-49 Inner City Connector project?

The primary purpose of this project is to provide improved connectivity between the existing I-49/I-20 interchange and the future I-49/I-220 interchange. The project will reduce travel time and travel distance for those remaining on I-49. Without this project, I-49 traffic would be routed over LA 3132 and I-220, a detour in excess of 12 miles.

2. Are the proposed Build Alternatives at-grade, elevated, or a combination?

This information is not determined at this stage of the project. The project engineers will determine at-grade, elevated, or a combination of the two once the Preferred Build Alternative is selected. Several factors including topography, design criteria, cost, and community concerns will factor into this decision.

3. Are additional impact studies going to be conducted (i.e. noise, wetlands, etc.)?

Yes, additional impact studies (air quality, noise analysis, wetlands, cultural resource survey, etc.) will be conducted on the Preferred Build Alternative once it is selected and approved.

4. Why does the second question on the Choice Card ask me to circle a preferred Build Alternative even if I chose the No Build option in the first question?

The Draft Environmental Impact Statement (DEIS) for this project will contain both a Preferred Build Alternative along with the No Build Alternative. The project team will use your response from the first question on the Choice Card to tally the overall public support and opposition to the project. The responses to the second question on the Choice Card will assist the project team in determining which alignment the public most supports as the Preferred Build Alternative. Even if you prefer the No Build Alternative, the second question on the Choice Card allows you to voice which Build Alternative you would prefer, in the event the Federal Highway Administration (FHWA) issues a Record of Decision (ROD) selecting the build option.

5. Why are there now four build alternatives when we were told previously that there would be three presented at this round of meetings?

One of the requirements of the Stage 1 process is to take steps to try and resolve any controversy that exists along the way. Build Alternative 4 arose during alternative development as a means to resolve conflict brought forth from opposition from the Housing Authority of the City of Shreveport (HACS) due to property located near the I-20/I-49 interchange as well as to minimize the impacts to the Fuller Center for Housing (Fuller Center) development. This alternative, while achieving the goal of minimizing impacts to the HACS property and Fuller Center development, has additional impacts to community churches, as well as major impacts to the I-20/I-49 Interchange that potentially exceed the benefits.

6. What will this project cost?

The project team is currently preparing cost estimates for each Build Alternative factoring in design, right-of-way acquisition, utilities, relocations, construction, and mitigation. This information is not currently available for this round of meetings, but will be completed prior to the selection of a Preferred Build Alternative and will be included in the DEIS.

7. How does someone that was unable to attend the meeting submit their alternative preference?

Please submit your preference to one of the following addresses below or via the Contact Us tab on the project website (www.i49shreveport.com). Comments must be postmarked by January 14th in order to become part of the official meeting transcript and survey results.

Mail to: Providence
c/o Inner City Connector
1201 Main Street
Baton Rouge, LA 70816
Email to: kerryoriol@providenceeng.com

8. Will there be any more community input meetings after this round?

This will be the last round of community input meetings; however, comments, questions, and concerns can be submitted anytime through the project website, email, or regular mail (see previous question). The next time we come to the public will be to present the DEIS at a Public Hearing, which is anticipated for late summer/fall 2013. The Public Hearing only allows for formal public comments. No responses to comments are provided during the hearing. Any substantive comments received at the Public Hearing or during the DEIS 45-day comment period will become part of the official project record and will be addressed in the Final Environmental Impact Statement (FEIS).

9. When will we know one way or another if this interstate will be built?

FHWA will issue a ROD as the final step of the Stage 1 process selecting either the Preferred Build Alternative or the No Build Alternative. This is anticipated to occur in early 2014. At this point, you will know if the I-49 Inner City Connector will be built and the general alignment it will follow.

10. When should we expect to see construction begin on the I-49 Inner City Connector if the ROD identifies the selected alternative as the build option?

The Louisiana Department of Transportation and Development's (DOTD's) project delivery process consists of seven stages. All seven stages are on the back of your handout. The first stage, Stage 0 (Feasibility), of the I-49 Inner City Connector was completed in May 2010. The project is currently in Stage 1 (Planning/Environmental), which is anticipated to end in early 2014. If the ROD selects the build option at the conclusion of Stage, 1 it is difficult to estimate how long until construction begins (Stage 5) because it will depend on how long it takes to find funding in Stage 2. As you can see on the back of your handout, all seven stages can range anywhere from 10-20 years due to the indefinite time in Stage 2.