

Draft Environmental Assessment
**Claiborne Parish Police Jury Drainage
Improvements**

Claiborne Parish, Louisiana

Hazard Mitigation Grant Program

Project Number 1603-0296

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FEMA

U.S. Department of Homeland Security
Federal Emergency Management Agency, Region VI
Louisiana Recovery Office
Baton Rouge, Louisiana

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LIST OF ACRONYMS

APE	Area of Potential Effects
BFE	Base Flood Elevation
BMP	Best Management Practices
CAA	Clean Air Act
CBRA	Coastal Barrier Resources Act
CBRS	Coastal Barrier Resources System
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGSE	Cothren, Graff, Smoak Engineering, Inc.
CMP	Corrugated Metal Pipe
CUP	Coastal Use Permit
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dB	Decibels
DEA	Draft Environmental Assessment
DFIRM	Digital Flood Insurance Rate Map
EA	Environmental Assessment
ECD	Erosion Control Devices
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act
GO	Guyton-Ouachita
GOHSEP	Governor's Office of Homeland Security and Emergency Preparedness
HMGP	Hazard Mitigation Grant Program
HP	Historic Preservation
LAC	Louisiana Administrative Code
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources
LDWF	Louisiana Department of Wildlife and Fisheries
LPDES	Louisiana Pollutant Discharge Elimination System
NAAS	National Ambient Air Quality Standards
NAVD	North American Vertical Datum
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Services
NRHP	National Register of Historic Places
NRCS	Natural Resources Conservation Services
NSFHA	No Special Flood Hazard Area
NPDES	National Pollutant Discharge Elimination System
OPA	Otherwise Protected Area
OSHA	Occupational Safety and Health Administration

PA	Programmatic Agreement
RCRA	Resource Conservation and Recovery Act
Rd	Road
RHA	Rivers and Harbors Act
ROW	Right Of Way
SDWA	Safe Drinking Water Act
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Office/Officer
SONRIS	Strategic Online Natural Resources Information System
SOV	Solicitation of Views
SOW	Scope of Work
SPCCP	Spill Prevention, Control, and Countermeasures Plan
SPOC	Single-Point-of-Contact
TDSRS	Temporary Debris Staging and Reduction Sites
THPO	Tribal Historic Preservation Office/Officer
TSCA	Toxic Substances Control Act of 1976
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WSRA	Wild and Scenic Rivers Act

1.0 INTRODUCTION

1.1 Project Authority

In accordance with 44 Code of Federal Regulation (CFR) for the Federal Emergency Management Agency (FEMA), Subpart B – Agency Implementing Procedures, Section 10.9, this environmental assessment (EA) was prepared pursuant to Section 102 of the National Environmental Policy Act of 1969 (NEPA), as implemented by the regulations promulgated by the President’s Council on Environmental Quality (CEQ) (40 CFR Parts 1500-1508). The EA determines if the proposed roadway elevation and culvert replacements throughout Claiborne Parish, Louisiana would have the potential for significant adverse effects on the quality of the human and natural environment. The results of this EA will be used to make a decision whether to initiate preparation of an Environmental Impact Statement (EIS) or to prepare a Finding of No Significant Impact (FONSI).

On August 29, 2005 Hurricane Katrina, a Category 4 hurricane with a storm surge well above normal high tide levels, moved across the Louisiana, Mississippi, and Alabama Gulf Coasts. Maximum sustained winds at landfall were estimated at 140 miles per hour. President George W. Bush declared a major disaster for the state of Louisiana due to damages from Hurricane Katrina and signed a disaster declaration (FEMA-1603-DR-LA) on August 29, 2005, authorizing the Department of Homeland Security’s Federal Emergency Management Agency (FEMA) to provide federal assistance in designated areas of Louisiana.

FEMA is administering this disaster assistance pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), PL 93-288, as amended. Section 406 of the Stafford Act authorizes FEMA’s Hazard Mitigation Grant Program (HMGP) to provide grants to states and local governments to implement long-term hazard mitigation measures. The purpose of the HMGP is to reduce the loss of life and property due to natural disasters and to enable mitigation measures to be implemented during the immediate recovery from a disaster.

1.2 Project Location

Claiborne Parish is located in the northwestern section of Louisiana and encompasses an approximately 767 square miles of land. It is bordered by Arkansas state line to the north. It is surrounded by Webster Parish (west), Bienville Parish (south), Lincoln Parish (southeast), and Union Parish (east). Cities and towns in Claiborne Parish are Haynesville, Homer, Athens, Lisbon, and Junction City. Nearby larger cities are Bossier City and Shreveport. Claiborne Parish is within areas that encompass lakes, bayous and creeks. There are three (3) watersheds in Claiborne Parish: Loggy Bayou, Bayou D’Arbonne, Black Lake Bayou, and Lake Claiborne.

1.3 Background

Claiborne Parish roadways are frequently inundated with floodwaters due to undersized culverts and low roadway crossings over narrow stream channels. During flood events, culvert and bridge structures on roadways throughout Claiborne Parish become damaged and impassable. As a result of past flooding, the applicant made emergency repairs to maintain ingress and egress at 11 site locations.

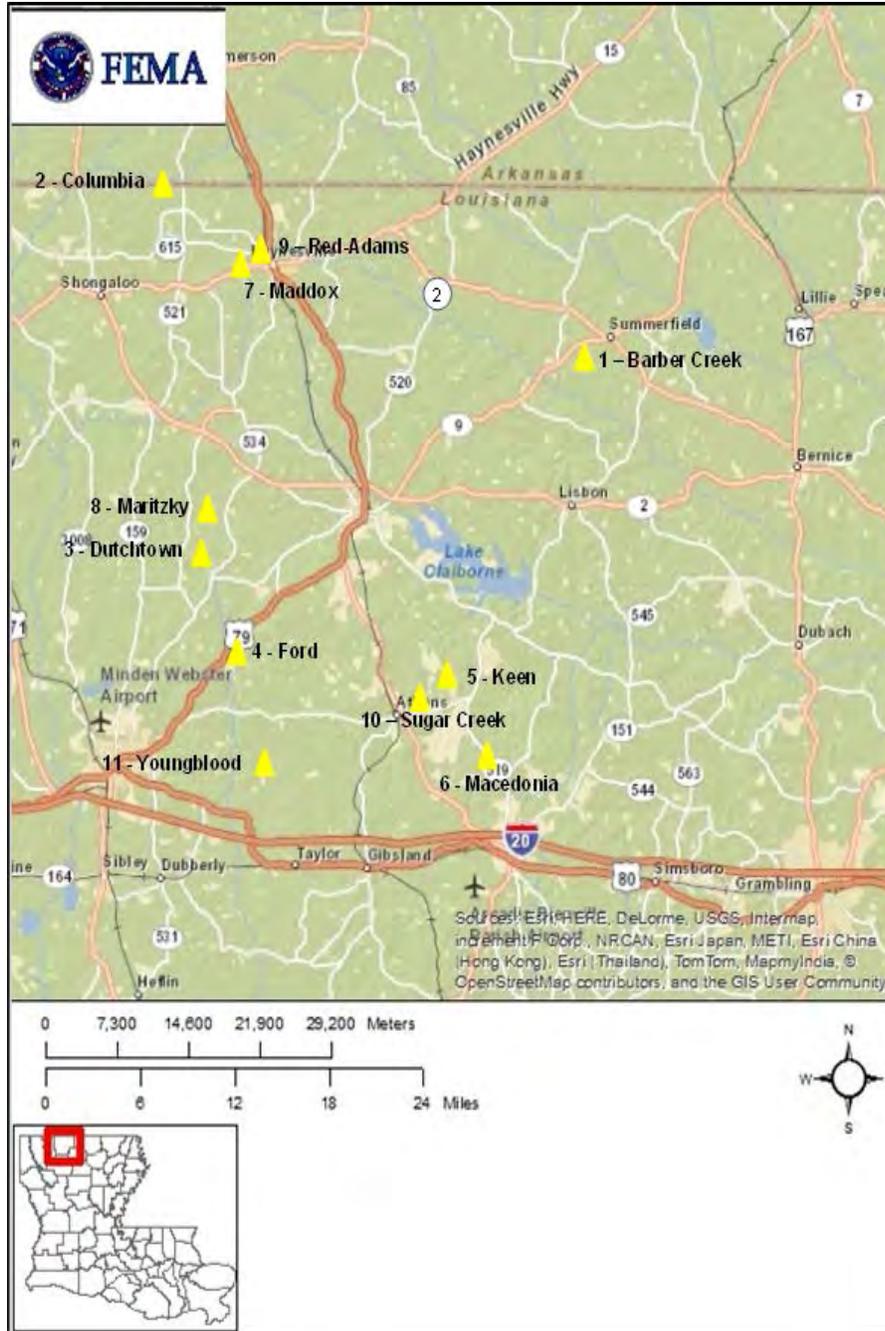


Figure 1. Location of Claiborne Parish in the State of Louisiana, and the 11 Damaged Roadway Site Locations Throughout the Parish.

2.0 PURPOSE AND NEED

2.1 Purpose

Through the HMGP, FEMA provides grants to states and local governments to implement long-term hazard mitigation measures. Two (2) of the most prevalent hazards to the roadways throughout Claiborne Parish are “flooding” and “hurricanes/tropical storms”.

(Claiborne Parish Police Jury FEMA Participation Flood Mitigation Project Hydrologic and Hydraulic Report, Prepared by Cothren, Graff, Smoak Engineering, Inc., November 14, 2012, with Addendum February 12, 2015).

The purpose of this proposal is to:

- To minimize and mitigate the loss of roadway infrastructure from the threat of catastrophic and repetitive flooding;
- To reduce or eliminate potential impacts of disasters;
- To minimize property damage and injuries resulting from high winds (hurricane, tornado, wind storms, etc. and to ensure roadway ingress and egress access;
- To enhance public safety.

2.2 Need

Claiborne Parish is frequently inundated with floodwaters due to undersized culverts and low roadway crossings over narrow stream channels. Road crossings in the parish are particularly prone to damage from flooding during storm events. The specific need of this project is to improve drainage, and eliminate recurrent prolonged flooding on the roadways throughout the parish, and ensure that safe ingress and egress access is continually provided.

3.0 ALTERNATIVES

3.1 No Action Alternative

Under the No Action Alternative, flooding would not be abated or improved. The No Action Alternative would result in continued flooding, inundation, and damage to roadways in the parish from low frequency storm events. Under this alternative, continual flooding of the roadways would result in serious safety issues and continued increases in flood-related damages. This alternative would also result in hazardous conditions for not only the residents of Claiborne Parish, but also businesses and emergency responders who live in this area and utilize the roadways.

3.2 Preferred Action: Combination of Culvert Installations and Roadway Elevation

The applicant is proposing drainage improvements at 11 sites located throughout the parish at the following locations: Barber Creek Rd., Columbia Rd., Dutchtown Rd., Ford Rd., Keen Rd., Macedonia Rd., Maddox Rd., Maritzky Rd., Red Adams Rd., Sugar Creek Rd., and Youngblood Rd., as shown in Figure 1.

The applicant's proposed improvements would include the removal of two (2) existing timber bridges and 16 existing culverts, and the installation of multiple, larger corrugated metal pipe (CMP) culverts to accommodate increased drainage. The applicant would also elevate portions of the existing roadways using gravel fill and asphalt overlay to allow uninterrupted traffic flow without closures or detours. Portions of closed roadways would serve as staging areas and storage for construction equipment and materials.

The detailed existing conditions and the proposed scopes of work (SOWs) for each of the 11 sites is described below:

Site 1 - Barber Creek Road (32.899674, -92.775816)

Existing conditions: The original stream crossing structure in this area was an 18 by 30-foot, two (2) way, timber bridge that was originally proposed to be replaced by an upgraded bridge. As an emergency measure to open the roadway, the applicant removed the bridge and installed a temporary three (3) pipe culvert drainage system. The existing structure consists of three (3) 50-foot long by 60-inch diameter CMPs on an unnamed tributary of Corney Lake (see Figure 1 map).

Proposed SOW: The existing three (3) 60-inch diameter by 50-foot culverts would remain in place. Proposed improvements include adding two (2) additional 60-inch diameter by 50-foot CMPs on each side of the existing pipes and elevating the adjacent roadway by two (2) feet in height for a total distance of 900 linear feet. Approximately 800 feet of road would be elevated toward the southeast from the center of the bridge and approximately 100 feet would be elevated toward the northwest from the center of the bridge. Excavations for the installation of the new culverts would result in stream channel disturbance to an approximate depth of between zero (0) and four (4) feet in a 2,000 square foot area (see Appendix B Drawings).

Site 2 - Columbia Road (33.01780, -93.16646)

Existing conditions: The Columbia Road Bridge area is located on LA Hwy 282 (Columbia Road) approximately four (4) miles northwest of Haynesville, Louisiana. The existing stream crossing culvert structure in this area consists of five (5) 45-foot long by 60-inch diameter CMPs on an unnamed tributary of Cypress Creek (see Figure 1 map).

Proposed SOW: The five (5) existing culverts would remain in place. The proposed improvements would include upgrading the existing drainage system by adding four (4) 45-foot long by 72-inch diameter CMPs on both sides of the remaining culvert system. The applicant would elevate the adjacent road by two (2) feet in height for a total distance of 700 linear feet, or 350 feet in each direction from the center point of the crossing. Excavations for the installation of the new pipes would disturb the stream channel to an approximate depth of between zero (0) and four (4) feet in a 2,000 square foot area (see Appendix B drawings).

Site 3 – Dutchtown Road (32.762474, -93.129216)

Existing conditions: The Dutchtown Road Bridge area is located on Parish Road 180 (Dutchtown Road) approximately three and a half (3.5) miles southwest of Homer, Louisiana. The existing stream crossing structure in this area consists of one (1) 50-foot long by 84-inch diameter CMP on an unnamed tributary of Flat Lick Bayou (see Figure 1 map).

Proposed SOW: The applicant proposes to remove the existing culvert and replace it with three (3) 50-foot long by 84-inch diameter CMPs. Excavations for the installation would disturb the stream channel to an approximate depth of between zero (0) and four (4) feet in a 2,000 square foot area (see Appendix B drawings).

Site 4 – Ford Road (32.693101, -93.097294)

Existing conditions: The Ford Road Bridge area is located on Ford Road approximately six (6) miles southwest of Homer, Louisiana (see Figure 1). The existing stream crossing structure in this area consists of three (3) 60-foot long by 72-inch diameter CMPs on Bear Creek [1986 United States Geological Survey (USGS) map] or Brush Creek (1955 USGS map).

Proposed (SOW): The applicant proposes to remove the three (3) existing CMPs and replace them with six (6) 96-foot long by 60-inch diameter CMPs, and elevate the adjacent road by two (2) feet in height for a total of 1,000 linear feet, or 500 feet in each direction from the center point of the crossing. Excavations for the installation of the pipes would disturb the stream channel to an approximate depth of between two (2) and eight (8) feet in a 4,900 square foot area (see Appendix B drawings).

Site 5 – Keen Road (32.678312, -92.902043)

Existing conditions: The Keen Road Bridge area is located on Parish Road 134 (Keen Road) approximately 12 miles southeast of city Homer, Louisiana (see Figure 1 map). The stream crossing structure in this area was originally a 30-foot long, two (2) way, bridge with treated timber piles and caps over Cox Creek. The bridge was to be replaced with eight (8) 60-foot long by 108-inch diameter CMPs. During a flood event, the timber bridge became damaged beyond repair and the applicant made emergency repairs to maintain roadway function. As an emergency measure to open the roadway, the applicant removed the timber bridge and installed three (3) 50-foot long by 72-inch diameter CMPs on Brush Creek.

Proposed SOW: The applicant proposes to remove the existing three (3) 72-inch diameter by 50-foot long temporary culverts, and would replace them with nine (9) 108-inch diameter by 60-foot long CMPs. The existing roadway would be elevated approximately one and a half (1.5) feet to two (2) feet in height for 1,000 linear feet, or 500 feet in each direction from the center point of the crossing. Excavations for the installation of the new culverts would potentially result in stream channel disturbance to a depth of approximately zero (0) to ten (10) feet in an 8,400 square foot area (see Appendix B drawings).

Site 6 - Macedonia Road (32.619147, -92.863994)

Existing conditions: The Macedonia Road area is located on Macedonia Road or (Parish Road 116) on the border of Claiborne and Lincoln Parishes (see Figure 1 map). The existing stream crossing structure in this area consists of two (2) 55-foot long by 96-inch diameter CMPs on Sugar Creek.

Proposed SOW: The two (2) 96-inch diameter by 55-foot long CMPs would remain; the applicant proposes to add seven (7) 55-foot long by 96-inch diameter CMPs. The applicant would elevate the road by two (2) feet in height for a total of 800 linear feet, or 400 feet in each direction from the center point of the crossing. Excavations for the installation of the new culverts would disturb the stream channel to an approximate depth of between zero (0) and eight (8) feet in a 5,200 square foot area (see Appendix B drawings).

Site 7 – Maddox Road (32.966426, -93.089542)

Existing conditions: The Maddox Road area is located directly east of Haynesville and approximately one (1) mile south of LA Hwy 2 on Parish Road 28 of Maddox Road (see Figure 1 map). The existing stream crossing structure in this area consists of three (3) 45-foot long by 72-inch diameter CMPs on Middle Fork Bayou D'Arbonne.

Proposed SOW: The applicant proposes to remove the existing three (3) 72" x 50' long CMPs and replace with six (6) 84-inch diameter by 50-foot long CMPs. In addition, the applicant would elevate the existing roadway by two (2) feet in height for a total of 300 linear feet, or 150 feet in each direction from the center point of the crossing. Excavations for the installation of the new culverts would disturb the stream channel to an approximate depth of between zero (0) and seven (7) feet in a 3,600 square foot area (see Appendix B drawings).

Site 8 – Maritzky Road (32.789659, -93.125365)

Existing conditions: The Maritzky Road area is located approximately three (3) miles west of Homer and south of North Main (Hwy 3062) on Parish Road 17 (Maritzky Road) (see Figure 1 map). The existing stream crossing structure in this area consists of one (1) 40-foot long by 54-inch diameter CMP in an unnamed tributary of Flat Lick Bayou.

Proposed SOW: The applicant proposes to remove the existing culvert and replace with two (2) 72-inch diameter by 40-foot long CMPs. The applicant would also elevate the existing roadway approximately two (2) feet in height for 400 linear feet in length, or 200 feet in each direction from the center point of the crossing. Excavations for the installation of the new culverts would disturb the stream channel to an approximate depth of between zero (0) and five (5) feet in a 750 square foot area (see Appendix B drawings).

Site 9 - Red-Adams Road (32.971913, -93.074384)

Existing conditions: The Red-Adams Road area is located approximately three (3) miles east of Haynesville and 0.20 miles south of LA Hwy 2 on Red Adams Road (see Figure 1 map). The existing stream crossing structure in this area consists of two (2) 50-foot long by 72-inch diameter CMPs on Reeder Creek.

Proposed SOW: The applicant proposes to remove the two (2) existing 50-foot long by 72-inch diameter CMPs and replace them with six (6) 96-inch diameter by 50-foot long CMPs. The applicant would also elevate the existing roadway approximately one (1) foot in height for 4,000 linear feet in length, or 2,000 feet in each direction from the center point of the crossing. Excavation for the installation of the new culverts would disturb the stream channel to an approximate depth of zero (0) to eight (8) feet in a 4,200 square foot area (see Appendix B drawings).

Site 10 - Sugar Creek Road (32.658113, -92.928163)

Existing conditions: The Sugar Creek Road area is located approximately two and a half (2.5) miles southwest of the rural community of Sugar Creek, northeast of Arcadia (see

Figure 1 map). The existing stream crossing structure in this area consists of two (2) 50-foot long by 72-inch diameter CMPs on Cox Creek.

Proposed SOW: The applicant proposes to remove the existing two (2) 50-foot long by 72-inch diameter CMPs and replace them with five (5) 84-inch diameter by 50-foot long CMPs. The applicant would also elevate the existing roadway approximately two (2) feet in height for 1,200 linear feet in length, or 600 feet in each direction from the center point of the crossing. Excavation for the installation of the new culverts would disturb the stream channel to an approximate depth of zero (0) to seven (7) feet in a 3,600 square foot area (see Appendix B drawings).

Site 11 – Youngblood Road (32.614134, -93.067578)

Existing conditions: The Youngblood Road area is located approximately four (4) miles southwest of Athens, Louisiana and approximately one (1) mile southwest of LA Hwy 154 (see Figure 1 map). The existing stream crossing structure in this area consists of one (1) 50-foot long by 72-inch diameter CMP on Moccasin Branch.

Proposed SOW: The applicant proposes to remove the one (1) existing 50-foot long by 72-inch diameter CMP and replace it with five (5) 50-foot long by 84-inch diameter CMPs. The applicant would also elevate the adjacent road by two (2) feet in height for a total of 1,000 linear feet in length, or 500 feet in each direction from the center point of the crossing. Excavation for the installation of the new culverts would disturb the stream channel to an approximate depth of zero (0) to eight (8) feet in a 3,600 square foot area (see Appendix B drawings).

More site specific project information for each of the 11 proposed work locations is located in the Appendices. Site photographs are exhibited in Appendix A. The extensive site plans and cross section drawings are shown in Appendix B.

3.3 Other Alternative: Elevation of Roads, Widened Ditches, Construct two (2) Retention Ponds

The Alternative project would raise the 11 roads and widen the ditches next to the roads in order to prevent flooding and to carry excess runoff. This would provide safe travel during and after storm events. To receive storm water runoff, the construction of two (2) retention ponds would be needed. This alternative was not studied to determine if it would meet the purpose and need for this grant proposal, as such – this alternative was eliminated from further consideration.

4.0 AFFECTED ENVIRONMENT AND POTENTIAL IMPACTS

4.1 Impact Summary

FEMA-EHP consulted with resource agencies on July 10, 2015. To date, FEMA-EHP has not received responses/concurrence from all of the resource agencies. However, FEMA-EHP has reviewed the proposed action and determined that there would be no significant impacts

to the human and natural environment, which is documented in the matrix below. This matrix summarizes the results of the environmental review process (Table 1). Potential environmental impacts that were found to be negligible are not evaluated further.

Resource areas that have the potential for impacts of minor, moderate, or major intensity are further developed in the subsequent sections. Definitions of impact intensity are described below:

Negligible: The resource area (e.g., geology) would either not be affected, changes would be non-detectable, or if detected, would have effects that would be slight and local. Impacts would be well below regulatory standards, as applicable. Effects to Cultural Resources would be either non-existent, (i.e., a building is less than 50 years old and/or no known archeological sites are present on the site), or the project is determined not likely to affect and State Historic Preservation Officer (SHPO)/Tribal Historic Preservation Officer (THPO) concurs. No mitigation is needed.

Minor: Changes to the resource would be measurable, although the changes would be small and localized. Impacts would be within or below regulatory standards, as applicable. Mitigation measures would reduce any potential adverse effects. Effects to Cultural Resources are not likely, (i.e., building is at least 50 years old and/or known archeological sites are near the project area), but special conditions/mitigation are sufficient to maintain the “not likely to affect determination.”

Moderate: Changes to the resource would be measurable and have both localized and regional scale impacts. Impacts would be within or below regulatory standards, but historical conditions would be altered on a short-term basis. Mitigation measures would be necessary to reduce any potential adverse effects. Effects to Cultural Resources are likely, (i.e., building is 50 years old and/or known archeological sites are in the project area). Impacts would have at least local and possibly regional scale impacts.

Major: Changes would be readily measurable and would have substantial consequences on a local and regional level. Impacts would exceed regulatory standards. Mitigation measures to offset the adverse effects would be required to reduce impacts, although long-term changes to the resource would be expected. Effects to Cultural Resources are likely, (i.e., building is at least 50 years old and/or known archeological sites are in the project area). Impacts would have substantial consequences on a local and regional level.

**Table 1. Affected Environment and Environmental Consequences Matrix: Preferred Action:
Combination of Culvert Installations and Roadway Elevation**

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Geology and Soils	X				<p>The Farmland Protection Policy Act (FPPA: Public Law 97-98, §§ 1539-1549; 7 U.S.C. 4201, <i>et seq.</i>) was enacted in 1981 and is intended to minimize the impact federal actions may have on the unnecessary and irreversible conversion of farmland to non-agricultural uses. It assures that, to the extent possible, federal programs and policies are administered to be compatible with state and local farmland protection policies and programs.</p> <p>Per review of the Natural Resources Conservation Services (NRCS) Web Soil Survey, for each of the proposed project areas, all are located in Guyton-Ouachita silt loams (GO), which is frequently flooded, and not classified as a prime farmland soil. The FPPA is therefore precluded. There is potential for a short-term localized increase in soil erosion during construction activities.</p>	<p>A solicitation of views (SOV) was prepared and submitted to the resource agencies by the FEMA on July 10, 2015. The 30 day response period ends on August 10, 2015.</p> <p>See Appendix C External Agency Correspondence.</p>	<p>Implement construction Best Management Practices (BMPs); install silt fences/straw bales to reduce sedimentation. Area soils would be covered and/or wetted during construction. If fill is stored on site as part of unit installation or removal, the contractor would be required to appropriately cover it. Construction contractor would be required to obtain a Louisiana Pollutant Discharge Elimination System (LPDES) permit, if applicable, and implement stormwater pollution prevention plan. See Section 6.0 Conditions and Mitigation Measures.</p>

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Hydrology and Floodplains (Executive Order 11988)		X			Executive Order (EO) 11988 (Floodplain Management) requires Federal agencies to avoid direct or indirect support or development within the 100-year floodplain whenever there is a practicable alternative. FEMA's regulations for complying with EO 11988 are found at 44 CFR Part 9. The 11 different road crossings over waterways are evaluated with respect to the effective Claiborne FIRM, and the panel numbers are shown for the location of each of the road crossings. The Flood Insurance Rate Map (FIRM), effective 1/1/1992, is a letter converted Flood Hazard Boundary Map, dated 7/18/1985. Five (5) of the crossings are shown in zone A, Special Flood Hazard Area (SFHA), Base Flood Elevations (BFE) not determined, and six (6) crossings are in areas that are minimally flood prone, or No Special Flood Hazard Area (NSFHA). See also Section 4.2 Hydrology and Floodplains for analysis of each site.	FIRM panels 220362 0005B, 220362 0010B, 2203620 0050B, 220362 0085B, 2203620110B, 2203620140B, 220362 0150B, 2203620155B, dated 1/1/92	The applicant is required to coordinate with the local floodplain administrator regarding floodplain permit(s) prior to the start of any activities. New construction must be compliant with current codes and standards. All coordination pertaining to these activities and applicant compliance with any conditions should be documented and copies forwarded to the state and FEMA for inclusion in the permanent project files. As per 44 CFR 9.11 (d) (9), mitigation or minimization standards must be applied, where possible. In particular to these bridge, culvert, and road elevation projects, 44 CFR 9.11 (d) (4), there shall be no encroachments, including fill, new construction, substantial improvements of structures or facilities, or other development within a designated regulatory floodway that would result in any increase in flood levels within the community during the occurrence of the base flood discharge. Until a regulatory floodway is designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within the base floodplain unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community. See also Section 6.0 Conditions and Mitigation Measures.

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Wetlands (Executive Order 11990)	X				EO 11990, Protection of Wetlands, directs Federal agencies to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the values of wetlands for federally funded projects. FEMA regulations for complying with EO 11990 are found at 44 CFR Part 9, Floodplain Management and Protection of Wetlands. U.S. Fish and Wildlife Service (USFWS) - National Wetlands Inventory map http://www.fws.gov/wetlands/Wetlands-Mapper.html queried on 07/16/2015 shows there are mapped wetlands present in the proposed project areas. Per site visit conducted 7/9/2015 to 7/11/2015, EHP reviewers assessed surrounding wetlands. FEMA has initiated consultation with the United States Army Corps of Engineers (USACE).	A SOV was prepared and submitted to the resource agencies, by the FEMA on July 10, 2015. The 30 day response period ends on August 10, 2015, at which time FEMA-EHP will update this EA to reflect comments and conditions received by the regulatory agencies. See Appendix C External Agency Correspondence.	The applicant must coordinate with USACE and obtain all required permits prior to the start of any construction activities. Any changes or modifications to the proposed project will require a revised determination. Off-site locations of activities such as borrow, disposals, haul- and detour roads, and work mobilization site developments may be subject to USACE regulatory requirements. See also Section 6.0 Conditions and Mitigation Measures.

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Surface Water and Water Quality	X				<p>The USACE regulates the discharge of dredged or fill material into waters of the U.S., including wetlands, pursuant to §§ 401 and 404 of the Clean Water Act (CWA). Section 402 of the CWA, entitled National Pollutant Discharge Elimination System (NPDES), authorizes and sets forth standards for state administered permitting programs regulating the discharge of pollutants into navigable waters within the state's jurisdiction. The USACE also regulates the building of structures in waters of the U.S. pursuant to §§ 9 and 10 of the Rivers and Harbors Act (RHA).</p> <p>There is a potential for short-term localized increase in sedimentation during construction at each of the 11 proposed work sites.</p>	<p>A SOV was prepared and submitted to the resource agencies by FEMA on July 10, 2015. The 30 day response period ended on August 10, 2015. See Appendix C External Agency Correspondence.</p>	<p>Applicant must coordinate with USACE prior to the start of construction to acquire any necessary permits.</p> <p>The project results in a discharge to waters of the State; submittal of a Louisiana Pollutant Discharge Elimination System LPDES application is necessary.</p> <p>All precautions must be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one (1) acre. The applicant must contact the LDEQ Water Permits Division at (225) 219-9371 to determine if the proposed project requires a permit. Additional information may be obtained on the LDEQ website at http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx or by contacting the LDEQ Water Permits Division at (225) 219- 9371. If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions must be taken to protect workers from these hazardous constituents. Erosion Control Devices (ECD's) must be used and maintained extensively to prevent any potential direct or indirect adverse impacts to nearby wetland areas per the CWA and EO 11990. Any adverse impacts to adjacent wetlands resulting from the construction of this project will jeopardize receipt of federal funding. See also Section 6.0 Conditions and Mitigation Measures.</p>

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Groundwater	X				<p>The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. Claiborne Parish overlies the Carrizo-Wilcox Aquifer, which is a Sole Source Aquifer. According to the United States Geological Survey (USGS). The project, as proposed, should not have an effect on the quality of the ground water underlying the project site. According to the Louisiana Department of Natural Resources (LDNR) Strategic Online Natural Resources Information System (SONRIS) database, there are no recorded drinking water wells located within the project area or groundwater areas of concern.</p>	<p>A SOV was prepared and submitted to the resource agencies by the FEMA on July 10, 2015. The 30 day response period ended on August 10, 2015. See Appendix C. External Agency Correspondence.</p>	<p>All precautions must be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one (1) acre. The applicant must contact the LDEQ Water Permits Division at (225) 219-3181 to determine if the proposed project requires a permit. Any water system improvements should be coordinated through the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.</p> <p>All precautions should be observed to protect the groundwater of the region. All debris should be disposed of in an approved landfill. If any solid or hazardous waste materials, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, the LDEQ Single-Point-of-Contact will be contacted at (225) 219-3640 to initiate appropriate measures for the proper assessment, remediation, management and disposal of the contaminated material. Additionally, precautions should be taken to protect workers from these hazardous constituents. See also Section 6.0 Conditions and Mitigation Measures.</p>
Wild and Scenic River	X				<p>The Wild and Scenic Rivers Act (WSRA Act), (P. L. 90-543 as amended: 16 U.S.C. 1271-1287) established a method for providing federal protection for certain free-flowing rivers, preserving them and their immediate environments for the use and enjoyment of present and future generations. There are no Wild and Scenic Rivers in the vicinity of the 11 proposed projects.</p>	<p>National Wild and Scenic Rivers http://www.rivers.gov/louisiana.php queried July 15, 2015.</p>	

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Coastal Resources	X				<p>The Coastal Zone Management Act of 1972 (CZMA, or the Act) encourages the management of coastal zone areas and provides grants to be used in maintaining coastal zone areas. It is intended to ensure that federal activities are consistent with state programs for the protection and, where, possible, enhancement of the nation's coastal zones.</p> <p>The project is located in Claiborne Parish which lies outside the Louisiana Coastal Zone; therefore the proposed project is not subject to the rules and regulations of the CZMA.</p> <p>The USFWS regulates federal funding in Coastal Barrier Resource System (CBRS) units under the Coastal Barrier Resources Act (CBRA). This Act protects undeveloped coastal barriers and related areas (<i>i.e.</i>, Otherwise Protected Areas [OPAs]) by prohibiting or limiting direct or indirect Federal funding of projects that support development in these areas.</p> <p>The project is not located within the CBRS.</p>	<p>Louisiana Coastal Zone maps, referenced 5/13/2015.</p> <p>Louisiana CBRS Maps referenced 5/13/2015</p>	
Air Quality	X				<p>The Clean Air Act (CAA) requires the State of Louisiana to adopt ambient air quality standards to protect the public from potentially harmful amounts of pollutants. The LDEQ has designated areas meeting the state's ambient air quality standards by their monitoring and modeling program efforts. During construction, there is potential for a short-term localized increase in vehicle emissions and dust particles. Claiborne Parish airshed is in attainment for all criteria pollutants per the CAA, and is classified as attainment under the National Ambient Air Quality Standards (NAAS), and has no general conformity determination obligations.</p>	<p>A SOV was prepared and submitted to resource agencies by the FEMA on July 10, 2015. The 30 day response period ended on August 10, 2015. See Appendix C External Agency Correspondence.</p>	<p>Vehicle operation times would be kept to a minimum. Area soils must be covered and/or wetted during construction to minimize dust. Any renovation or remodeling must comply with Louisiana Administrative Code (LAC) 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions. See also Section 6.0 Conditions and Mitigation Measures.</p>

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Vegetation and Wildlife	X				<p>The Fish and Wildlife Coordination Act (FWCA) provides the basic authority for the USFWS involvement in evaluating impacts to fish and wildlife from proposed water resource development projects. It requires that fish and wildlife resources receive equal consideration to other project features. It also requires Federal agencies that construct, license or permit water resource development projects to first consult with the Service (and the National Marine Fisheries Service in some instances) and State fish and wildlife agency regarding the impacts on fish and wildlife resources and measures to mitigate these impacts.</p> <p>The 11 proposed project areas are located in rural areas. The project is within road ROWs pre-disturbed waterways No long-term impacts to existing vegetation and wildlife are anticipated.</p>	<p>A SOV was prepared and submitted to resource agencies by the FEMA on July 10, 2015. The 30 day response period ended on August 10, 2015. As previously directed by USFWS, FEMA utilized the self-screening website http://www.fws.gov/lafayette/pdc/default.aspx and made preliminary no effects determination for each of the sites, in reviews dated 7/15/15 through 7/17/15.</p> <p>See Appendix C External Agency Correspondence.</p>	<p>Extreme care must be taken during the construction process through the appropriate use and maintenance of BMP's. See also Section 6.0 Conditions and Mitigation Measures.</p>
Threatened and Endangered Species (Endangered Species Act Section 7)	X				<p>The Endangered Species Act (ESA) of 1973 prohibits the taking of listed, threatened, and endangered species unless specifically authorized by permit from the USFWS or the National Marine Fisheries Service (NMFS). No rare, threatened, or endangered species are present on the site. No impacts to rare, threatened, or endangered species or critical habitats are anticipated as a result of the implementation of the proposed project. No state or Federal parks, wildlife refuges, or wildlife management areas are known at the site.</p>	<p>A SOV was prepared and submitted to resource agencies by the FEMA on July 10, 2015. The 30 day response period ended on August 10, 2015.</p> <p>As previously directed by USFWS, FEMA utilized the self-screening website http://www.fws.gov/lafayette/pdc/default.aspx to make a preliminary no effects determination for each of the sites, in reviews dated 7/15/15 through 7/17/15. See Appendix C External Agency Correspondence.</p>	<p>Any changes to the scope or location of the proposed project or if the project has not been initiated one (1) year from the date of the solicitation of views (July 10, 2016), the applicant is responsible for coordinating with United States Fish and Wildlife Service. See also Section 6.0 Conditions and Mitigation Measures.</p>

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Bald and Golden Eagle Protection Act of 1940 (Title 16 United States Code [USC] §§668-668c)	X				The bald eagle is protected under the Bald and Golden Eagle Protection Act, which prohibits anyone, without permission from the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." Bald eagles are known to occur in Claiborne Parish.	Internet Resource: USFWS Bald Eagle Management Guidelines and Conservation Measures – The Bald and Golden Eagle Protection Act	If a bald eagle or its nest is spotted within 1,500 feet of the project site during the months of October through mid-May, the applicant must cease construction activities and immediately contact LDWF and USFWS. All correspondence must be documented and remain in the project permanent files. See also Section 6.0 Conditions and Mitigation Measures.
Climate Change	X				The proposed drainage improvements within the roadways throughout Claiborne Parish would not significantly adversely affect climate.		

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Cultural Resources (National Historic Preservation Act Section 106)	X				<p>In order to fulfill its Section 106 responsibilities, FEMA has initiated on consultation on this project in accordance with the Louisiana State-Specific Hazard Mitigation Grant Program Programmatic Agreement (LA HMGP PA) dated January 31, 2011, between the Louisiana State Historic Preservation Officer (LA SHPO), the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (LA GOHSEP), Caddo Nation (CN), the Choctaw Nation of Oklahoma (CNO), the Coushatta Tribe of Texas (ACTT), the Jena Band of Choctaw Indians (JBCI), the Mississippi Band of Choctaw Indians (MBCI), the Quapaw Tribe of Oklahoma (QTO), the Tunica-Biloxi Tribe of Louisiana (TBTL), and the Advisory Council on Historic Preservation (http://www.fema.gov/pdf/hazard/hurricane/2005katrina/LA_HMGP%20PA.pdf). The PA was created to streamline the Section 106 review process.</p> <p>FEMA determined that there are no historic properties as defined in 36 CFR 800.16(l) within the Area of Potential Effects (APE) for the eleven Claiborne Parish Drainage Improvement Projects including Barber Creek Road, Columbia Road, Dutchtown Road, Ford Road, Keen Road, Macedonia Road, Maddox Road, Maritzky Road, Red-Adams Road, Sugar Creek Road, and Youngblood Road. Therefore, FEMA has determined a finding of No Historic Properties Affected for this Undertaking (i.e., No Impact to Cultural Resources).</p> <p>However, because the investigations were not exhaustive, the applicant must comply with the National Historic Preservation Act (NHPA) conditions set forth in this EA.</p>	FEMA submitted a finding of No Historic Properties Affected to the LA SHPO and the affected tribes (CN, CNO, ACCT, JBCI, MBCI, QTO, and TBTL) on July 15, 2015 for a 30-day consultation period. FEMA anticipates concurrence from all parties, but no responses have been received to date. See Appendix C External Agency Correspondence.	<p>Louisiana Unmarked Human Burial Sites Preservation Act: If human bone or unmarked grave(s) are present within the project area, compliance with the Louisiana Unmarked Human Burial Sites Preservation Act (R.S. 8:671 et seq.) is required. The applicant shall notify the law enforcement agency of the jurisdiction where the remains are located within twenty-four (24) hours of the discovery. The applicant shall also notify FEMA and the Louisiana Division of Archaeology at 225-342-8170 within seventy-two (72) hours of the discovery.</p> <p>Inadvertent Discovery Clause: If during the course of work, archaeological artifacts (prehistoric or historic) are discovered, the applicant shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. The applicant shall inform their, GOSHEP State Applicant Liaison and Hazard Mitigation Assistance contacts at FEMA, who will in turn contact FEMA Historic Preservation (HP) staff. The applicant will not proceed with work until FEMA HP completes consultation with the SHPO, and others as appropriate. See also Section 6.0 Conditions and Mitigation Measures.</p>

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Environmental Justice Executive Order (EO 12898) Socioeconomics	X				<p>EO 12898, entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” was signed on February 11, 1994. The EO directs federal agencies to make achieving environmental justice part of their missions by identifying and addressing, as appropriate, disproportionately high adverse human health, environmental, economic, and/or social effects of its programs, policies and activities on minority or low-income populations.</p> <p>According to the 2014 U.S. Census Demographic Profile of Claiborne Parish, LA: the total population is 16,412 with 50.7% Black, 47.3% White, and 1.4% Hispanic. The median household income is \$32,996 and 29.7% of the population is below poverty level. The proposed project would reduce flooding, thus providing a benefit to all surrounding populations.</p>	U.S. Census Bureau, American Fact Finder, Data for Claiborne Parish, Louisiana accessed July 2015.	
Resource Recovery and Conservation Act (RCRA)	X				<p>The objectives of the RCRA are to protect human health and the environment from the potential hazards of waste disposal, to conserve energy and natural resources, to reduce the amount of waste generated, and to ensure that wastes are managed in an environmentally sound manner. RCRA regulates the management of solid waste (e.g., garbage), hazardous waste, and underground storage tanks holding petroleum products or certain chemicals.</p> <p>Project involves excavation of soil and existing culvert and/or piping. All materials regulated under RCRA would be handled to comply within regulations.</p>	A SOV was prepared and submitted to resource agencies by the FEMA on July 10, 2015. The 30 day response period ended. See Appendix C External Agency Correspondence.	<p>All demolition and construction debris must be disposed of at a permitted landfill. If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ’s SPOC at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.</p> <p>Unusable equipment, debris and material shall be disposed of in an approved manner and location. In the event significant items (or evidence thereof) are discovered during implementation of the project, applicant shall handle, manage, and dispose of petroleum products, hazardous materials and/or toxic waste in accordance to the requirements and to the satisfaction of the governing local, state and federal agencies. Applicant is responsible for acquiring LDEQ permits for the temporary debris staging and reduction sites (TDSRS) associated with this project prior to project closeout. Failure to provide FEMA with LDEQ approval may jeopardize project funding eligibility. See also Section 6.0 Conditions and Mitigation Measures.</p>

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Noise	X				Noise is commonly defined as unwanted or unwelcomed sound, and most commonly measured in decibels (dB) on the A-weighted scale, which is the scale most similar to the range of sounds that the human ear can hear. Sound is federally regulated by the Noise Control Act of 1972, which charges the EPA with preparing guidelines for acceptable ambient noise levels. EPA guidelines, and those of many other federal agencies, state that outdoor sound levels in excess of 55 dB day-night average sound level are “normally unacceptable” for noise-sensitive land uses including residences, schools, or hospitals. During the construction period there would be a short-term increase in noise levels.		Noise levels by receiving land use in residential, public, commercial, and industrial areas should be limited to varying decibel levels during the “daytime” hours of 7 AM to 7 PM. Construction activities should be limited to this schedule on weekdays. Mitigation and abatement measures would be required to reduce the noise levels to a range that would be considered acceptable. See also Section 6.0 Conditions and Mitigation Measures.
Public Safety and Access	X				Congress passed the Occupational and Safety Health Act to ensure worker and workplace safety. The goal was to make sure employers provide their employees a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. During construction heavy equipment would be located in a populated area. Impacts to public safety and security would be minimized with mitigation measures, including following Occupational Safety and Health Administration (OSHA) regulations.		The contractor must place fencing around the work area perimeters to protect nearby residents from vehicular traffic. To minimize worker and public health and safety risks from project construction and closure, all construction and closure work must be done using qualified personnel trained in the proper use of construction equipment, including all appropriate safety precautions. Additionally, all activities must be conducted in a safe manner in accordance with the standards specified in OSHA regulations and the USACE safety manual. The contractor must post appropriate signage and fencing to minimize potential adverse public safety concerns. See also Section 6.0 Conditions and Mitigation Measures.
Traffic and Transportation	X				Traffic volumes near the respective work access areas would increase temporarily during work activities. Temporary roads and detours are expected, but would be temporary. Normal traffic conditions would return once the projects are complete. The proposed project would increase the height of the road and reduce overtopping during a flooding event, thus allowing traffic to continue to access the roads during a 25-year event.		Appropriate signage and barriers should be in place prior to construction activities in order to alert pedestrians and motorists of project activities and traffic pattern changes. The contractor should implement traffic control measures, as necessary. See also Section 6.0 Conditions and Mitigation Measures.

Resource Area	Impact Negligible	Impact Minor	Impact Moderate	Impact Major	Impact Summary	Agency Coordination / Permits	Mitigation
Hazardous Materials and Toxic Wastes	X				The management of hazardous materials is regulated under various federal and state environmental and transportation laws and regulations, including the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); the Toxic Substances Control Act of 1976 (TSCA); the Emergency Planning and Community Right-to-Know Act; the Hazardous Materials Transportation Act; and the Louisiana Voluntary Investigation and Remedial Action statute. The purpose of the regulatory requirements set forth under these laws is to ensure the protection of human health and the environment through proper management (identification, use, storage, treatment, transport, and disposal) of these materials. Some of these laws provide for the investigation and cleanup of sites already contaminated by releases of hazardous materials, wastes, or substances. Per NEPAAssist database search, there are no Louisiana State Brownfield sites located within 0.5 miles of the site. No Superfund or Toxic Release Inventory sites were listed.	A SOV was prepared and submitted to resource agencies by the FEMA on July 10, 2015. The 30 day response period ended on August 10, 2015. NEPAAssist-USEPA website http://nepassisttool.epa.gov/nepassist/entry.aspx referenced July 15, 2015. See Appendix C External Agency Correspondence.	Appropriate signage and barriers should be in place prior to construction activities in order to alert pedestrians and motorists of project activities and traffic pattern changes. The contractor should implement traffic control measures, as necessary. If hazardous materials are unexpectedly encountered in the project area during the proposed construction operations, appropriate measures for the proper assessment, remediation, management and disposal of the contamination would be initiated in accordance with applicable federal, state, and local regulations. The contractor would be required to take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction area. If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents. The LDNR Office of Conservation should be contacted at (225) 342-5540 if any unregistered wells of any type are encountered during construction work. For pipelines and other underground hazards, Louisiana One Call should be contacted at 800-272-3020 prior to commencing operations. See also Section 6.0 Conditions and Mitigation Measures.

4.2 Hydrology and Floodplains

The applicant's consultant, Cothren, Graff, Smoak Engineering, Inc., (CGSE) studied the current hydrology and hydraulics of the existing and proposed conditions for the 25-year event. Below are current conditions at each site as per the resulting Hydrologic and Hydraulics (H&H) study dated June 2015:

Site 1 - Barber Creek Road (32.899674, -92.775816): Barber Creek serves a drainage area of 1,459 acres. At the 25- year storm the site experiences a peak flow of 619 cubic foot per second (cfs), and a normal water surface elevation of 143 feet.

Site 2 - Columbia Road (33.01780, -93.16646): This tributary of Cypress Creek serves a drainage area of 4.97 square miles (sq. mi.). At the 25-year storm the site experiences a peak flow of 1,382 cfs, and a normal water surface elevation of 275.9 feet.

Site 3 - Dutchtown Road (32.762474, -93.129216): This tributary of Flat Lick Bayou serves a drainage area of 3.93 sq. mi. At the 25-year storm the site experiences a peak flow of 1,645 cfs, and a normal water surface elevation of 261.2 feet.

Site 4 - Ford Road (32.693101, -93.097294): Bear Creek serves a drainage area of 11.98 sq. mi. At the 25-year storm the site experiences a peak flow of 2,525 cfs, and a normal water surface elevation of 272.5 feet.

Site 5 - Keen Road (32.678312, -92.902043): Cox Creek serves a drainage area of 10.12 sq. mi. At the 25-year storm the site experiences a peak flow of 3,204 cfs, and a normal water surface elevation of 178.7 feet.

Site 6 - Macedonia Road (32.619147, -92.863994): Sugar Creek serves a drainage area of 9.49 sq. mi. At the 25-year storm the site experiences a peak flow of 3,886 cfs, and a normal water surface elevation of 208.2 feet.

Site 7 - Maddox Road (32.966426, -93.089542): Middle Fork Bayou D'Arbonne serves a drainage area of 7.22 sq. mi. At the 25-year storm the site experiences a peak flow of 2,385 cfs, and a normal water surface elevation of 253.6 feet.

Site 8 - Maritzky Road (32.789659, -93.125365): This tributary of Flat Lick Bayou serves a drainage area of 1,013 acres. At the 25-year storm the site experiences a peak flow of 379 cfs, and a normal water surface elevation of 254.7 feet.

Site 9 - Red-Adams Road (32.971913, -93.074384): Reeder Creek serves a drainage area of 6.21 sq. mi. At the 25-year storm the site experiences a peak flow of 1,795 cfs, and a normal water surface elevation of 240.9 feet.

Site 10 - Sugar Creek Road (32.658113, -92.928163): Cox Creek serves a drainage area of 5.11 sq. mi. At the 25-year storm the site experiences a peak flow of 2,002 cfs, and a normal water surface elevation of 211.7 feet.

Site 11 - Youngblood Road (32.614134, -93.067578): Moccasin Branch serves a drainage area of 3.6 sq. mi. At the 25-year storm the site experiences a peak flow of 1707 cfs, and a normal water surface elevation of 240.6 feet.

Executive Order (EO) 11988 (Floodplain Management) requires federal agencies to avoid direct or indirect support of development within the 100-year floodplain whenever there is a practicable alternative. A floodplain is defined as the lowland and relatively flat areas adjoining inland and coastal waters, including food-prone areas of off-shore islands, and including at a minimum that area subject to a 1 percent or greater chance of flooding in any given year. FEMA complies with EO 11988 through 44 CFR Part 9, Floodplain Management and Protection of Wetlands. FEMA uses flood insurance rate maps (FIRM) created by the National Flood Insurance program (NFIP).

Claiborne Parish FIRM, 220364 (various, see chart below) B, dated 1/1/1992, where (various, see chart below) are the panel numbers where the project sites would be shown as listed in the table below. The effective FIRM is a letter converted Flood Hazard Boundary Map. There is only one (1) zone, which is an “A” zone, shown on the FIRM. Zone “A” is a Special Flood Hazard Area (SFHA), Base Food Elevations (BFE) not determined. Either sites are in zone a special flood hazard area, or they are not. If not in the SFHA, there is no zone label. Six (6) of the sites are located in minimally flood prone areas, outside the SFHA (NSFHA). Five (5) sites are located within an A zone, a SFHA, BFE not determined.

Table 2. FIRM Panels and Floodplain Designations of Project Sites.

