

distribution and abundance of the majority of bird and mammal species, including game species (Michael 1975; Burke and Sherburne 1982; Adams and Geis 1982).