Location*	Latitude	Longitude	FIRM 220364	Flood Zone
Barber Creek *	32.899674	-92.775816	0050B	NSFHA**
Columbia _N	33.017800	-93.166460	0005B*	NSFHA
Dutchtown _o	32.762474	-93.129216	0085B	NSFHA
Ford	32.693101	-93.097294	0110B	A
Keen _S	32.678312	-92.902043	0140B	A
Macedonia _p	32.619147	-92.863994	0155B	A
Maddox _e	32.966426	-93.089542	0010B*	NSFHA
Maritzky _c	32.789659	-93.125365	0085B	NSFHA
Red Adams _i	32.971913	-93.074384	0010B*	NSFHA
Sugar Creek	32.658113	-92.928163	0140B	A
Youngblood _F	32.614134	-93.067578	0130B	A

** Flood Hazard Area (minimally flood prone)

* Panel not printed, all minimally flood prone

ALTERNATIVE 1: NO ACTION is not considered a feasible alternative as it would leave these roads subject to frequent flooding, continuing frequent closures and associated repair or replacement without increased capacities or elevation of the roads. No Action could also result in a life and safety risk for the area residents and any potential rescuers.

ALTERNATIVE 2: Preferred Action: Combination of Culvert Installations and Roadway Elevation would prevent the roads from flooding up to the 25-year event. This proposed action is designed to alleviate roadway flooding up to the 25-year event; therefore, the H&H study conducted on June 2015 did not study effects past the 25-year event. Per the study the proposed actions would not have any upstream or downstream impacts for the any insurable structures, at these rural road sites. Below summarizes the results of the post improvement conditions at each site according to the June 2015 H&H study:

Site 1 - Barber Creek Road (32.899674, -92.775816)

As mentioned above, the peak flow at the 25-year event is 615 cfs. The design discharge of 25-year recurrence would retain a normal water surface elevation at 143.0 feet during the peak flow. The road embankment would be elevated to 144.0 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 2 - Columbia Road (33.01780, -93.16646)

The proposed project would accommodate the peak flow at the 25-year event. The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 275.9 feet to 277.1 feet. The road embankment would be elevated to 277.5 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 3 – Dutchtown Road (32.762474, -93.129216)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 261.2 to 261.4 feet while accommodating the peak flow. The road embankment would be elevated to 277.5 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 4 – Ford Road (32.693101, -93.097294)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 272.5 feet to 274.2 feet while accommodating the peak flow. The road embankment would be elevated to 275 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 5 – Keen Rd (32.678312, -92.902043)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 178.8 feet to 179.8 feet while accommodating the peak flow. The road embankment would be elevated to 180.5 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 6 - Macedonia Road (32.619147, -92.863994)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 208.2 feet to 210.2 feet while accommodating the peak flow. The road embankment would be elevated to 210.4 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 7 – Maddox Road (32.966426, -93.089542)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 253.6 feet to 256.3 feet while accommodating the peak flow. The road embankment would be elevated to 256.5 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 8 – Maritzky Road (32.789659, -93.125365)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 254.7 feet to 258.7 feet while accommodating the peak flow. The road embankment would be elevated to 259.5 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 9 - Red-Adams Road (32.971913, -93.074384)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 240.9 feet to 242.4 feet while accommodating the peak flow. The road embankment would be elevated to 243.0 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 10 - Sugar Creek Road (32.658113, -92.928163)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 211.7 feet to 214.4 feet while accommodating the peak flow. The road embankment would be elevated to 215.0 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Site 11 – Youngblood Road (32.614134, -93.067578)

The design discharge of 25-year recurrence would see an increase of normal water surface elevation from 240.6 feet to 242.6 feet while accommodating the peak flow. The road embankment would be elevated to 243.0 feet, thereby preventing the road from being overtopped during the 25-year discharge.

Backwater impacts would increase upstream of the proposed crossings due to elevating the roadway embankments to just above the 25-year design flows, even with the greater flow capacity of the new structures and culvert systems. The improvements will not modify the downstream flooding conditions, as these are currently not restricted by other structural impediments from their natural, open fields and forested conditions. No buildings are impacted by these site improvements.

Per the information summarized in Table 2 - FIRM Panels and Floodplain Designations of Project Sites - the water crossings are either inside or outside the special flood hazard areas (SFHA) shown on the Claiborne Parish, Unincorporated Areas, 220362 FIRM panels, dated 1/1/1992. Six (6) sites are outside the SFHA per unpublished panels 220362 0005B (Columbia Road), 220362 0010B (Red Adams and Maddox crossings), and per plotted positioning on 220362 0050B (Barber Creek Rd), or 220362 0085B (Dutchtown and Maritzky crossings). According to the FEMA FIRM Panel 220362 0110B, the Ford crossing is in zone A, per 220362 0140B, Keen and Sugar Creek crossings are in zone A. The applicable FIRM panels have been included in Appendix E.

In accordance with EO 11988 (Floodplain Management) and EO 11990 (Wetland Protection), an 8 Step-Process assessment was prepared by FEMA to evaluate the impacts related to the construction of the Proposed Action within the 100-year floodplain (Appendix E). The 8-Step Process reviewed practicable alternatives, identified direct and indirect impacts, minimization and mitigation of impacts, and provided an evaluation of the Proposed Action's location within the floodplain. Based on the 8-Step Process evaluation, FEMA has determined that no other practicable alternative to the Proposed Action would meet the purpose and need of the project.

Only Ford, Keen, Macedonia, Sugar Creek and Youngblood crossings are within a special flood hazard area, the impacts at these five (5) sites will be addressed in more detail in steps 4-6 of the 8-step review document. The other six (6) sites are outside the SFHA, and have no impact on the base flood conditions in Claiborne Parish. All of these activities should be coordinated and comply with local floodplain administration and ordinance. All coordination pertaining to these activities and applicant compliance with any conditions should be documented and copies forwarded to the state and FEMA for inclusion in the permanent project files. As per 44 CFR 9.11 (d) (9), mitigation or minimization standards must be applied, where possible. In particular to these bridge, culvert, and road elevation projects, 44 CFR 9.11 (d) (4), there shall be no encroachments, including fill, new construction, substantial improvements of structures or facilities, or other development within a designated regulatory floodway that would result in any increase in flood levels within the community during the occurrence of the base flood discharge. Until a regulatory floodway is designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within the base floodplain unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

No significant direct impact would occur to floodplains under the Proposed Action; however, indirect short-term impacts to the surrounding area could occur during construction. Construction BMPs will be included into the daily construction activities.

See other conditions found in Section 6.0 Conditions intended to protect floodplains and hydrology against adverse impacts.

5.0 CUMULATIVE IMPACTS

The CEQ's regulations state that cumulative impacts represent the "impact on the environment which results 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 (40 CFR 1508.7).

In its comprehensive guidance on cumulative impacts analysis under NEPA, the CEQ notes that: “the range of actions that must be considered includes not only the project proposal, but all connected and similar actions that could contribute to cumulative effects” (CEQ, 1997). The term “similar actions” may be defined as “reasonably foreseeable or proposed agency actions [with] similarities that provide a basis for evaluating the environmental consequences together, such as common timing or geography” (40 CFR 1508.25[a][3]; see also 40 CFR 1508.25[a][2] and [c]).

Not all potential issues identified during cumulative effects scoping need be included in an EA. Because some effects may be irrelevant or inconsequential to decisions about the proposed action and the alternative, the focus of the cumulative effects analysis should be narrowed to important issues of national, regional, or local significance.

To assist agencies in this narrowing process, CEQ lists seven (7) basic questions, including: (1) is the proposed action one (1) of several similar past, present, or future actions in the same geographic area; (2) do other activities (governmental or private) in the region have environmental effects similar to those of the proposed action; (3) have any recent or ongoing NEPA analyses of similar actions or nearby actions identified important adverse or beneficial cumulative effect issues; and, (4) has the impact been historically significant, such that the importance of the resource is defined by past loss, past gain, or investments to restore resources (CEQ, 1997).

It is normally insufficient when analyzing the contribution of a proposed action to cumulative effects to merely analyze effects within the immediate area of the proposed action (CEQ, 1997, pg. 12). Geographic boundaries should be expanded for cumulative effects analysis, and conducted on the scale of human communities, landscapes, watersheds, or airsheds. Temporal frames should be extended to encompass additional effects on the resources, ecosystems, and human communities of concern. A useful concept in determining appropriate geographic boundaries for a cumulative effects analysis is the project impact zone; that is, the area (and resources within that area) that could be affected by the proposed action. The area appropriate for analysis of cumulative effects will, in most instances, be a larger geographic area occupied by resources outside of the project impact zone.

FEMA has determined that a 2.5 mile radius around each site would serve as an appropriate boundary for a cumulative impact analysis of the proposed action and the alternative. A map representing FEMA-funded projects within Claiborne Parish can be found on the last page of Appendix A. No FEMA-funded projects are found within these boundaries. However, parish wide FEMA has funded 15 projects since Hurricane Katrina. Through the Public Assistance program FEMA has funded 11 Category B (Emergency Protective Measures) and three (3) Category E (Public Buildings) projects. One (1) other project has been funded through FEMA’S HMGP.

In accordance with NEPA, and to the extent reasonable and practicable, this EA considered the combined effects of the Proposed Action Alternative, as well as other actions undertaken by FEMA and other public and private entities that also affect environmental resources the proposed action would affect, and that occur within the considered geographic area and temporal frame(s).

Specifically, a range of past, present, and reasonably foreseeable actions undertaken by FEMA within the designated geographic boundary area were reviewed: (1) for similarities such as scope of work, common timing, and geography; (2) to determine environmental effects similar to those of the proposed action, if any; and (3) to identify the potential for cumulative impacts. As part of the cumulative effects analysis, FEMA also reviewed known past, present, and reasonably foreseeable projects of Federal resource agencies and other parties within the designated geographic boundary.

These reviews were performed in order to assess past proposed actions, as well as the effects of completed and ongoing actions in order to determine whether the incremental impacts of the current proposed action, when combined with the effects of other past, present, and reasonably foreseeable future projects, are cumulatively considerable or significant.

From August 2005 continuing to July 2015, within the Claiborne Parish geographic area, several Public Assistance, HMGP and non-FEMA funded, debris removal, protective measures, mitigation, and repair projects have occurred, are occurring, or are reasonably foreseen to occur (developed with enough specificity to provide useful information to a decision maker and the interested public) to buildings, roads and bridges, recreational and educational facilities, public utilities, waterways, and more. All FEMA funded actions are subject to various levels of environmental review as a requirement for the receipt of Federal funding. An applicant's failure to comply with any required environmental permitting or other condition is a serious violation which can result in the loss of Federal assistance, including funding.

FEMA has determined that the incremental effects of the other infrastructure recovery and improvement actions are likely to be similar to the impacts and effects this EA previously described for the present proposed action, in that the effects to socioeconomic resources are expected to be beneficial, and effects to other resources expected to be either non-existent or minimal and temporary. FEMA has further determined that the incremental impact of the present proposed project, when combined with the effects of other past, present, and reasonably foreseeable future projects, is neither cumulatively considerable nor significant.

These infrastructure actions, some of which have already occurred, and many of which will occur concurrent with and/or subsequent to the proposed action, are necessary as a result of ongoing flooding and inundation. In reviewing impacts, socioeconomic resources were identified as having the most potential to experience cumulative effects.

Considered in relation to past, present, and reasonably foreseeable future actions, the cumulative impact of the proposed action to the built and natural environment would be minimal, would be beneficial rather than detrimental, and is not expected to contribute to any adverse effects or to otherwise significantly affect the human or natural environment.

6.0 CONDITIONS AND MITIGATION MEASURES

The applicant is required to comply with all federal, state, and local laws, regulations, and executive orders, failure to do so will jeopardize federal funding.

- Implement construction Best Management Practices (BMPs); install silt fences/straw bales to reduce downslope sedimentation. Area soils must be covered and/or wetted during construction.
- If fill is stored on site as part of unit installation or removal, the contractor is required to appropriately cover it.
- Construction contractor is required to obtain applicable Louisiana Pollutant Discharge Elimination System (LPDES) permit, and implement stormwater pollution prevention plan.
- The applicant is required to coordinate with the local floodplain administrator regarding floodplain permit(s) prior to the start of any activities.
- New construction must be compliant with current codes and standards. All coordination pertaining to these activities and applicant compliance with any conditions should be documented and copies forwarded to the state and FEMA for inclusion in the permanent project files.
- As per 44 CFR 9.11 (d) (9), mitigation or minimization standards must be applied, where possible. In particular to these bridge, culvert, and road elevation projects, 44 CFR 9.11 (d) (4), there shall be no encroachments, including fill, new construction, substantial improvements of structures or facilities, or other development within a designated regulatory floodway that would result in any increase in flood levels within the community during the occurrence of the base flood discharge. Until a regulatory floodway is designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within the base floodplain unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one (1) foot at any point within the community.
- All coordination pertaining to these activities and applicant compliance with any conditions should be documented and copies forwarded to the state and FEMA for inclusion in the permanent project files.

- Any changes or modifications to the proposed project will require a revised determination. Off-site locations of activities such as borrow, disposals, haul- and detour roads, and work mobilization site developments may be subject to USACE regulatory requirements.
- Applicant must coordinate with USACE prior to the start of construction to acquire any necessary permits.
- All precautions must be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one (1) acre. The applicant must contact the LDEQ Water Permits Division at (225) 219-9371 to determine if the proposed project requires a permit.
- Erosion Control Devices (ECD's) must be used and maintained extensively to prevent any potential direct or indirect adverse impacts to nearby wetland areas per the CWA and EO 11990. Any adverse impacts to adjacent wetlands resulting from the construction of this project will jeopardize receipt of federal funding.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions must be taken to protect workers from these hazardous constituents.
- The contractor must observe all precautions to protect the groundwater of the region.
- All debris should be disposed of in an approved landfill.
- Vehicle operation times would be kept to a minimum. Area soils must be covered and/or wetted during construction to minimize dust.
- Any changes to the scope or location of the proposed project or if the project has not been initiated one (1) year from the date of the solicitation of views (July 10, 2016), the applicant is responsible for coordinating with United States Fish and Wildlife Service.
- If a bald eagle or its nest is spotted within 1,500 feet of the project site during the months of October through mid-May, the applicant must cease construction activities and contact LDWF and USFWS immediately. All correspondence must be documented and remain in the project permanent files.

- If during the course of work, archaeological artifacts (prehistoric or historic) are discovered, the applicant shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. The applicant shall inform their HMGP (HMGP) contacts at FEMA, who will in turn contact FEMA Historic Preservation (HP) staff. The applicant will not proceed with work until FEMA HP completes consultation with the SHPO, and others as appropriate.
- If human bone or unmarked grave(s) are present within the project area, compliance with the Louisiana Unmarked Human Burial Sites Preservation Act (R.S. 8:671 et seq.) is required. The applicant shall notify the law enforcement agency of the jurisdiction where the remains are located within twenty-four (24) hours of the discovery. The applicant shall also notify FEMA and the Louisiana Division of Archaeology at 225-342-8170 within seventy-two (72) hours of the discovery.
- Any fill or borrow material used must be sourced from areas that do not contain any buried cultural materials (e.g. brick foundations, prehistoric Indian artifacts, human burials, and the like).
- Unusable equipment, debris and material shall be disposed of in an approved manner and location. In the event significant items (or evidence thereof) are discovered during implementation of the project applicant shall handle, manage, and dispose of petroleum products, hazardous materials and/or toxic waste in accordance to the requirements and to the satisfaction of the governing local, state and federal agencies. Applicant is responsible for acquiring LDEQ permits for the temporary debris staging and reduction sites (TDSRS) associated with this project prior to project closeout. Failure to provide FEMA with LDEQ approval may jeopardize project funding eligibility.
- Claiborne Parish limits noise levels by receiving land use in residential, public, commercial, and industrial areas to decibel levels of 60 during the “daytime” hours of 7 AM to 7 PM. Construction activities should be limited to this schedule on weekdays. Mitigation and abatement measures will be required to reduce the noise levels to a range that would be considered acceptable.
- To minimize worker and public health and safety risks from project construction and closure, all construction and closure work must be done using qualified personnel trained in the proper use of construction equipment, including all appropriate safety precautions. Additionally, all activities must be conducted in a safe manner in accordance with the standards specified in OSHA regulations and the USACE safety manual.
- Area soils must be covered and/or wetted during construction to minimize dust.

- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- All demolition and construction debris must be disposed of at a permitted landfill.
- The contractor must post appropriate signage, barriers, and fencing to minimize potential adverse public safety concerns, and to protect nearby residents from vehicular traffic. The contractor should implement traffic control measures, as necessary.
- If hazardous materials are unexpectedly encountered in the project area during the proposed construction operations, appropriate measures for the proper assessment, remediation, management and disposal of the contamination would be initiated in accordance with applicable federal, state, and local regulations. The contractor would be required to take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction area.
- The LDNR Office of Conservation should be contacted at (225) 342-5540 if any unregistered wells of any type are encountered during construction work.
- For pipelines and other underground hazards, Louisiana One Call should be contacted at 800-272-3020 prior to commencing operations.

Failure to comply with these conditions may make part or all of these projects ineligible for FEMA funding.

7.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

7.1 Agency Coordination

U.S. Army Corps of Engineers (USACE)

Louisiana Department of Environmental Quality (LDEQ)

Louisiana Department of Natural Resources (LDNR)

Louisiana Department of Wildlife and Fisheries (LDWF)

Environmental Protection Agency (EPA)

U.S. Department of Agriculture - Natural Resources Conservation Service

Louisiana State Historic Preservation Officer (SHPO)

U.S. Fish and Wildlife Service (USFWS)

7.2 Public Involvement

The draft EA and draft FONSI was available for review at the Claiborne Parish Library located at 909 Edgewood Drive in Homer, LA 71040, Monday – Friday 8A – 6P, Saturday 9A – 1P, closed Sundays and holidays; and the Joe W. Webb Memorial Library located at 1919 Main St, Haynesville, LA 71038, Monday – Friday 9A – 5P (closed 12P – 1P, daily), closed Saturday and Sunday. The public notice ran in the local newspaper, The Guardian Journal July 30, 2015 and August 6, 2015. It was also published in the official journal of record for Claiborne Parish: The Haynesville News, July 23, 2015 and July 30, 2015. The documents can also be downloaded from FEMA’s website at <http://www.fema.gov/resource-document-library>. There was a fifteen (15) day comment period, beginning on July 23, 2015 and concluding on August 7, 2015 at 4P.

8.0 CONCLUSION

Construction of the proposed improvements at the 11 locations of the Claiborne Parish Police Jury Flood Mitigation Project was analyzed based on the studies, consultations, and reviews undertaken as reported in this draft EA. The findings of this EA conclude that the proposed action at the proposed site would result in no significant adverse impacts to geology, groundwater, floodplains, public health and safety, hazardous materials, socioeconomic resources, environmental justice, or cultural resources are anticipated under the Proposed Action Alternative.

During project construction, short-term impacts to soils, surface water, transportation, air quality, and noise are anticipated and conditions have been incorporated to mitigate and minimize the effects. Project short-term adverse impacts would be mitigated using BMPs, such as silt fences, proper vehicle and equipment maintenance, and appropriate signage. No long-term adverse impacts are anticipated from the proposed project. Therefore, FEMA presently finds the proposed action meets the requirements for a FONSI under NEPA and the preparation of an EIS will not be required.

If new information is received that indicates there may be significant adverse effects, then FEMA would revise the findings and issue a second public notice, for additional comments. However, if there are no changes, this Draft EA will become the Final EA.

9.0 REFERENCES

Claiborne Parish Police Jury FEMA Participation Flood Mitigation Project Hydrologic and Hydraulic Report (H & H Study). November 14, 2012, with Addendum February 12, 2015. Prepared by Cothren, Graff, Smoak Engineering, Inc.

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[Online]: http://oaspub.epa.gov/enviro/bms_report.get_list?juris_value=&juris_search_type=Beginning+With&juris_type_label=-1&state_code=LA&zip_code=&proj_value=&proj_search_type=Beginning+With&rec_value=&rec_search_type=Beginning+With&cfda_type=NULL&CFDA_ID=&prop_value=&prop_search_type=Beginning+With&propaddr_name=&propcity_name=&propstate_code=LA
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10.0 LIST OF PREPARERS

Tiffany Winfield, Deputy Environmental Liaison Officer
Federal Emergency Management Agency, Louisiana Recovery Office

Merina Christoffersen, Environmental Specialist
Federal Emergency Management Agency, Louisiana Recovery Office

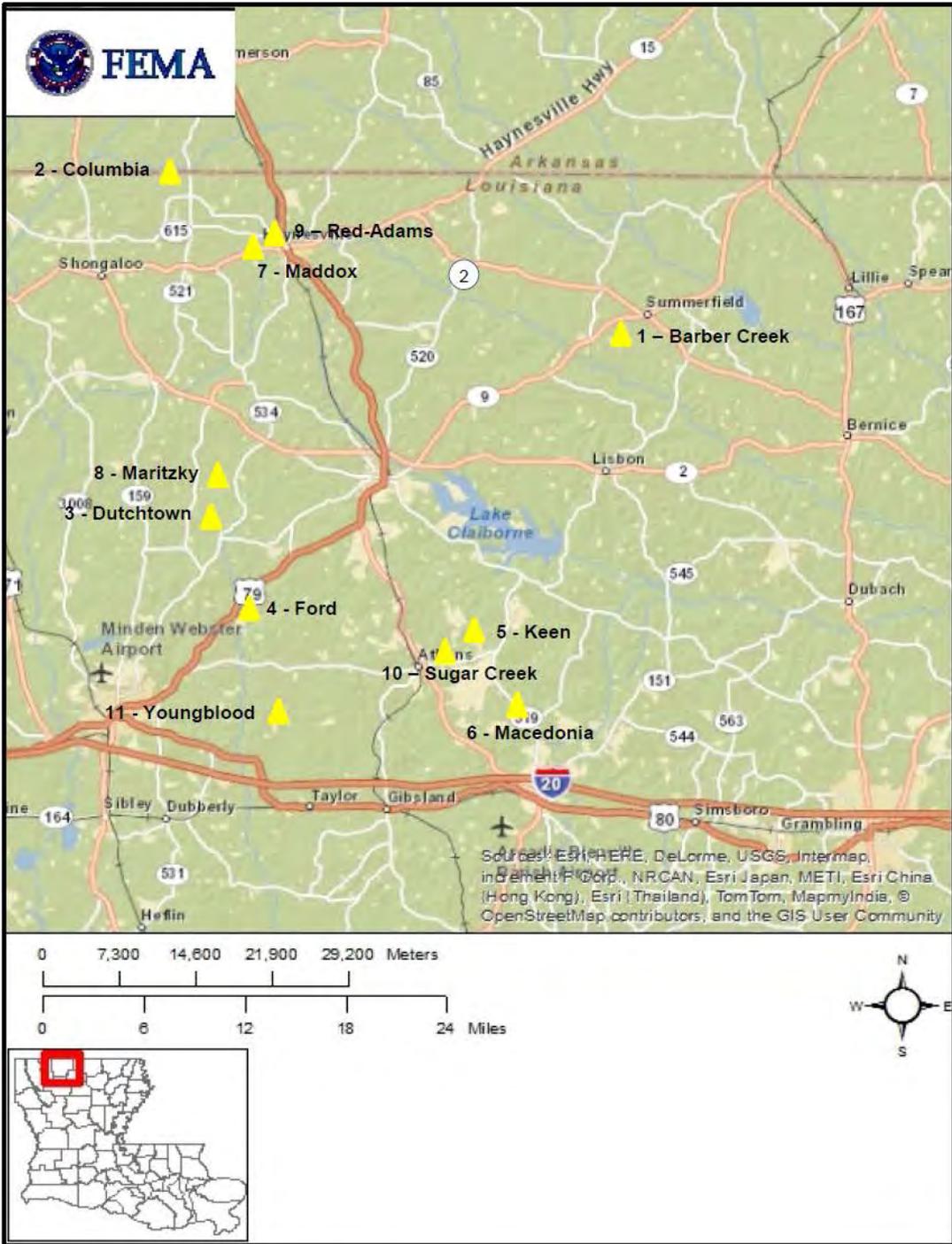
Melanie Pitts, Lead Environmental Preservation Specialist
Federal Emergency Management Agency, Louisiana Recovery Office

Maria M. Tavaszi, Archaeologist
Federal Emergency Management Agency, Louisiana Recovery Office

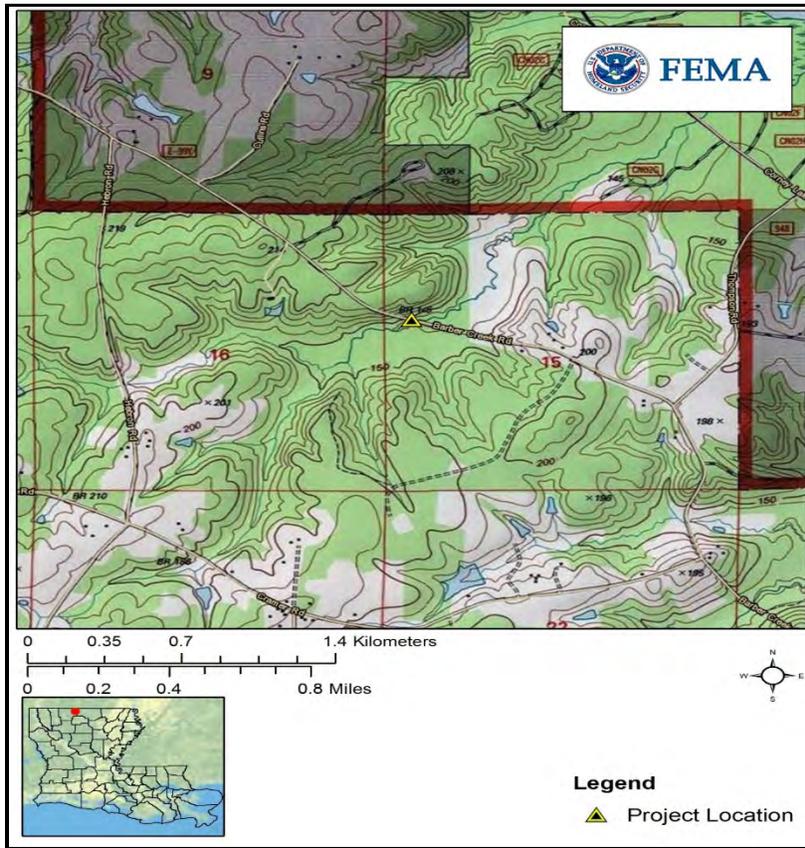
Joan Gillard, Historic Preservation Specialist
Federal Emergency Management Agency, Louisiana Recovery Office

Jason Emery, Lead Historic Preservation Specialist
Federal Emergency Management Agency, Louisiana Recovery Office

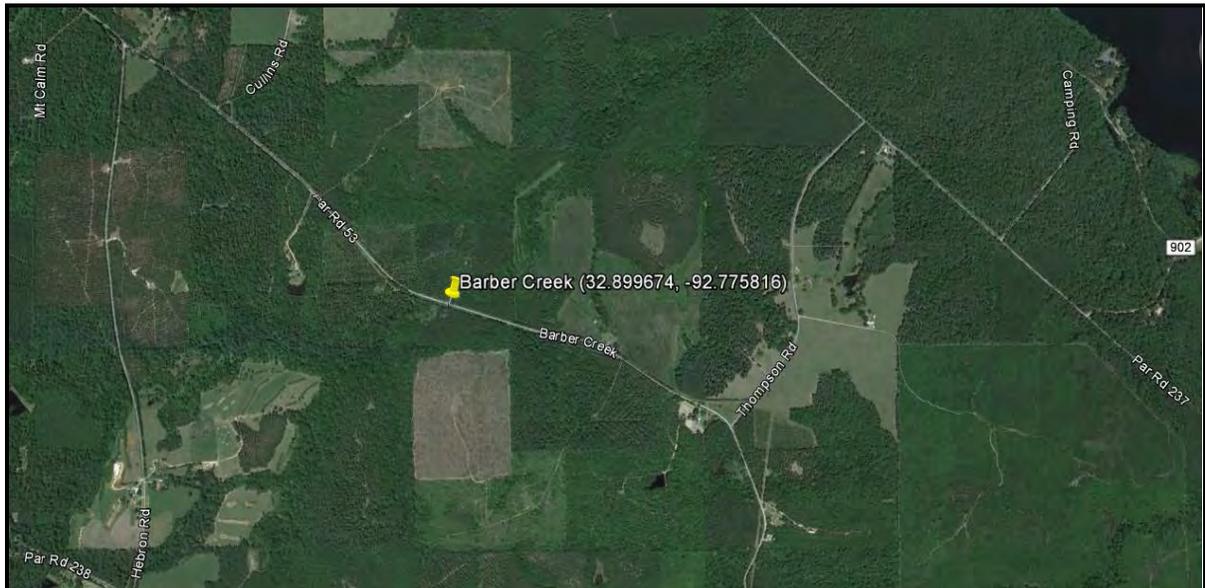
APPENDIX A
FIGURES AND CUMULATIVE
IMPACTS MAP



Overview map of Claiborne Parish showing 11 project locations.



Site 1. Barber Creek Road (32.899674, -92.775816) USGS topo map showing project location.



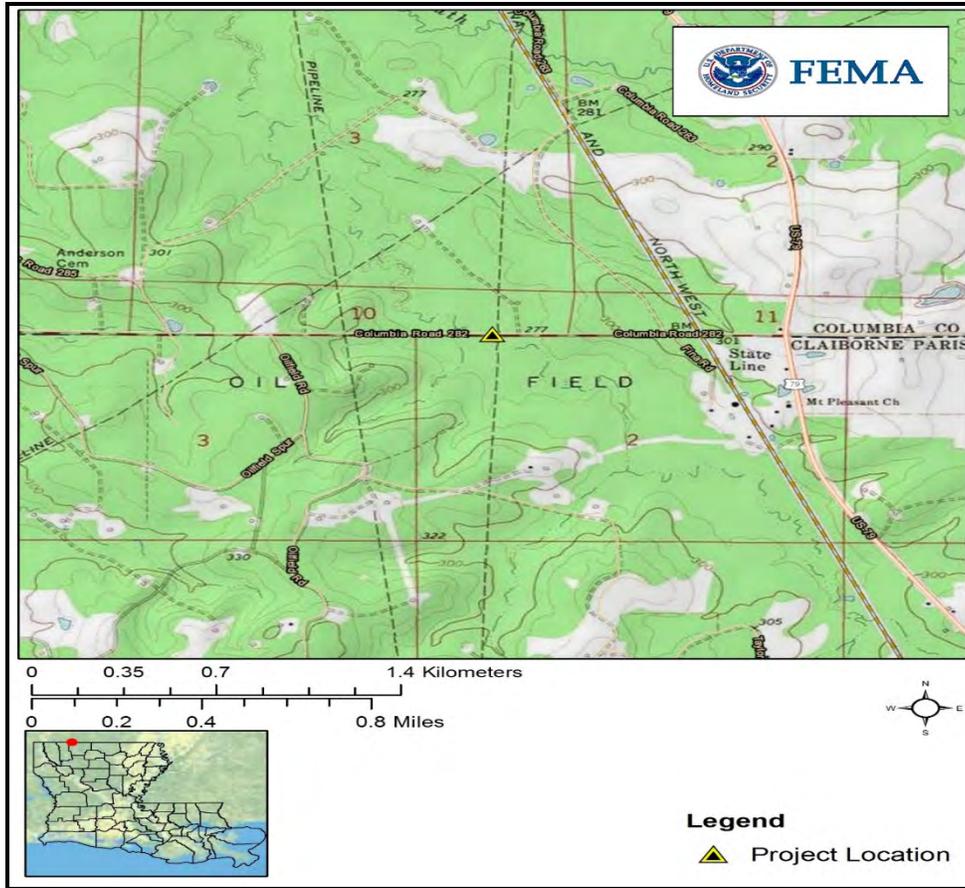
Site 1. Barber Creek Road (32.899674, -92.775816) Aerial Map Location from Google Earth.



Site 1. Barber Creek Road (32.899674, -92.775816) Existing conditions facing east.



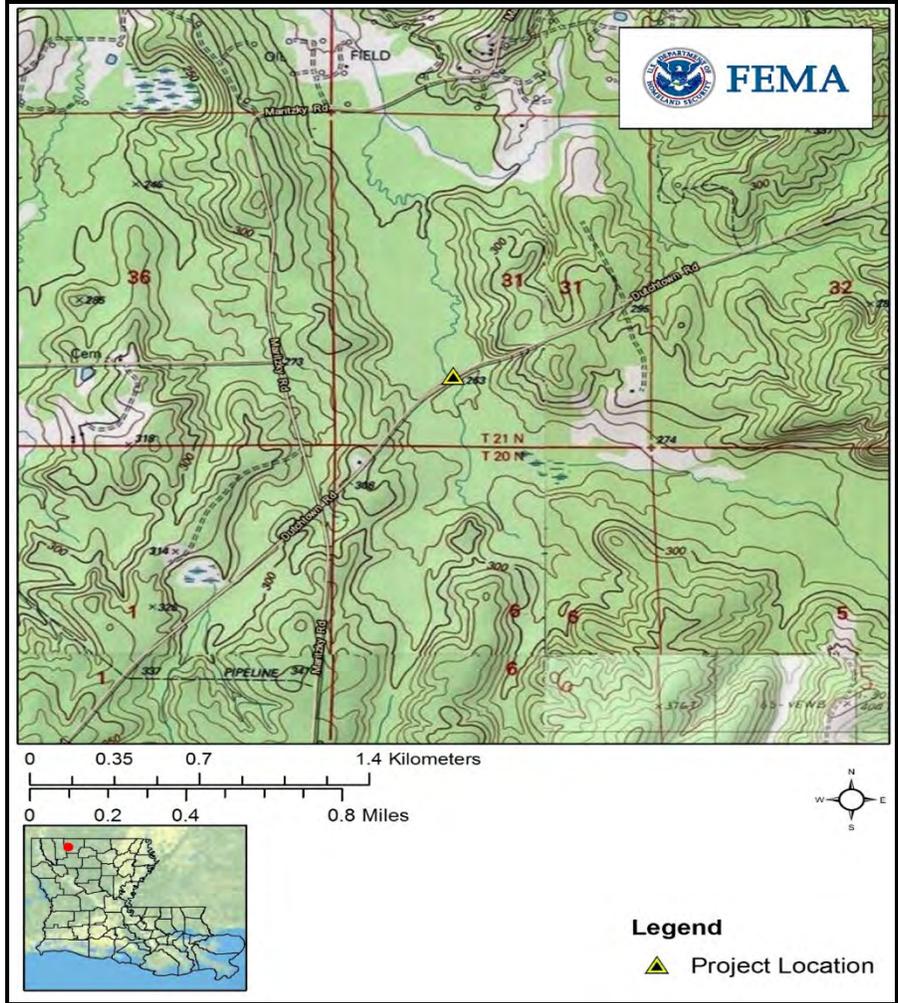
Site 1. Barber Creek Road (32.899674, -92.775816) Project area overview facing southeast.



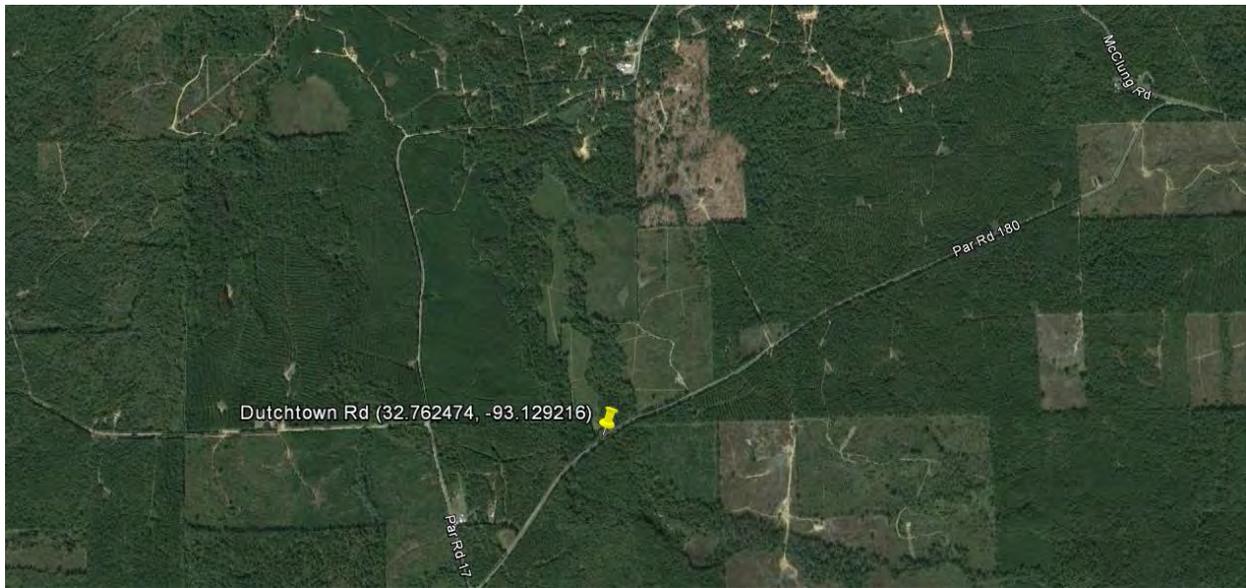
Site 2. Columbia Road (33.01780, -93.16646) Topographic map showing project location.



Site 2. Columbia Road (33.01780, -93.16646) location from Google Earth.



Site 3. Dutchtown Road (32.762474, -93.129216) Topographic map showing project location.



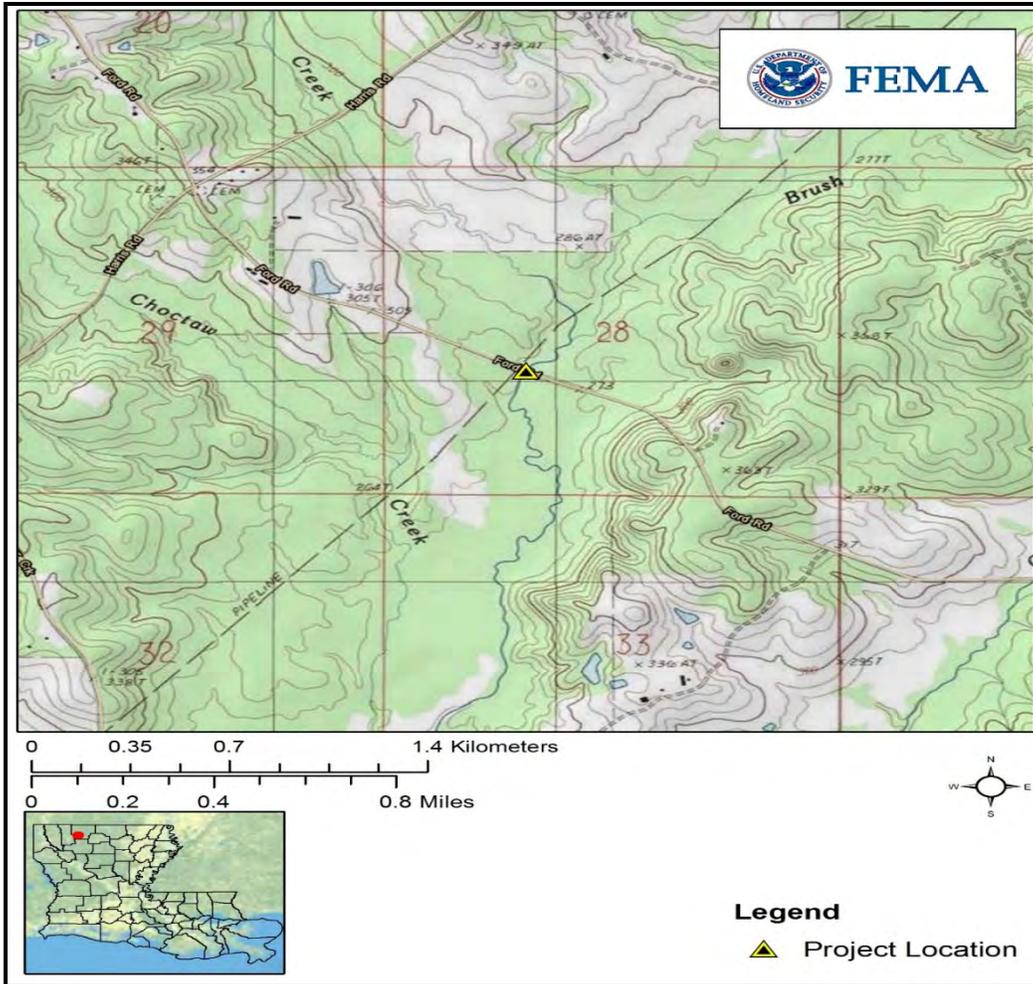
Site 3. Dutchtown Road (32.762474, -93.129216) Aerial map of the location from Google Earth.



Site 3. Dutchtown Road (32.762474, -93.129216) Existing conditions facing east.



**Site 3. Dutchtown Road (32.762474, -93.129216)
Project area overview of area facing northeast.**



Site 4. Ford Road (32.693101, -93.097294) Topographic map showing project location.



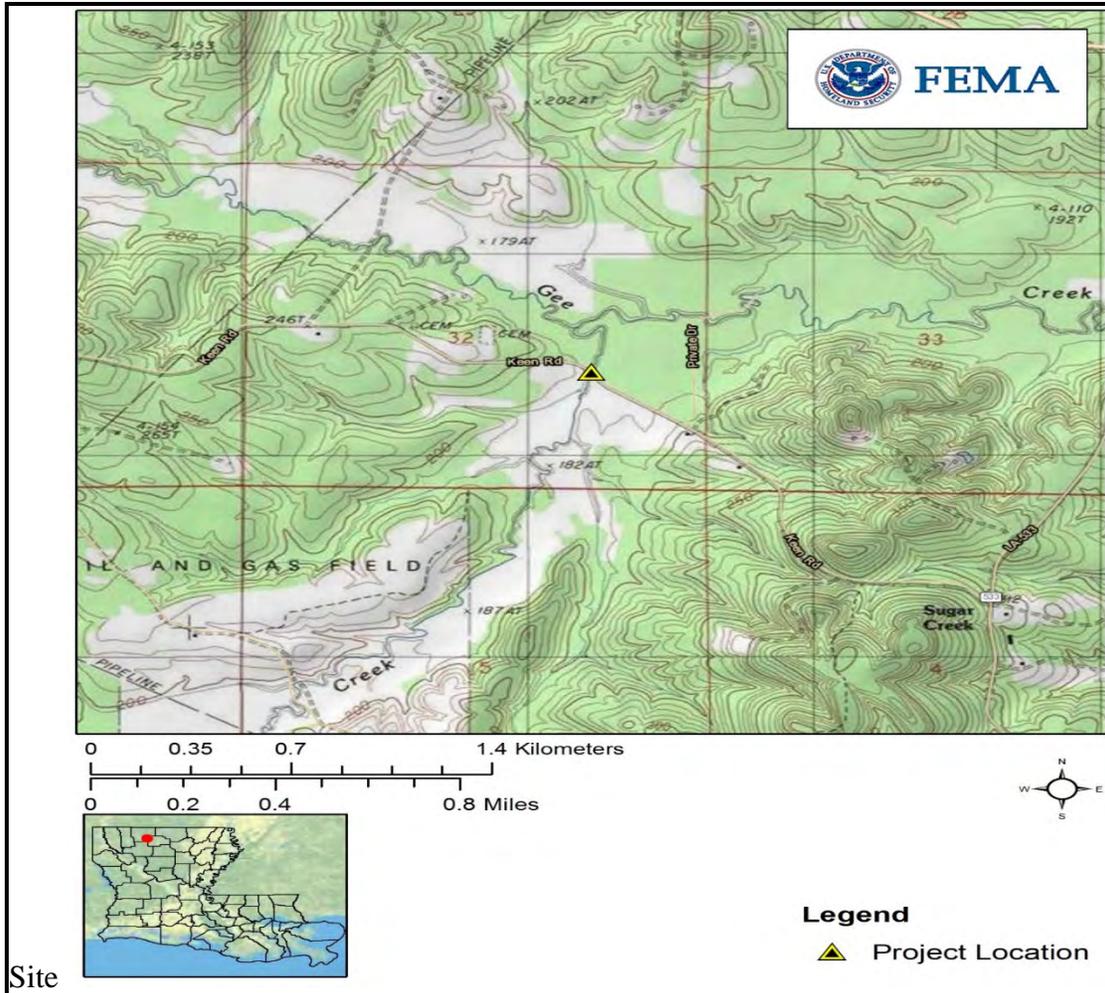
Site 4. Ford Road (32.693101, -93.097294)
Aerial map of the location from Google Earth.



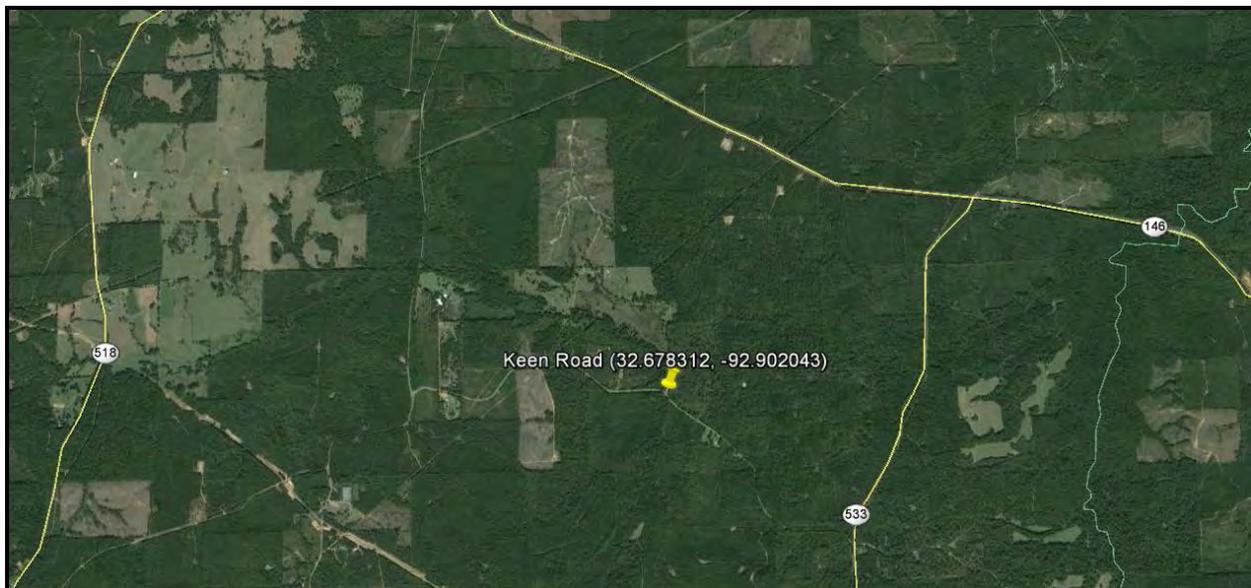
Site 4. Ford Road (32.693101, -93.097294) Existing conditions facing northwest.



Site 4. Ford Road (32.693101, -93.097294) Project area overview facing southeast.



Site 5. Keen Rd (32.678312, -92.902043) Topographic map showing project location.



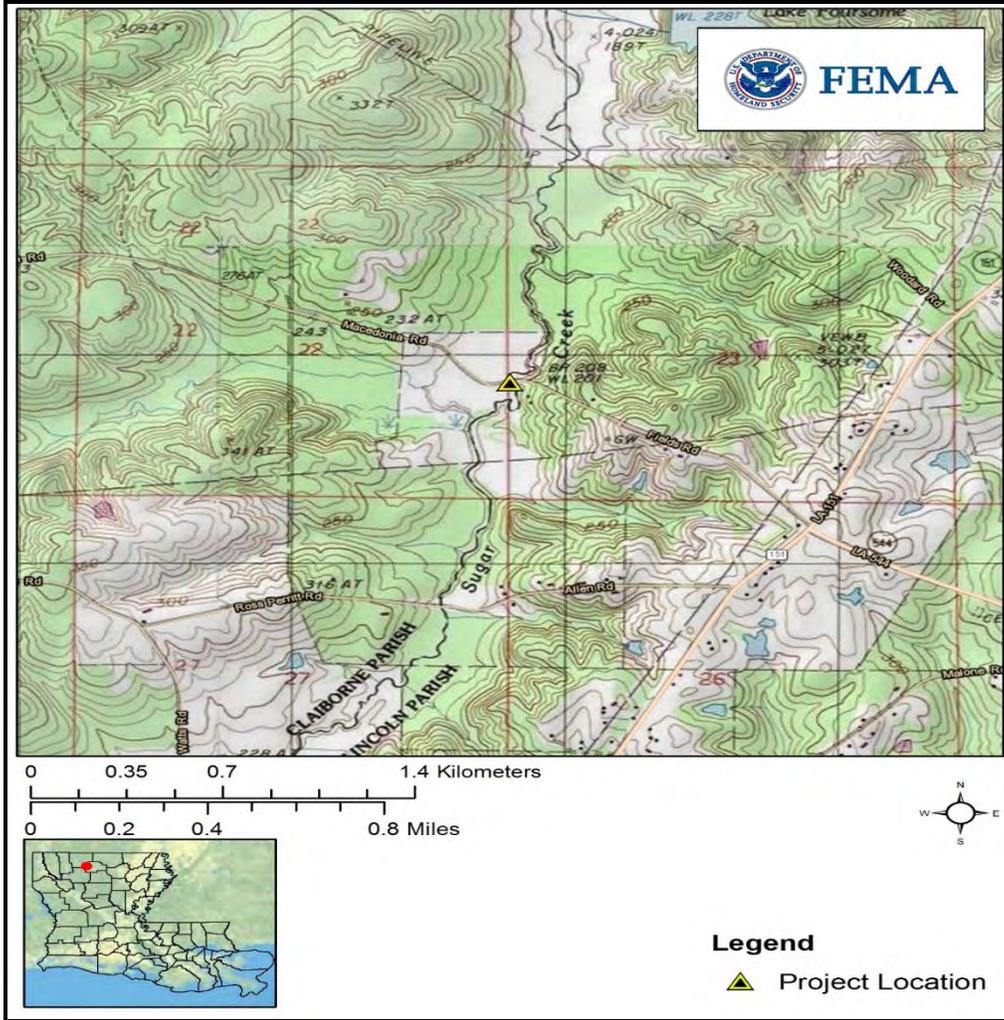
Site 5. Keen Rd (32.678312, -92.902043) Aerial map of the location from Google Earth.



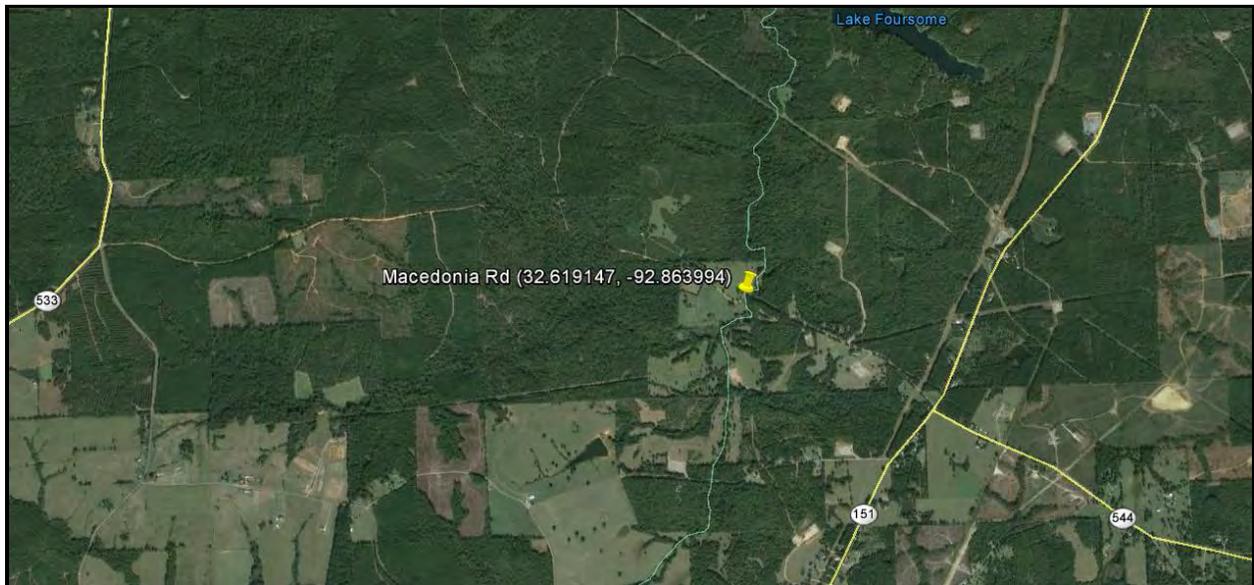
Site 5. Keen Rd (32.678312, -92.902043) Existing conditions facing west.



Site 5. Keen Rd (32.678312, -92.902043) Project area overview facing southeast.



Site 6. Macedonia Road (32.619147, -92.863994) Topographic map showing project location.



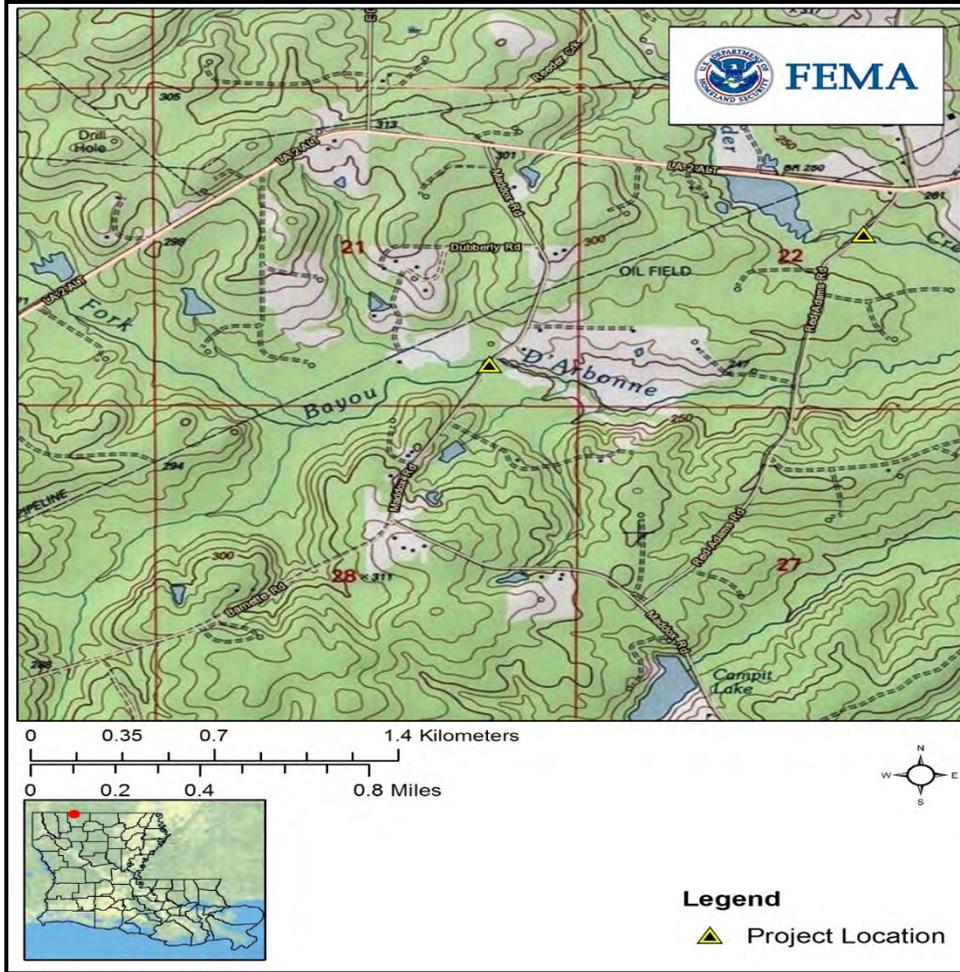
Site 6. Macedonia Road (32.619147, -92.863994) Aerial map of the location from Google Earth.



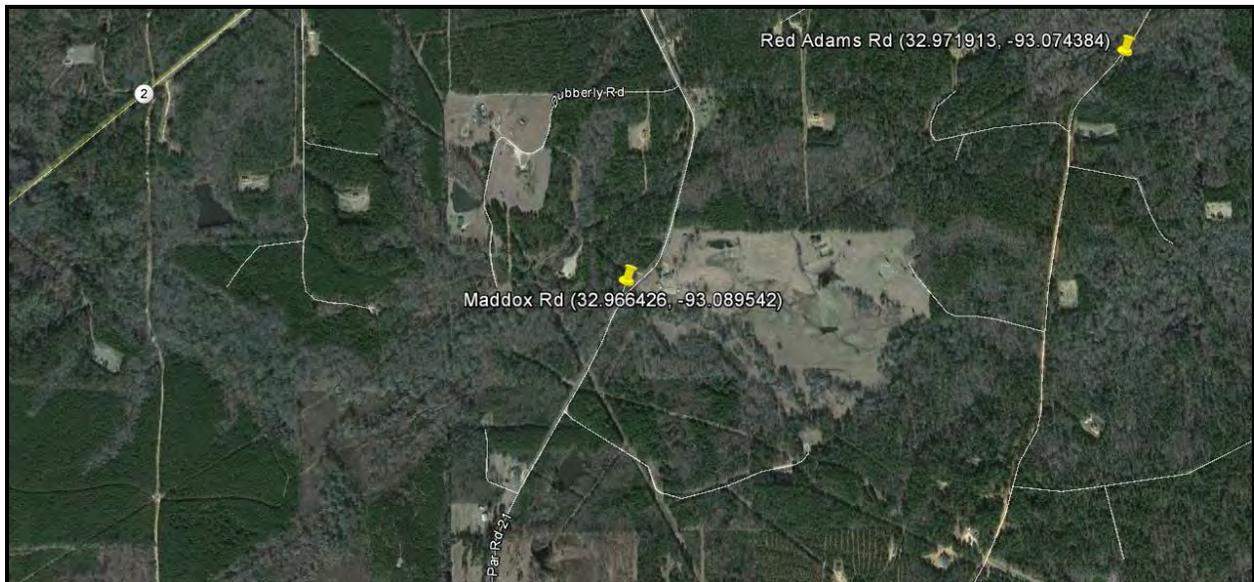
Site 6. Macedonia Road (32.619147, -92.863994) Existing conditions facing northwest.



Site 6. Macedonia Road (32.619147, -92.863994) Project overview facing west.



Site 7. Maddox Road (32.966426, -93.089542) Topographic map showing project location.



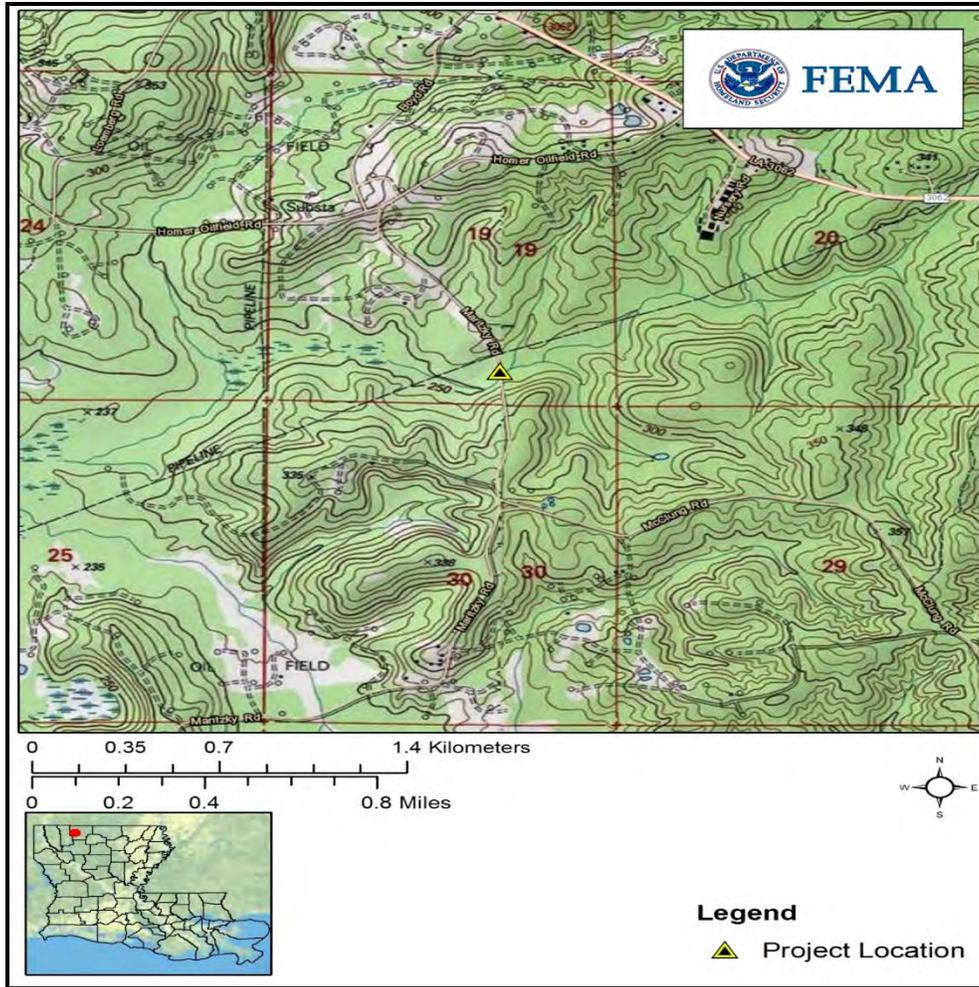
Site 7. Maddox Road (32.966426, -93.089542) Aerial map of the location from Google Earth.



Site 7. Maddox Road (32.966426, -93.089542) Existing conditions facing northeast.



Site 7. Maddox Road (32.966426, -93.089542) Project area overview facing southwest.



Site 8. Maritzky Road (32.789659, -93.125365) Topographic map showing project location.



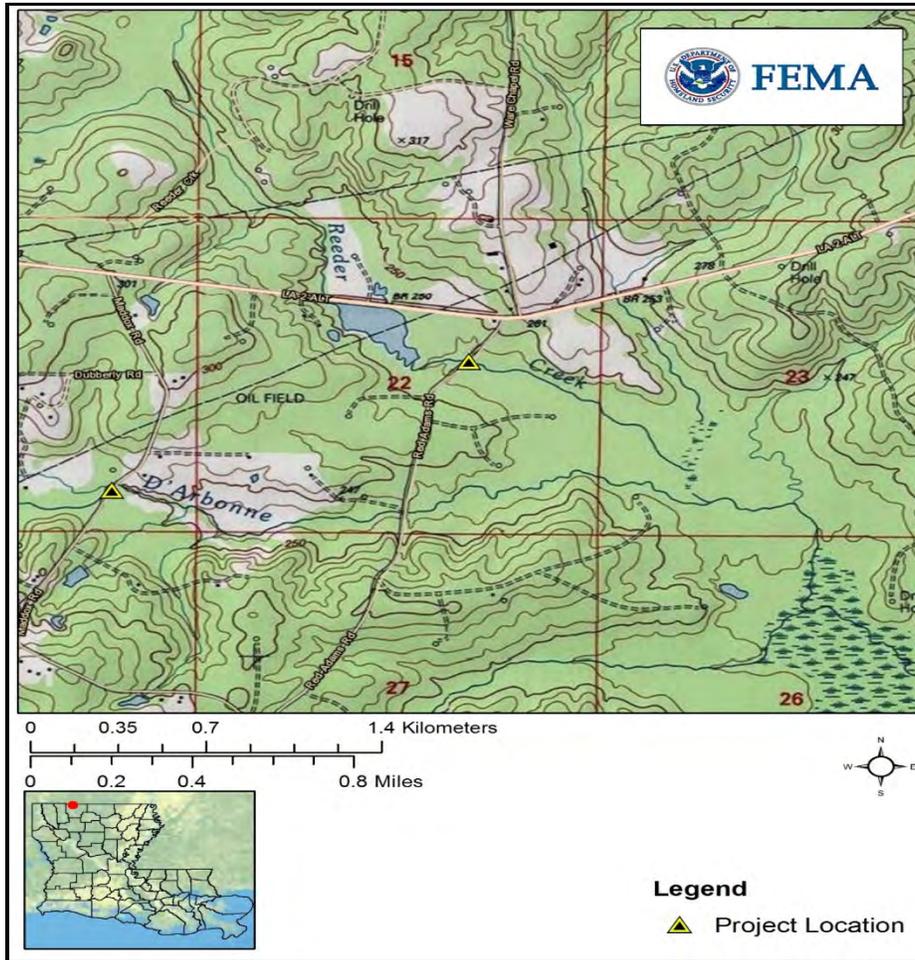
Site 8. Maritzky Road (32.789659, -93.125365) Aerial map of the location from Google Earth.



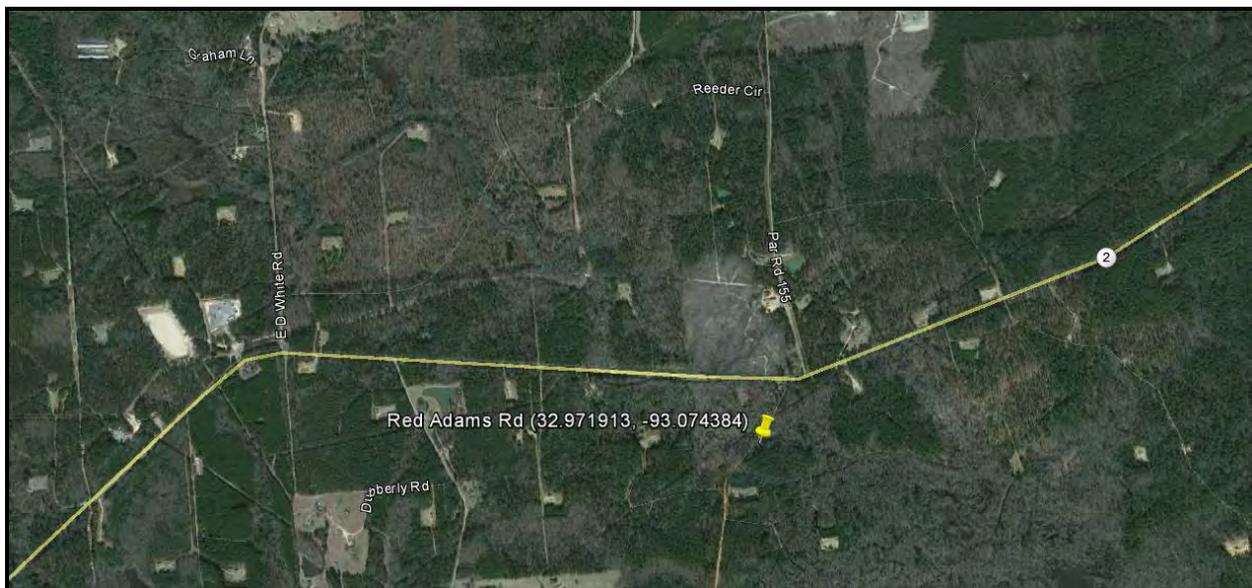
Site 8. Maritzky Road (32.789659, -93.125365) Existing conditions facing north.



Site 8. Maritzky Road (32.789659, -93.125365) Project area overview facing north.



Site 9. Red-Adams Road (32.971913, -93.074384) Topographic map showing project location.



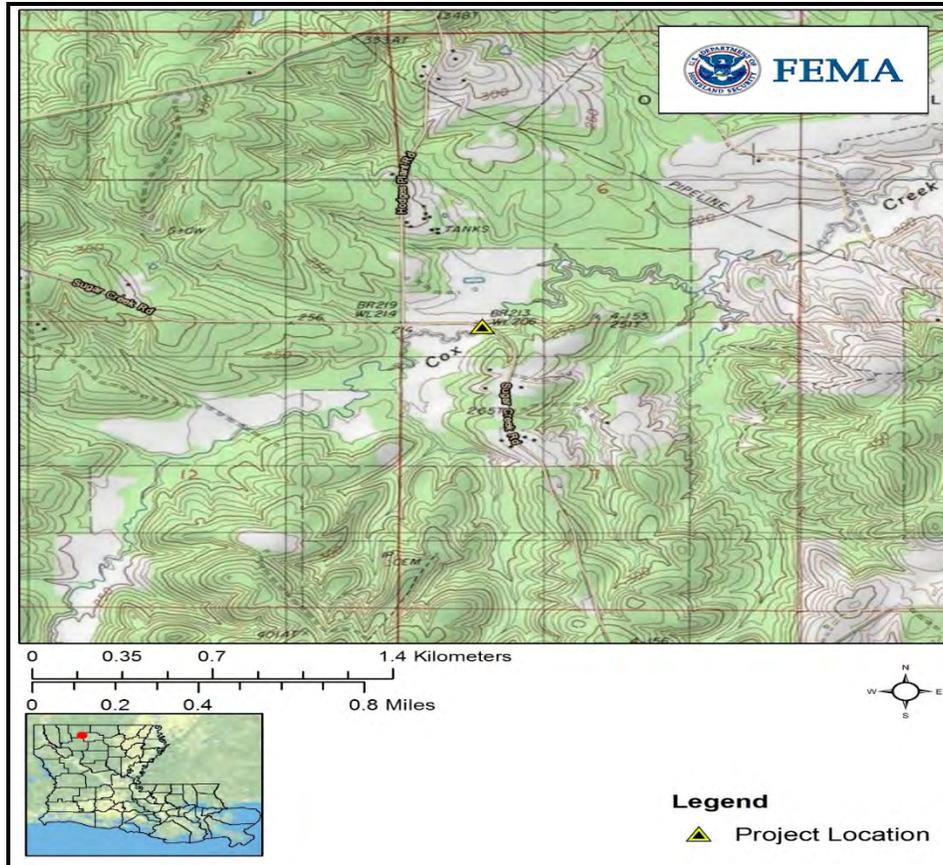
Site 9. Red-Adams Road (32.971913, -93.074384) Aerial map of the location from Google Earth.



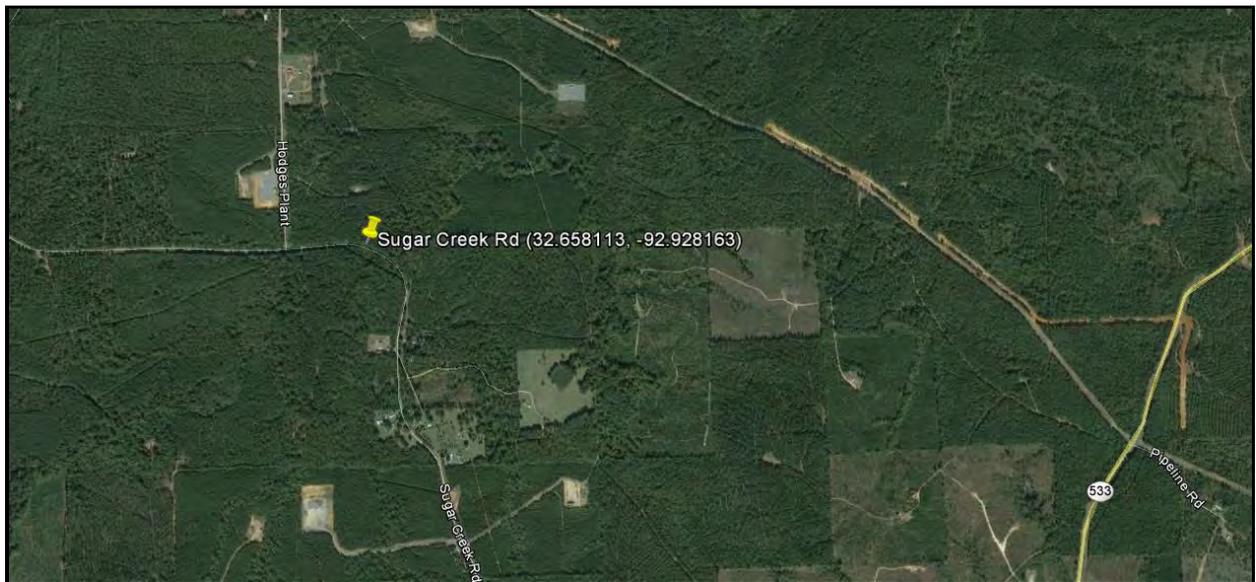
Site 9. Red-Adams Road (32.971913, -93.074384) Existing conditions facing northeast.



Site 9. Red-Adams Road (32.971913, -93.074384) Project area overview facing northeast.



Site 10. Sugar Creek Road (32.658113, -92.928163) Topographic map showing project location.



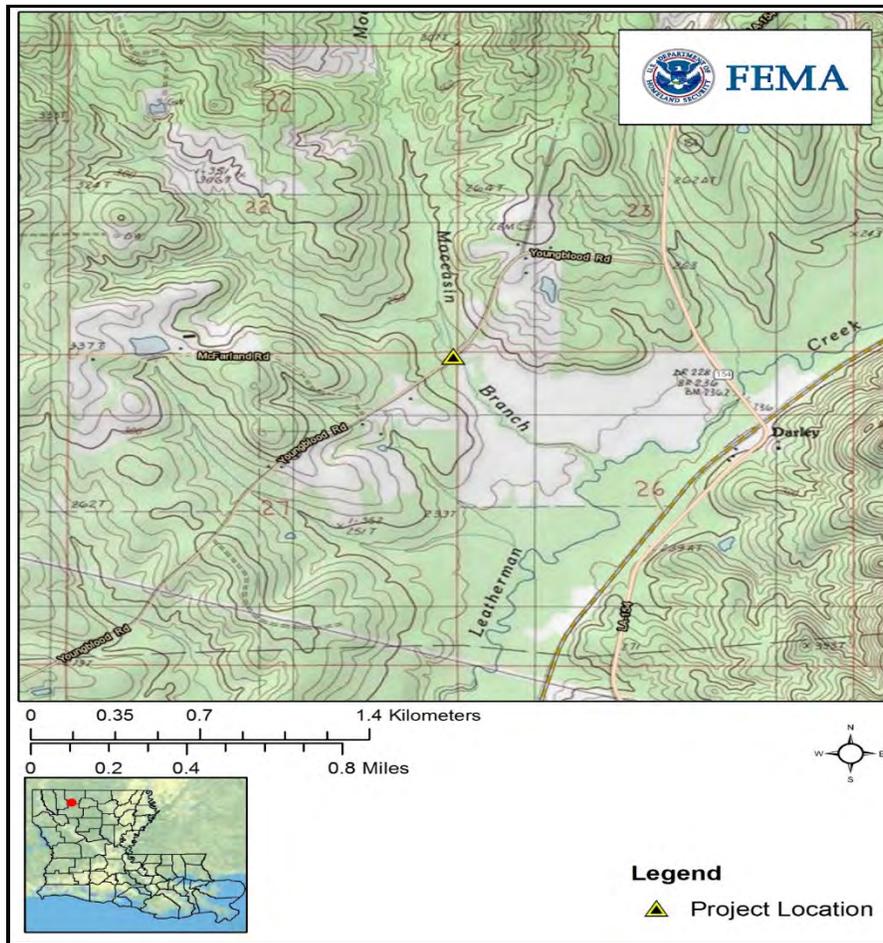
Site 10. Sugar Creek Road (32.658113, -92.928163) Aerial map of the location from Google Earth.



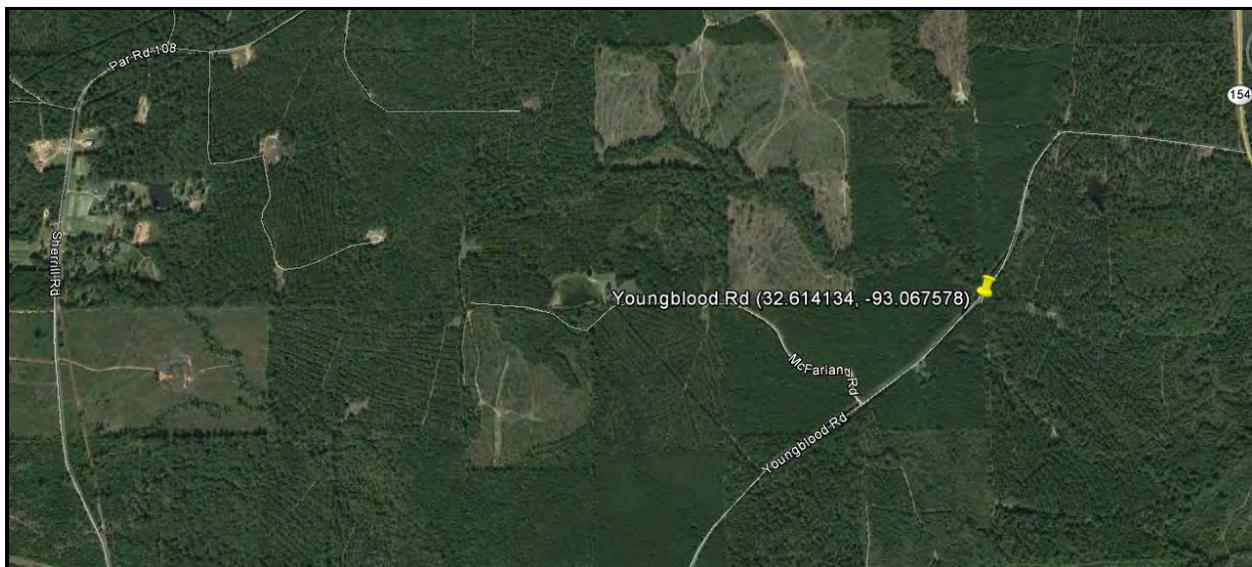
Site 10. Sugar Creek Road (32.658113, -92.928163) Existing conditions facing west.



Site 10. Sugar Creek Road (32.658113, -92.928163) Project area overview facing east.



Site 11. Youngblood Road (32.614134, -93.067578) Topographic map showing project location.



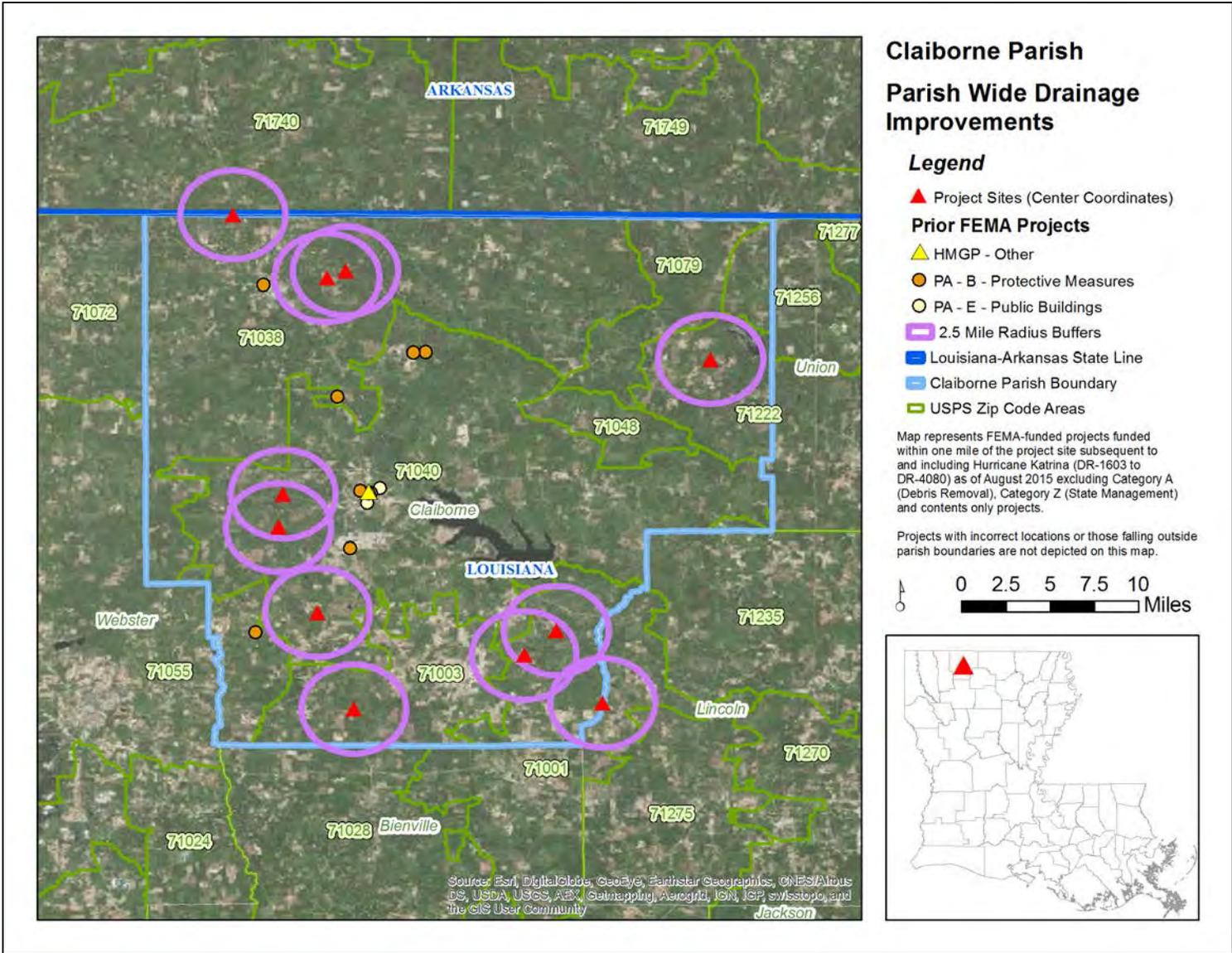
Site 11. Youngblood Road (32.614134, -93.067578) Aerial map of the location from Google Earth.



Site 11. Youngblood Road (32.614134, -93.067578) Existing conditions facing southwest.



Site 11. Youngblood Road (32.614134, -93.067578) Project area overview facing northwest.



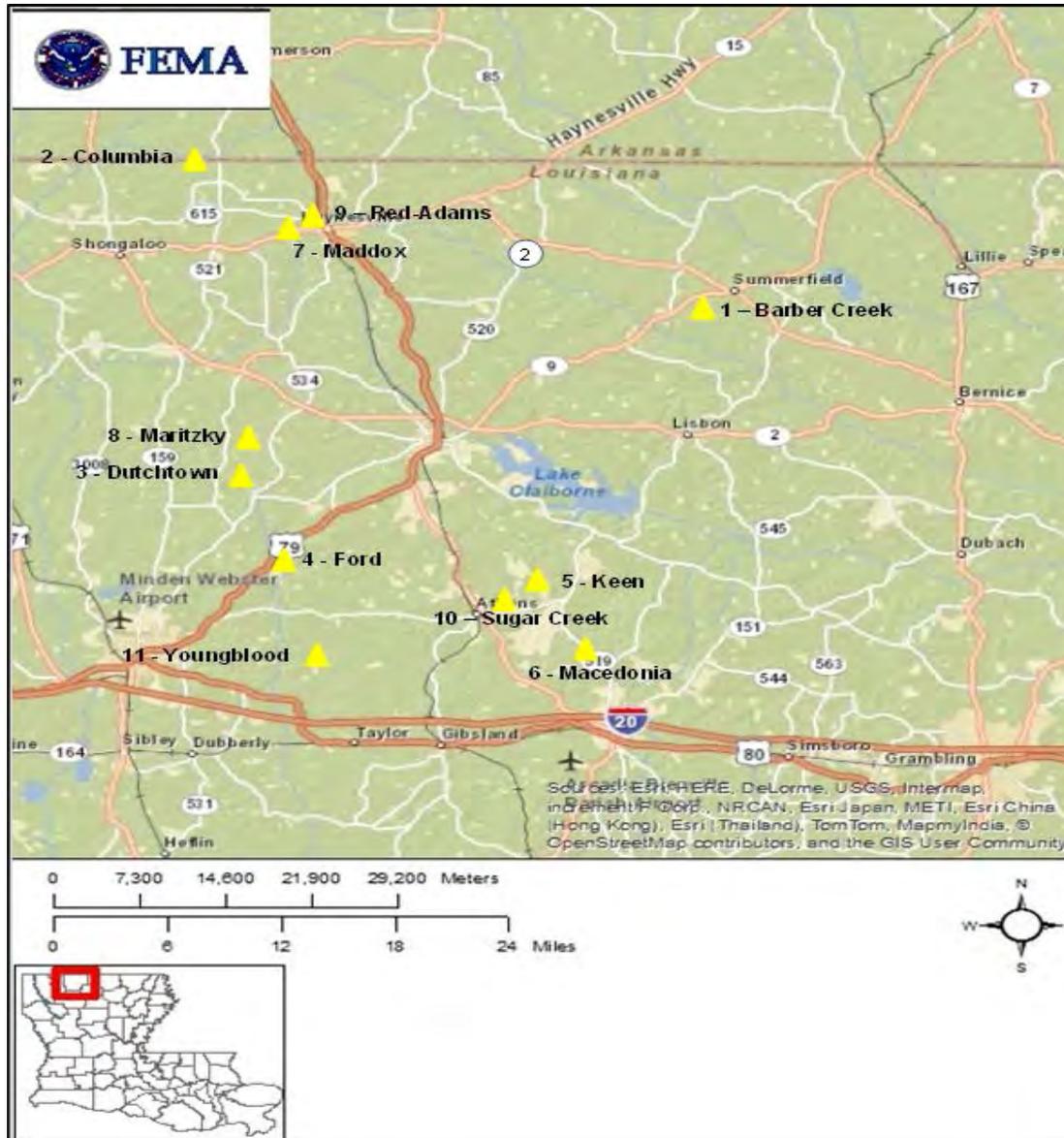
Claiborne Parish Cumulative Impacts Map

APPENDIX B

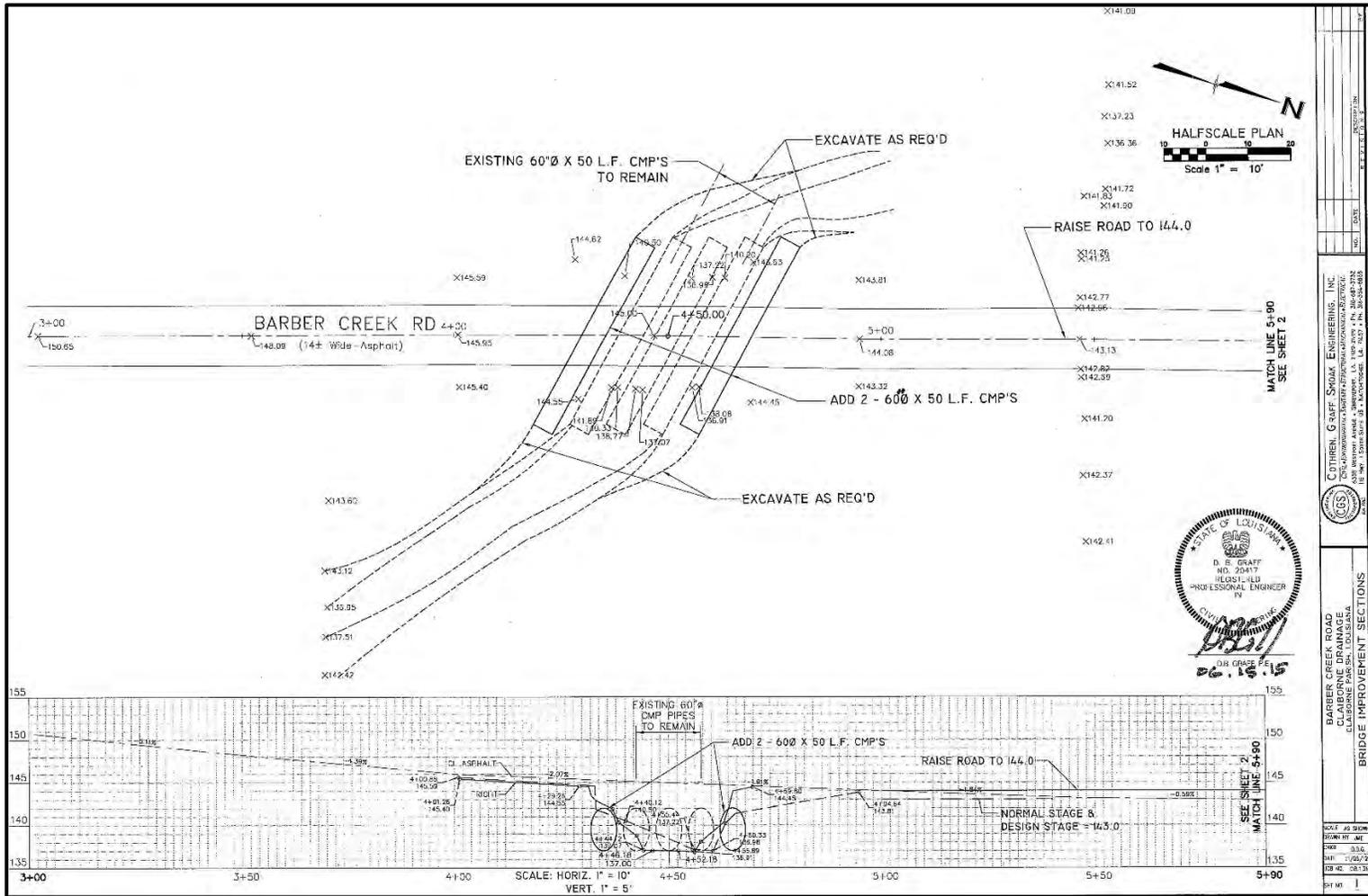
SITE PLAN AND CROSS SECTION

DRAWINGS FOR PREFERRED

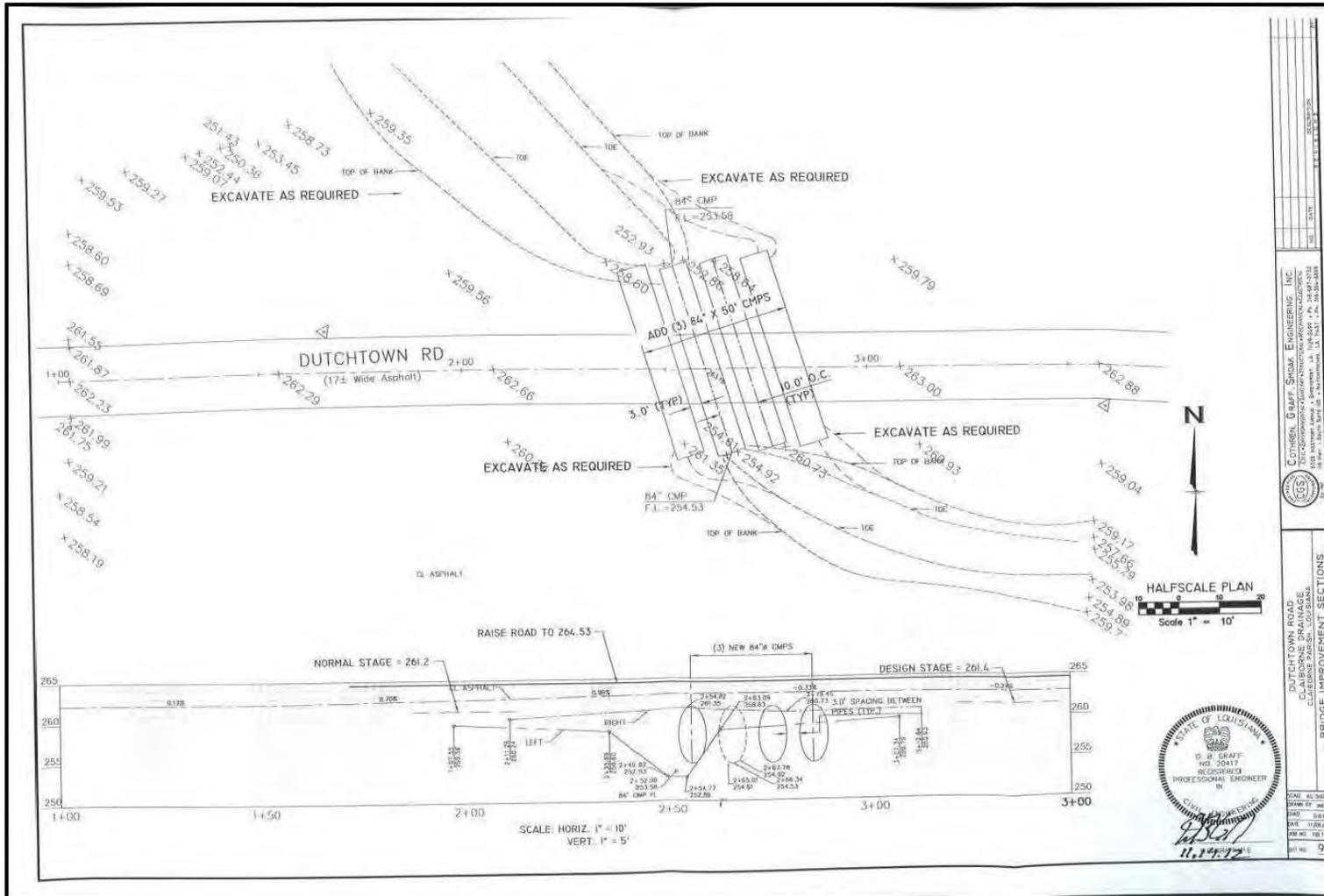
ALTERNATIVE



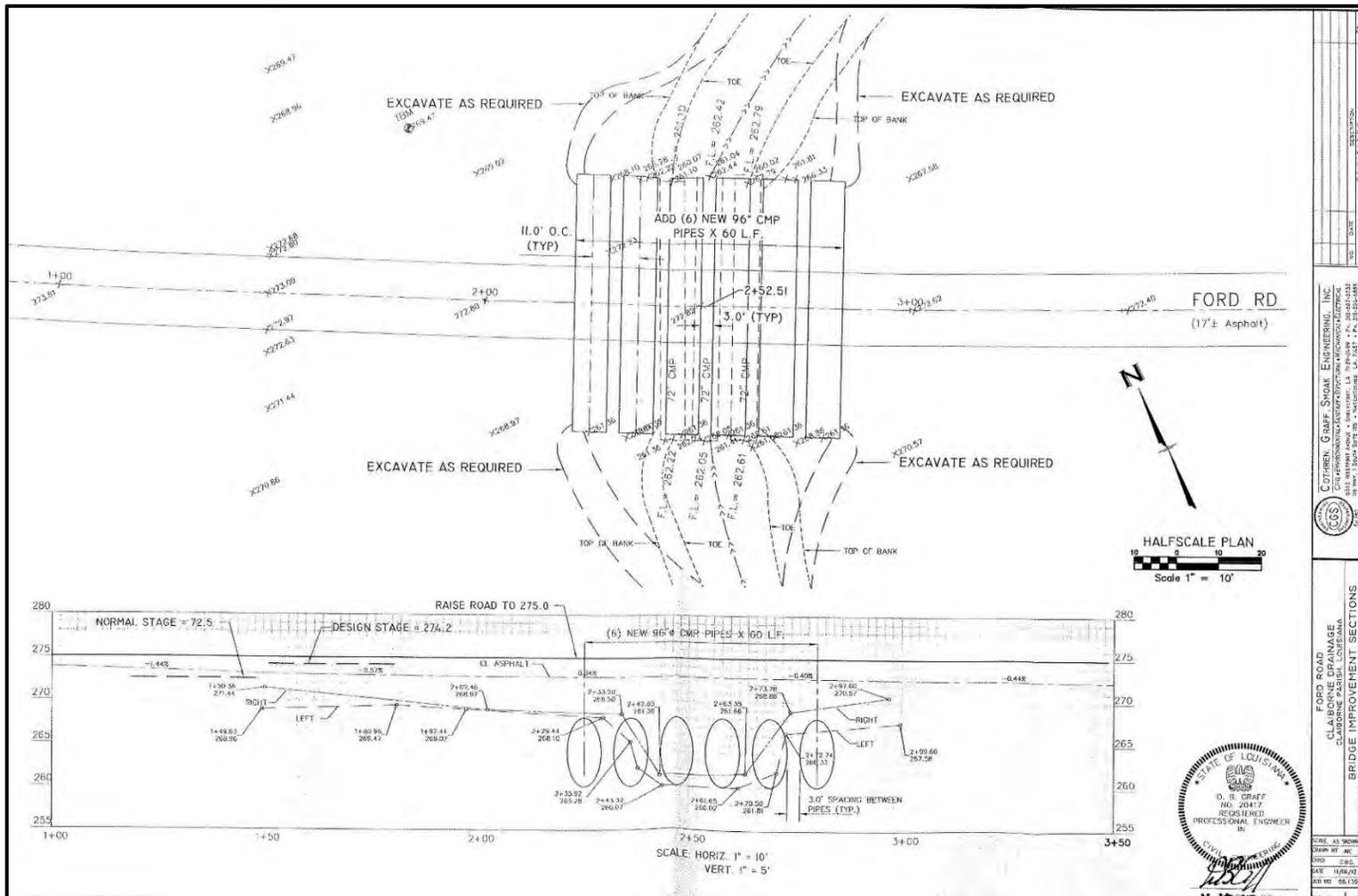
Location Of Claiborne Parish In The State Of Louisiana, And The 11 Damaged Roadway Site Locations Throughout The Parish.



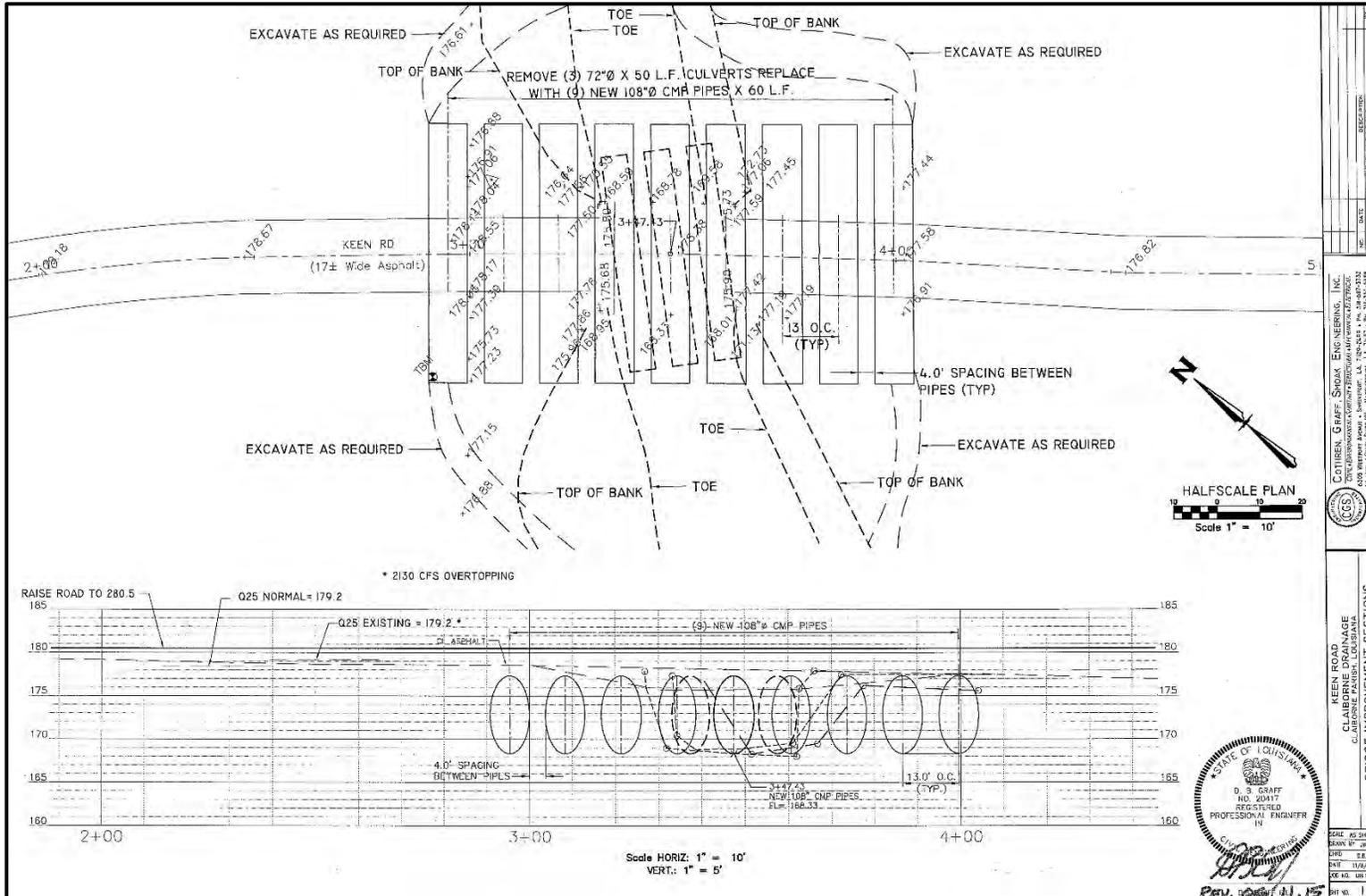
Site 1. Drawings for Barber Creek Rd (Cothren, Graff, Smoak Engineering, Inc. 6/15/15).



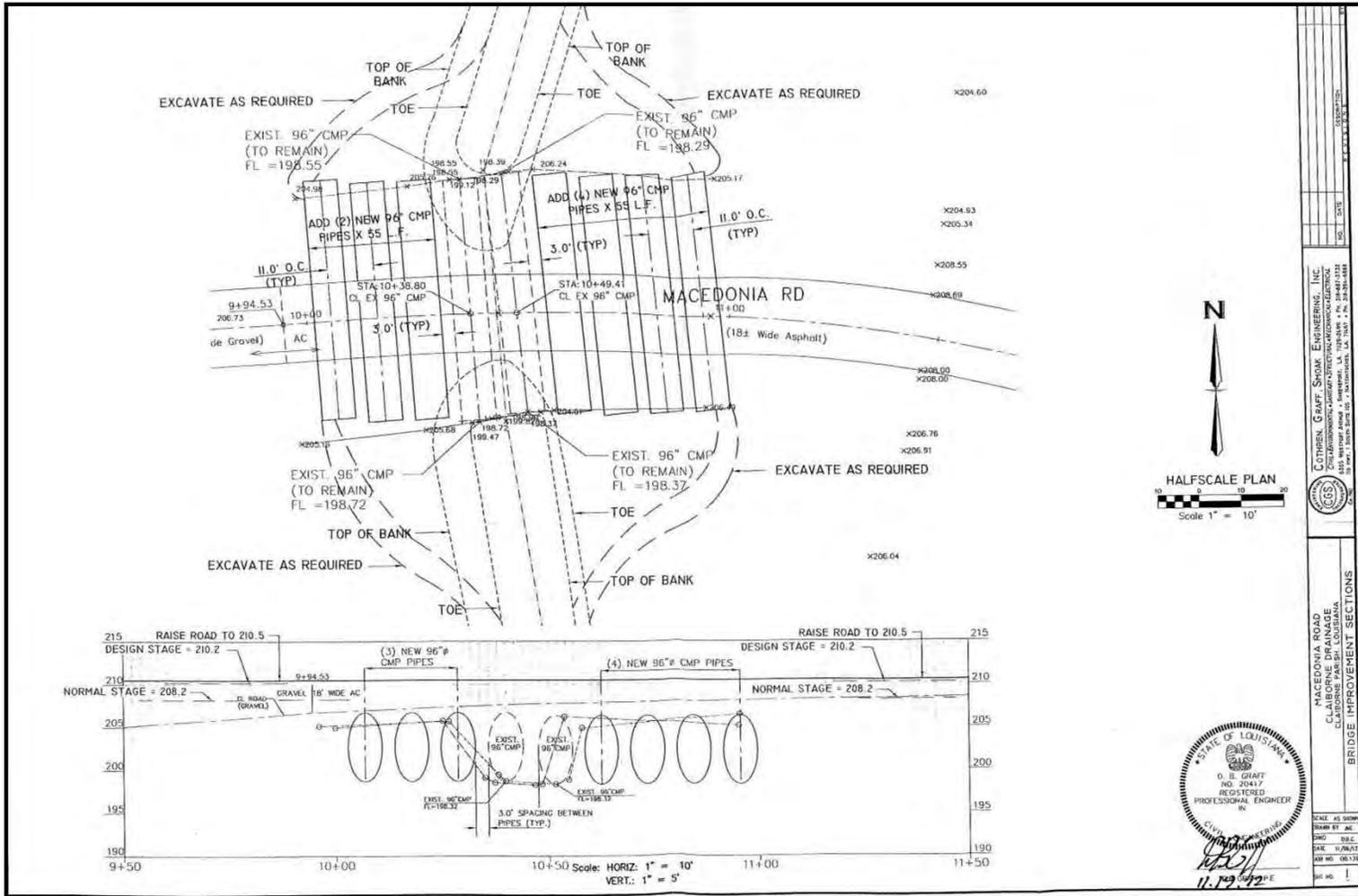
Site 3. Drawings for Dutchtown Rd (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).



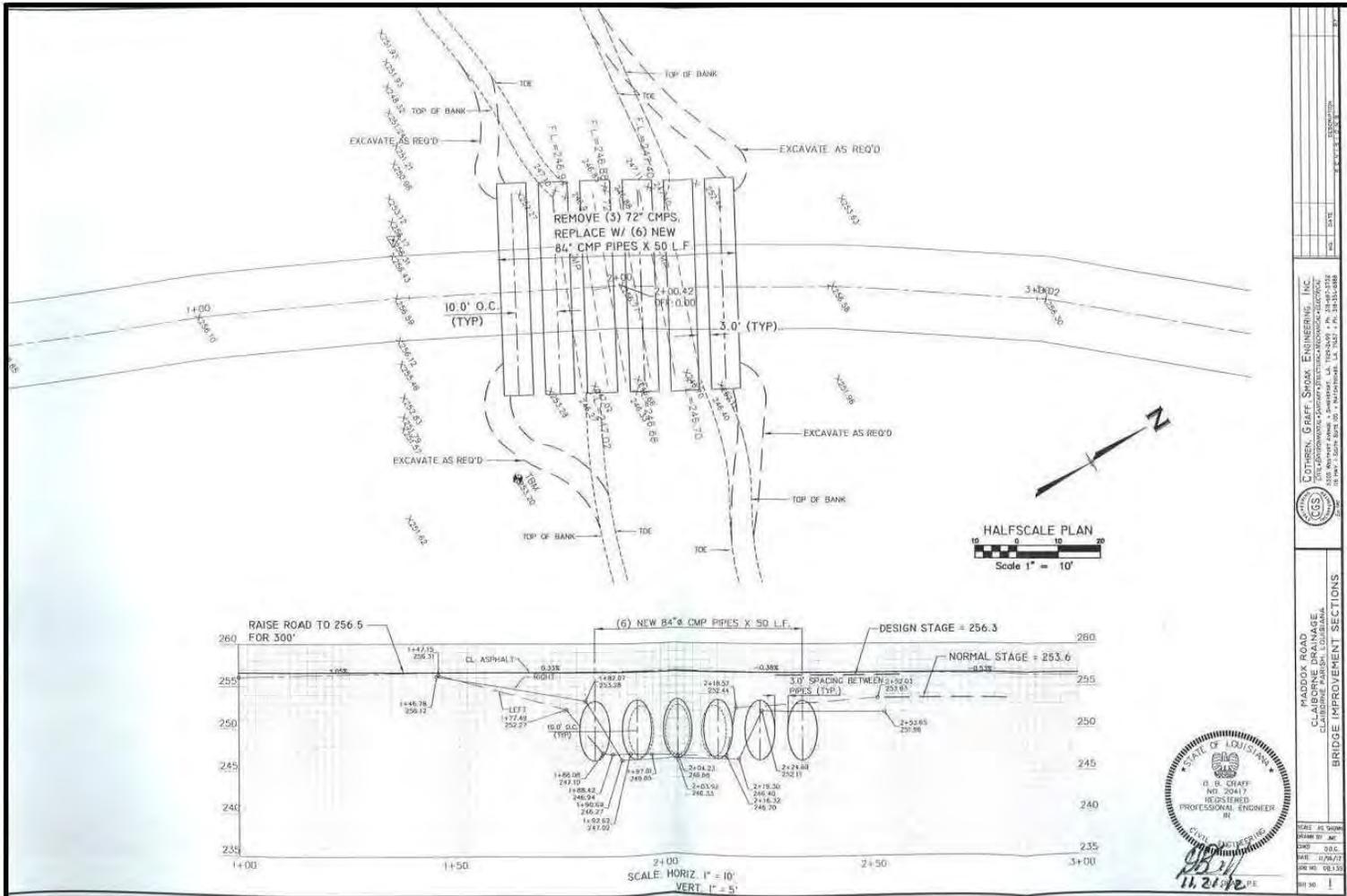
Site 4. Drawings for Ford Rd (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).



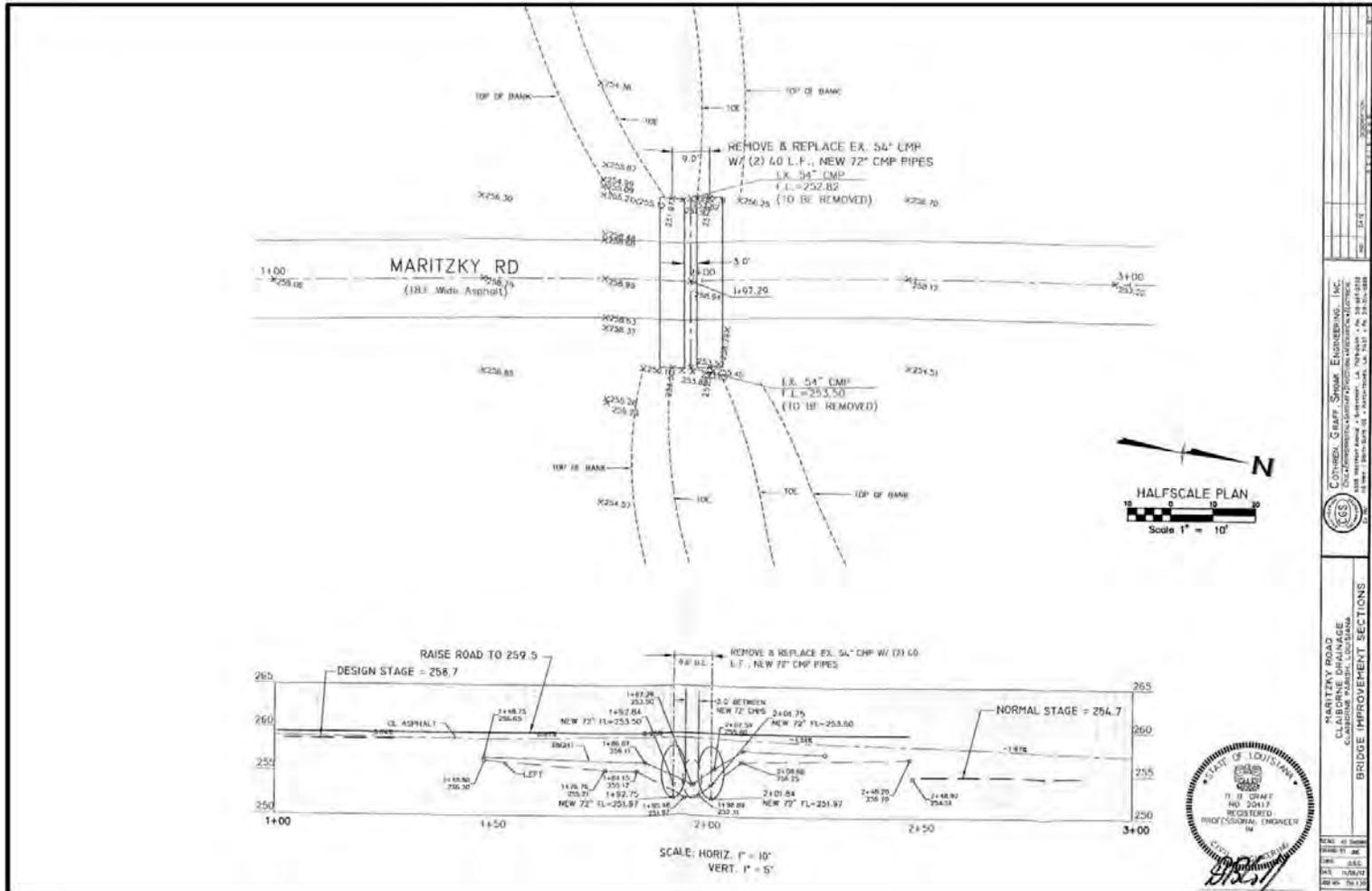
Site 5. Drawings for Keen Rd (Cothren, Graff, Smoak Engineering, Inc. 11/8/12).



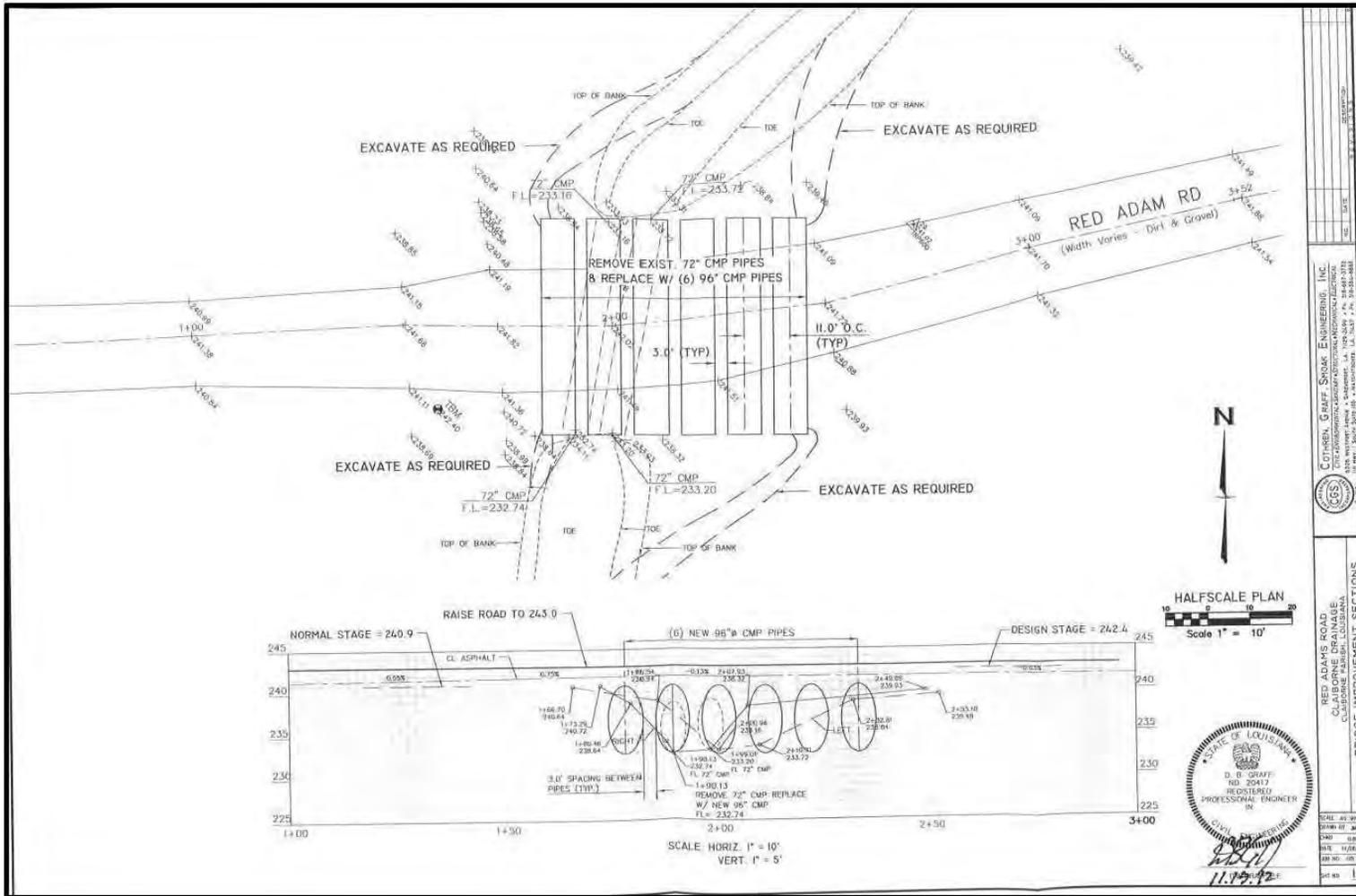
Site 6. Drawings for Macedonia Rd (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).



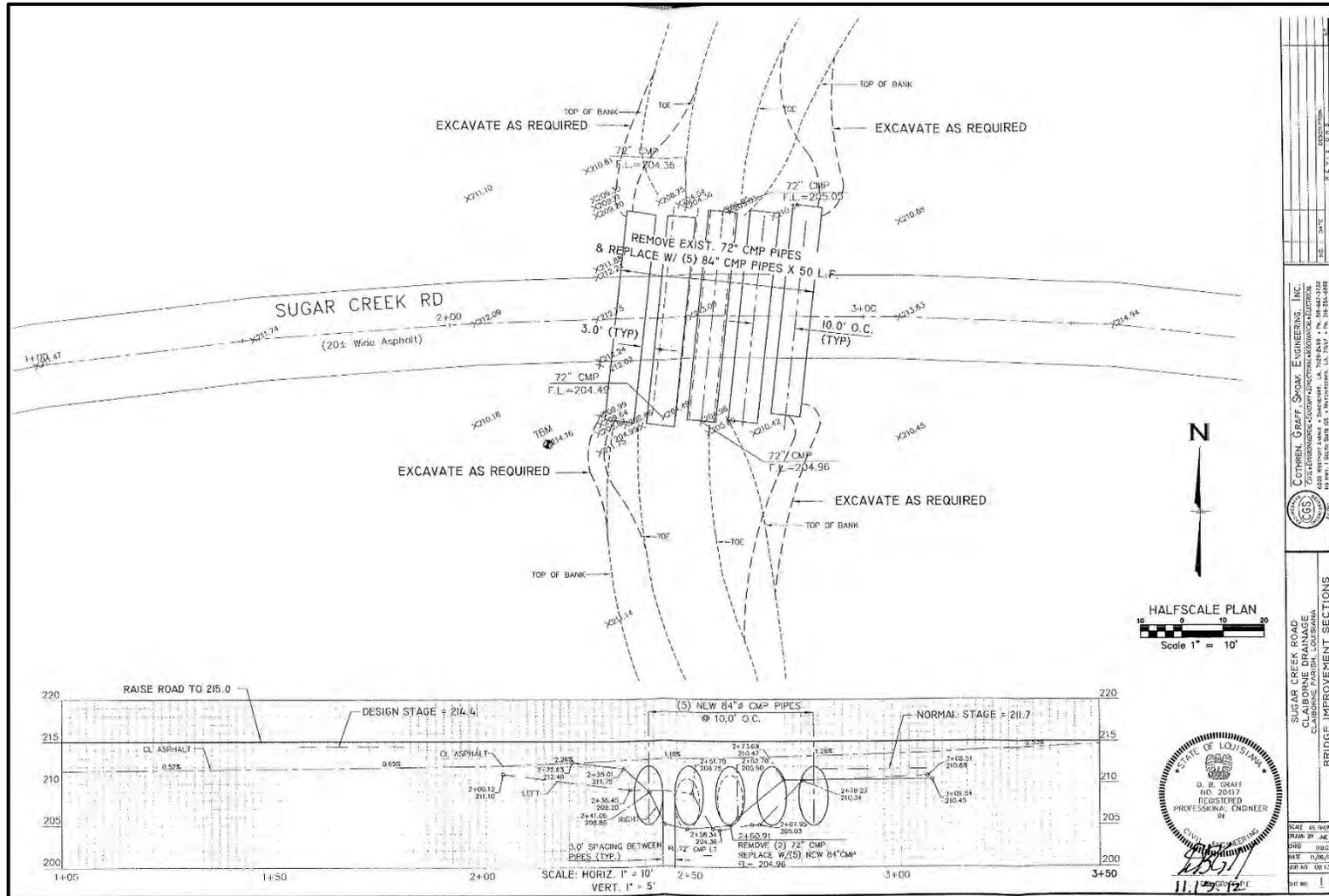
Site 7. Drawings for Maddox Rd (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).



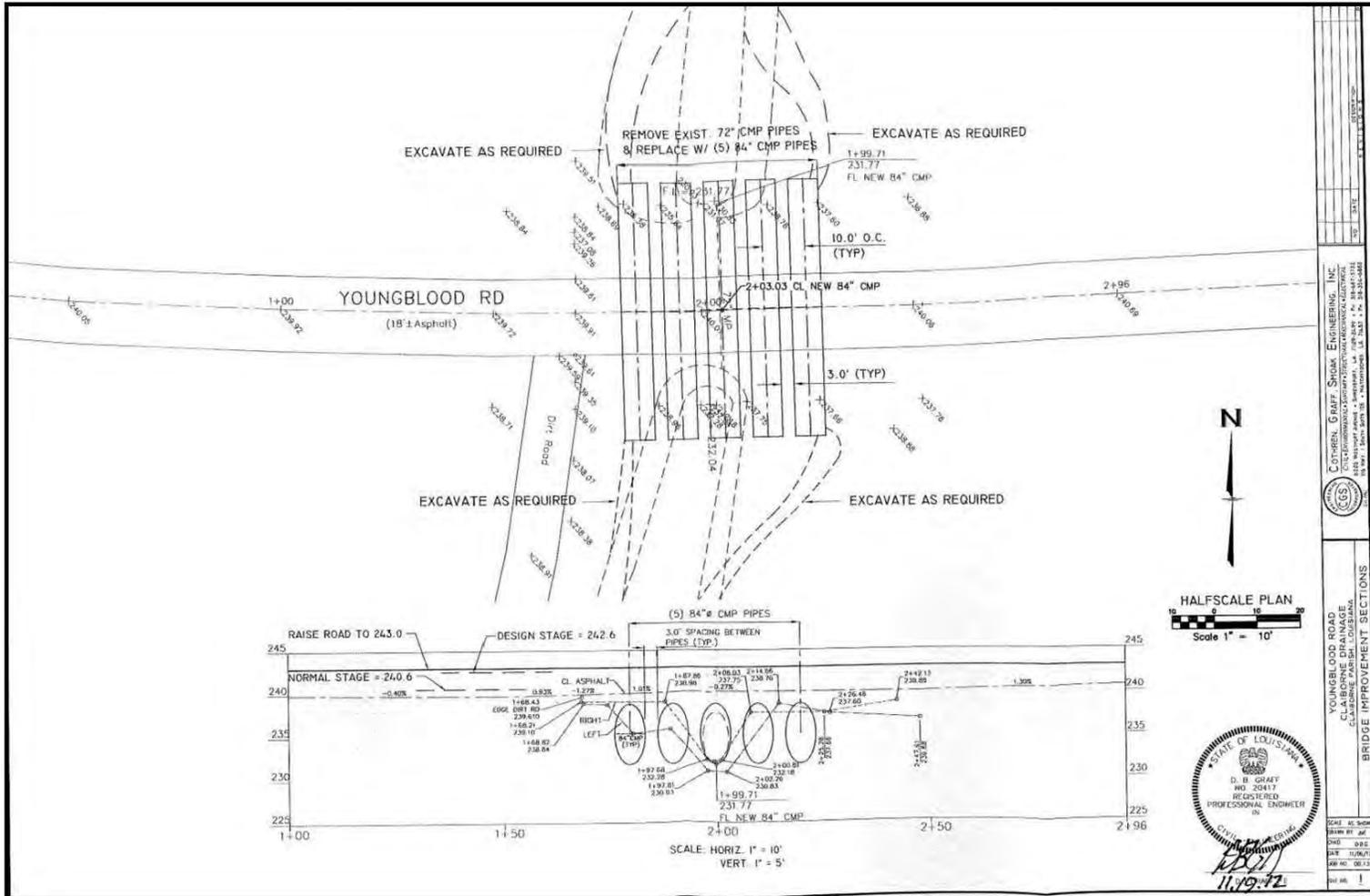
Site 8. Drawings for Maritzky Rd (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).



Site 9. Drawings for Red Adams Rd (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).



Site 10. Drawings for Sugar Creek Rd (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).



Site 11. Drawings for Youngblood Rd (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).

APPENDIX C
EXTERNAL AGENCY
CORRESPONDENCE

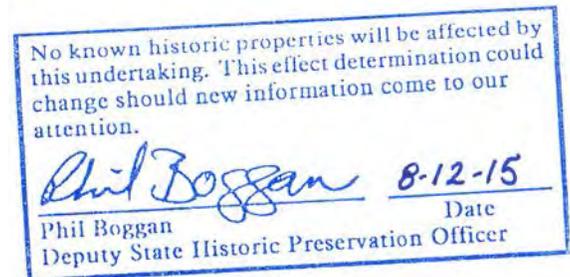


FEMA

U.S. Department of Homeland Security
Federal Emergency Management Agency
FEMA-1603/1607 -DR-LA
FEMA Louisiana Recovery Office
Environmental/Historic Preservation
1500 Main Street
Baton Rouge, LA 70802

July 15, 2015

Pam Breaux
Department of Culture, Recreation & Tourism
P.O. Box 44247
Baton Rouge LA 70804



RE: Section 106 Review Consultation, Hurricane Katrina, FEMA-1603-DR-LA

Applicant: Claiborne Parish Police Jury
Undertaking: Claiborne Parish Drainage Improvements, Claiborne Parish, Louisiana
(HMGP Project # 1603-0296)
Determination: **No Historic Properties Affected**

Dear Ms. Breaux:

The Federal Emergency Management Agency (FEMA) will be providing funds authorized under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, P.L. 93-288, as amended, in response to the following major Disaster Declarations:

FEMA-1603-DR-LA, dated August 29, 2005, as amended.

FEMA, through its 404 Hazard Mitigation Grant Program (HMGP), proposes to fund drainage improvements at eleven (11) bridge crossing in Claiborne Parish, Louisiana to prevent flooding of areas and roadways associated with the crossings as requested by the Claiborne Parish Police Jury (Applicant). FEMA is initiating Section 106 review for the above referenced properties in accordance with the Louisiana State-Specific Programmatic Agreement among FEMA, the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), the Louisiana State Historic Preservation Officer of the Department of Culture Recreation and Tourism (SHPO), the Alabama-Coushatta Tribe of Texas (ACTT), the Chitimacha Tribe of Louisiana (CTL), the Choctaw Nation of Oklahoma (CNO), the Jena Band of Choctaw Indians (JBCI), the Mississippi Band of Choctaw Indians (MBCI), the Seminole Tribe of Florida (STF), and the Advisory Council on Historic Preservation (ACHP) regarding FEMA's Hazard Mitigation Grant Program (2011 LA HMGP PA) dated January 31st, 2011 and providing the State Historic Preservation Office with the opportunity to consult on the proposed Undertaking. Documentation in this letter is consistent with the requirements in 36 CFR §800.11(d).

Description of the Undertaking

The undertaking is intended to upgrade stream crossing drainage systems in eleven (11) areas of Claiborne Parish. The locations referenced include: 1) Barber Creek Road, 2) Columbia Road, 3) Dutchtown Road, 4) Ford Road, 5) Keen Road, 6) Macedonia Road, 7) Maddox Road, 8) Maritzky Road, 9) Red-Adams Road, 10) Sugar Creek Road, and 11) Youngblood Road. Table 1 is a summary of the locations with coordinates and assigned Project Area (PA) numbers 1 through 11. Locations of the proposed projects areas in relation to one another across the parish are displayed on a U.S. Geological Survey (USGS) quadrangle map in Figure 1 and in aerial view in Figure 2. Individual areas are displayed on USGS quadrangle maps in Figures 3 through 13, the boundaries of each individual Area of Potential Effect (APE) are displayed in aerial images in Figures 14 through 24, and the proposed construction plans are displayed in Figures 25 through 35.

Table 1. Center points of drainage structures proposed to be improved in project areas throughout Claiborne Parish.

Project Area	Location	Latitude	Longitude
PA 1	Barber Creek Road Bridge	32.899728	-92.775883
PA 2	Columbia Road Bridge	33.017795	-93.166461
PA 3	Dutchtown Road Bridge	32.762366	-93.129156
PA 4	Ford Road Bridge	32.692966	-93.097372
PA 5	Keen Road Bridge	32.678177	-92.901815
PA 6	Macedonia Road Bridge	32.619179	-92.863762
PA 7	Maddox Road Bridge	32.966156	-93.089655
PA 8	Maritzky Road Bridge	32.789735	-93.125173
PA 9	Red-Adams Road Bridge	32.972062	-93.074430
PA 10	Sugar Creek Road Bridge	32.657934	-92.928031
PA 11	Youngblood Road Bridge	32.614163	-93.067654

Upgrading at each location will include, but is not limited to, removing existing culverts, widening channels to install larger pipes, adding additional pipes to existing culverts, and elevating adjacent roadways. Sections of closed roadways will be used for staging areas for storing materials and parking equipment. The Scopes of Work for each project are described below.

Project Area 1 - Barber Creek Road

The Barber Creek Road area (PA 1) is located on Barber Creek Road between Louisiana Highways (LA Hwy) 2 and 9 (see Figure 3 quadrangle map). The original stream crossing structure in this area was an 18 by 30 foot (5 by 9 meter) two-way timber bridge that was originally proposed to be replaced by an upgraded bridge. As an emergency measure to open the roadway, the applicant removed the bridge and installed a temporary three-pipe culvert drainage system. The existing structure consists of three (3) 50 foot long 60-inch corrugated metal pipes (CMPs) on an unnamed tributary of Corney Lake. Proposed improvements include adding two additional identical pipes on each side of the existing pipes (Figure 25 plan) and elevating the adjacent roadway by two feet for a total distance of 900 linear feet (274 meters) with approximately 800 feet (244 meters) of road being elevated toward the southeast from the center of the bridge and approximately 100 feet (30 meters) being elevated toward the northwest from the center of the bridge. Excavations for the installation of the new culverts originally planned for stream channel disturbance to an approximate depth of between zero and four feet in a 2,000 square foot (168 square meter) area.

Project Area 2 - Columbia Road

The Columbia Road Bridge area (PA 2) is located on LA Hwy 282 (Columbia Road) approximately 4 miles northwest of Haynesville, Louisiana (see Figure 4 quadrangle map). The existing stream crossing culvert structure in this area consists of five (5) 45 foot long 6-inch CMPs on an unnamed tributary of Cypress Creek. Proposed improvements include upgrading the existing drainage system by adding four (4) 55 foot long 72-inch CMPs on sides of the remaining culvert system (see Figure 26 plans) and elevating the adjacent road by two feet for a distance of a total of 700 linear feet (213 meters) or 350 feet (106.5 meters) in each direction from the center point of the structure. Excavations for the installation of the new pipes will disturb the stream channel to an approximate depth of between zero and four feet in a 2,000 square foot area.

Project Area 3 - Dutchtown Road

The Dutchtown Road Bridge area (PA 3) is located on Parish Road 180 (Dutchtown Road) approximately three and a half miles southwest of Homer, Louisiana (see Figure 5 quadrangle map). The existing stream crossing structure in this area consists of one 50 foot long 84-inch CMP on an unnamed tributary of Flat Lick Bayou.

Proposed improvements entail removing the pipe and installing three (3) three 50 foot long 84-inch CMPs (see Figure 27 plan). Excavations for the installation will disturb the stream channel to an approximate depth of between zero and four feet in a 2,000 square foot area.

Project Area 4 - Ford Road Bridge

The Ford Road Bridge area (PA 4) is located on Ford Road approximately six miles southwest of Homer, Louisiana (see Figure 6 quadrangle map). The existing stream crossing structure in this area consists of three (3) 60 foot long 72-inch CMPs on Bear Creek (1986 USGS map) or Brush Creek (1955 USGS map). Proposed improvements will entail removing the pipes and installing six (6) 96 foot long 60-inch CMPs (see Figure 28 plan) and elevating the adjacent road by two feet for a total of 1,000 linear feet (304 meters) or 350 feet (152 meters) in each direction from the center point of the structure. Excavations for the installation of the pipes will disturb the stream channel to an approximate depth of between two and eight feet in a 4,900 square foot area.

Project Area 5 - Keen Road

The Keen Road Bridge area (PA 5) is located on Parish Road 134 (Keen Road) approximately 12 miles southeast of city Homer, Louisiana or northwest of the rural community of Sugar Creek (northeast of Arcadia) (see Figure 7 quadrangle map). The original stream crossing structure in this area was originally a 30 foot long two-way timber bridge over Cox Creek that was to be replaced with eight (8) 60 foot long 108-inch CMPs . As an emergency measure to open the roadway, the applicant removed the bridge and installed a temporary three-pipe culvert drainage system consisting of three (3) 50 foot long 72-inch CMPs on Brush Creek. Proposed improvements will entail removing the temporarily placed pipes and replacing them with nine (9) 60 foot long 108-inch CMPs (see Figure 29 plans) and elevating the adjacent road by between one and a half to two feet for a total of 1,000 linear feet (304 meters) or 500 feet (152 meters) in each direction from the center point of the structure. Excavations for the installation of the new culverts originally planned for stream channel disturbance to an approximate depth of between zero and 10 feet in an 8,400 square foot area.

Project Area 6 - Macedonia Road

The Macedonia Road area (PA 7) is located on Macedonia Road or Parish Road 116 on the border of Claiborne and Lincoln Parishes (see Figure 8 quadrangle map). The existing stream crossing structure in this area consists of two (2) 55 foot long 96-inch CMPs on Sugar Creek. Proposed improvements entail adding seven (7) 55 foot long 96-inch CMPs to the existing system (see Figure 30 plans) and elevating the adjacent road by two feet for a total of 800 linear feet (244 meters) or 400 feet (122 meters) in each direction from the center point of the structure. Excavations for the installation of the new culverts will disturb the stream channel to an approximate depth of between zero and eight feet in a 5,200 square foot area.

Project Area 7 - Maddox Road

The Maddox Road area (PA 7) is located directly east of Haynesville and approximately one mile south of LA Hwy 2 on Parish Road 28 of Maddox Road (see Figure 9 quadrangle map). The existing stream crossing structure in this area consists of three (3) 45 foot long 72-inch CMPs on Middle Fork Bayou D'Arbonne. Proposed improvements entail removing the pipes and installing six (6) 50 foot long 84-inch CMPs (see Figure 31 plans) and elevating the adjacent road by two feet for a total of 300 linear feet (91 meters) or 150 feet (45.5 meters) in each direction from the center point of the structure. Excavations for the installation of the new culverts will disturb the stream channel to an approximate depth of between zero and seven feet in a 3,600 square foot area.

Project Area 8 - Maritzky Road

The Maritzky Road area (PA 8) is located approximately three miles west of Homer and south of North Main or Hwy 3062 on Parish Road 17 or Maritzky Road (see Figure 10 quadrangle map). The existing stream crossing structure in this area consists of one (1) 40 foot long 54-inch CMP an unnamed tributary of Flat Lick Bayou. Proposed improvements entail removing the pipes and installing six two (2) 40 foot long 72-inch CMPs

(see Figure 32 plans) and elevating the adjacent road by two feet for a total of 400 linear feet (122 meters) or 200 feet (61 meters) in each direction from the center point of the structure. Excavations for the installation of the new culverts will disturb the stream channel to an approximate depth of between zero and five feet in a 750 square foot area.

Project Area 9 - Red-Adams Road

The Red-Adams Road area (PA 9) is located approximately three miles east of Haynesville and 0.20 miles south of LA Hwy 2 on Red Adams Road (see Figure 11 quadrangle map). The existing stream crossing structure in this area consists of two (2) 50 foot long 72-inch CMPs on Reeder Creek. Proposed improvements entail removing the pipes and installing six (6) 50 foot long six 96-inch CMPs (see Figure 33 plans) and elevating the adjacent road by one foot for a total of 4,000 linear feet (1219 meters) or 2,000 feet (609.5 meters) in each direction from the center point of the structure. Excavations for the installation of the new culverts will disturb the stream channel to an approximate depth of between zero and eight feet in a 4,200 square foot area.

Project Area 10 - Sugar Creek Road

The Sugar Creek Road area (PA 10) is located approximately two and a half miles southwest of the rural community of Sugar Creek (northeast of Arcadia (see Figure 12 quadrangle map). The existing stream crossing structure in this area consists of two (2) 50 foot long 72-inch CMPs on Cox Creek. Proposed improvements entail removing the pipes and installing five (5) 50 foot long 84-inch long CMPs (see Figure 34 plans) and elevating the adjacent road by two feet for a total of 1,200 linear feet (366 meters) or 600 feet (183 meters) in each direction from the center point of the structure. Excavations for the installation of the new culverts will disturb the stream channel to an approximate depth of between zero and seven feet in a 3,600 square foot area.

Project Area 11 - Youngblood Road

The Youngblood Road area (PA 11) is located approximately four miles southwest of Athens, Louisiana and approximately one mile west and south of LA Hwy 154 (see Figure 13 quad). The existing stream crossing structure in this area consists of one (1) 50 foot long 72-inch CMP on Moccasin Branch. Proposed improvements entail removing the pipes and installing five (5) 50 foot long 84-inch CMPs (see Figure 35 plans) and elevating the adjacent road by two feet for a total of 1,000 linear feet (304 meters) or 350 feet (152 meters) in each direction from the center point of the structure. Excavations for the installation of the new culverts will disturb the stream channel to an approximate depth of between zero and eight feet in a 3,600 square foot area.

Area of Potential Effects (APE)

This letter serves as consultation for the APE in accordance with Stipulation VII.B of the 2011 HMGP PA. The APEs for both standing structures and archaeology for each of the eleven (11) project areas (see Figures 14 through 24 aerials) are based on the design plans submitted by the Applicant (see Figures 25 through 35 plans). The APE for PA 1 (Barber) measures 1.05 acres (0.42 hectares), the APE for PA 2 (Columbia) measures 0.91 acres (0.36 hectares), the APE for PA 3 (Dutchman) measures 0.25 acres (0.10 hectares), the APE for PA 4 (Ford) measures 1.29 acres (0.52 hectares), the APE for PA 5 (Keen) measures 1.83 acres (0.74 hectares), the APE for PA 6 (Macedonia) measures 0.80 acres (0.32 hectares), the APE for PA 7 (Maddox) measures 0.38 acres (0.15 hectares), the APE for PA 8 (Maritzky) measures 0.27 acres (0.10 hectares), the APE for PA 9 (Red-Adams) measures 0.39 acres (0.15 hectares), the APE for PA 10 (Sugar Creek) measures 1.23 acres (0.49 hectares), and the APE for PA 11 (Youngblood) measures 0.52 acres (0.21 hectares). Total acreage for these discontinuous APEs is: 8.92 acres (3.609 ha)

Identification and Evaluation

On May 27, 2015, FEMA Historic Preservation Staff consulted the National Register of Historic Places (NRHP) database, the Louisiana Division of Archaeology (LDOA), *Louisiana Cultural Resources Map* (LDOA Website), and historic aerial photography. Map research reviewed for each elevation property included the following reference materials: the United States Department of Agriculture (USDA) *Web Soil Survey*

(<http://websoilsurvey.nrcs.usda.gov>), U.S. Geological Survey (USGS) Quadrangle Maps (<http://nationalmap.gov/historical>), and other available historic maps. Additional background information consulted included: the Louisiana Cultural Resources Management (CRM) Bibliography (LDOA Website), Louisiana Department of Archaeology (LDOA) Site Forms, and pertinent site and survey reports regarding previous investigations within one mile (1.6 km) of each archaeological APE. Additionally, site visits were conducted June 8, 9, and 10, 2015 at each APE to determine if historic properties were present.

Standing Structures

There were no standing structures located within any of the eleven (11) individual APEs, none of the APEs were located within a listed or eligible National Register Historic District, and none of the APEs were located within the view shed of a property individually listed in the NRHP.

Archaeology

Primarily based on the proximity of each APE to water resources and previously recorded sites primarily located within surveyed areas of the surrounding Kisatchie National Forest, it was determined by FEMA that a site visit would be conducted at each APE to ascertain the presence or absence of archaeological deposits. Site visits were conducted June 8, 9, and 10, 2015 by FEMA archaeologists Jeremiah Kaplan and Cheraki Williams and FEMA environmental specialists Brandon Badinger and Emanuel Ross. The following standardized data collection procedures were followed when conducting site visits to determine if archaeological resources existed within these APEs:

- Visual inspection of the ground surface at each project area, primarily focusing on observing ground disturbances, artifact concentrations, and above-ground cultural features.
- As warranted based on the existing conditions, site visits entailed the placement of 1-2 shovel/auger tests within each APE to assess if archaeological deposits existed within the APE and for the purpose of recording soil profile/s in order to define the soil conditions at each project area. Sub-surface testing was focused on areas of exposed soil with the lowest probability of disturbance.
- All recovered sediments were screened through ¼” mesh hardware cloth.
- Photography of project area to document field and soil conditions.
- Production of a map of each project area indicating testing location(s).
- Appropriate documentation of each project area recorded in field notes.

A post-field review of background data and construction documents (Attachment 1) was also conducted while taking into consideration the observed existing conditions within each APE and the effects of past episodes of construction and sub-surface ground disturbance (e.g., utilities, construction of the existing ROW/culverts/crossings), landscape alteration, and modern development.

The results of this analysis for each of the eleven (11) project APEs are presented below.

Soils

Soils relative to the eleven projects of this undertaking consist of Guyton-ouachita (Go) silt loams associated with frequently flooding poorly drained landforms or stream floodplains (websoilsurvey.nrcs.usda.gov). Guyton soils are developed in depressions with 0 to 1 percent slopes. Ouachita soils are developed along natural levees with 0 to 2 percent slopes representing late Pleistocene terraces (Biddiscombe 2006) which may have been advantageous for Prehistoric or early historic use.

Project Area 1 - Barber Creek Road

The immediate project area of Barber Creek Road has never been evaluated as part of an archaeological survey and the nearest site was Site 16CL100 is situated 0.79 miles northeast of the APE (see Figure 3 quadrangle map and Figure 14 aerial) in the Kisatchie National Forest. The site was recorded as a possible Caddoan

prehistoric hunting camp with artifacts including grog tempered sherds and flakes recovered from subsurface deposits (Coleman et al. 1993).

FEMA's review of historic quadrangle maps revealed three historic structures were once located within the vicinity of the area. The 1951 and 1969 USGS 15 Minute Series Summerfield, LA quadrangle maps show two structures located northwest of the APE. The first structure appeared to be situated along the northern side of the drainage which is adjacent to the northwest corner of the APE and the second structure was located approximately 500 feet (152 meters) northwest of the APE on the south side of the road. The structures were no longer evident on the 1986 USGS Summerfield, LA 7.5 Minute Series Monroe North, LA quadrangle map.

No structures or cultural materials representing the occupation of the structures were observed during a site visit conducted in PA 1 area on June 8, 2015, when a pedestrian survey was conducted within the APE. Figures 36 and 37 are photographs of the existing culvert pipes and roadway in the area. Because the area directly around the drainage was heavily disturbed due to flooding and the emergency placement of the pipes, shovel tests STP1 and STP2 were excavated southeast of the drainage on the north and south sides of the road. STP1 yielded a single prehistoric plain ceramic sherd recovered from 25 centimeters below ground surface from a gravelly soils most likely associated with runoff from the slope of the road.

On June 10, 2015, archaeologists returned to the area and excavated shovel tests STP3, STP4, and STP5 in 10 meter intervals (where feasible) around STP1 in order to learn if other materials or features were associated with the artifact. No other materials or features were observed and it was determined that the artifact was an isolated find.

Project Area 2 - Columbia

The project area of Columbia Road has never been physically evaluated as part of an archaeological survey and there were no recorded sites within a one mile radius of the area, but the area was determined as being within a high probability area as a result of background research done by Grubb (2013) for the proposed Millerton 3-D Seismic Survey in Claiborne Parish. FEMA's review of historic maps and documentation relevant to the APE revealed nothing of notable historic significance was related to the immediate area of the proposed project.

A site visit entailing surface scanning and excavating three shovel tests was conducted within the APE (see Figure 15 aerial) on June 10, 2015. Figures 38 and 39 are photographs of the existing culvert pipes and roadway in the area. No cultural materials or features were observed.

Project Area 3 - Dutchtown Road

The project area of Dutchtown Road has never been as part of an archaeological survey and there were no previously recorded archaeological sites within a one mile radius of the area. FEMA's review of historic maps and documentation relevant to the APE revealed nothing of notable historic significance was related to the immediate area of the proposed project.

A site visit entailing surface scanning and excavating two shovel tests and an auger test was conducted within the APE (see Figure 16 APE aerial) on June 10, 2015. Figures 40 and 41 are photographs of the existing culvert pipe and roadway in the area. No cultural materials or features were observed.

Project Area 4 - Ford Road

The project area of Ford Road has never been evaluated as part of an archaeological survey and there were no previously recorded archaeological sites within a one mile radius of the area.

FEMA's review of historic quadrangle maps revealed historic structures dating from the 1950s that are most likely not standing any longer were present within one half of a mile radius of the area. The 1955 USGS

1:250,000-Scale Series Shreveport, LA quadrangle maps displayed two churches and a school northwest (church and school) and west (school) of the Brush Creek crossing. The three structures were not depicted on maps prior to that time on the 1950 Gibsland, LA USGS 15 Series quadrangle maps or after that time on the 1969 Gibsland, LA Shreveport, LA 15 Minute Series quadrangle map.

A site visit entailing surface scanning and excavating shovel tests and an auger test was conducted within the APE (see Figure 17 aerial) on June 9, 2015. Figures 42 and 43 are photographs of the existing culvert pipes and roadway in the area. No cultural materials or features were observed.

Project Area 5 – Keen Road

Site 16CL105, the Gee Plantation site, is situated approximately between 0.20 and .040 miles northwest of the Keen Road APE. The site has been recorded as a 19th century plantation with cemeteries represented by an historic scatter of brick, nails, whiteware ceramics, and burials (Girard 1993). FEMA's review of historic maps and documentation relevant to the APE revealed no additional historically significance features.

Prior to visiting the APE of the project on June 9, 2015 FEMA's personnel drove by the recorded location of the site with cemeteries in order to verify that they were all outside the boundary of the APE (see Figure 18 aerial). The site visit entailed surface scanning and excavating two shovel. Figures 44 and 45 are photographs of the existing culvert pipes and roadway in the area. No cultural materials or features were observed.

Project Area 6 - Macedonia Road

The project area Macedonia Road has never been as part of an archaeological survey and there were no previously recorded archaeological sites within a one mile radius of the area. A review of historic maps and documentation relevant to the APE revealed nothing of notable historic significance was related to the immediate area of the proposed project.

A site visit entailing surface scanning and excavating two shovel tests was conducted within the APE (see Figure 19 aerial). Figures 46 and 47 are photographs of the existing culvert pipes and roadway in the area on June 9, 2015. No cultural materials or features were observed.

Project Area 7 - Maddox Road

The project area of Maddox Road has never been as part of an archaeological survey and there were no previously recorded archaeological sites within a one mile radius of the area. A review of historic quadrangle maps relevant to the APE revealed nothing of notable historic significance was related to the immediate area of the proposed project.

A site visit entailing surface scanning was conducted within the APE (see Figure 20 aerial) on June 10, 2015. Figures 48 and 49 are photographs of the existing culvert pipes and roadway in the area. Shovel tests were not excavated in this area due to the heavily elevated roadway (two to three meters) and sloping embankment of the drainage. It was determined that an attempt to search for natural soils or intact deposits was not feasible because of these disturbances within the APE. No cultural materials or features were observed during a walkover of the APE.

Project Area 8 - Maritzky

The project area of Maritzky Road has never been as part of an archaeological survey and there were no previously recorded archaeological sites within a one mile radius of the area. A review of historic maps and documentation relevant to the APE revealed nothing of notable historic significance was related to the immediate area of the proposed project.

A site visit entailing surface scanning was conducted within the APE (see Figure 21 aerial) on June 10, 2015. Figures 50 and 51 are photographs of the existing culvert pipe and roadway in the area. Shovel tests were not

excavated in this area due to the heavily elevated roadway (two to three meters) and sloping embankment of the drainage. It was determined that an attempt to search for natural soils or intact deposits was not feasible because of these disturbances within the APE. No cultural materials or features were observed during a walkover of the APE.

Project Area 9 - Red-Adams Road

The project area of Red-Adams Road has never been evaluated as part of an archaeological survey and there were no previously recorded archaeological sites within a one mile radius of the area. A review of historic maps and documentation relevant to the APE revealed nothing of notable historic significance was related to the immediate area of the proposed project.

A site visit entailing surface scanning and excavating two shovel tests was conducted within the APE (see Figure 22 aerial) on June 10, 2015. Figures 52 and 53 are photographs of the existing culvert pipes and roadway in the area. No cultural materials or features were observed.

Project Area 10 - Sugar Creek Road

The project area of Sugar Creek Road has never been evaluated as part of an archaeological survey and there were no previously recorded archaeological sites within a one mile radius of the area.

A review of historic quadrangle maps relevant to the APE revealed historic structures dating from the 1950s to 1960s that most likely no longer exist were present within one half of a mile radius of the area. Two structure visible on the 1950 and 1969 USGS 15 Minute Series Arcadia, LA 15 quadrangle maps were no longer visible on the 1985 USGS 15 Minute Series Monroe North, LA map.

A site visit entailing surface scanning and excavating two shovel tests was conducted within the APE (see Figure 23 aerial) on June 9, 2015. Figures 54 and 55 are photographs of the existing culvert pipes and roadway in the area. No cultural materials or features were observed.

Project Area 11 - Youngblood Road

The project area of Red-Adams Road has never been evaluated as part of an archaeological survey and there were no previously recorded archaeological sites within a one mile radius of the area.

A review of historic quadrangle maps relevant to the area revealed that the Caldwell Cemetery was located within on half of a mile north of the area. The location of the cemetery was displayed on quadrangle maps dating from 1956 to 1986. It was verified that the cemetery was not within the APE (see Figures 13 quadrangle map and Figure 24 aerial) of the project during a site visit conducted on June 8, 2015. The visit entailed surface scanning and excavating one shovel test and no cultural materials or features were identified during the investigation. Figures 56 and 57 are photographs of the existing culvert pipe and roadway in the area.

In summary, FEMA visited all 11 project locations and determined that the APEs are located on unfavorably situated soils for human occupation, that the installation of the original drainage structures created significant disturbance, and that, upon inspection for the presence of archaeological materials, none were present excepting a single isolated find, nor were there any buildings or structures present within the APEs 50 years-old or older.

Assessment of Effects

Based on the aforementioned identification and evaluation, FEMA has determined that there are no historic properties as defined in 36 CFR 800.16(l) within the APE. Therefore, FEMA has determined a finding of **No Historic Properties Affected** for this Undertaking and is submitting this Undertaking to you for your review and comment. FEMA requests your comments within 15 days.

7/15/2015

Claiborne Parish Drainage Improvements (HMGP Project # 1603-0269)

We look forward to your concurrence with this determination. Should you have any questions or need additional information regarding this Undertaking, please contact me at (504) 247-7771 or jerame.cramer@fema.dhs.gov, or Jason Emery, Lead Historic Preservation Specialist at (504) 570-7292 or jason.emery@fema.dhs.gov, or Maria Tavaszi, Historic Preservation Specialist/Archaeologist at (504) 214-2926 or Maria.Tavaszi@fema.dhs.gov.

Sincerely,

TIFFANY R
SPANN
WINFIELD

Digitally signed by TIFFANY R SPANN WINFIELD
DN: cn=US, ou=U.S. Government, ou=Department of
Homeland Security, ou=FEMA, ou=People,
email=TIFFANY.R.SPANN.WINFIELD,
c=US, o=19200300.1001.1+0178267306.FEMA.1
Date: 2015.07.17 16:14:55 -0500

Jeramé J. Cramer
Environmental Liaison Officer
FEMA-DR-1603-LA, FEMA-DR-1607-LA

CC: File
State Historic Preservation Office

Enclosures

References:

- Biddiscombe, Jennae, Benjamin Maygarden, Catherine Nolan, and Jill-Karen Yakubik
2006 *Phase I Cultural Resources Survey for the Lion Oil Pipeline, Bossier and Claiborne Parishes, Louisiana* (Report No. 22-2844). Report on file at the Division of Archaeology, Louisiana Department of Culture, Recreation and Tourism, Baton Rouge
- Coleman, Lisa, Geoffrey R. Lehmann, John L. Mayer, Timothy P. Phillips, Alan Dorian
1993 *Kisatchie National Forest Management Summaries for FY 1993*. Kisatchie National Forest (Report No. 22-2396). Report on file at the Division of Archaeology, Louisiana Department of Culture, Recreation and Tourism, Baton Rouge
- Girard, Jeffrey S.
2013 *Regional Archaeology Program Management Unit 1: Fourth Annual Report*. Northwestern State University (Report No. 22-1722). Report on file at the Division of Archaeology, Louisiana Department of Culture, Recreation and Tourism, Baton Rouge.
- Grubb, Exa M.
2013 *An Archaeological Sensitive Area Avoidance Plan for Millerton 3-D Seismic Project*. Cougar Land Services, LLC (Report No. 22-4208). Report on file at the Division of Archaeology, Louisiana Department of Culture, Recreation and Tourism, Baton Rouge.
- U.S. Geological Survey
1950 Arcadia, LA [Contours]. 1:62,500. 15 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1950 Gibsland, LA [Contours]. 1:62,500. 15 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1951 Summerfield, LA [Contours]. 1:62,500. 15 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1955 Shreveport, LA [Contours]. 1:250,000-scale Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1959 Summerfield, LA [Contours]. 1:62,500. 15 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1969 Arcadia, LA [Contours]. 1:62,500. 15 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1971 *Emerson, LA* [Contours]. 1:24,000. 7.5 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1986 *Athens, LA* [Contours]. 1:24,000. 7.5 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1986 *Gibsland, LA* [Contours]. 1:24,000. 7.5 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802

- 1986 *Marsalis, LA* [Contours]. 1:24,000. 7.5 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 1994 *Simsboro City, LA* [Contours]. 1:24,000. 7.5 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 2003 *Blackburn, LA* [Contours]. 1:24,000. 7.5 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 2003 *Haynesville East, LA* [Contours]. 1:24,000. 7.5 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802
- 2003 *Summerfield, LA* [Contours]. 1:24,000. 7.5 Minute Series (Topographic). Reston, VA: USGS. Copy on file, FEMA Historic Preservation, 1500 Main Street, Baton Rouge, LA 70802

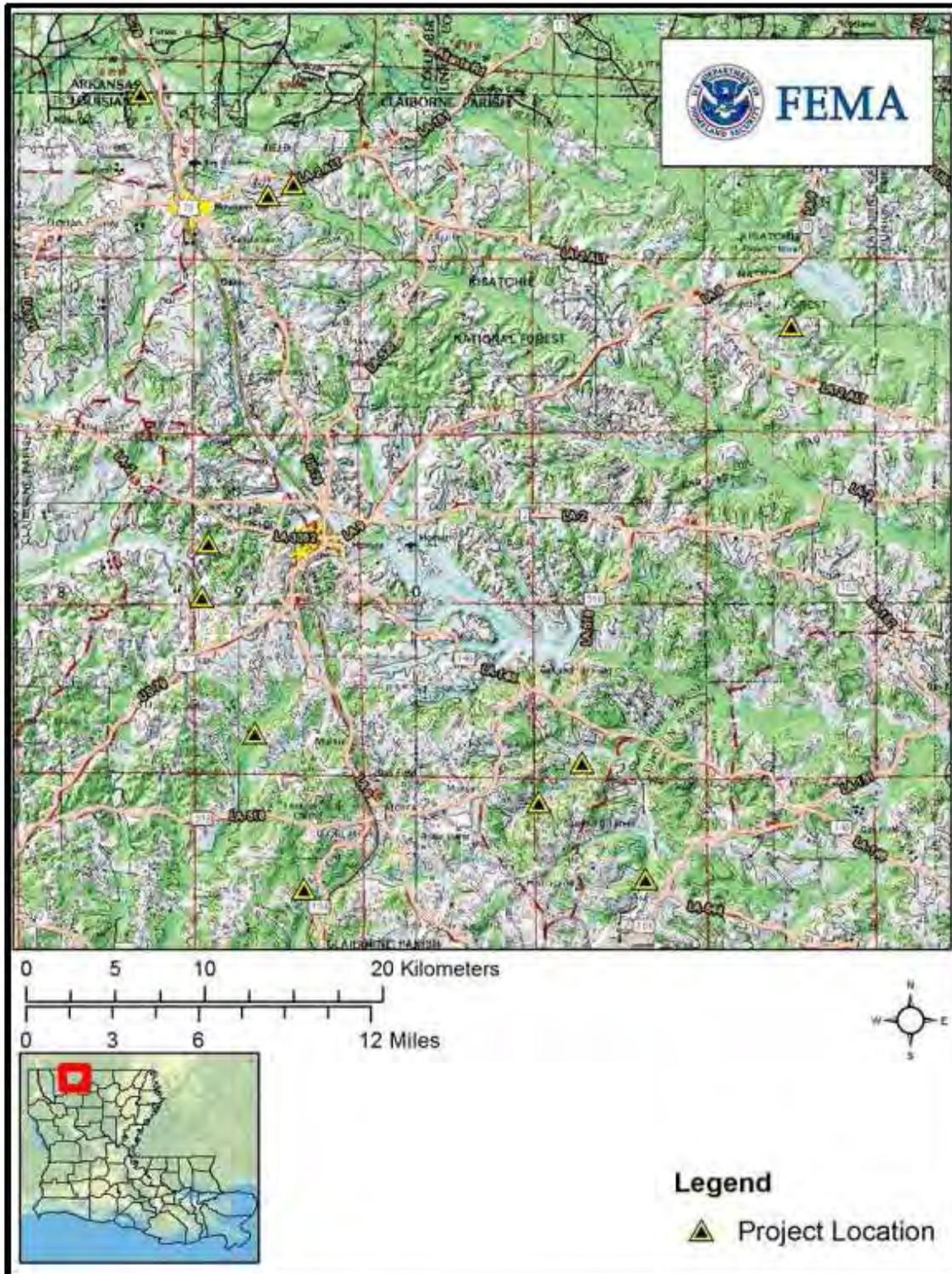


Figure 1. Excerpt from USGS quadrangle map displaying the locations of the eleven proposed drainage improvement projects in Claiborne Parish.

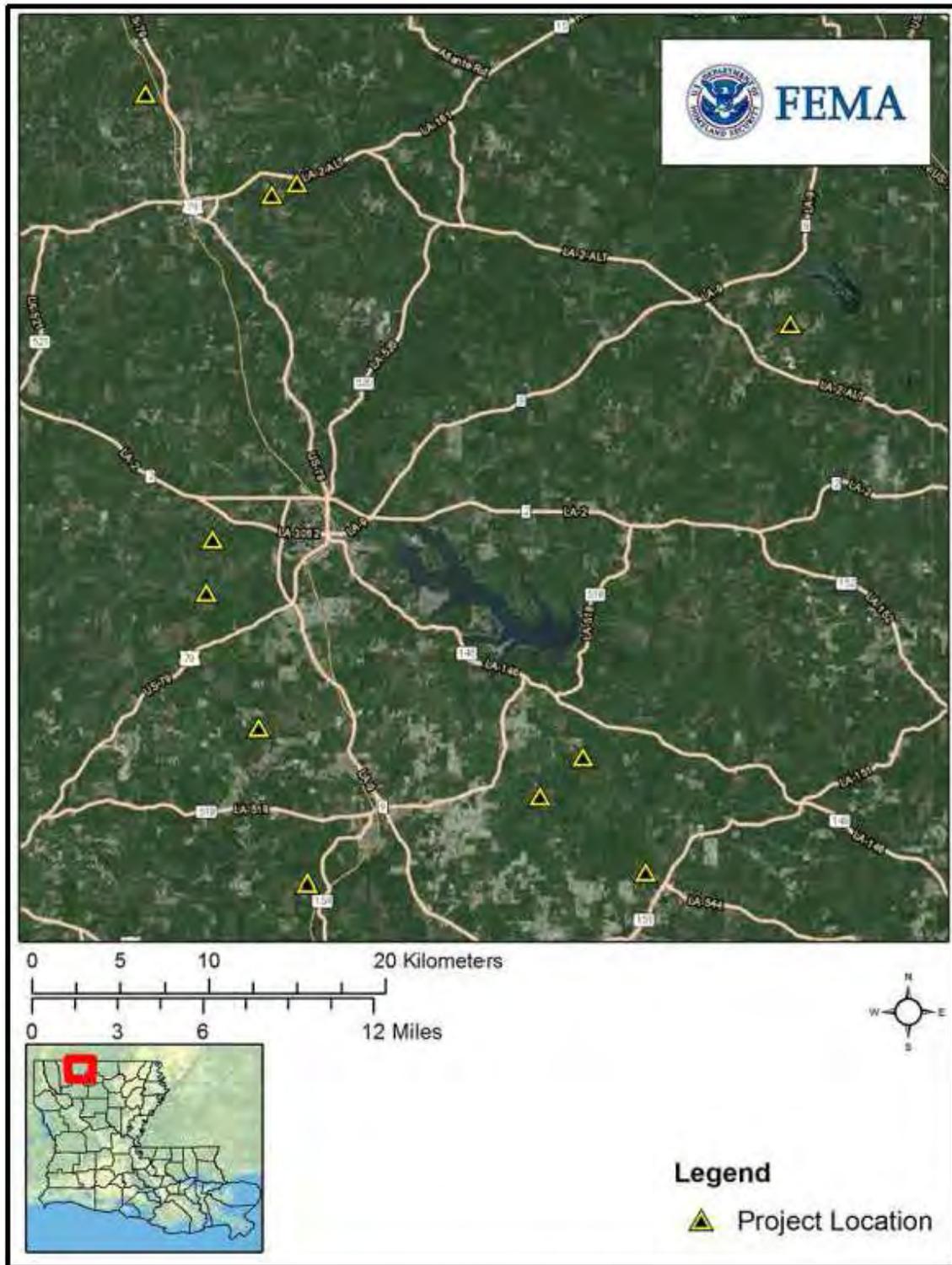


Figure 2. Satellite imagery displaying the eleven locations of the Clabome Parish Drainage Improvement project areas.

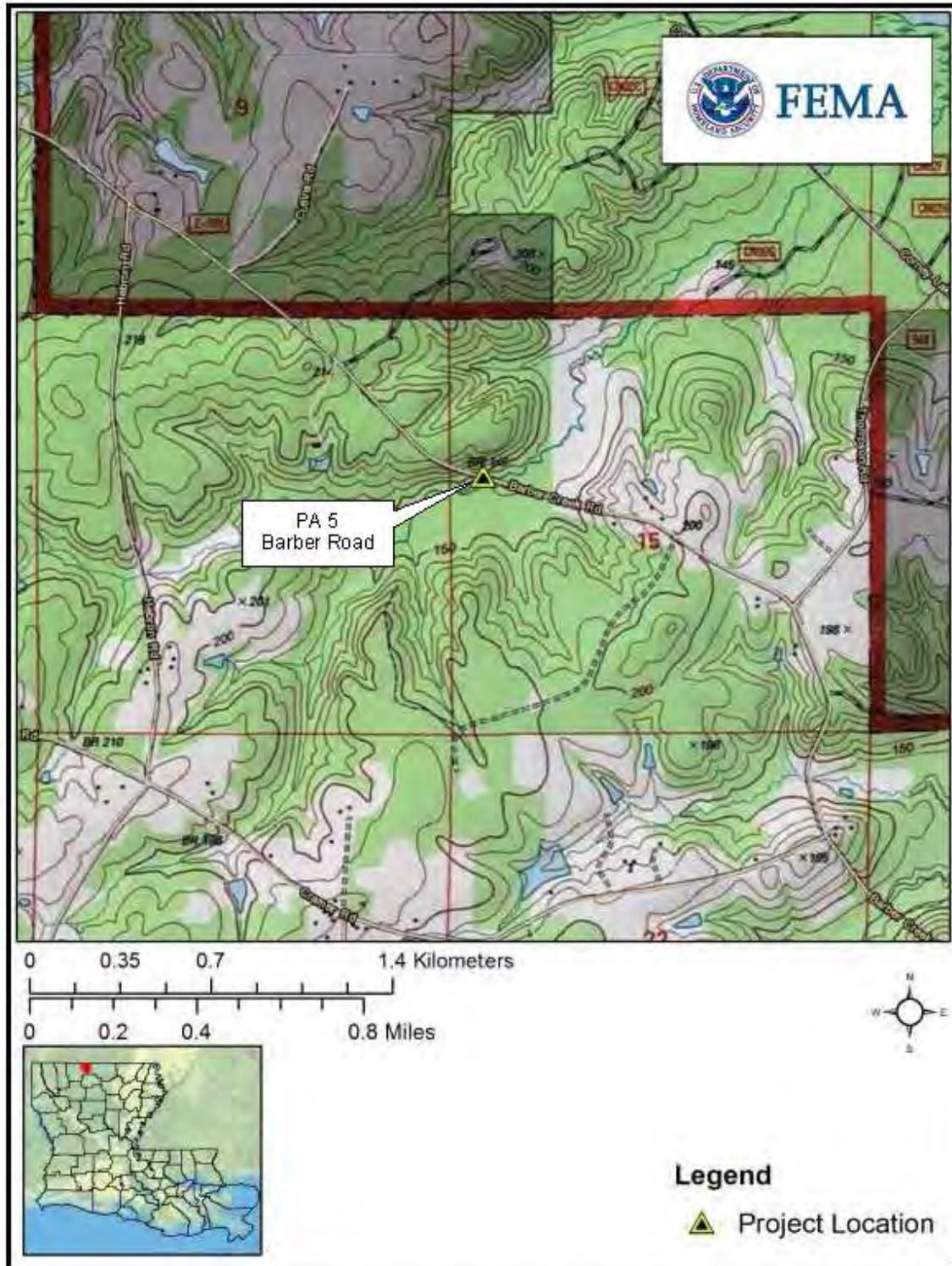


Figure 3. Excerpt from the USGS 2003 Summerfield, LA quadrangle map showing the location of the Barber Creek Road Bridge (PA 1) project (Scale 1:24,000).



Figure 4. Excerpt from the USGS 1971 Emerson, AR and LA quadrangle map showing the location of the Columbia Road (PA 2) project (Scale 1:24,000).

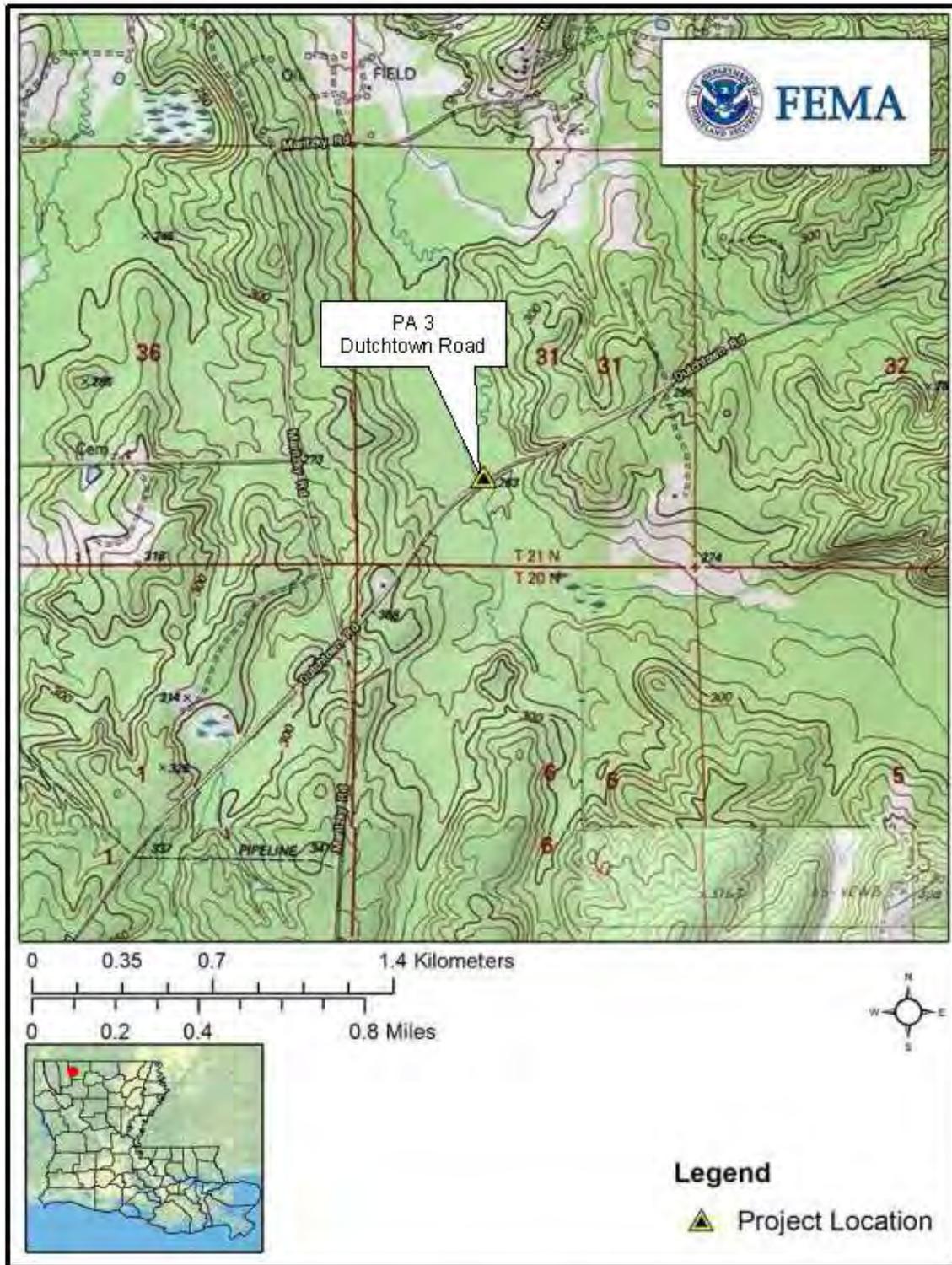


Figure 5. Excerpt from the USGS 2003 Blackburn, LA quadrangle map showing the location of the Dutchtown Road (PA 3) project (Scale 1:24,000).

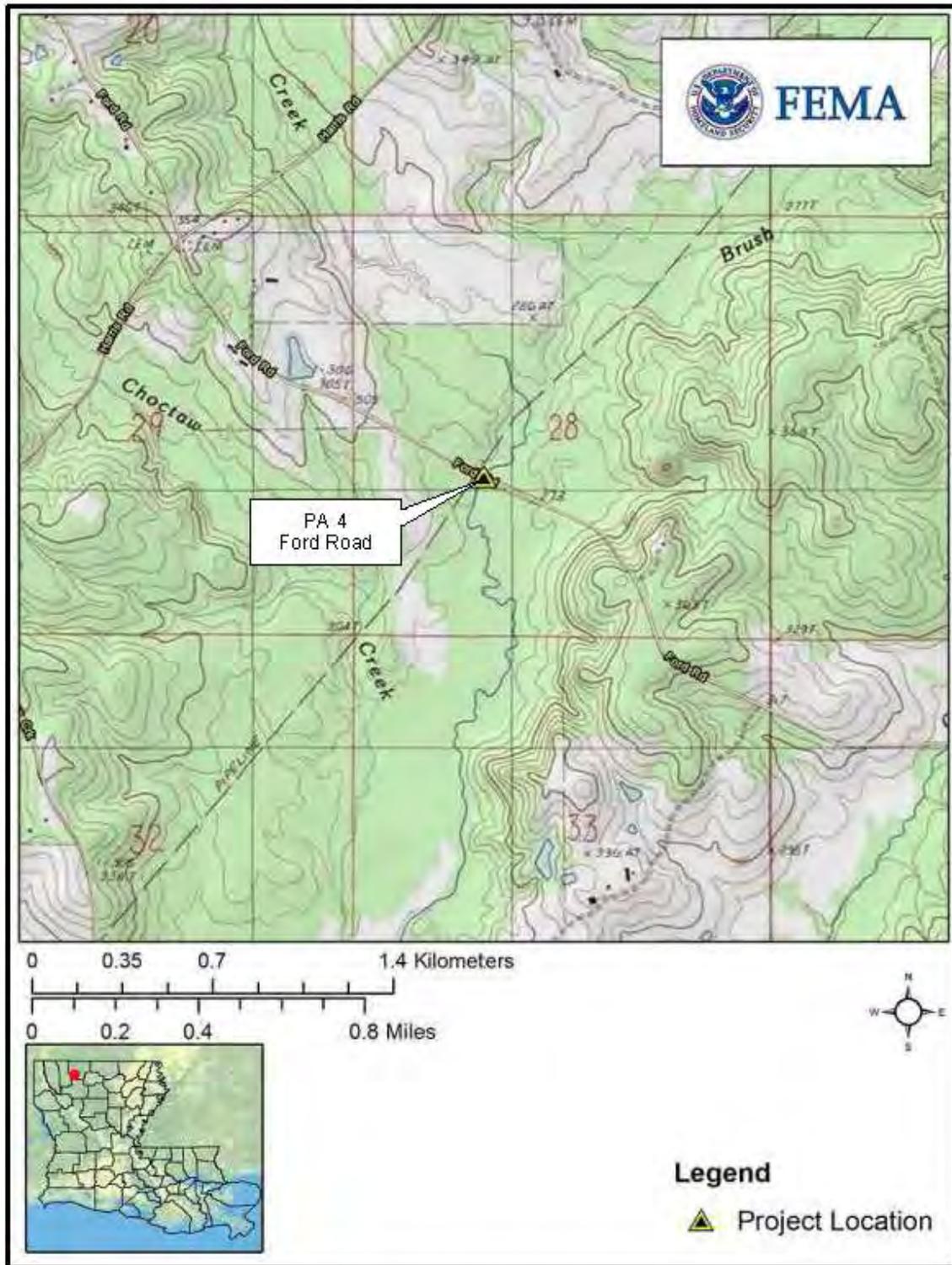


Figure 6. Excerpt from the USGS 1986 Athens, LA quadrangle map showing the location of the Ford Road (PA 4) project (Scale 1:24,000).

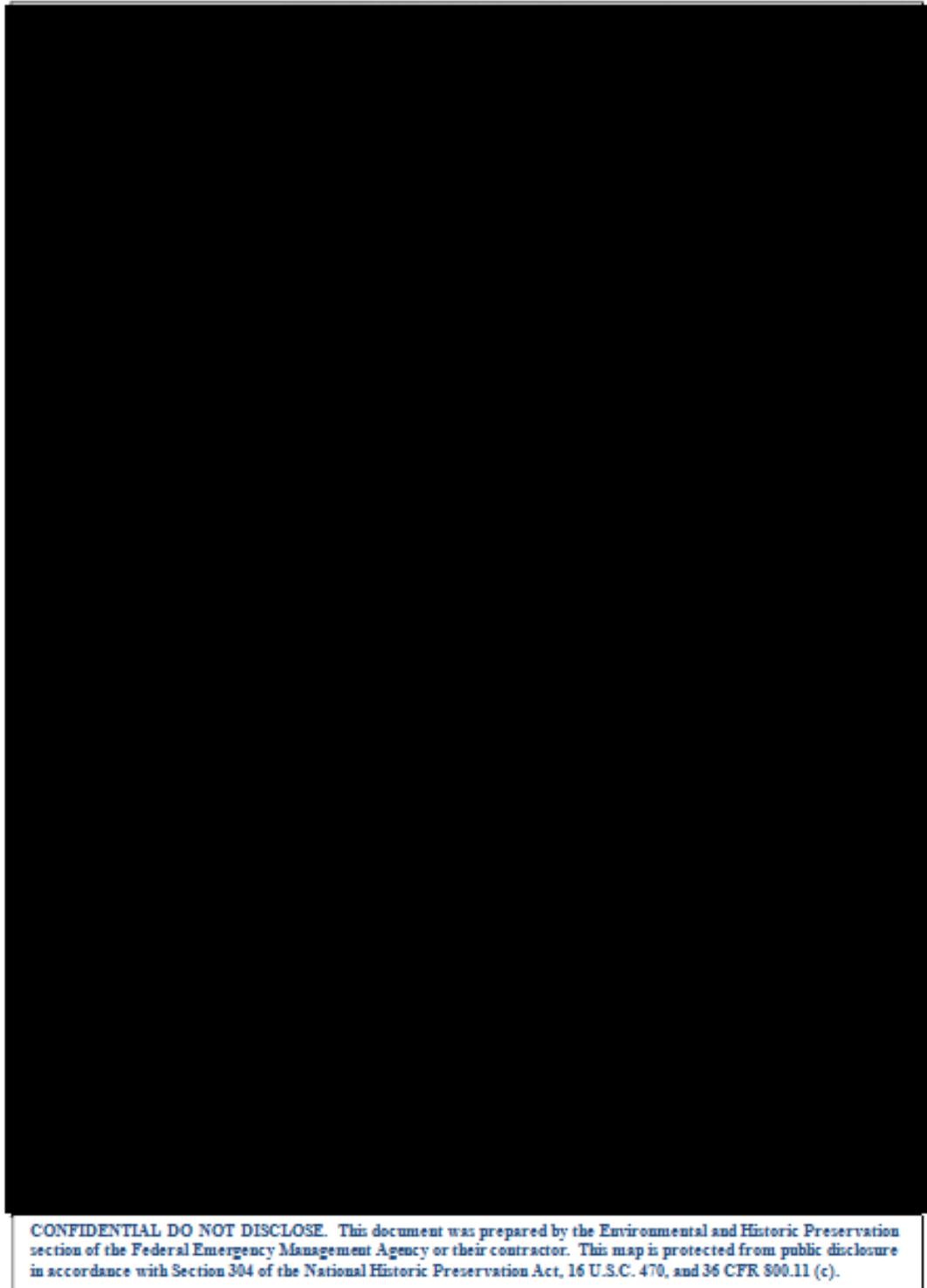


Figure 7. Excerpt from the USGS 1986 Marsalis, LA quadrangle map showing the location of the Keen Road (PA 5) project and the location of Site 16CL105, the Gee Plantation site (Scale 1:24,000).

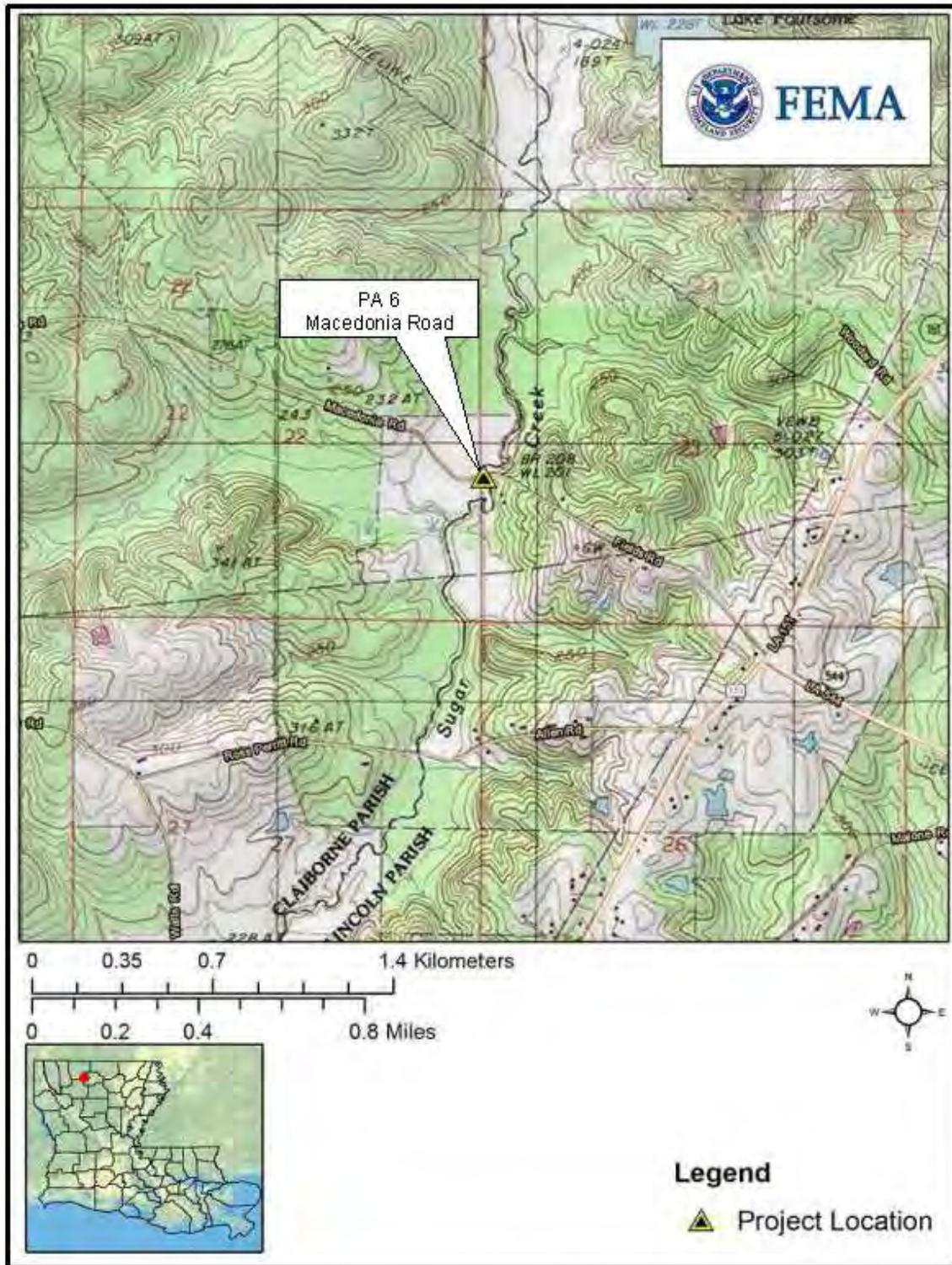


Figure 8. Excerpt from the USGS 1994 Simsboro, LA quadrangle map showing the location of the Macedonia Road (PA 6) project (Scale 1:24,000).

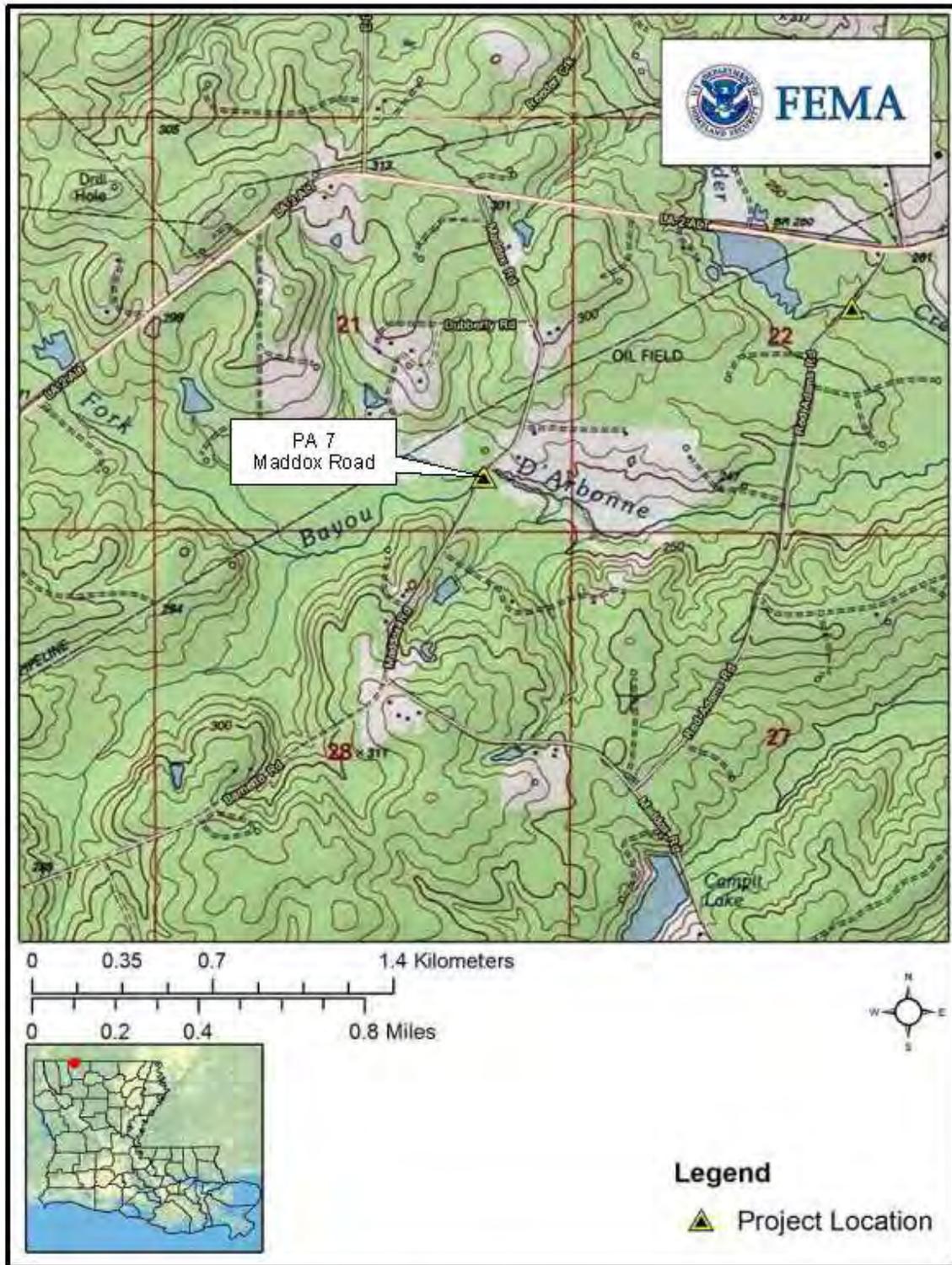


Figure 9. Excerpt from the USGS 2003 Haynesville East, LA quadrangle map showing the location of the Maddox Road (PA 7) project (Scale 1:24,000).



Figure 10. Excerpt from the USGS 2003 Blackburn, LA quadrangle map showing the location of the Maritzky Road (PA 8) project (Scale 1:24,000).

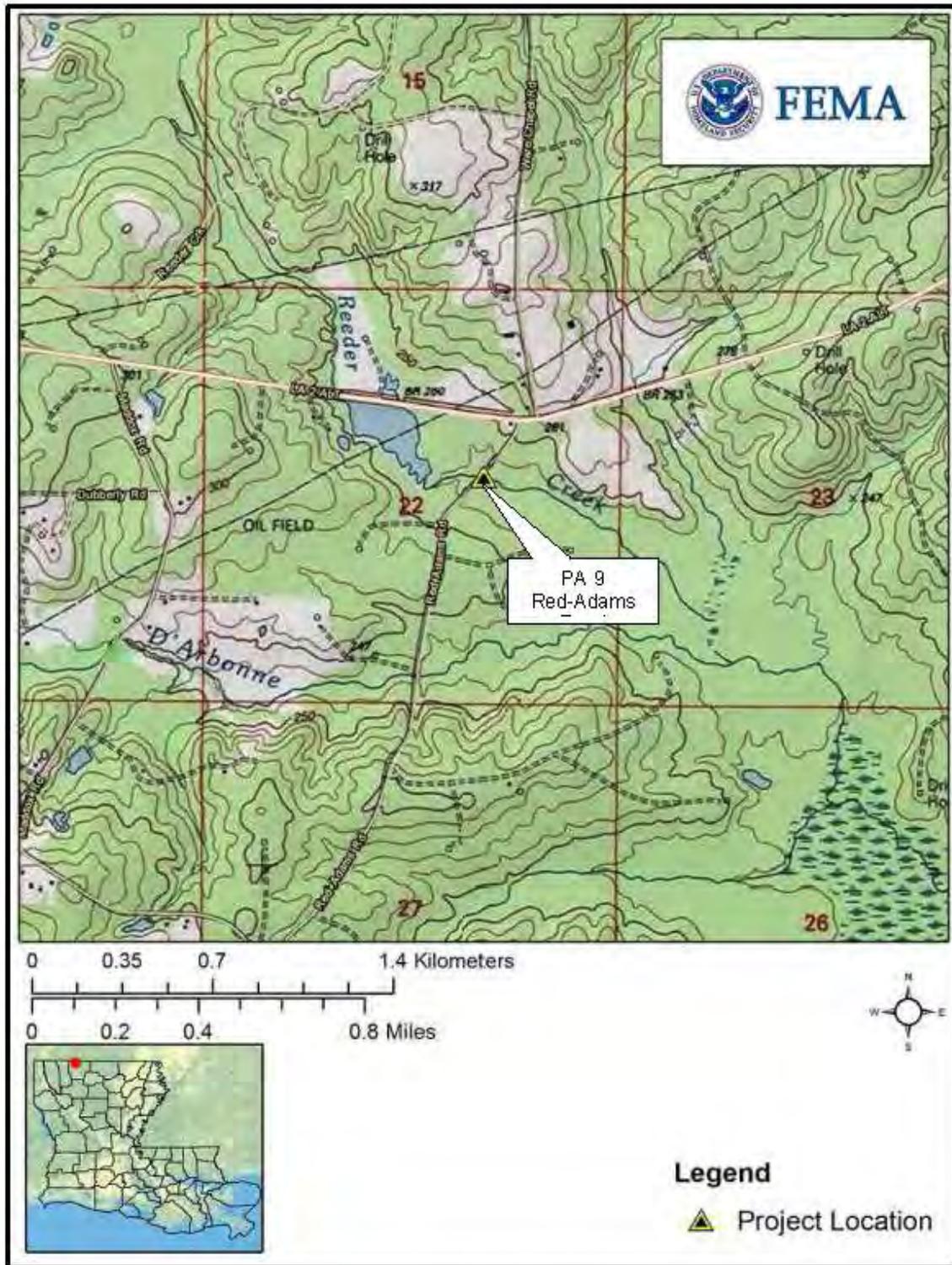


Figure 11. Excerpt from the USGS 2003 Haynesville East, LA quadrangle map showing the location of the Red-Adams Road (PA 9) project (Scale 1:24,000).

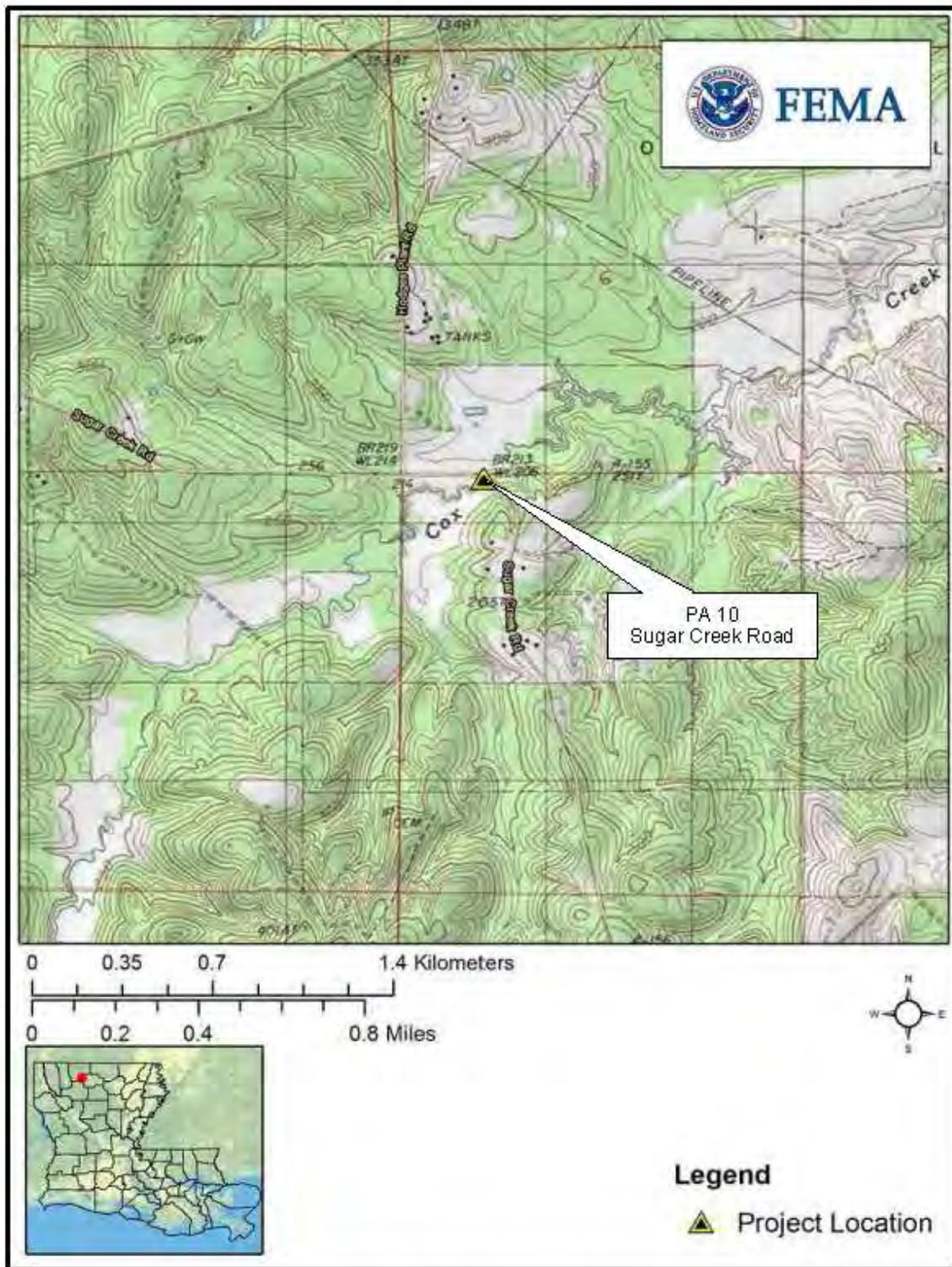


Figure 12. Excerpt from the USGS 1986 Marsalis, LA quadrangle map showing the location of the Sugar Creek Road (PA 10) project (Scale 1:24,000).

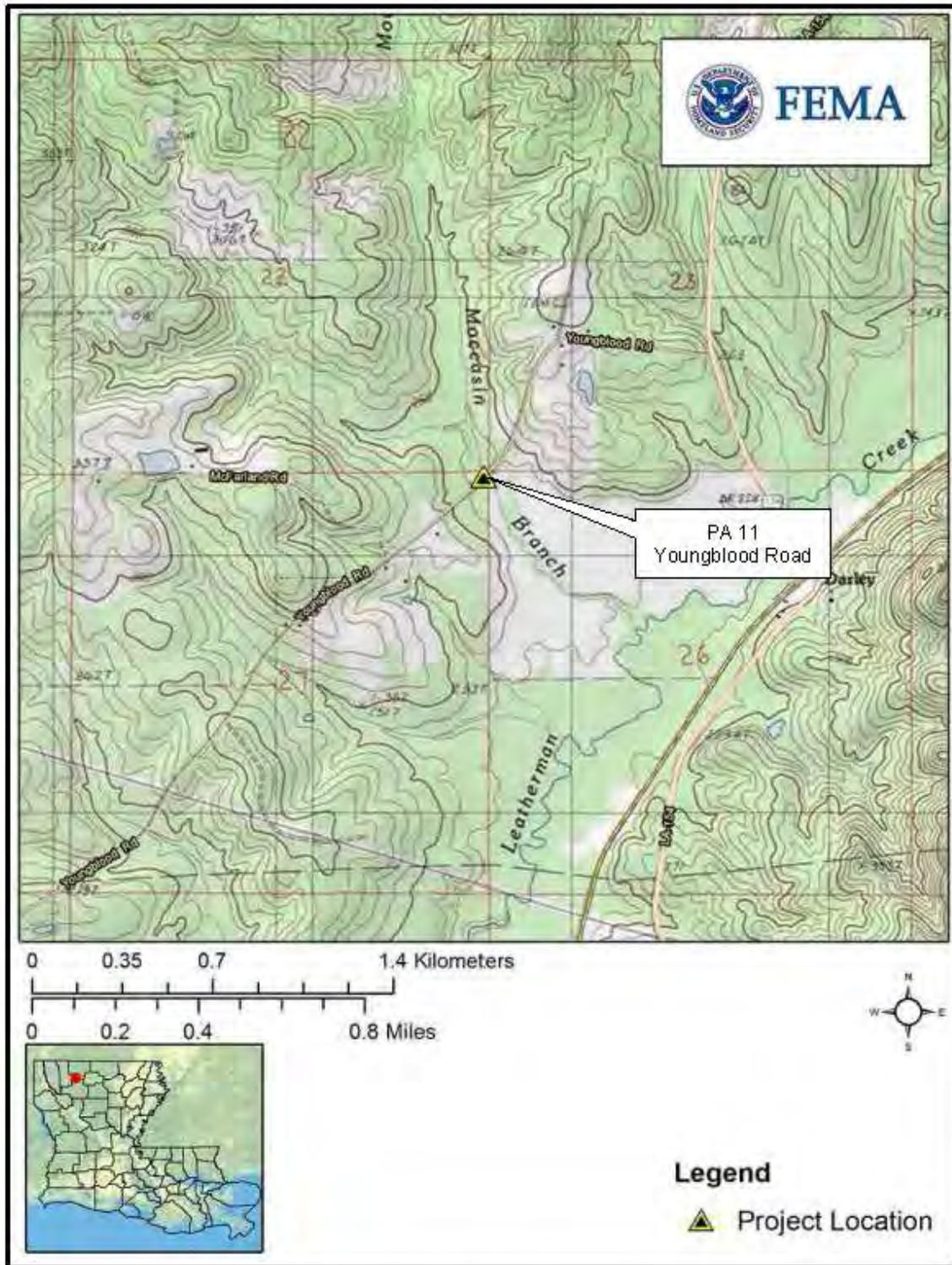


Figure 13. Excerpt from the USGS 1986 Gibsland, LA quadrangle map showing the location of the Youngblood Road (PA 11) project (Scale 1:24,000).

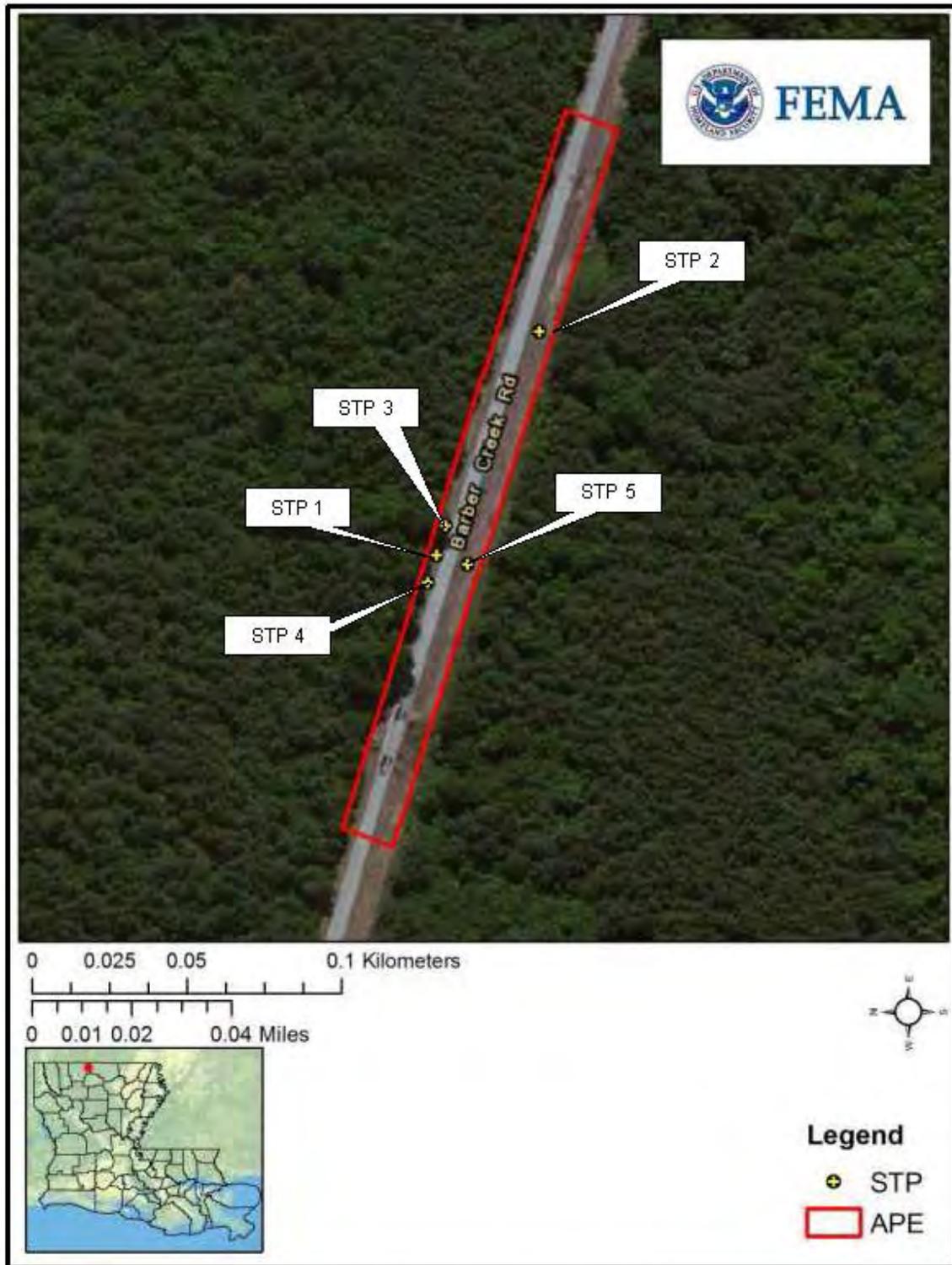


Figure 14. Aerial image showing the APE and locations of shovel tests at Barber Creek Road (PA 1).

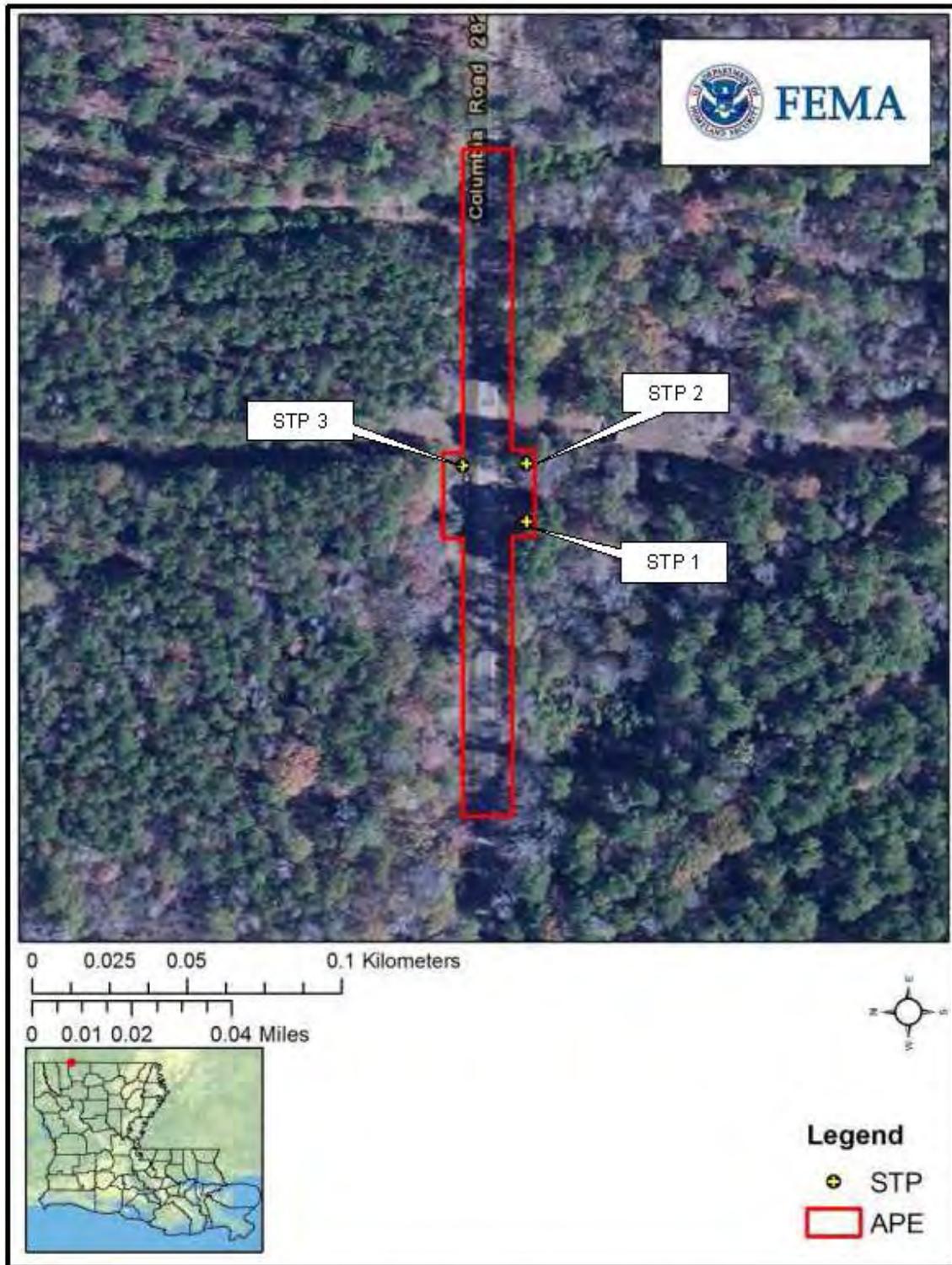


Figure 15. Aerial image showing the APE and locations of shovel tests at Columbia Road (PA 2).

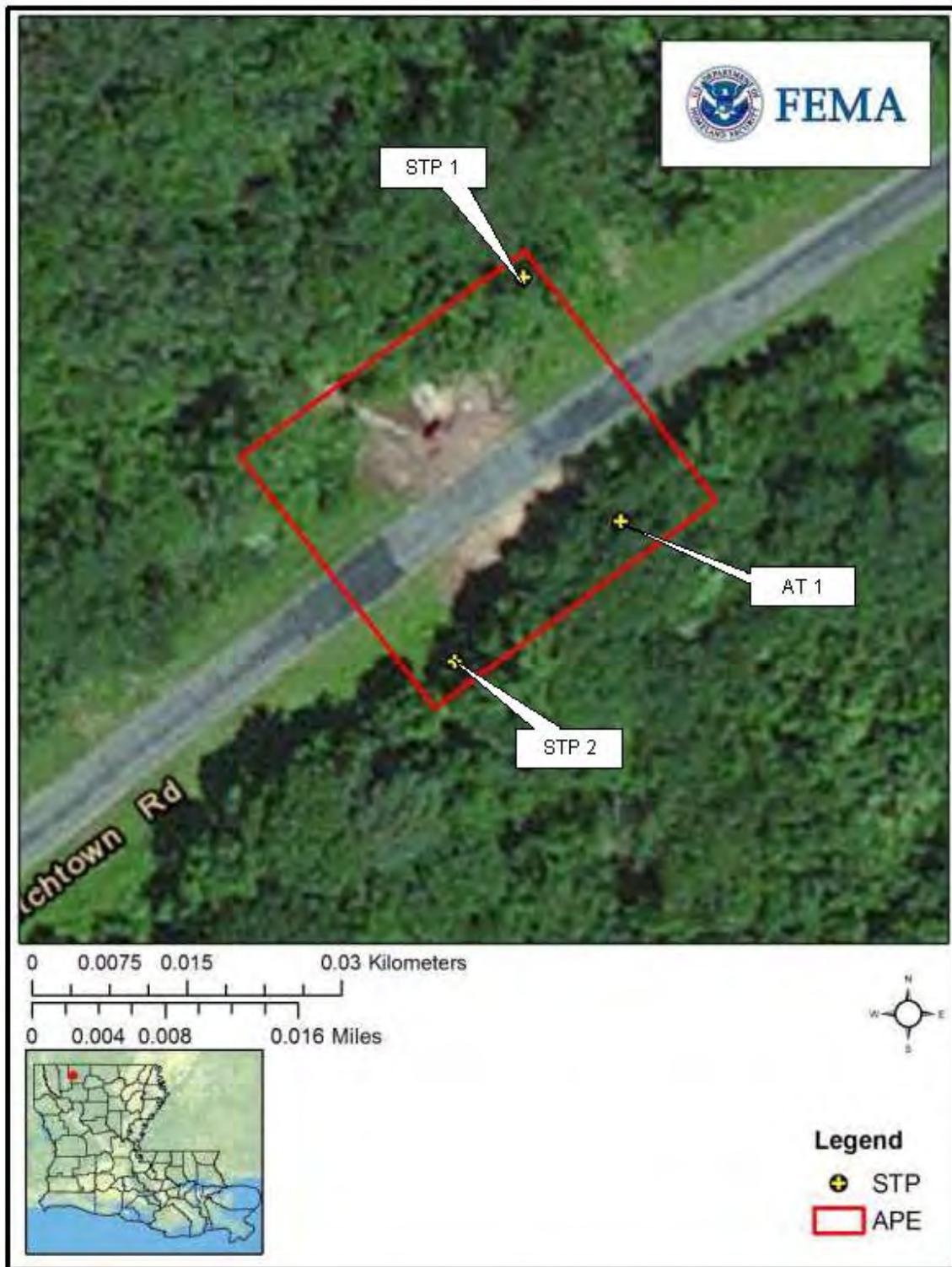


Figure 16. Aerial image showing the APE and locations of shovel tests and an auger test at Dutchtown Creek Road (PA 3).

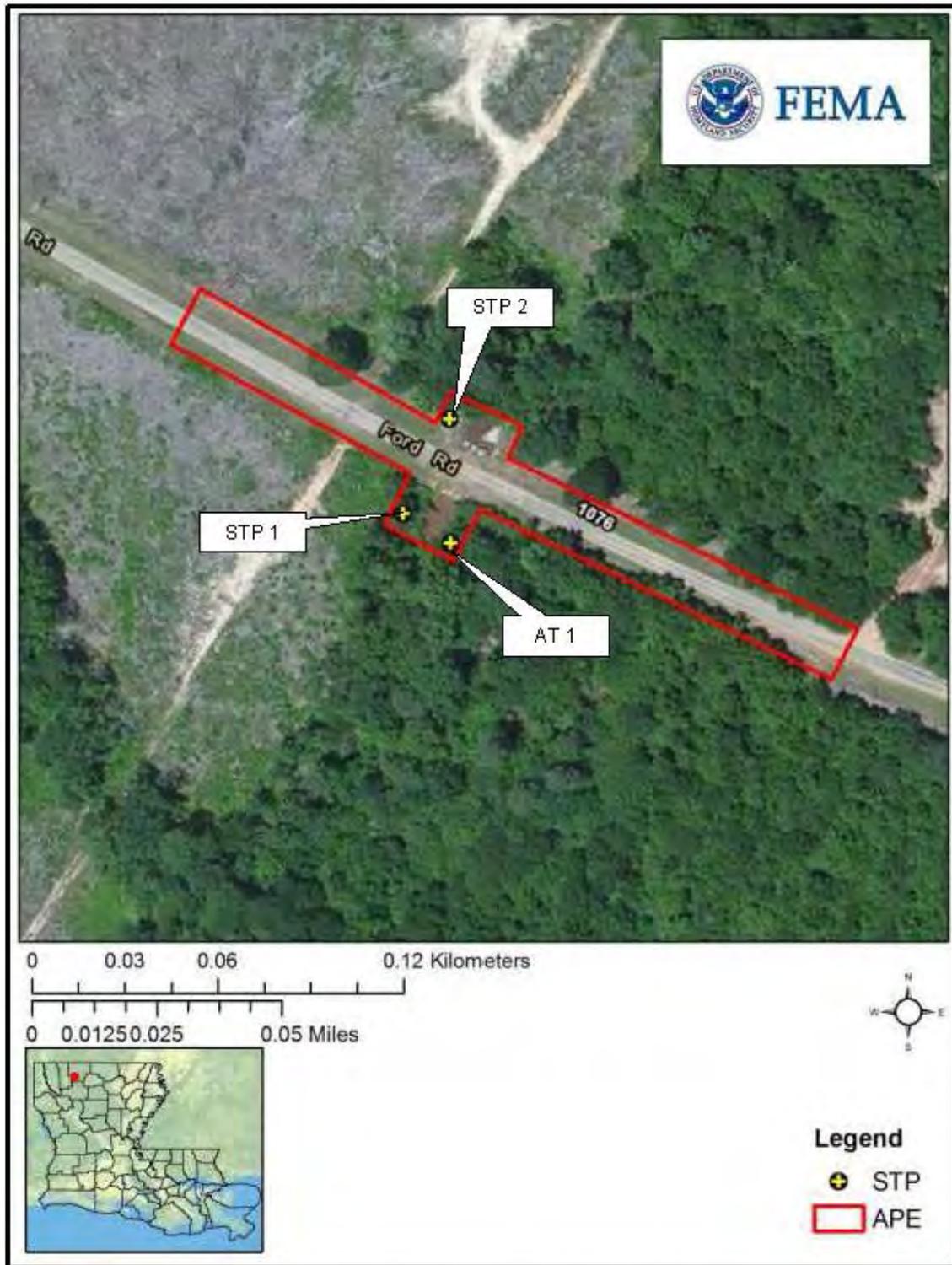


Figure 17. Aerial image showing the APE and locations of shovel tests and an auger test at Ford Road (PA 4).

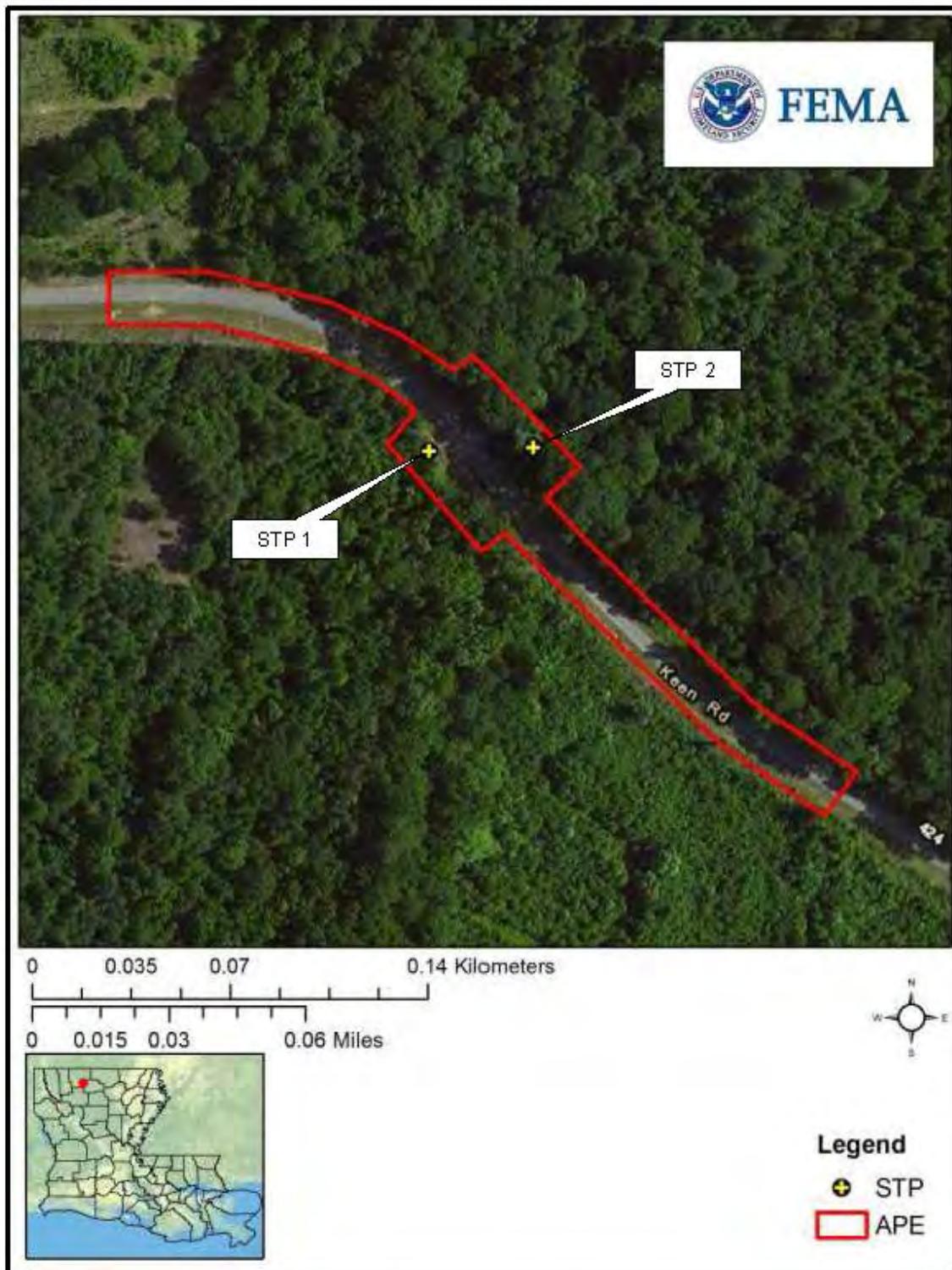


Figure 18. Aerial image showing the APE and locations of shovel tests at Keen Road (PA 5).



Figure 19. Aerial image showing the APE and locations of shovel tests at Macedonia Road (PA 6).

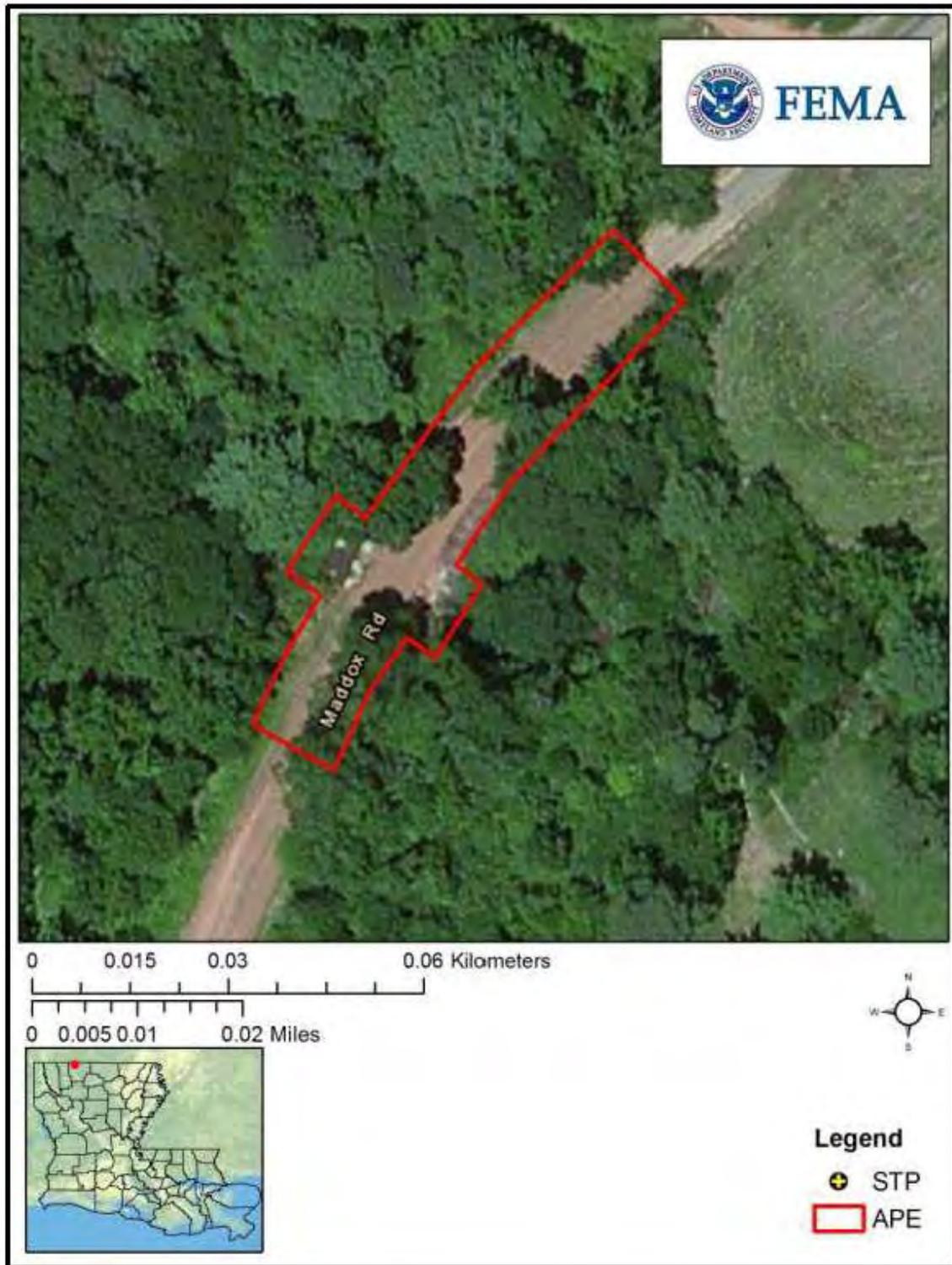


Figure 20. Aerial image showing the APE at Maddox Road (PA 7).

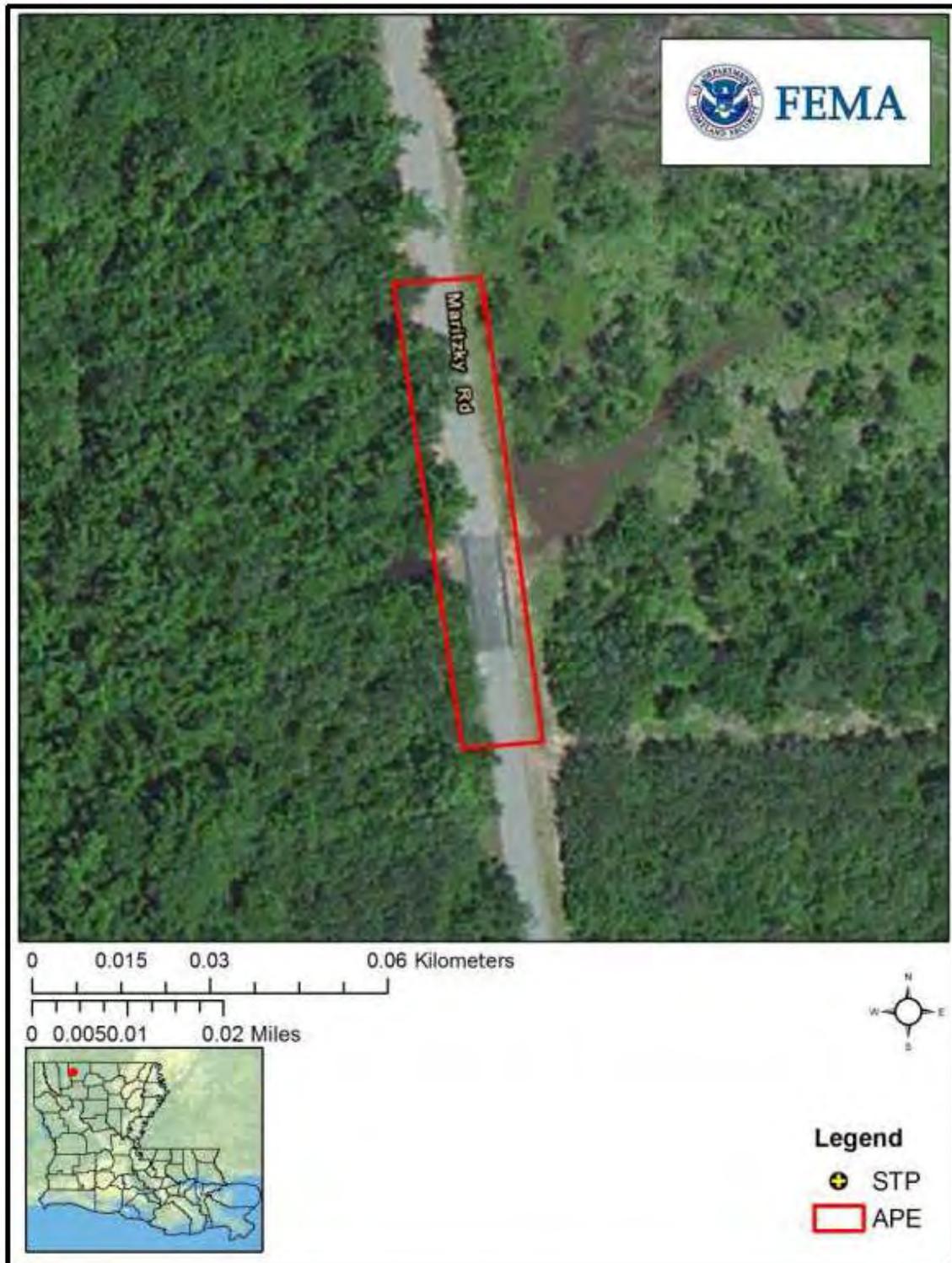


Figure 21. Aerial image showing the APE at Maritzky Road (PA 8).



Figure 22. Aerial image showing the APE and locations of shovel tests at Red-Adams Road (PA 9).

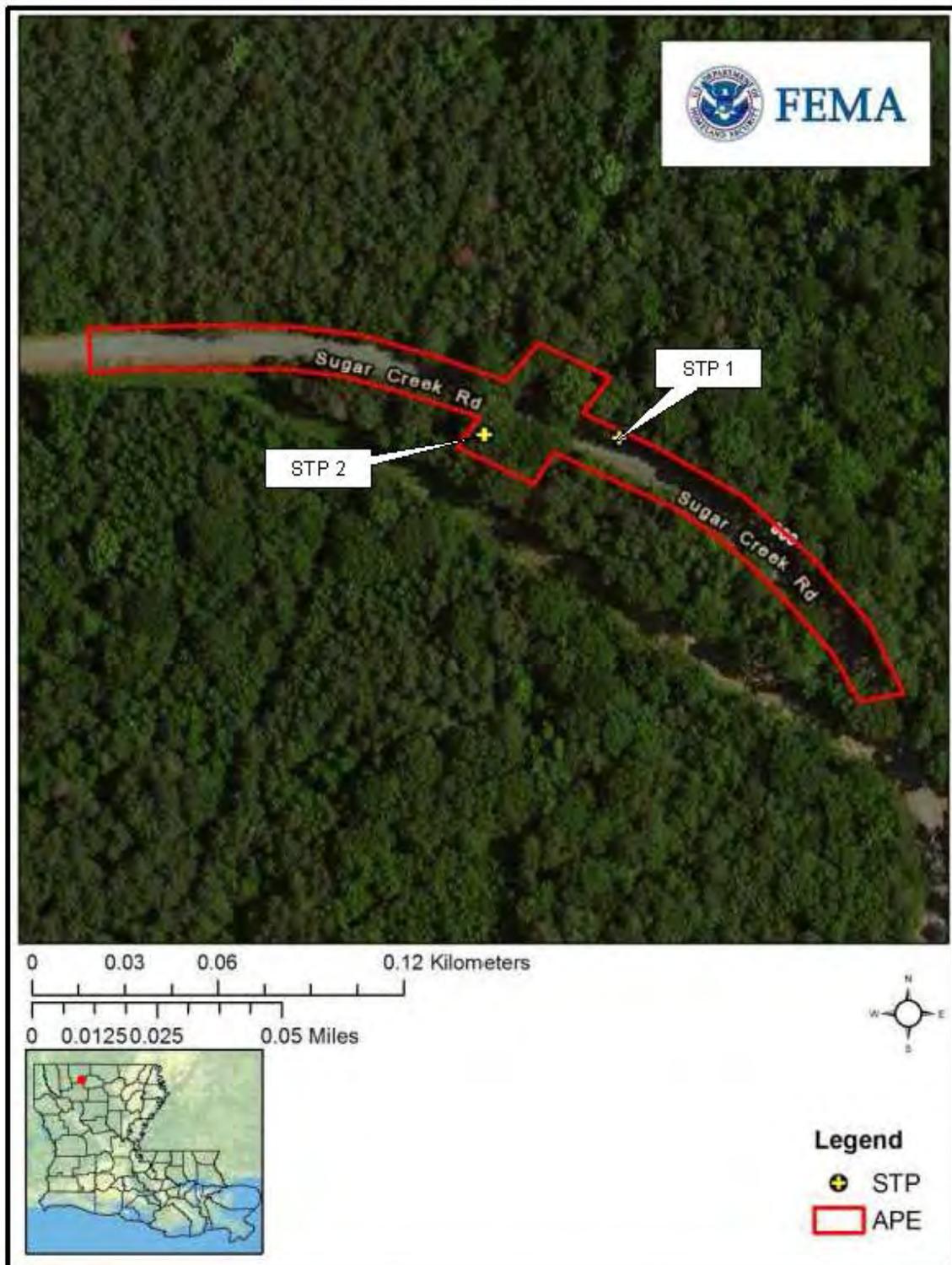


Figure 23. Aerial image showing the APE and locations of shovel tests at Sugar Creek Road (PA 10).

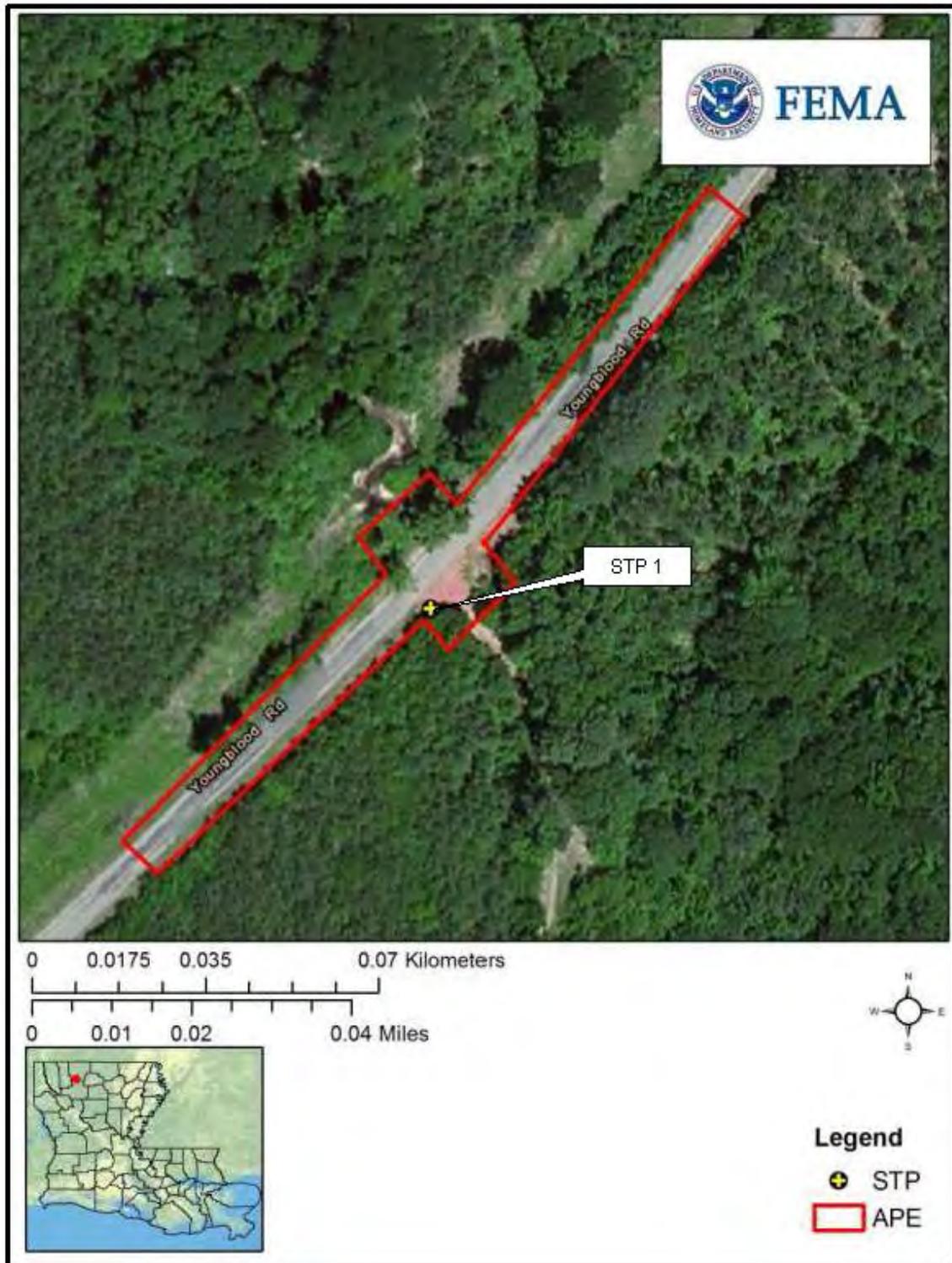


Figure 24. Aerial image showing the APE and locations of shovel test at Youngblood Road (PA 11).

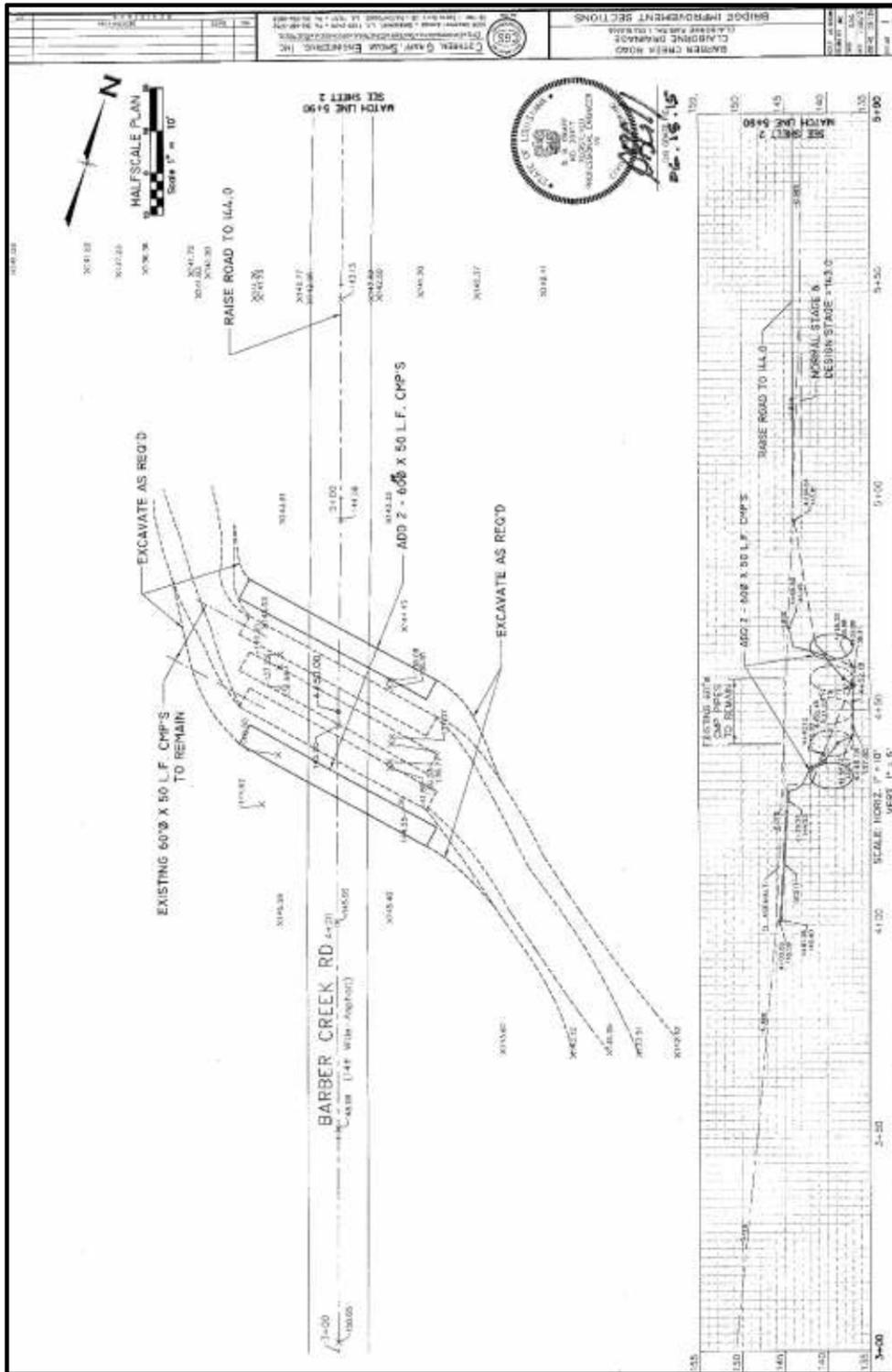


Figure 25. Construction plans for the proposed Barber Creek Road Bridge in PA 1 (Part 1 of 4) (Cothren, Graff, Smoak Engineering, Inc. 6/15/15).

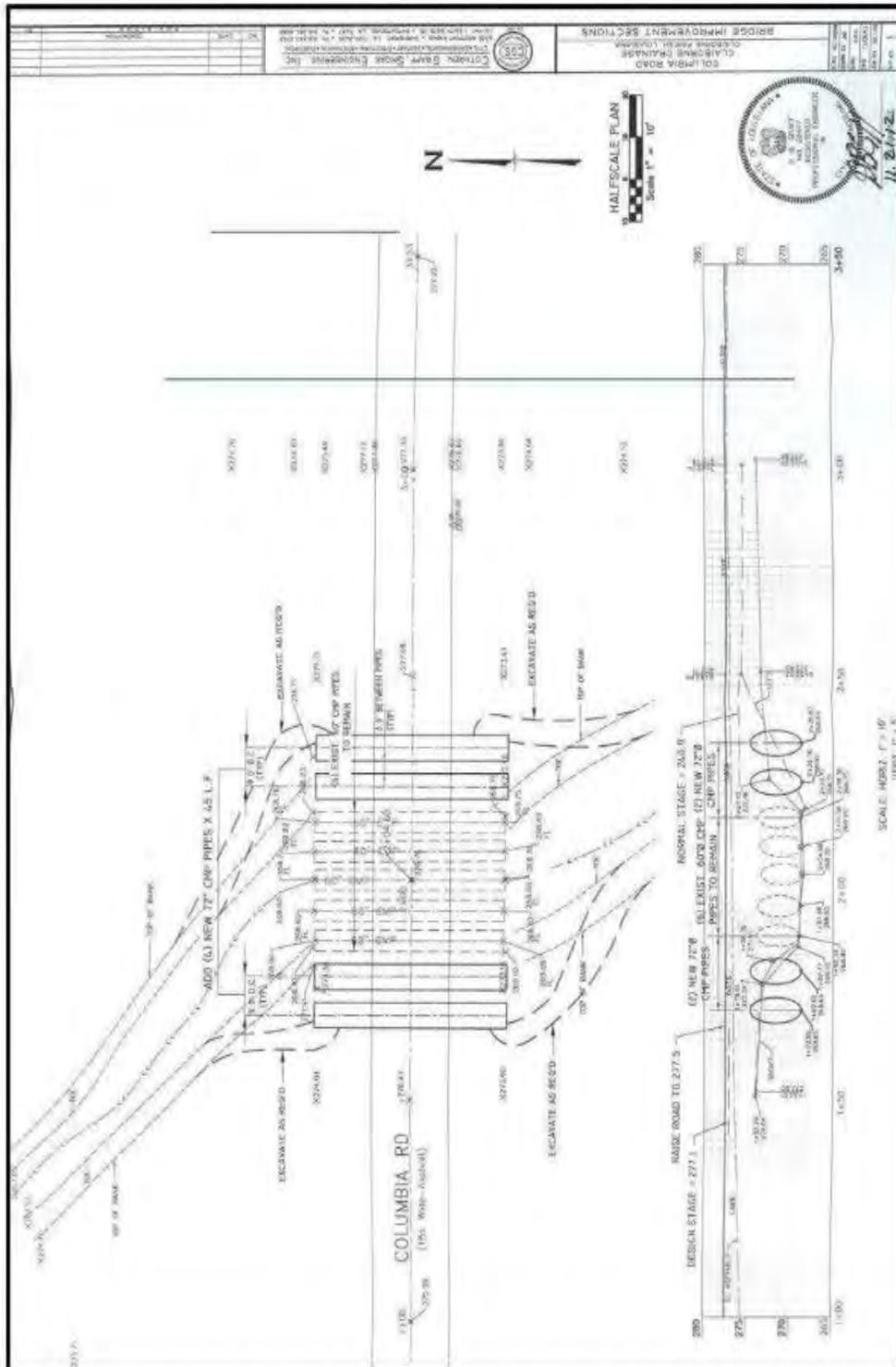


Figure 26. Construction plans for the proposed Columbia Road in PA 2 (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).

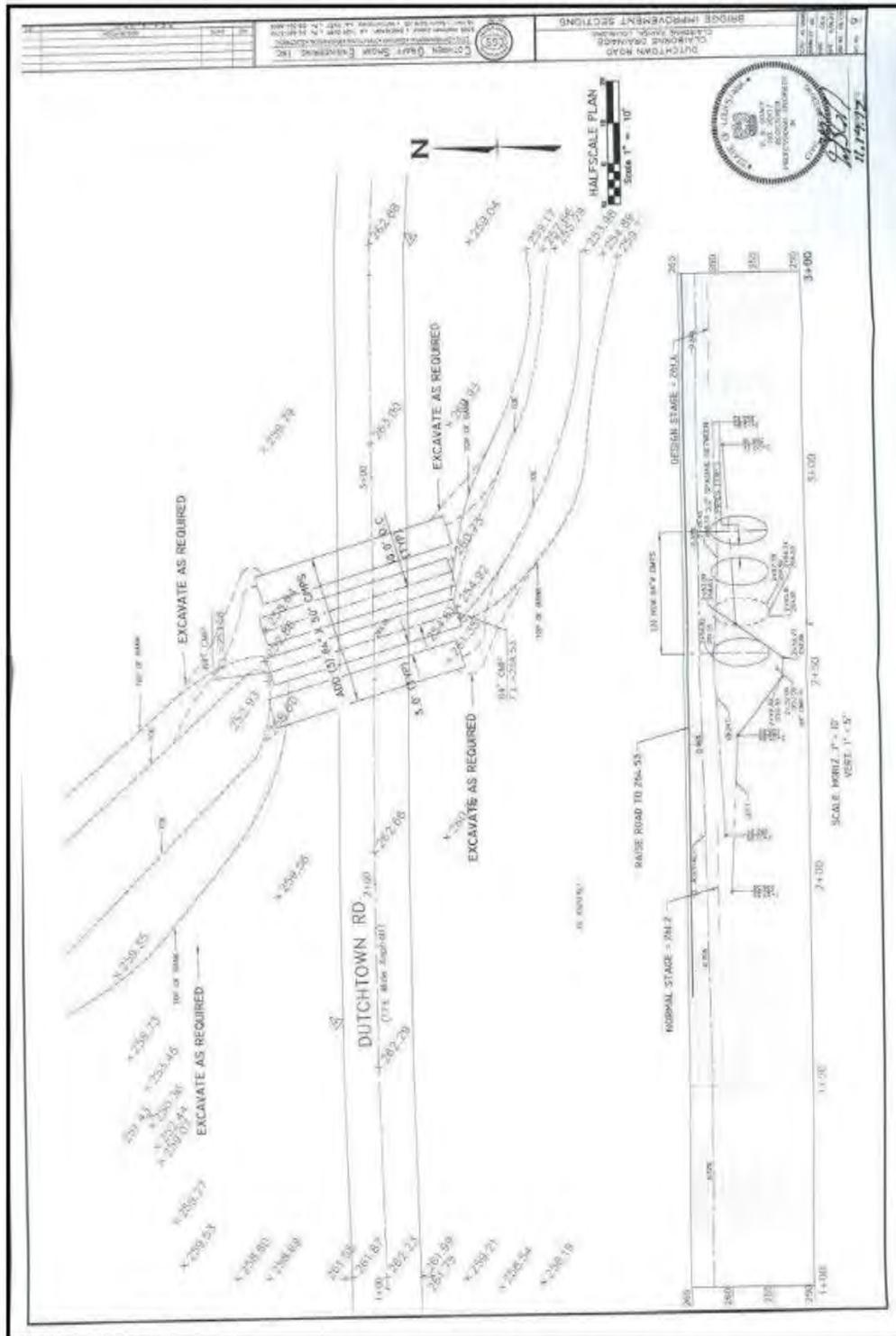


Figure 27. Construction plans for the proposed Dutchtown Road in PA 3 (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).

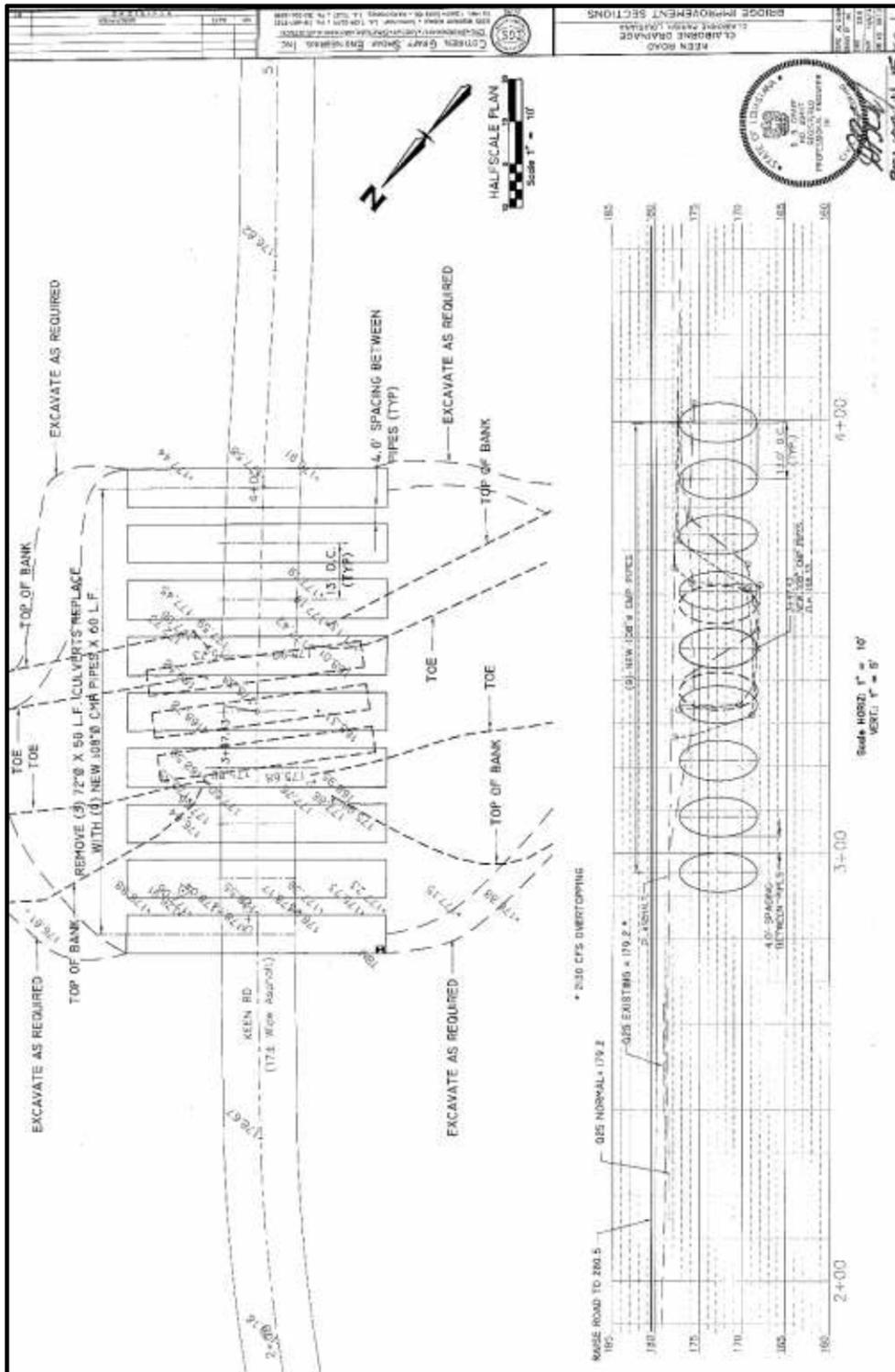


Figure 29. Construction plans for the proposed Keen Road in PA 5 (Cothren, Graff, Smoak Engineering, Inc. 11/8/12).

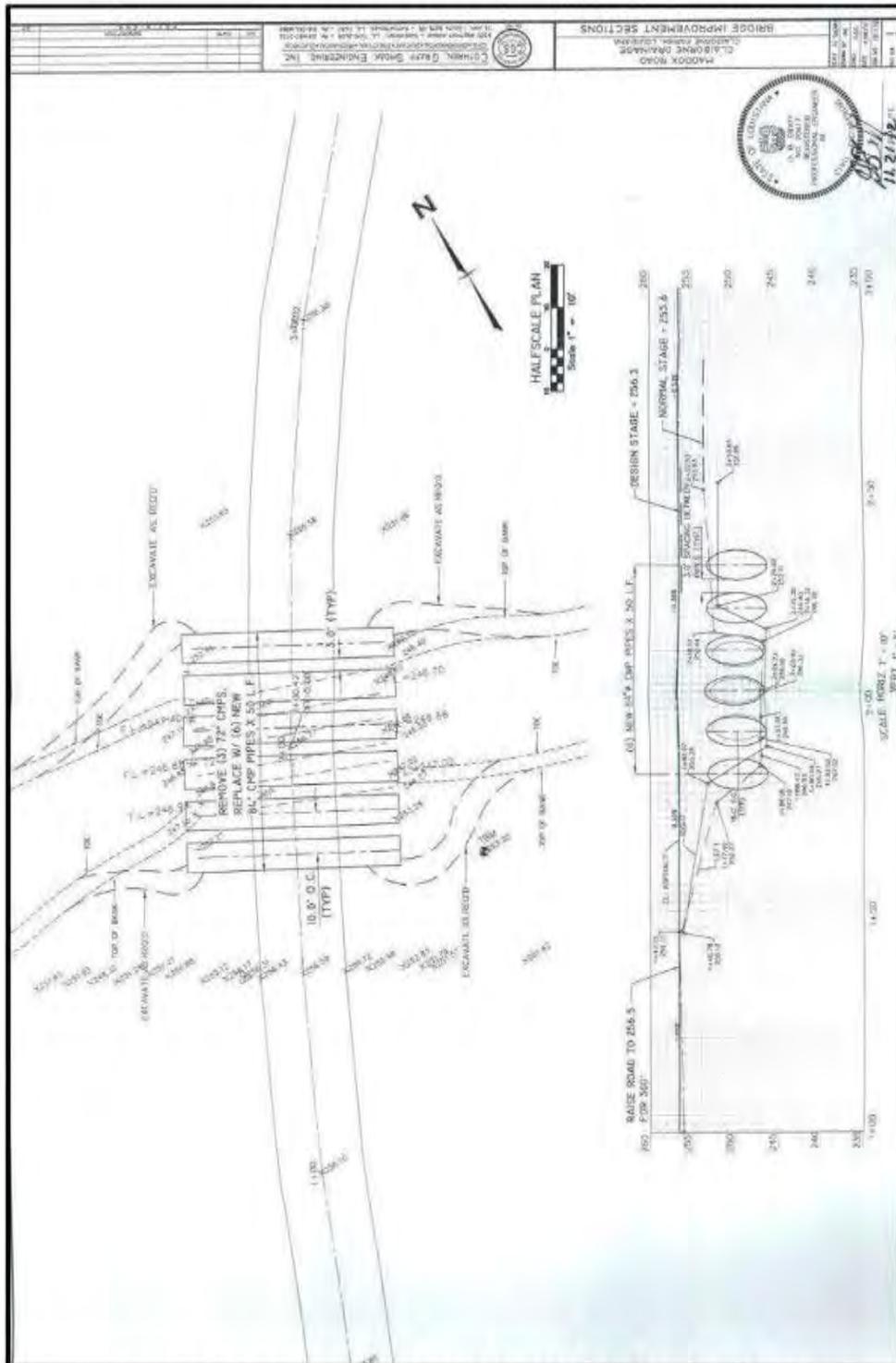


Figure 31. Construction plans for the proposed Maddox Road in PA 7 (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).

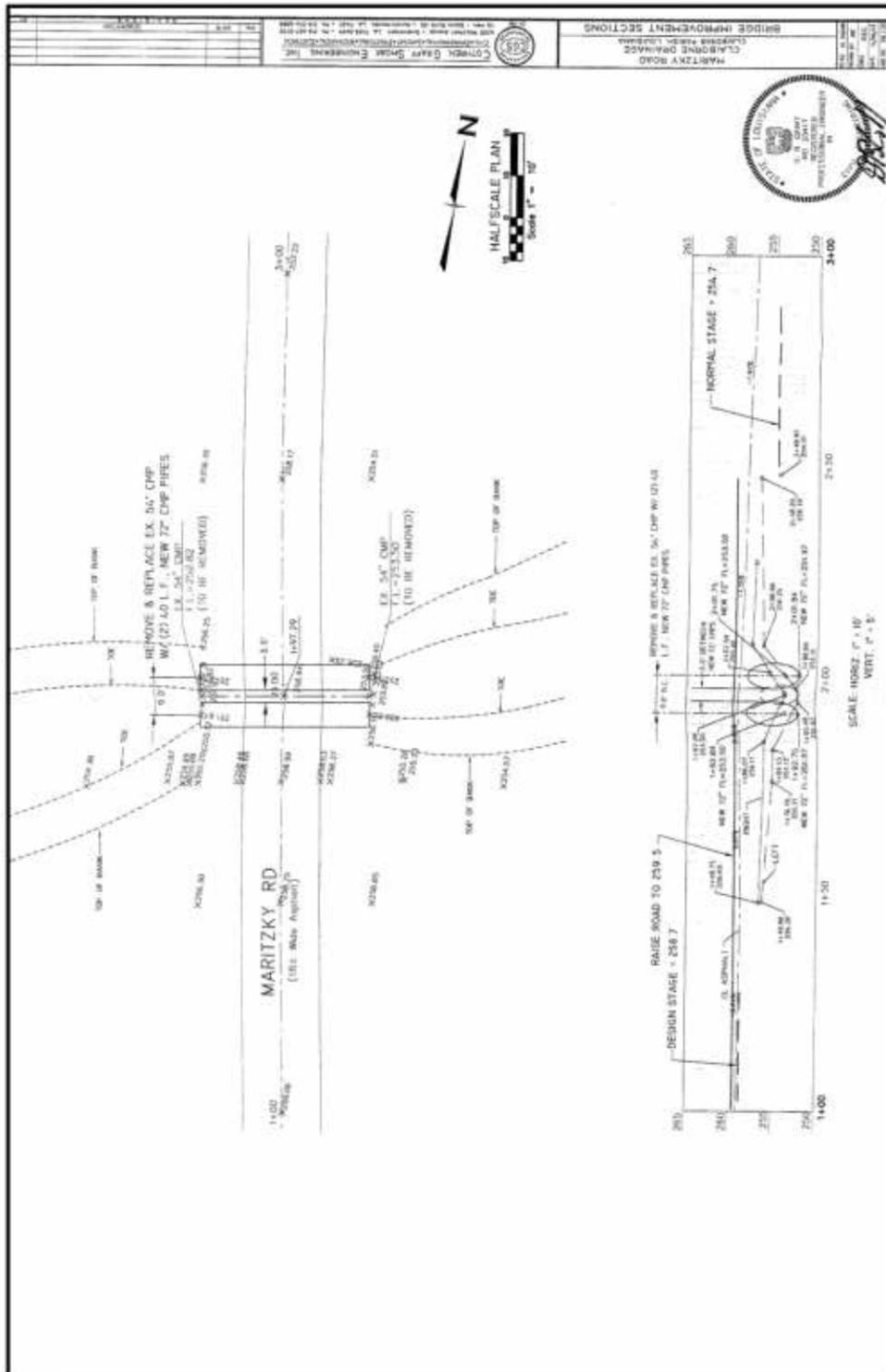


Figure 32. Construction plans for the proposed Maritzky Road in PA 8 (Cothren, Graff, Smoak Engineering, Inc. 11/6/12).

Note: Figures 36 – 57 of the July 2015 Section 106 consultation letter are duplicates of the site photographs – see Appendix A.

From: Christoffersen, Merina
Sent: Friday, July 10, 2015 15:16
To: 'Linda.Hardy@la.gov'; 'michael.lindsey@la.usda.gov'; 'Amy.E.Powell@usace.army.mil'; 'Gutierrez.Raul@epa.gov'; cmichon@wlf.la.gov
Cc: Pitts, Melanie; Holmes, Leschina; Spann, Tiffany
Subject: RE: HMGP 1603-0296 Claiborne Parish Drainage Improvements to Roadways Draft SOV for (USACE, EPA, NRCS, LDWF, LDEQ.)
Attachments: HMGP 1603-0296 Claiborne Parish SOV Plans.docx; HMGP 1603-296 Claiborne Parish Draft SOV Project Description.docx



Department of Homeland Security
Emergency Management Agency
1603 LA

U.S.
Federal
FEMA-DR
1500
Main St.
Baton
Rouge, LA 70802

July 10, 2015

MEMORANDUM TO: See Distribution

SUBJECT: Scoping Notification/Solicitation of Views

To Whom It May Concern:

The Department of Homeland Security's Federal Emergency Management Agency (FEMA) is mandated by the U.S. Congress to administer Federal disaster assistance pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), PL 93-288, as amended. FEMA's Hazard Mitigation Program to provide funds to states and local governments to implement long-term hazard mitigation measures after a major disaster declaration. FEMA is considering providing Hazard Mitigation Grant Program funding for the attached project in relation to Hurricanes Katrina and Rita (FEMA-1603/1607-DR-LA).

Claiborne Parish is frequently inundated with floodwaters due to undersized culverts and low roadway crossings over narrow stream channels. The applicant, The Claiborne Parish Police Jury, is requesting FEMA Hazard Mitigation Grant Program (HMGP) funding for drainage improvements at eleven (11) sites located at the

following locations throughout the parish: Barber Creek Rd, Columbia Rd, Dutchtown Rd, Ford Road, Keen Rd, Macedonia Rd, Maddox Rd, Maritzky Rd, Red Adams Rd, Sugar Creek Rd, and Youngblood Rd. During flood events culvert and bridge structures on these roadways became damaged beyond repair, and the applicant has made emergency repairs to maintain ingress and egress. The proposed action consists of removal of two (2) existing timber bridges and 16 existing culverts, and the installation of multiple, larger corrugated metal pipe (CMP) culverts to accommodate storm drainage. The applicant would also elevate portions of the existing roadways using gravel fill and asphalt overlay to allow uninterrupted traffic flow without closures or detours. Portions of closed roadways will serve as staging areas and storage for construction equipment and materials.

The purpose of the draft EA is to analyze the potential human health and environmental impacts associated with the preferred action and the alternatives to improve drainage and provide safe road passage. The draft EA evaluates a No Action Alternative; and the Preferred Action Alternative: Install Additional Culverts And Elevate Portions of Roadways.

The proposed project scope of work (SOW) can be seen in the attached description, drawings and photos labeled “HMGP 1603-0296 Claiborne Parish SOV Plans and Draft SOV Project Description”

To ensure compliance with the National Environmental Policy Act (NEPA), Executive Orders (EOs), and other applicable Federal regulations, FEMA EHP will be preparing an Environmental Assessment (EA). To assist us in preparation of the EA, we request that your office review the attached documents for a determination as to the requirements of any formal consultations, regulatory permits, determinations, or authorizations.

Please respond within 30 calendar days of the date of this scoping notification. If our office receives no comments at the close of this period, we will assume that your agency does not object to the project as proposed.

Comments may be faxed to 225-346-5848 emailed to merina.christoffersen@fema.dhs.gov or mailed to the attention of Merina Christoffersen, Environmental Department, at the address above.

For questions regarding this matter, please contact Merina Christoffersen, Environmental Specialist at (504) 491-0621.

Tiffany Spann-Winnfield
Deputy Environmental Liaison Officer

Distribution: USACE, EPA, NRCS, LDWF, LDEQ

Merina Christoffersen

Environmental Protection Specialist
FEMA Region VI
Louisiana Recovery Office
1500 Main St., Baton Rouge, LA 70802
(504) 491-0621 (BB)
Merina.christoffersen@fema.dhs.gov



United States Department of Agriculture

July 13, 2015

Merina Christoffersen
Environmental Department
FEMA Region IV
Louisiana Recovery Office
1500 Main Street
Baton Rouge, Louisiana 70802

RE: HMGP 1603-0296 Claiborne Parish Drainage Improvements to Roadways

Dear Ms. Christoffersen:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resources Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project maps and narrative submitted with your request indicates that the proposed construction areas are within existing right-of-ways and therefore exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov/>

Please direct all future correspondence to me at the address shown above.

Respectfully,

ACTING FOR
Kevin D. Norton
State Conservationist

Natural Resources Conservation Service
State Office
3737 Government Street
Alexandria, Louisiana 71302
Voice: (318) 473-7751 Fax: 1-844-325-6947
An Equal Opportunity Provider and Employer



Louisiana Ecological Services Office

ESA Technical Assistance Form

General Information

Name: DHS/FEMA

Point of Contact: Merina Christoffersen

Address: 1500 Main Street

City: Baton Rouge

State: Louisiana

Zip Code: 70802

Phone Number 1: 504-291-0621

Phone Number 2: _____

Email Address: _____

Proposed Project Information

Project Reference ID: 5274

Project Latitude: 32.899674 **Project Longitude:** -92.775816

Project Parish(es): Claiborne

Project Description: Site 1 - Barber Creek Road

Existing conditions: Originally the site contained a 30' long, 2-Span timber bridge with treated timber piles and caps. However, during a flood event the structure became damaged beyond repair and the applicant made emergency repairs to maintain roadway function. Three (3) 60" x 50' corrugated high density polyethylene culverts were installed until more permanent repairs could be undertaken.

Proposed scope of work: The existing three (3) 60" x 50' polyethylene culverts will remain in place and an additional two (2) 60" x 50' corrugated metal pipe (CMP) culverts will be added to alleviate roadway flooding. The roadway will be elevated approximately two (2) feet in height by 900 linear feet in length using gravel fill and asphalt overlay.

Excavation of the stream channel would occur near the culvert installation area.

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

Therefore, a "no effect" conclusion is appropriate. No further ESA coordination with the Service is necessary for the proposed action, unless there are changes in the scope or location of the proposed project or the project has not been initiated one year from the date of this letter.

If the proposed project has not been initiated within one year, follow-up coordination via this website should be accomplished prior to making expenditures because our threatened and endangered species information is updated annually. If the scope or location of the proposed project is changed, coordination via this website should occur as soon as such changes are made.

This finding completes project review by the Service for effects to Federal trust resources under our jurisdiction and currently protected by the ESA.

Please keep a copy of this pre-development coordination for your records. Do not send it to the Lafayette ES



Louisiana Ecological Services Office

ESA Technical Assistance Form

General Information

Name: DHS/FEMA

Point of Contact: Merina Christoffersen

Address: 1500 Main Street

City: Baton Rouge

State: Louisiana

Zip Code: 70802

Phone Number 1: 504-291-0621

Phone Number 2: _____

Email Address: _____

Proposed Project Information

Project Reference ID: 5275

Project Latitude: 33.0178 **Project Longitude:** -93.16646

Project Parish(es): Claiborne

Project Description: Site 2 - Columbia Road

Existing conditions: The site contains five (5) 60" x 55' long CMPs

Proposed scope of work: The existing culverts would remain in place and an additional four (4) 72" X 55' CMPs would be installed in the drainage system. The applicant would also elevate the existing roadway two (2) feet in height by 700 linear feet in length. In order to install the multiple new culverts at this location, excavation of the stream channel is necessary to a depth up to approximately 4 feet.

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

Therefore, a "no effect" conclusion is appropriate. No further ESA coordination with the Service is necessary for the proposed action, unless there are changes in the scope or location of the proposed project or the project has not been initiated one year from the date of this letter.

If the proposed project has not been initiated within one year, follow-up coordination via this website should be accomplished prior to making expenditures because our threatened and endangered species information is updated annually. If the scope or location of the proposed project is changed, coordination via this website should occur as soon as such changes are made.

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If you have additional questions, please contact Louisiana ES Office Biological Science Technician at 337/291-3100 for further assistance.

**Louisiana Ecological Services Office****ESA Technical Assistance Form**General Information**Name:** DHS/FEMA**Point of Contact:** Merina Christoffersen**Address:** 1500 Main Street**City:** Baton Rouge**State:** Louisiana**Zip Code:** 70802**Phone Number 1:** 504-291-0621**Phone Number 2:** _____**Email Address:** merina.christoffersen@fema.dhs.govProposed Project Information**Project Reference ID:** 5276**Project Latitude:** 32.762474 **Project Longitude:** -93.129216**Project Parish(es):** Claiborne**Project Description:** Site 3 – Dutchtown Road

Existing conditions: The site contains one (1) 84" CMP X 50' long.

Proposed scope of work: The applicant would remove the existing culvert and replace it with three (3) 84" X 50' CMPs. In order to install the new culverts at this location, excavation of the stream channel is necessary to a depth up to approximately 4 feet.

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

Therefore, a "no effect" conclusion is appropriate. No further ESA coordination with the Service is necessary for the proposed action, unless there are changes in the scope or location of the proposed project or the project has not been initiated one year from the date of this letter.

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Existing conditions: The site contains three (3) 72" X 60' long CMPs

Proposed SOW: The applicant would remove the three (3) existing CMPs and replace with six (6) 96" x 60' CMPs and elevate roadway two (2) feet in height for 1,000 linear feet.

In order to install multiple new culverts at this location, excavation of the stream channel is necessary to a depth up to approximately 4 feet.

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

Therefore, a "no effect" conclusion is appropriate. No further ESA coordination with the Service is necessary for the proposed action, unless there are changes in the scope or location of the proposed project or the project has not been initiated one year from the date of this letter.

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Louisiana Ecological Services Office

ESA Technical Assistance Form

General Information

Name: DHS/FEMA

Point of Contact: Merina Christoffersen

Address: 1500 Main Street

City: Baton Rouge

State: Louisiana

Zip Code: 70802

Phone Number 1: 504 291-0621

Phone Number 2: _____

Email Address: merina.christoffersen@fema.dhs.gov

Proposed Project Information

Project Reference ID: 5278

Project Latitude: 32.678312 **Project Longitude:** -92.902043

Project Parish(es): Claiborne

Project Description: Site 5 – Keen Rd

Existing conditions: Originally the site contained a 30' long, 2-Span timber bridge with treated timber piles and caps. However, during a flood event the structure became damaged beyond repair and the applicant made emergency repairs to maintain roadway function. Three (3) 72" x 50' CMP culverts were installed until more permanent repairs could be undertaken.

Proposed SOW: The applicant would remove the existing three (3) 72" x 50' temporary culverts and replace with eight (8) 108" x 60' long CMPs. The existing roadway would be elevated approximately one and a half feet (1.5') to two feet (2') in height for 1,000 linear feet. Excavation of the stream channel would occur near the culvert installation area to a depth of approximately ten (10) feet.

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

Therefore, a "no effect" conclusion is appropriate. No further ESA coordination with the Service is necessary for the proposed action, unless there are changes in the scope or location of the proposed project or the project has not been initiated one year from the date of this letter.

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Louisiana Ecological Services Office

ESA Technical Assistance Form

Office.

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Existing conditions: The site contains two (2) 96" x 55' long CMPs

Proposed SOW: The two (2) 96" x 55' long CMPs would remain and the applicant would add seven (7) 96" x 55' CMPs and elevate the existing roadway up to approximately two feet (2') in height for 800 linear feet. Excavation of the stream channel would occur near the culvert installation area to a depth of approximately eight feet (8').

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

Therefore, a "no effect" conclusion is appropriate. No further ESA coordination with the Service is necessary for the proposed action, unless there are changes in the scope or location of the proposed project or the project has not been initiated one year from the date of this letter.

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Louisiana Ecological Services Office

ESA Technical Assistance Form

General Information

Name: DHS/FEMA

Point of Contact: Merina Christoffersen

Address: 1500 Main Street

City: Baton Rouge

State: Louisiana

Zip Code: 70802

Phone Number 1: 504-291-0621

Phone Number 2: _____

Email Address: merina.christoffersen@fema.dhs.gov

Proposed Project Information

Project Reference ID: 5280

Project Latitude: 32.966426 **Project Longitude:** -93.089542

Project Parish(es): Claiborne

Project Description: Site 7 – Maddox Road

Existing conditions: The site contains three (3) 72" x 45' long CMPs

Proposed SOW: The applicant would remove the existing three (3) 72" x 50' long CMPs and replace with six (6) 84" x 50' CMPs. In addition, the applicant would elevate the existing roadway up to approximately two feet (2') in height for 300 linear feet.

Excavation of the stream channel would occur near the culvert installation area to a depth of approximately 8 feet (8').

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

Therefore, a "no effect" conclusion is appropriate. No further ESA coordination with the Service is necessary for the proposed action, unless there are changes in the scope or location of the proposed project or the project has not been initiated one year from the date of this letter.

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Existing conditions: The site contains one (1) 54" x 40' long CMP

Proposed SOW: The applicant would remove the existing culvert and replace with two (2) 72" x 40' long CMPs and elevate the existing roadway approximately two feet (2') in height for 400 linear feet. Excavation of the stream channel would occur near the culvert installation area to a depth of approximately five feet (5').

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

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**Louisiana Ecological Services Office****ESA Technical Assistance Form**General Information**Name:** DHS/FEMA**Point of Contact:** Merina Christoffersen**Address:** 1500 Main Street**City:** Baton Rouge**State:** Louisiana**Zip Code:** 70802**Phone Number 1:** 504-291-0621**Phone Number 2:** _____**Email Address:** merina.christoffersen@fema.dhs.govProposed Project Information**Project Reference ID:** 5302**Project Latitude:** 32.971913 **Project Longitude:** -93.074384**Project Parish(es):** Claiborne**Project Description:** Site 9 - Red-Adams Road

Existing conditions: The site contains two (2) 72" x 50' long CMPs.

Proposed SOW: The applicant would remove two (2) existing 72" x 50' long CMPs and replace with six (6) 96" x 50' long CMPs and elevate existing roadway approximately one foot (1') in height for 4,000 linear feet. Excavation of the stream channel would occur near the culvert installation area to a depth of approximately eight feet (8').

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

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Louisiana Ecological Services Office

ESA Technical Assistance Form

General Information

Name: DHS/FEMA

Point of Contact: Merina Christoffersen

Address: 1500 Main Street

City: Baton Rouge

State: Louisiana

Zip Code: 70802

Phone Number 1: 504-291-0621

Phone Number 2: _____

Email Address: merina.christoffersen@fema.dhs.gov

Proposed Project Information

Project Reference ID: 5302

Project Latitude: 32.658113 **Project Longitude:** -92.928163

Project Parish(es): Claiborne

Project Description: Site 10 - Sugar Creek Road

Existing conditions: The site contains two (2) 72" x 50' long CMPs

Proposed SOW: The applicant would remove the existing two (2) 72" x 50' long CMPs and replace with five (5) 84" x 50' CMPs, and elevate the existing roadway approximately two feet (2') in height for 1,200 linear feet. Excavation of the stream channel would occur near the culvert installation area to a depth of approximately eight feet (8').

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

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Existing conditions: The site contains one (1) 72" x 50' long CMP

Proposed SOW: The applicant would remove the one (1) existing 72" x 50' long CMP and replace with five (5) 84" x 50' long CMP, and would elevate the existing roadway approximately two feet (2') in height for 1,000 linear feet. Excavation of the stream channel would occur near the culvert installation area to a depth of approximately eight feet (8').

More site specific project information for each of the 11 proposed work locations follows in the Appendices. Site photographs are exhibited in Appendix A. The extensive site plans and cross section drawings are shown in Appendix B.

Based on the information provided, the proposed project is not an activity that would affect a federally listed threatened or endangered species; nor is there proposed or designated critical habitat present within this Parish.

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Louisiana Ecological Services Office

ESA Technical Assistance Form

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Louisiana Ecological Services Office

ESA Technical Assistance Form

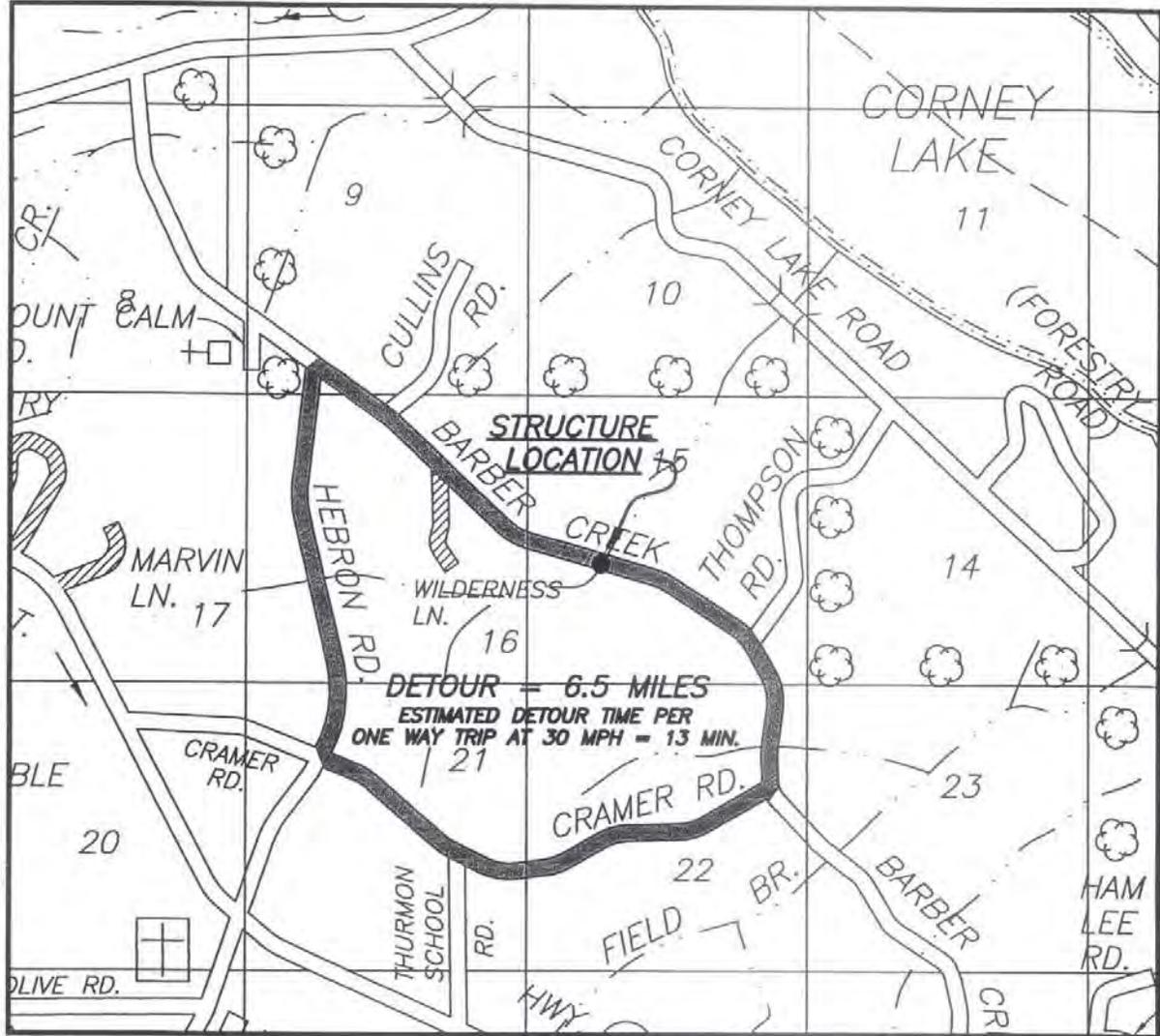
Project Type: Non-Emergency FEMA Project

Does the project propose to obtain, remodel, refurbish, or rehabilitate existing structures in such a way that does not significantly alter the present capacity or use, and does not alter surrounding land areas that were previously undisturbed? **Yes**

APPENDIX D
HYDROLOGIC AND HYDRAULIC
STUDY

**EXCERPTED SUPPORTING
DOCUMENTATION FROM
HYDROLOGIC AND HYDRAULIC
REPORT PREPARED BY COTHREN,
GRAFF, SMOAK ENGINEERING, INC.,
DATED NOVEMBER 14, 2012**

**For a full version of this report, public requests may be sent to FEMA-NOLA@dhs.gov,
fax: 225-346-5848, tel: 504-427-8000 or by mail to: DEPARTMENT OF HOMELAND
SECURITY-FEMA, ATTN: EHP- Claiborne Parish Police Jury Drainage Improvements,
1500 MAIN STREET, BATON ROUGE, LOUISIANA 70802.**



LOCATION

BARBER CREEK ROAD

SEC. 15, T22N, R4W

SCALE: 1" = 3000'



COTHREN, GRAFF, SMOAK ENGINEERING, INC.

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 113 Bienville Square, Ste. 2 • Natchitoches, LA. 71457 • Ph. 318-354-6888

Barber Creek Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	1
Oct 2002	1	1
May 2003	1	1
March 2004	1	1
June 2004	1.33	2
April 2005	1.5	2
2006	2.5	3
Jan 2007	2	2
July 2007	1.5	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2
<hr/>		
12 Occurrences	16.33 Days Flooded	

Loss of Function Average = 1.36 Days















DETOUR = 8 MILES
 ESTIMATED DETOUR TIME PER
 ONE WAY TRIP AT 30 MPH = 15 MIN.

R8W

STRUCTURE
 LOCATION

COLUMBIA RD.

TO MAGNOLIA, ARK.

COLUMBIA RD.

LOWE RD.

OILFIELD SPUR

FINA FINA RD.

79

HAYNESVILLE
 OIL AND GAS
 FIELD

TAYLOR
 SPUR

WARD CHAPEL
 RD.

TAYLOR RD.

808

PETE
 RANDY
 JOHNSON
 RD.

PLYWOOD
 RD.

LOCATION

COLUMBIA ROAD

SEC. 2, T23N, R8W

SCALE: 1" = 3000'



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 113 Bicentille Square, Ste. 2 • Natchitoches, LA. 71457 • Ph. 318-354-6888

Columbia Road

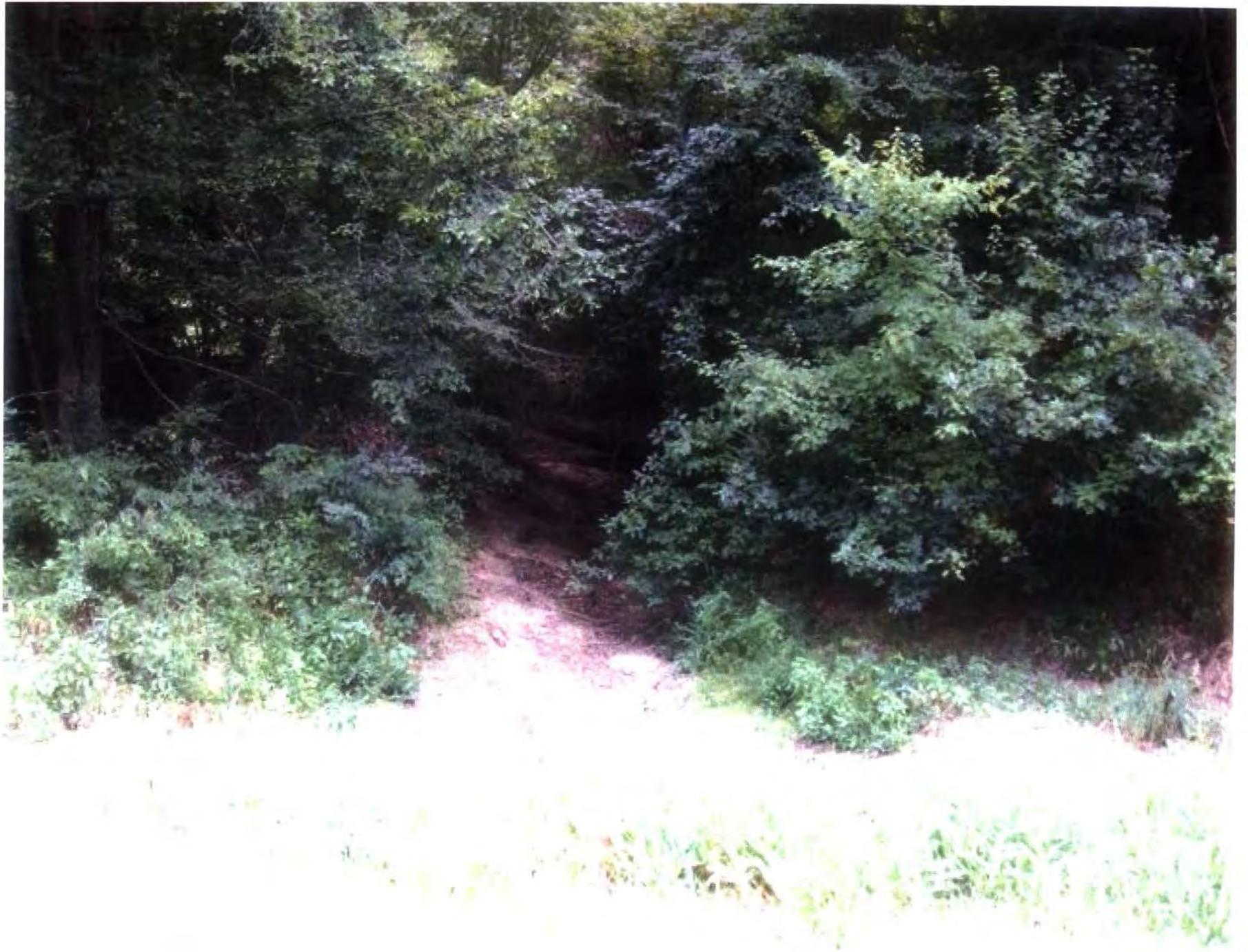
<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	1
Oct 2002	1	1
May 2003	1	1
March 2004	1	1
June 2004	1.33	2
April 2005	0.5	1
2006	3	5
Jan 2007	1.33	2
July 2007	1.5	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2
<hr/>		
12 Occurrences	15.66 Days Flooded	

Loss of Function Average = 1.26 Days



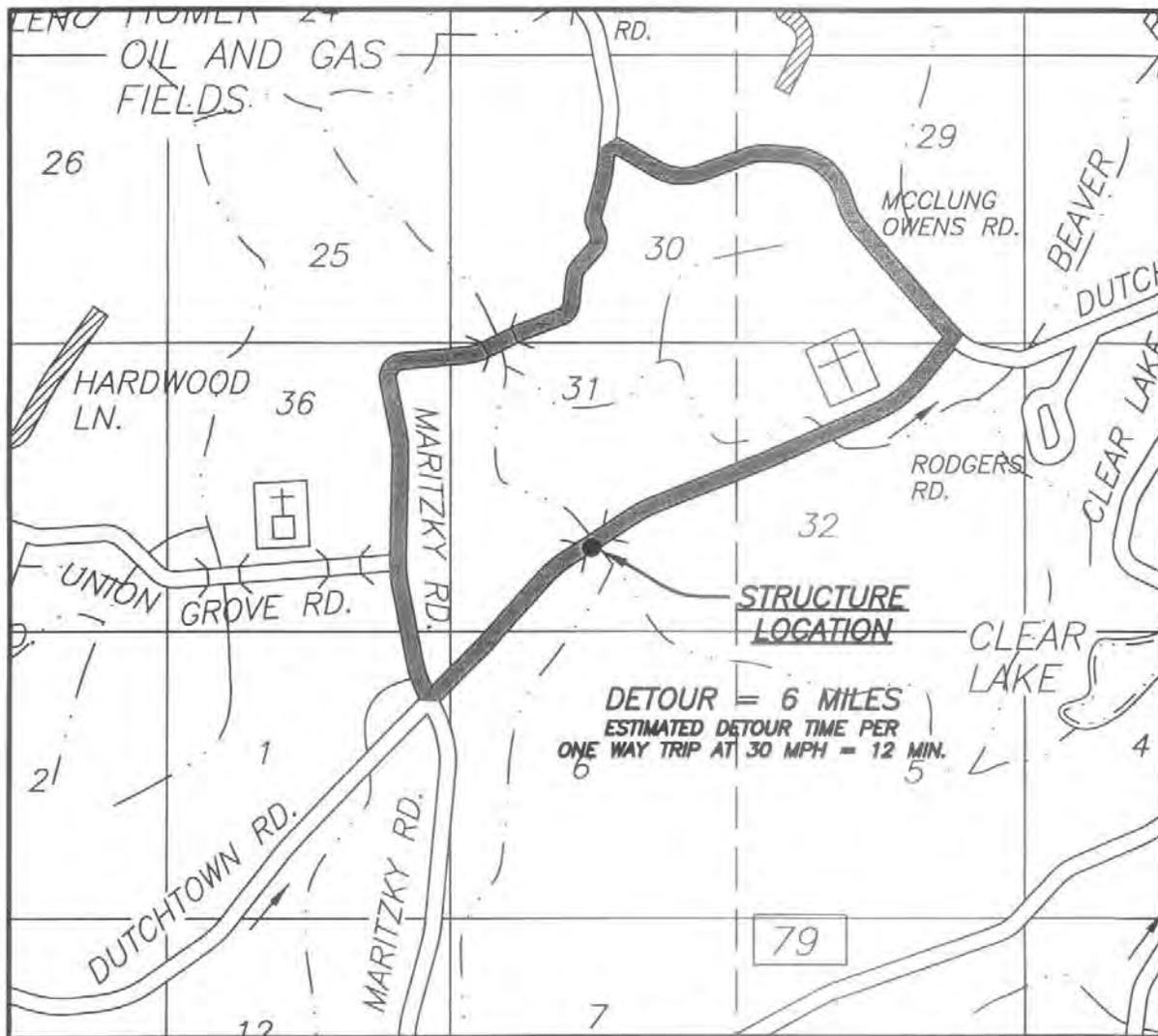












LOCATION
DUTCHTOWN ROAD
SEC. 31, T21N, R7W
SCALE: 1" = 3000'



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Dutchtown Road

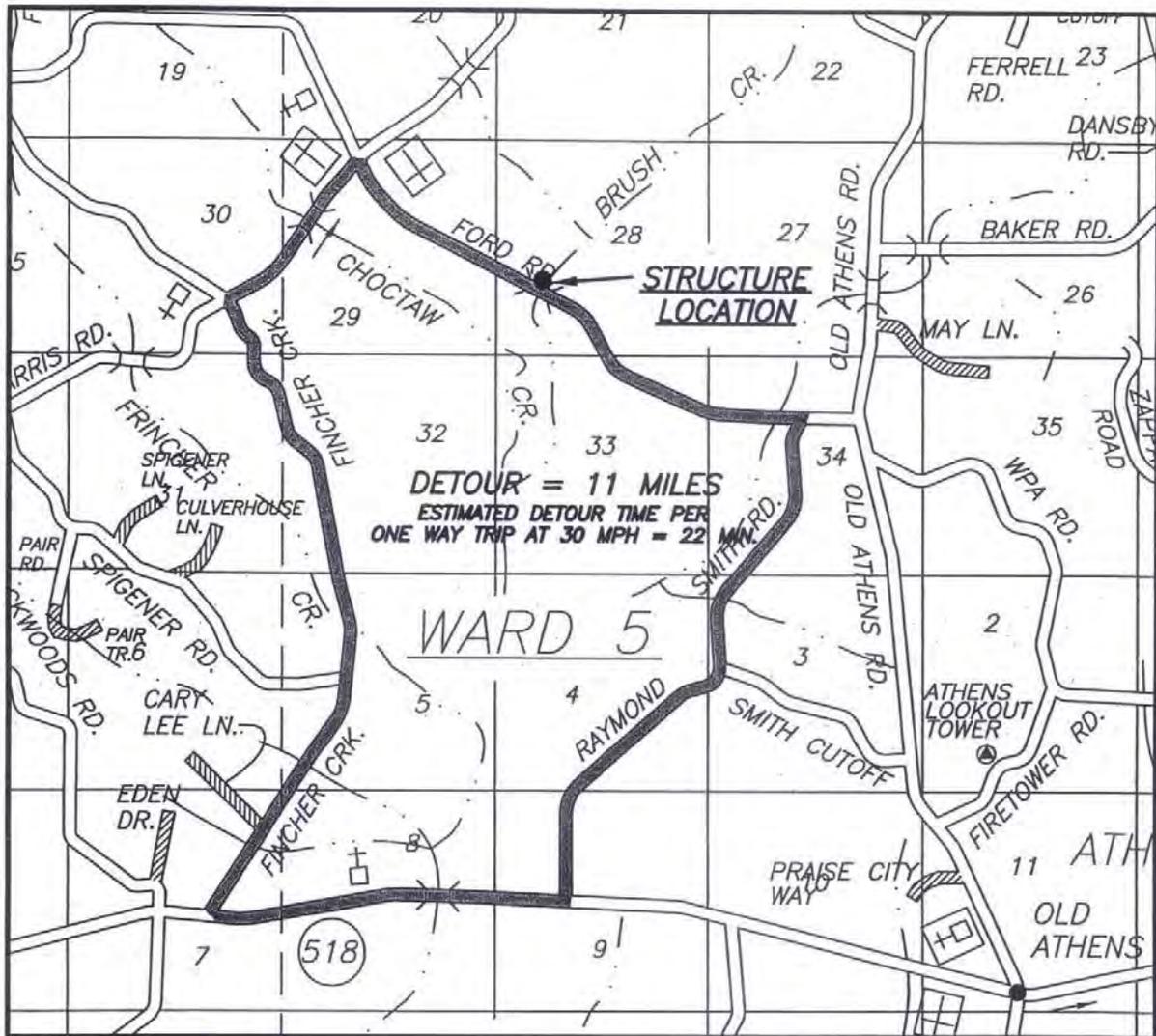
<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	2
Oct 2002	1	2
May 2003	1.5	3
March 2004	1	2
June 2004	4.5	5
April 2005	1.5	3
2006	No Data	-
Jan 2007	1.5	3
July 2007	0.5	1
Sept 2008	0.5	1
Oct 2009	1.5	3
Oct 2009	1.5	3
11 Occurrences	16 Days Flooded	

Loss of Function Average = 1.45 Days









LOCATION
FORD ROAD
SEC. 28, T20N, R7W
SCALE: 1" = 4000'

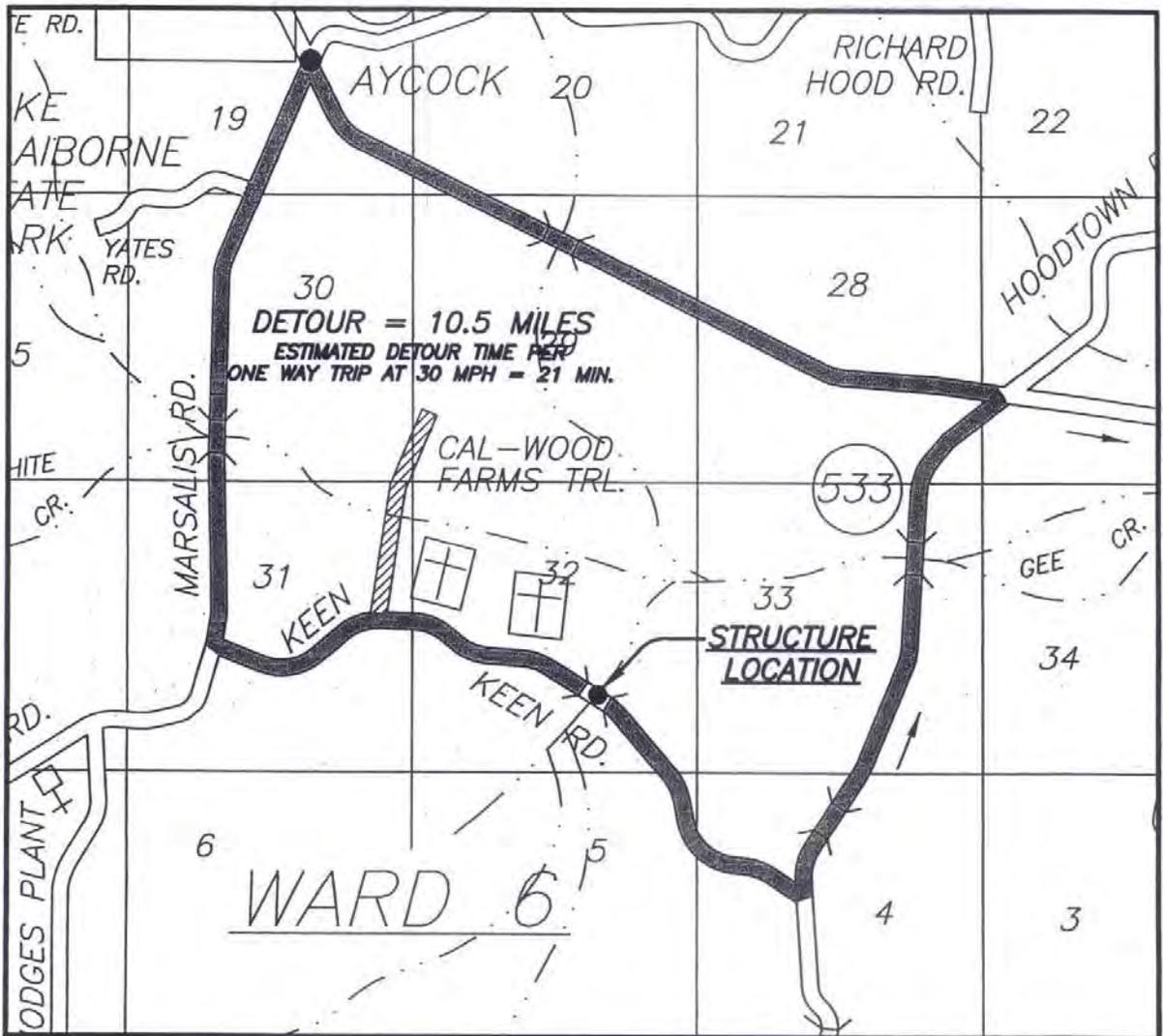


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Ford Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	1
Oct 2002	1	1
May 2003	1.5	2
March 2004	1	1
June 2004	1.5	2
April 2005	1	1
2006	2.5	3
Jan 2007	2	2
July 2007	2	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2
<hr/>		
12 Occurrences	17 Days Flooded	

Loss of Function Average = 1.40 Days



LOCATION

KEEN ROAD

SEC. 32, T20N, R5W

SCALE: 1" = 3000'



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Keen Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
2001	2	2
March 2002	1	1
Oct 2002	1	1
May 2003	1	1
March 2004	1	1
June 2004	1.5	2
April 2005	0.5	1
Jan 2007	1	1
July 2007	1.5	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2
<hr/>		
12 Occurrences	14 Days Flooded	

Loss of Function Average = 1.17 Days



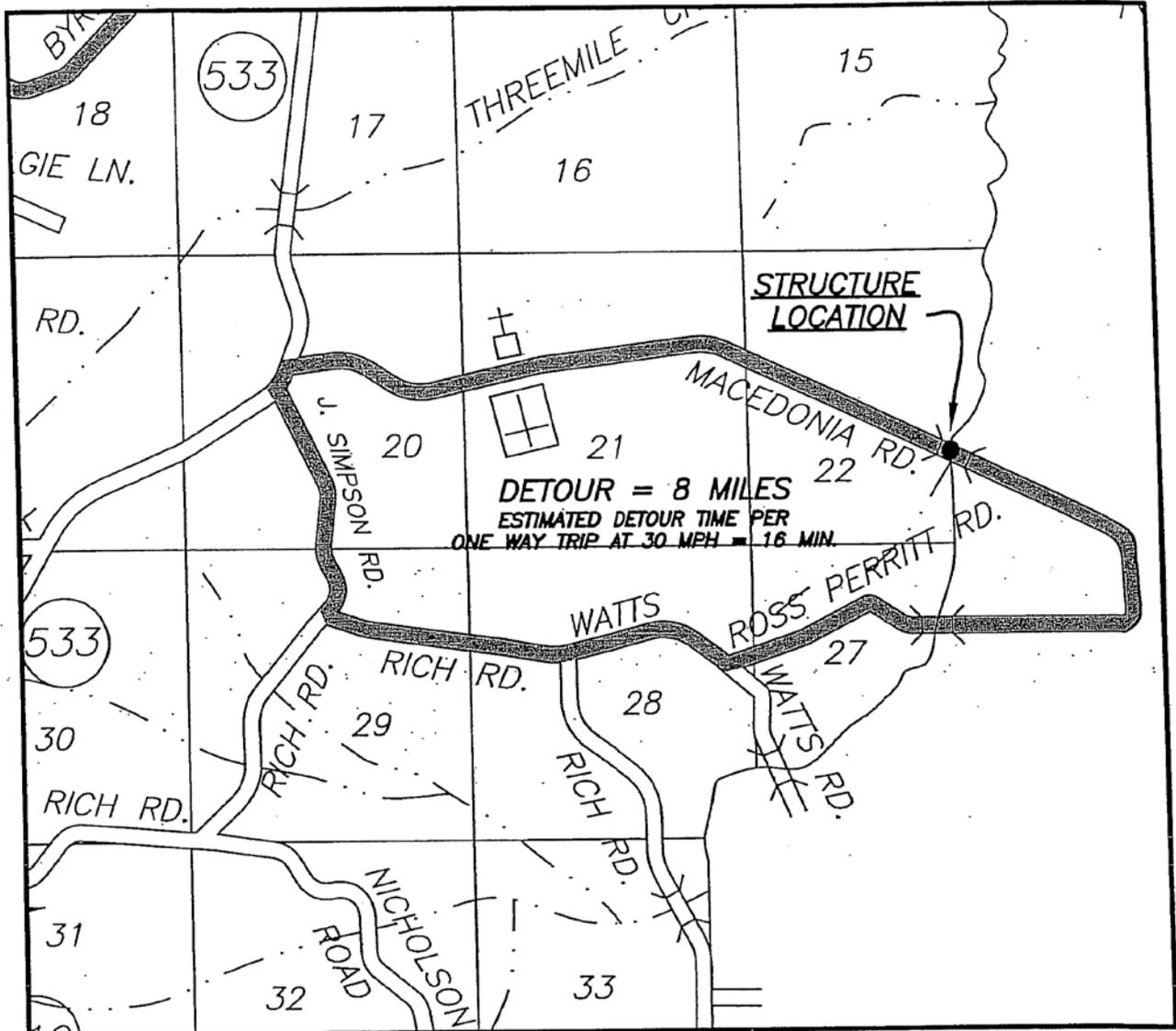












LOCATION

MACEDONIA ROAD

SEC. 22, T19N, R5W

SCALE: 1" = 3000'



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Est. 1982

Macedonia Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	1
Oct 2002	1	1
May 2003	1	1
March 2004	1.5	2
June 2004	1.5	2
April 2005	0.5	1
2006	No Data	-
Jan 2007	1.5	2
July 2007	1.5	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2
11 Occurrences	13 Days Flooded	

Loss of Function Average = 1.18 Days



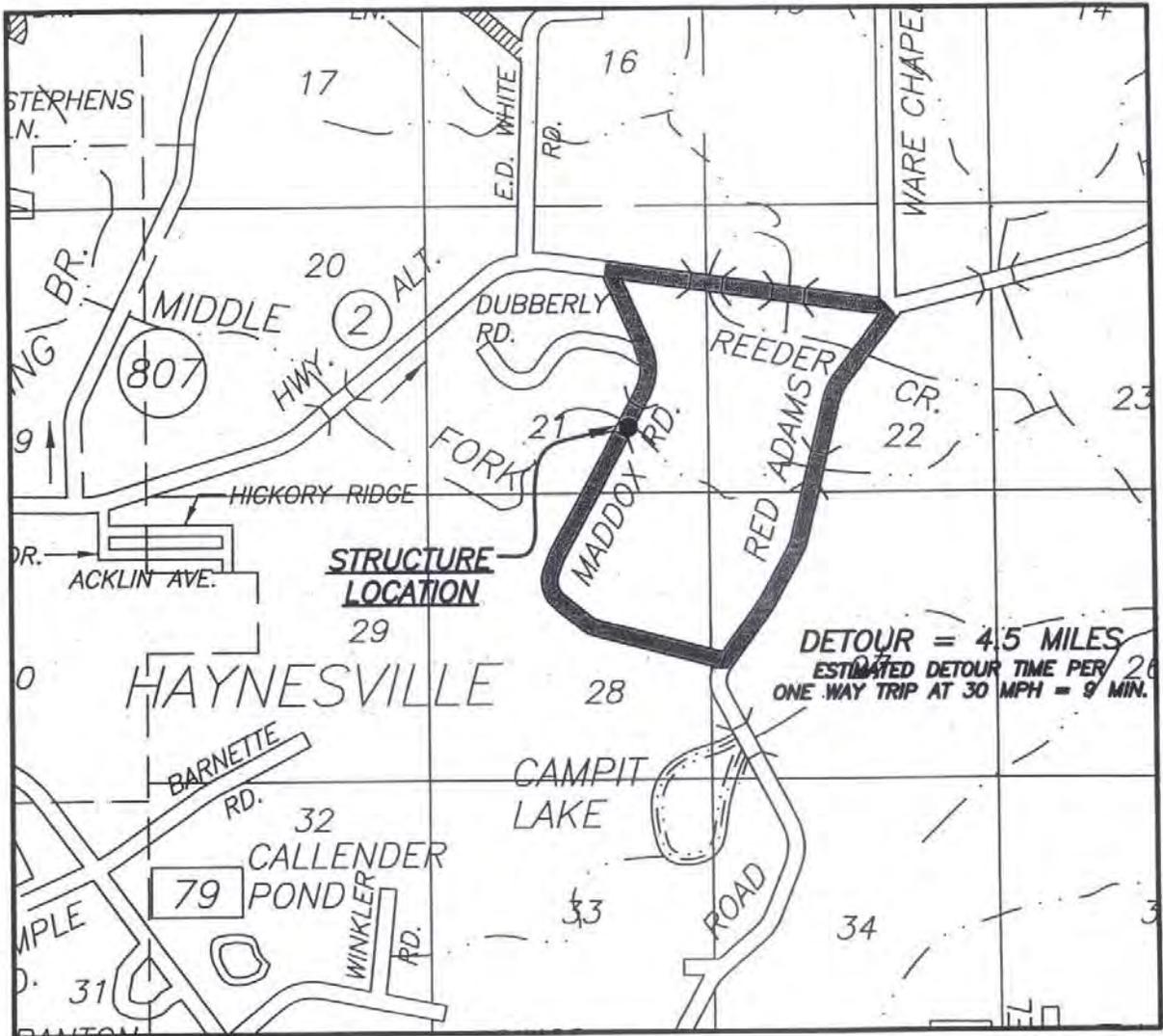












LOCATION

MADDOX ROAD

SEC. 21, T23N, R7W

SCALE: 1" = 3000'



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 113 Bienville Square, Ste. 2 • Natchitoches, LA. 71457 • Ph. 318-354-6888

Maddox Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	1
Oct 2002	1	1
May 2003	1	1
March 2004	0.5	1
June 2004	1	1
April 2005	0.5	1
2006	2.5	3
Jan 2007	1.5	2
July 2007	1.5	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2
<hr/>		
12 Occurrences	14 Days Flooded	

Loss of Function Average = 1.16 Days



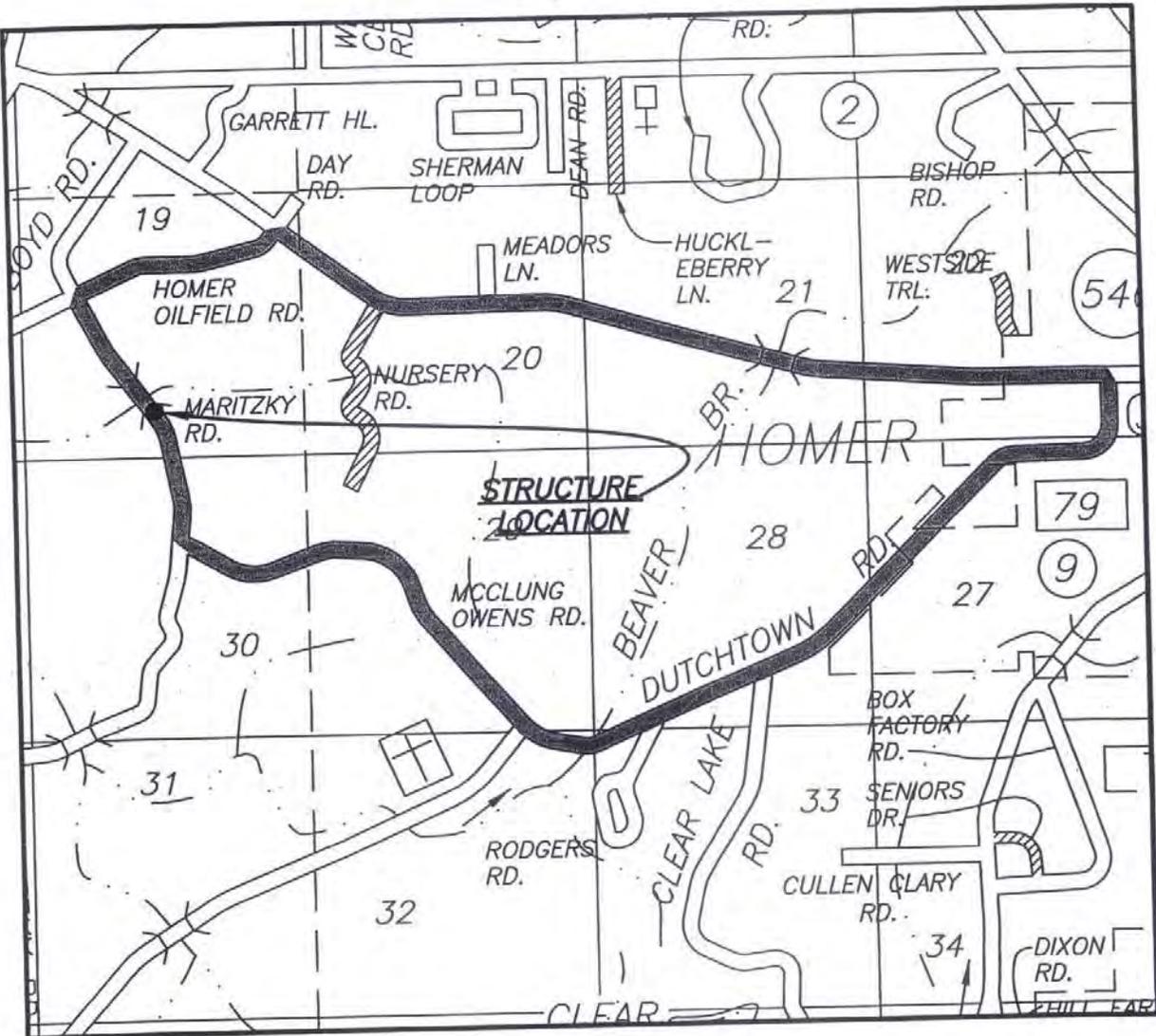












DETOUR = 10 MILES
ESTIMATED DETOUR TIME PER
ONE WAY TRIP AT 30 MPH = 20 MIN.

LOCATION
MARITZKY ROAD
SEC. 19, T21N, R7W
SCALE: 1" = 3000'



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 113 Bienville Square, Ste. 2 • Natchitoches, LA. 71457 • Ph. 318-354-6888

Maritzky Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	1
Oct 2002	1.5	2
May 2003	1.5	2
March 2004	1	1
June 2004	2	2
April 2005	1	1
2006	No Data	-
Jan 2007	2	2
July 2007	2	2
Sept 2008	1	1
Oct 2009	1.5	2
Oct 2009	1.5	2
<hr/>		
11 Occurrences	16 Days Flooded	

Loss of Function Average = 1.45 Days



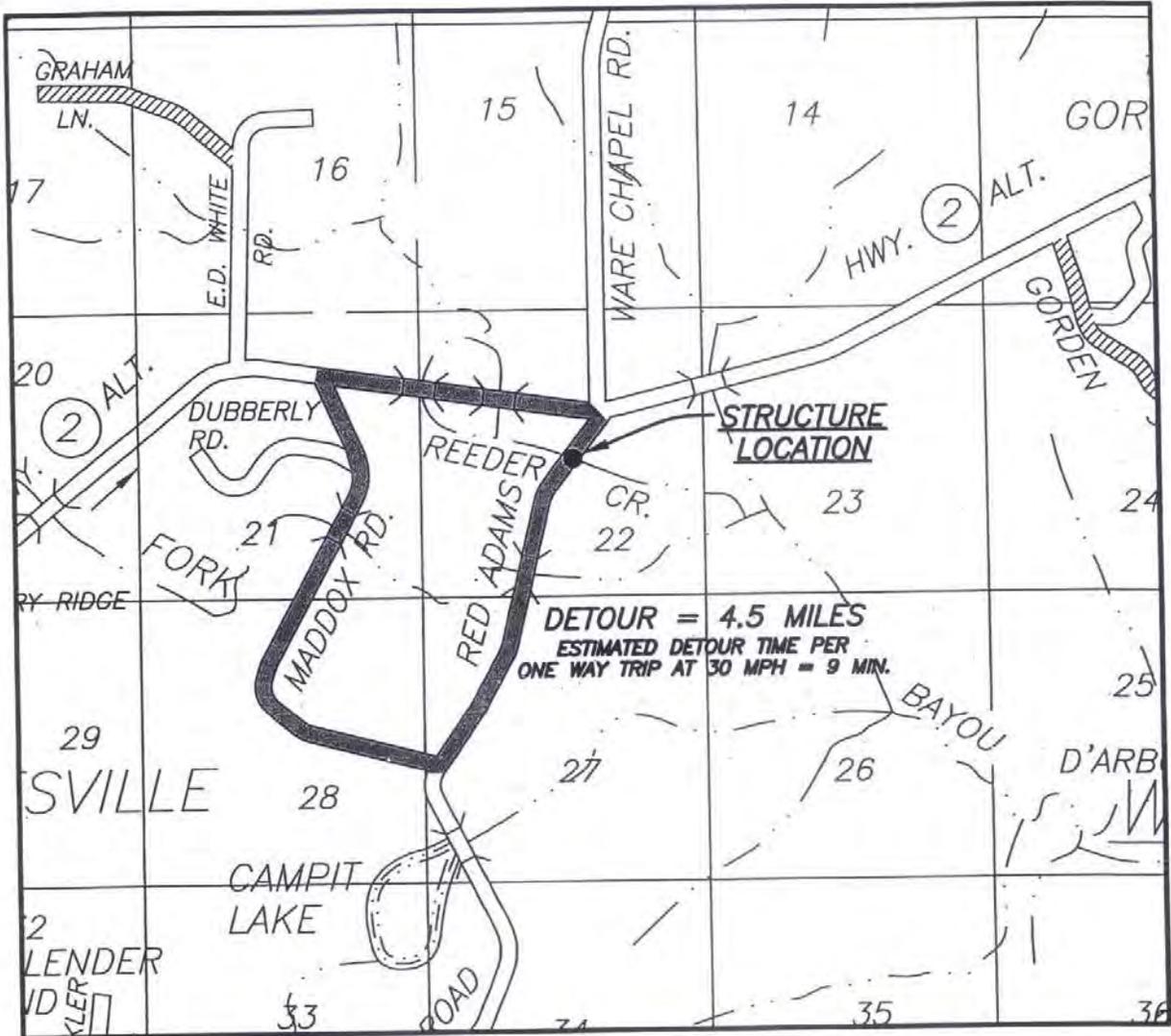












LOCATION

RED ADAMS ROAD

SEC. 22, T23N, R7W

SCALE: 1" = 2000'



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Red Adams Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
2001	2	2
March 2002	1	1
Oct 2002	1	1
May 2003	1	1
March 2004	1	1
June 2004	1.5	2
April 2005	0.5	1
Jan 2007	1	1
July 2007	1.5	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2
<hr/>		
12 Occurrences	14 Days Flooded	

Loss of Function Average = 1.17 Days



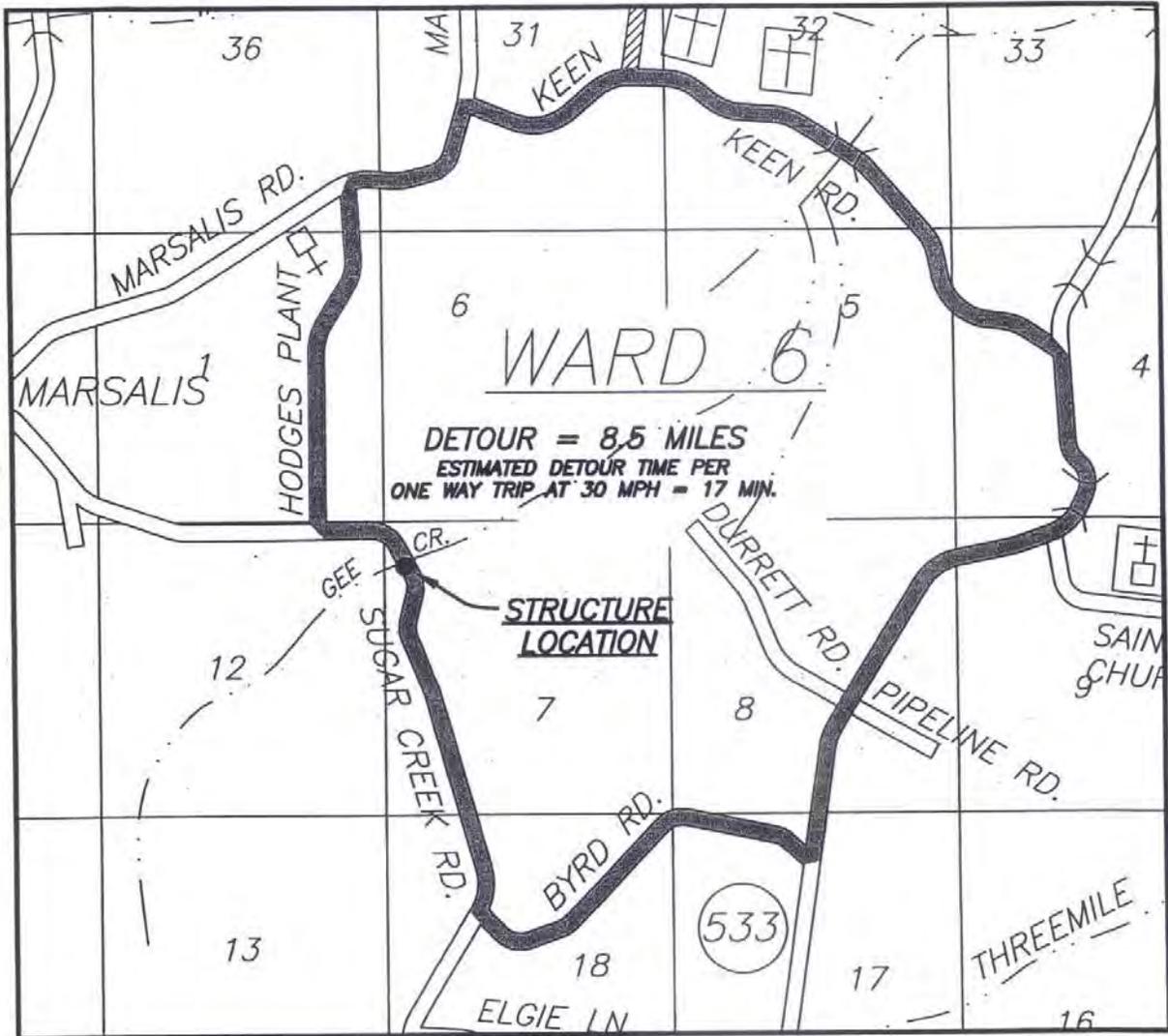












LOCATION

SUGAR CREEK ROAD

SEC. 7, T19N, R5W

SCALE: 1" = 3000'



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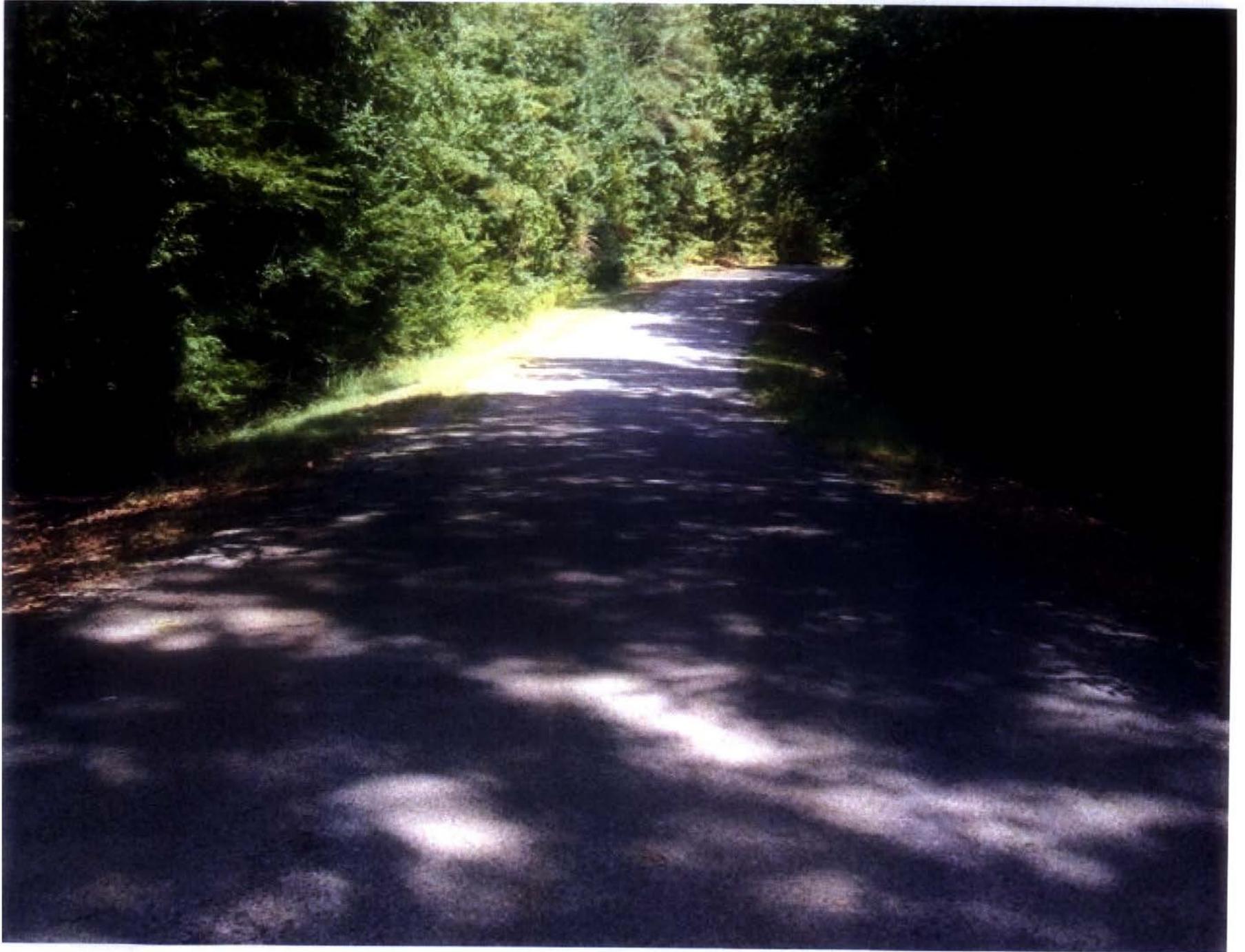
6305 Westport Avenue • Shreveport, LA. 71129-2499 • Ph. 318-687-3732
113 Bienville Square, Ste. 7 • Natchitoches, LA. 71457 • Ph. 318-354-6888

Sugar Creek Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	1
Oct 2002	1	1
May 2003	1	1
March 2004	1.5	2
June 2004	1.5	2
April 2005	0.5	1
Jan 2007	1	1
July 2007	1.5	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2
<hr/>		
11 Occurrences	12.5 Days Flooded	

Loss of Function Average = 1.13 Days



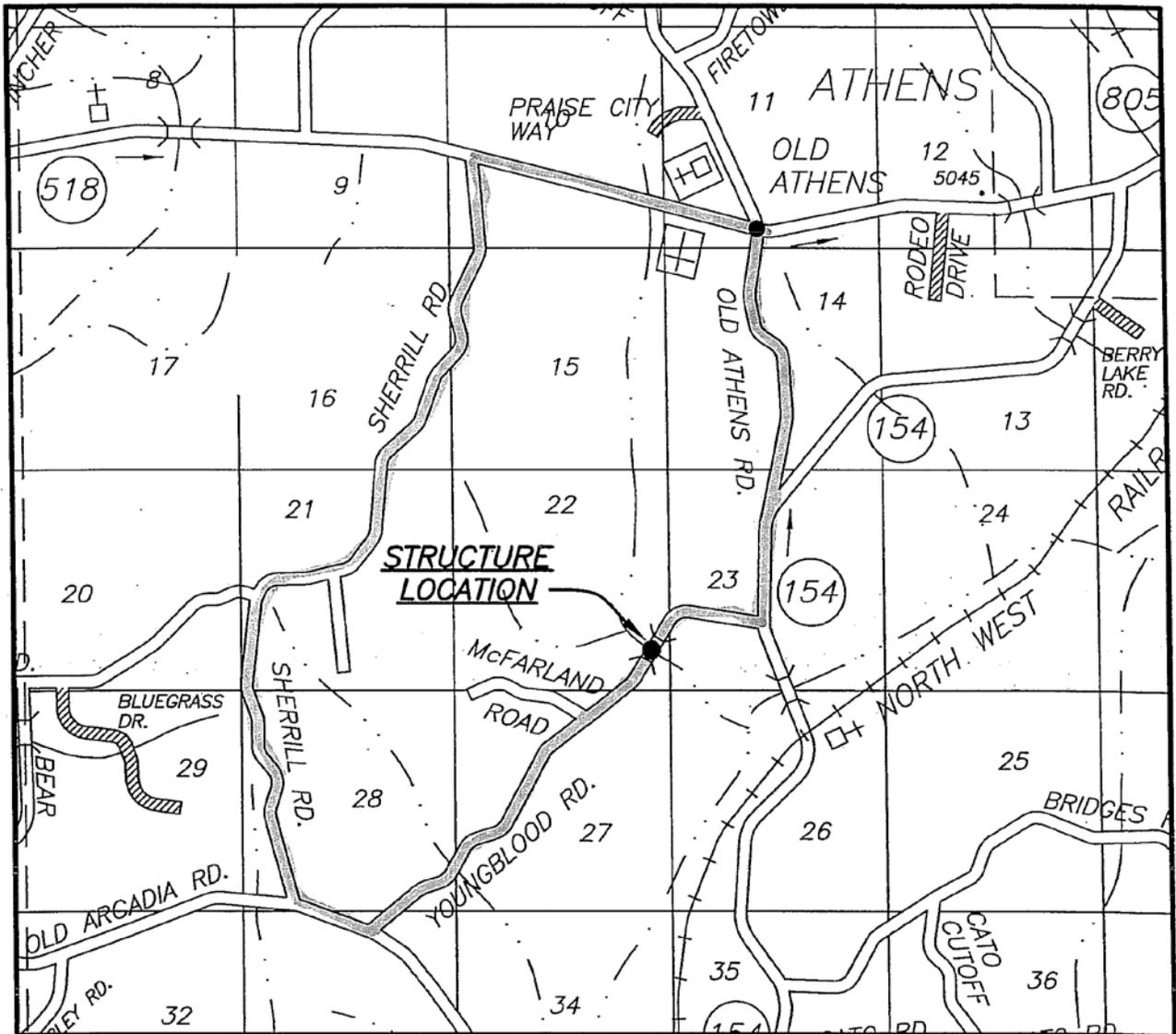












LOCATION

ROUTE = 8.5 mi.
 TIME = 17 min.

YOUNGBLOOD ROAD
 SEC. 22, T19N, R7W

SCALE: 1" = 4000'



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 Est. 1962

Youngblood Road

<u>Occurrences</u>	<u>Days Flooded</u>	<u>Estimated Frequency of Declared Floods</u>
March 2002	1	1
Oct 2002	1	1
May 2003	1	1
March 2004	1.5	2
June 2004	3.5	4
April 2005	0.5	1
2006	No Data	-
Jan 2007	1.5	2
July 2007	1.5	2
Sept 2008	0.5	1
Oct 2009	1.5	2
Oct 2009	1.5	2

11 Occurrences 15 Days Flooded

Loss of Function Average = 1.36 Days









APPENDIX E

OTHER INFORMATION
(PUBLIC NOTICE, 8-STEP PROCESS,
FONSI, ETC.)

(First Public Notice)

**PUBLIC NOTICE
FEMA NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL ASSESSMENT
DRAFT FINDING OF NO SIGNIFICANT IMPACT
CLAIBORNE PARISH GOVERNMENT MIGATION PROPOSAL
FOR THE DRAINAGE IMPROVEMENTS
THROUGHOUT CLAIBORNE PARISH, LOUISIANA**

Interested parties are hereby notified that the Federal Emergency Management Agency (FEMA) has prepared a draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) in compliance with the National Environmental Policy Act (NEPA). The purpose of the EA is to evaluate impacts on human health and the natural environment associated with upgrades to the Claiborne Drainage Road Systems at eleven (11) locations throughout Claiborne Parish, a proposed action for which FEMA is considering providing funding assistance.

Claiborne Parish is bordered by the Arkansas state line to the north. There are several flood hazard areas within the parish. Frequent flooding occurs along Middle Fork Bayou D'Arbonne and McCasland Creek in the eastern part of the parish. In the central and western parts flooding occurs along Bayou D'Arbonne, Allen Creek, Issac Creek, Coleman Creek, and Lake Claiborne. The southwestern flood hazard areas are along Cox Creek, Gee Creek, and Threemile Creek, along the southcentral Leatherman Creek and Frasier Creek. Other flood hazard areas are in the southwestern area along Bear Creek, Brush Creek, Lick Creek, and Black Lake Bayou. The Claiborne Drainage System is owned by the Claiborne Parish Police Jury and consists of culverts and underground drainage pipes that become overwhelmed by increased water flow within the flood hazard areas. Claiborne Parish Police Jury is requesting funding under FEMA's HMGP program to improve drainage throughout the parish. The work includes upgrading one (1) timber bridge, replacing one (1) timber bridge with (9) culverts, adding thirty five (35) additional larger sized culverts, and elevating roadways at these eleven (11) flood prone locations throughout the parish. All work will stay within the existing right of way.

The draft EA evaluates a No Action Alternative; the Preferred Action Alternative, which is to upgrade by replacing existing culverts with larger culverts, installing additional culverts next to existing culverts and elevating roadways.

The draft FONSI is FEMA's finding that the preferred action will not have a significant effect on the human and natural environment.

The draft EA and draft FONSI will be available for review at the Claiborne Parish Library located at 909 Edgewood Drive in Homer, LA 71040, Monday – Friday 8A – 6P, Saturday 9A – 1P, closed Sundays and holidays; and the Joe W. Webb Memorial Library located at 1919 Main St, Haynesville, LA 71038, Monday – Friday 9A – 5P (closed 12P – 1P, daily), closed Saturday and Sunday. This public notice will run in the local newspaper, The Guardian Journal July 23, 2015 and July 30, 2015. It will also run in the official journal of record for Claiborne Parish: The Haynesville News, July 23, 2015 and July 30, 2015. The documents can also be downloaded from FEMA's website at <http://www.fema.gov/resource-document-library>. There will be a fifteen (15) day comment period, beginning on July 23, 2015 and concluding on August 7, 2015 at 4P. Comments may be mailed to: DEPARTMENT OF HOMELAND SECURITY-FEMA EHP, 1500 MAIN STREET BATON ROUGE, LOUISIANA 70802; emailed to: FEMA-NOMA@dhs.gov; or faxed to 225-346-5848. Verbal comments will be accepted or recorded at 504-427-8000. If no substantive comments are received, the draft EA and associated FONSI will become final.

**CLAIBORNE PARISH
DRAINAGE PROJECT
11 LOCATIONS
8-STEP PROCESS CHECKLIST**

EO 11988-FLOODPLAIN MANAGEMENT
EO 11990-WETLAND PROTECTION

DATE: July 17, 2015

PREPARED BY: Alan Johnson, CFM, Civil Engineer, FEMA Environmental

PROJECT: Bridge and Culverts, Road Elevation Hazard Mitigation;

FIPS# 115-43010-00, HM# 0296

LOCATION: Claiborne Parish, LA

The proposed 11 project sites are named and located as follows:

<u>Site</u>	<u>Name</u>	<u>Latitude</u>	<u>Longitude</u>
Site 1	Barber Creek Rd	(32.899674,	-92.775816),
Site 2	Columbia Rd	(33.01780,	-93.16646),
Site 3	Dutchtown Rd	(32.762474,	-93.129216),
Site 4	Ford Rd	(32.693101,	-93.097294),
Site 5	Keen Rd	(32.678312,	-92.902043),
Site 6	Macedonia Rd	(32.619147,	-92.863994),
Site 7	Maddox Rd	(32.966426,	-93.089542),
Site 8	Maritzky Rd	(32.789659,	-93.125365),
Site 9	Red-Adams Rd	(32.971913,	-93.074384),
Site10	Sugar Creek Rd	(32.658113,	-92.928163),
Site11	Youngblood Rd	(32.614134,	-93.067578)

STEP 1 Determine whether the proposed action is located in a wetland and/or the 100-year floodplain (500-year floodplain for critical actions [44 CFR 9.4]), or whether it has the potential to affect or be affected by a floodplain or a wetland (see 44 CFR 9.7).

The project is located in a floodplain as mapped by:

Claiborne Parish FIRM, 220364 B, dated 1/1/1992, with individual panels for each of the project sites shown in the table below. Six (6) of the sites are located in minimally flood prone areas, outside the Special Flood Hazard Area (SFHA). Five (5) sites are located within an "A" zone, a Special Flood Hazard Area (SFHA), Base Flood Elevations (BFE) not determined.

Location	Latitude	Longitude	FIRM 220364	Flood Zone
Barber Creek	32.899674	-92.775816	0050B	NSFHA**
Columbia	33.017800	-93.166460	0005B*	NSFHA
Dutchtown	32.762474	-93.129216	0085B	NSFHA
Ford	32.693101	-93.097294	0110B	A
Keen	32.678312	-92.902043	0140B	A
Macedonia	32.619147	-92.863994	0155B	A
Maddox	32.966426	-93.089542	0010B*	NSFHA
Maritzky	32.789659	-93.125365	0085B	NSFHA
Red Adams	32.971913	-93.074384	0010B*	NSFHA
Sugar Creek	32.658113	-92.928163	0140B	A
Youngblood	32.614134	-93.067578	0130B	A

** No Special Flood Hazard Area (minimally flood prone)

* Panel not Printed, all minimally flood prone

The project is located in a wetland as identified by:

STEP 2 **Notify the public at the earliest possible time of the intent to carry out an action in a floodplain or wetland, and involve the affected and interested public in the decision making process (see 44 CFR 9.8).**

Not applicable - Project is not located in a floodplain or in a wetland.

Applicable - Notice will be or has been provided by:

A cumulative public concerning the Hazard Mitigation Grant Program (HMGP) Assistance in floodplain and wetland areas will be or has been published in the New Orleans Times-Picayune, Baton Rouge Advocate, Lafayette Daily Advertiser, Lake Charles American Press, Hammond Star, Monroe News-Star, Shreveport Times, and the Alexandria Daily Town Talk.

STEP 3

Identify and evaluate practicable alternatives to locating the proposed action in a floodplain or wetland (including alternative sites, actions and the "no action" option) [see 44 CFR 9.9]. If a practicable alternative exists outside the floodplain or wetland, FEMA must locate the action at the alternative site.

Not applicable - Project is not located in a floodplain or in a wetland.

Applicable - Alternative identified in the EA Document or is described below:

ALTERNATIVE 1: NO ACTION is not considered a feasible alternative as it would leave these roads subject to frequent flooding, continuing frequent closures and associated repair or replacement without increased capacities or elevation of the roads. No Action could also result in a life and safety risk for the area residents and any potential rescuers.

ALTERNATIVE 2: REPLACEMENT WITH BRIDGES OR ROAD ELEVATIONS THROUGHOUT THE PARISH. This alternate is considered a non-feasible alternative due to the high cost of the design and construction. No further review of this alternative is warranted.

ALTERNATIVE 3: REPLACEMENT (INCLUDING RETROFIT PROJECTS INVOLVING THE INSTALLATION OF MITIGATION MEASURES), ELEVATION OF ROADS, AND INCREASE CONVEYANCE CAPACITIES OF THE CROSSINGS. This is the proposed alternative for this HMGP bridge, culvert and roads elevation project. The applicant's upgrades would include the removal of two (2) existing timber bridges and 16 existing culverts, and the installation of multiple, larger corrugated metal pipe (CMP) culverts to accommodate increased drainage. The applicant would also elevate portions of the existing roadways using gravel fill and asphalt overlay to allow uninterrupted traffic flow without closures or detours. Portions of closed roadways will serve as staging areas and storage for construction equipment and materials. Site specific project information for each location is listed below and in the attachment to the environmental assessment, and includes: GPS coordinates, existing conditions, proposed scope of work (SOW), maps, photographs, and relevant plan drawings. These proposed projects are briefly described in the following table.

Location	Existing Crossings	Replacement Culverts	Road Elevation	Channel Excavations
Barber Creek	(3) 50 foot long 60-inch CMPs to remain	add (2) additional 60 inch by 50 foot CMPs	Raise 2ft high by 900ft long	0-4' in 2000 sq ft area
Columbia	(5) 45 foot long 60-inch CMPs to remain	add 4-72" CMPx 55'	Raise 2ft high by 700ft long	0-4' in 2000 sq ft area
Dutchtown	1-84" CMP x 50' long	add 3-84" CMP x 50'	None	4' x
Ford	3-72" CMP x 60' Long	add 1 72" CMP x 60'	Raise roadway 2'x 1000'	4' x
Keen	2-span Timber Bridge 30' Long	8-108" CMP X 60' Long	Raise roadway 1.5'- 2'x 1000'	10' x
Macedonia	2-96" CMP x 55'	add 7-96" CMP x 55'	Raise roadway 2'x 800'	8' X
Maddox	3-72" CMP x 45' Long	replace w/ 6-84" CMP x 50' long	Raise roadway 2'x 300'	8' X
Maritzky	1x54" CMP x 40' Long	replace w/ 2-72" CMP x 50' long	Raise roadway 2'x 400'	5' x
Red Adams	2-72" CMP x 50' long	replace w/ 6-" CMP x 50' long	Raise roadway 1'x 400'	8' X
Sugar Creek	2x72" CMP x 50' long	replace w/ 6-84" CMP x 50' long	Raise roadway 2'x 1200'	8' X
Youngblood	1x72" CMP x 50' long	replace w/ 5-84" CMP x 50' long	Raise roadway 2'x 1000'	8' X

Backwater impacts would be lessened upstream of the proposed crossings due to the greater flow capacity of the new structures and culvert systems, while not modifying the downstream flooding conditions, as these are currently not restricted by other structural impediments from their natural, open fields and forested conditions. No buildings are impacted by these site improvements. All of these activities should be coordinated and comply with local floodplain administration and ordinance.

STEP 4

Identify the full range or potential direct or indirect impacts associated with, the occupancy or modification of floodplains and wetlands and the potential direct and indirect support of floodplain and wetland development that could result from the proposed action (see 44 CFR 9.10).

- Not applicable - Project is not located in a floodplain or in a wetland.
- Applicable - Alternatives identified in the EA Document or is described below:

ALTERNATIVE 1: NO ACTION is not considered a feasible alternative as it would leave these roads subject to frequent flooding, continuing frequent closures and associated repair or replacement without increased capacities or elevation of the roads.. No Action could also result in a life and safety risk for the area residents and any potential rescuers.

ALTERNATIVE 3: REPLACEMENT (INCLUDING RETROFIT PROJECTS INVOLVING THE INSTALLATION OF MITIGATION MEASURES), ELEVATION OF ROADS, AND INCREASE CONVEYANCE CAPACITIES OF THE CROSSINGS. This is the proposed alternative for this HMGP bridge, culvert and roads elevation project. The applicant's upgrades would include the removal of two (2) existing timber bridges and 16 existing culverts, and the installation of multiple, larger corrugated metal pipe (CMP) culverts to accommodate increased drainage. The applicant would also elevate portions of the existing roadways using gravel fill and asphalt overlay to allow uninterrupted traffic flow without closures or detours. Portions of closed roadways will serve as staging areas during construction, thereby decreasing immediate impacts to the floodplain or wetlands. The channelizations or deepening of the crossings will not significant alter the characteristics of the floodplains of the 1% annual chance flooding shown on the FIRM, nor the wetland characteristics.

STEP 5

Minimize the potential adverse impacts and support to or within floodplains and wetlands to be identified under step # 4, restore and preserve the natural and beneficial values served by floodplains, and preserve and enhance the natural and beneficial values served by wetlands (see 44 CFR 9.11).

- Not applicable - Project is not located in a floodplain or in a wetland.
- Applicable - Mitigation measures identified in the EA Document or is described below:

ALTERNATIVE 3: REPLACEMENT (INCLUDING RETROFIT PROJECTS INVOLVING THE INSTALLATION OF MITIGATION MEASURES), ELEVATION OF ROADS, AND INCREASE CONVEYANCE CAPACITIES OF THE CROSSINGS. This is the proposed alternative for this HMGP bridge, culvert and roads elevation project. The applicant's upgrades would include the removal of two (2) existing timber bridges and 16 existing culverts, and the installation of multiple, larger corrugated metal pipe (CMP) culverts to accommodate increased drainage. The applicant would also elevate portions of the existing roadways using gravel fill and asphalt overlay to allow uninterrupted traffic flow without closures or detours. Portions of closed roadways will serve as staging areas during construction, thereby decreasing immediate impacts to the floodplain or wetlands. The channelizations or deepening of the crossings will not significant alter the characteristics of the floodplains of the 1% annual chance flooding shown on the FIRM, nor the wetland characteristics. Excavated culvert crossings have potential for developing wetland characteristics, and should enhance the natural and beneficial values served by wetlands.

STEP 6

Reevaluate the proposed action to determine first, if it is still practicable in light of its exposure to flood hazards, the extent to which it will aggravate the hazards to others. And its potential to disrupt floodplain and wetland values and second, if alternatives preliminarily rejected at step # 3 are practicable in light of the information gained in steps # 4 and # 5. FEMA shall not act in a floodplain or wetland unless it is the only practicable location (see 44 CFR 9.9).

- Not applicable - Project is not located in a floodplain or in a wetland.
- Applicable - Action proposed is located in the only practicable location as described below:

Proposed project is a bridge/culvert plus road elevation project to reduce closure of these roads due to flooding. As such, it cannot be relocated as it is a functionally dependent project. This project has minimal potential to disrupt floodplain and wetland values.

STEP 7

Prepare and provide the public with a finding and public explanation of any final decision that the floodplain or wetland is the only practicable alternative (see 44 CFR 9.12).

- Not applicable - Project is not located in a floodplain or in a wetland.
- Applicable - Finding is or will be prepared as described below:
Public notice dated:

A final public notice will be published as part of the Environmental Assessment.



FEMA

U.S. Department of Homeland Security
Louisiana Recovery Office
1500 Main St.
Baton Rouge, Louisiana 70802

**DRAFT FINDING OF NO SIGNIFICANT IMPACT
FOR THE
CLAIBORNE PARISH POLICE JURY DRAINAGE IMPROVEMENTS
CLAIBORNE PARISH, LOUISIANA
HAZARD MITIGATION GRANT PROGRAM
PROJECT NUMBER 1603-0296
FEMA-1603-DR-LA**

BACKGROUND

The project area, located in Claiborne Parish, Louisiana is described as roadway elevation and culvert installation at 11 sites throughout the parish. The purpose of this project is to: minimize and mitigate the loss of roadway infrastructure from the threat of catastrophic and repetitive flooding; minimize property damage and injuries resulting from high winds (hurricane, tornado, wind storms, etc.); ensure roadway ingress and egress access; and enhance public safety. The applicant is proposing the drainage improvements at 11 sites located throughout the parish on the following Roads:

- Site 1 Barber Creek Rd (32.899674, -92.775816),
- Site 2 Columbia Rd (33.01780, -93.16646),
- Site 3 Dutchtown Rd (32.762474, -93.129216),
- Site 4 Ford Rd (32.693101, -93.097294),
- Site 5 Keen Rd (32.678312, -92.902043),
- Site 6 Macedonia Rd (32.619147, -92.863994),
- Site 7 Maddox Rd (32.966426, -93.089542),
- Site 8 Maritzky Rd (32.789659, -93.125365),
- Site 9 Red-Adams Rd (32.971913, -93.074384),
- Site10 Sugar Creek Rd (32.658113, -92.928163),
- Site11 Youngblood Rd (32.614134, -93.067578)

Claiborne Parish roadways are frequently inundated with floodwaters due to undersized culverts and low roadway crossings over narrow stream channels. During flood events, culvert and bridge structures on roadways throughout Claiborne Parish became damaged and impassable, and the applicant has already made emergency repairs to maintain ingress and egress at 11 site locations.

The applicant's proposed improvements would include the removal of two (2) existing timber bridges and 16 existing culverts, and the installation of multiple, larger corrugated metal pipe (CMP) culverts to accommodate increased drainage. The applicant would also elevate portions of the existing roadways using gravel fill and asphalt overlay to allow

uninterrupted traffic flow without closures or detours. Portions of closed roadways would serve as staging areas and storage for construction equipment and materials.

In accordance with 44 CFR Part 10, FEMA regulations to implement the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) was prepared. The purpose of the EA was to analyze the potential environmental impacts associated with the proposed roadway elevation and culvert installation at 11 sites throughout the parish, and to determine whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

The need for the proposed action is to improve drainage, and eliminate recurrent prolonged flooding on the roadways throughout the parish, and ensure that safe ingress and egress access is continually provided. The alternatives considered include 1) No Action, 2) Combination of Culvert Installations and Roadway Elevation (Proposed Action), 3) Alternative of Elevation of Roads, Widened Ditches, and Retention Ponds. These alternatives consisted of leaving the damaged roadways with undersized culverts as is, or the construction of elevated roads and widened ditches, for which two (2) retention ponds would be needed to receive the storm water runoff. These alternatives were rejected, as they would not meet the purpose and need, or were not studied to determine if they would meet the purpose and need for this grant proposal.

FINDINGS

FEMA has evaluated the proposed project for significant adverse impacts to geology, soils, water resources (surface water, groundwater, and wetlands), floodplains, coastal resources, air quality, biological resources (vegetation, fish and wildlife, Federally-listed threatened or endangered species and critical habitats), cultural resources, socioeconomics (including minority and low income populations), safety, noise, and hazardous materials. The results of these evaluations as well as consultations and input from other federal and state agencies are presented in the EA.

During project construction, short-term impacts to soils, surface water, transportation, air quality, and noise are anticipated and conditions have been incorporated to mitigate and minimize the effects. Project short-term adverse impacts would be mitigated using BMPs, such as silt fences, proper vehicle and equipment maintenance, and appropriate signage. No long-term adverse impacts are anticipated from the proposed project.

The applicant opted to implement the proposed project as it decreases flooding damage to the roads by elevating the roads, and improves drainage by installing additional culverts.

CONDITIONS

The following conditions must be met as part of the implementation of the project. Failure to comply with these conditions may jeopardize federal funds:

- The applicant is required to comply with all federal, state, and local laws, regulations, and executive orders, failure to do so will jeopardize federal funding.
- Construction contractor would be required to obtain applicable Louisiana Pollutant Discharge Elimination System (LPDES) permit, and implement stormwater pollution prevention plan.
- The applicant is required to coordinate with the local floodplain administrator regarding floodplain permit(s) prior to the start of any activities.
- New construction must be compliant with current codes and standards.
- All coordination pertaining to these activities and applicant compliance with any conditions should be documented and copies forwarded to the state and FEMA for inclusion in the permanent project files.
- As per 44 CFR 9.11 (d) (9), mitigation or minimization standards must be applied, where possible.
- In particular to these bridge, culvert, and road elevation projects, 44 CFR 9.11 (d)(4), there shall be no encroachments, including fill, new construction, substantial improvements of structures or facilities, or other development within a designated regulatory floodway that would result in any increase in flood levels within the community during the occurrence of the base flood discharge. Until a regulatory floodway is designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within the base floodplain unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one (1) foot at any point within the community.
- All coordination pertaining to these activities and applicant compliance with any conditions should be documented and copies forwarded to the state and FEMA for inclusion in the permanent project files.
- Any changes or modifications to the proposed project will require a revised determination. Off-site locations of activities such as borrow, disposals, haul- and detour roads, and work mobilization site developments may be subject to USACE regulatory requirements.
- Applicant must coordinate with USACE prior to the start of construction to acquire any necessary permits.
- All precautions must be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one (1) acre. The applicant must contact the LDEQ

Water Permits Division at (225) 219-9371 to determine if the proposed project requires a permit.

- Erosion Control Devices (ECD's) must be used and maintained extensively to prevent any potential direct or indirect adverse impacts to nearby wetland areas per the CWA and EO 11990. Any adverse impacts to adjacent wetlands resulting from the construction of this project will jeopardize receipt of federal funding.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions must be taken to protect workers from these hazardous constituents.
- The contractor must observe all precautions to protect the groundwater of the region.
- All debris should be disposed of in an approved landfill.
- Vehicle operation times would be kept to a minimum. Area soils must be covered and/or wetted during construction to minimize dust.
- Any changes to the scope or location of the proposed project or if the project has not been initiated one (1) year from the date of the solicitation of views (July 10, 2016), the applicant is responsible for coordinating with United States Fish and Wildlife Service.
- If a bald eagle or its nest is spotted within 1,500 feet of the project site during the months of October through mid-May, the applicant must cease construction activities and contact LDWF and USFWS immediately. All correspondence must be documented and remain in the project permanent files.
- If during the course of work, archaeological artifacts (prehistoric or historic) are discovered, the applicant shall stop work in the vicinity of the discovery and take all reasonable measures to avoid or minimize harm to the finds. The applicant shall inform their Public Assistance (PA) contacts at FEMA, who will in turn contact FEMA Historic Preservation (HP) staff. The applicant will not proceed with work until FEMA HP completes consultation with the SHPO, and others as appropriate.
- If human bone or unmarked grave(s) are present within the project area, compliance with the Louisiana Unmarked Human Burial Sites Preservation Act (R.S. 8:671 et seq.) is required. The applicant shall notify the law enforcement agency of the jurisdiction where the remains are located within twenty-four hours of the discovery. The applicant shall also notify FEMA and the Louisiana Division of Archaeology at 225-342-8170 within seventy-two hours of the discovery. See also Section 6.0 Conditions and Mitigation Measures.

- Any fill or borrow material used must be sourced from areas that do not contain any buried cultural materials (e.g. brick foundations, prehistoric Indian artifacts, human burials, and the like).
- Area soils must be covered and/or wetted during construction to minimize dust.
- All demolition and construction debris must be disposed of at a permitted landfill.
- Unusable equipment, debris and material shall be disposed of in an approved manner and location. In the event significant items (or evidence thereof) are discovered during implementation of the project applicant shall handle, manage, and dispose of petroleum products, hazardous materials and/or toxic waste in accordance to the requirements and to the satisfaction of the governing local, state and federal agencies. Applicant is responsible for acquiring LDEQ permits for the temporary debris staging and reduction sites (TDSRS) associated with this project prior to project closeout. Failure to provide FEMA with LDEQ approval may jeopardize project funding eligibility.
- Claiborne Parish limits noise levels by receiving land use in residential, public, commercial, and industrial areas to decibel levels of 60 during the “daytime” hours of 7 AM to 10 PM. Construction activities should be limited to this schedule on weekdays. Mitigation and abatement measures will be required to reduce the noise levels to a range that would be considered acceptable.
- To minimize worker and public health and safety risks from project construction and closure, all construction and closure work must be done using qualified personnel trained in the proper use of construction equipment, including all appropriate safety precautions. Additionally, all activities must be conducted in a safe manner in accordance with the standards specified in OSHA regulations and the USACE safety manual.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- The contractor must post appropriate signage, barriers, and fencing to minimize potential adverse public safety concerns, and to protect nearby residents from vehicular traffic. The contractor should implement traffic control measures, as necessary.
- If hazardous materials are unexpectedly encountered in the project area during the proposed construction operations, appropriate measures for the proper assessment, remediation, management and disposal of the contamination would be initiated in accordance with applicable federal, state, and local regulations. The contractor

would be required to take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction area.

- The LDNR Office of Conservation should be contacted at (225) 342-5540 if any unregistered wells of any type are encountered during construction work.
- For pipelines and other underground hazards, Louisiana One Call should be contacted at 800-272-3020 prior to commencing operations.

Failure to comply with these conditions may make part or all of these projects ineligible for FEMA funding.

CONCLUSIONS

Based upon the incorporated EA, and in accordance with Presidential Executive Orders 12898 (Environmental Justice), 11988 (Floodplain Management), and 11990 (Wetland Protection), FEMA has determined that the proposed action implemented with the conditions and mitigation measures outlined above and in the EA will not have any significant adverse effects on the quality of the natural and human environment. As a result of this FONSI, an Environmental Impact Statement will not be prepared (44 CFR Part 10.8) and the proposed action alternative as described in the EA may proceed.

APPROVALS

Kevin Jaynes
Regional Environmental Officer
Region VI

Date

Thomas M. (Mike) Womack
Director of the Louisiana Recovery Office
FEMA 1603-1607-DR-LA

Date

STEP 8

Review the implementation and post-implementation phases of the proposed action to ensure that the requirements of the order are fully implemented. Oversight responsibility shall be integrated into existing processes.

- Not applicable - Project is not located in a floodplain or in a wetland.
- Applicable - Approval conditioned on review of implementation and post-implementation phases to insure compliance of the order(s)

Project has been reviewed for compliance with 44 CFR Part 9. Local Floodplain Administrators coordination and action is an integral element of this action in the regulatory floodplain Claiborne Parish.

(Second Public Notice)

**PUBLIC NOTICE
FEMA NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL ASSESSMENT
DRAFT FINDING OF NO SIGNIFICANT IMPACT
CLAIBORNE PARISH GOVERNMENT MIGATION PROPOSAL
FOR THE DRAINAGE IMPROVEMENTS
THROUGHOUT CLAIBORNE PARISH, LOUISIANA**

Interested parties are hereby notified that the Federal Emergency Management Agency (FEMA) has prepared a draft Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) in compliance with the National Environmental Policy Act (NEPA). The purpose of the EA is to evaluate impacts on human health and the natural environment associated with upgrades to the Claiborne Drainage Road Systems at eleven (11) locations throughout Claiborne Parish, a proposed action for which FEMA is considering providing funding assistance.

Claiborne Parish is bordered by the Arkansas state line to the north. There are several flood hazard areas within the parish. Frequent flooding occurs along Middle Fork Bayou D'Arbonne and McCasland Creek in the eastern part of the parish. In the central and western parts flooding occurs along Bayou D'Arbonne, Allen Creek, Issac Creek, Coleman Creek, and Lake Claiborne. The southwestern flood hazard areas are along Cox Creek, Gee Creek, and Threemile Creek, along the southcentral Leatherman Creek and Frasier Creek. Other flood hazard areas are in the southwestern area along Bear Creek, Brush Creek, Lick Creek, and Black Lake Bayou. The Claiborne Drainage System is owned by the Claiborne Parish Police Jury and consists of culverts and underground drainage pipes that become overwhelmed by increased water flow within the flood hazard areas. Claiborne Parish Police Jury is requesting funding under FEMA's HMGP program to improve drainage throughout the parish. The work includes upgrading one (1) timber bridge, replacing one (1) timber bridge with (9) culverts, adding thirty five (35) additional larger sized culverts, and elevating roadways at these eleven (11) flood prone locations throughout the parish. All work will stay within the existing right of way.

The draft EA evaluates a No Action Alternative; the Preferred Action Alternative, which is to upgrade by replacing existing culverts with larger culverts, installing additional culverts next to existing culverts and elevating roadways.

The draft FONSI is FEMA's finding that the preferred action will not have a significant effect on the human and natural environment.

The draft EA and draft FONSI will be available for review at the Claiborne Parish Library located at 909 Edgewood Drive in Homer, LA 71040, Monday – Friday 8A – 6P, Saturday 9A – 1P, closed Sundays and holidays; and the Joe W. Webb Memorial Library located at 1919 Main St, Haynesville, LA 71038, Monday – Friday 9A – 5P (closed 12P – 1P, daily), closed Saturday and Sunday. This public notice will run in the local newspaper, The Guardian Journal July 30, 2015 and August 6, 2015. It will also run in the official journal of record for Claiborne Parish: The Haynesville News, July 23, 2015 and July 30, 2015. The documents can also be downloaded from FEMA's website at <http://www.fema.gov/resource-document-library>. There will be a fifteen (15) day comment period, beginning on July 23, 2015 and concluding on August 7, 2015 at 4P. Comments may be mailed to: DEPARTMENT OF HOMELAND SECURITY-FEMA EHP, 1500 MAIN STREET BATON ROUGE, LOUISIANA 70802; emailed to: FEMA-NOMA@dhs.gov; or faxed to 225-346-5848. Verbal comments will be accepted or recorded at 504-427-8000. If no substantive comments are received, the draft EA and associated FONSI will become final.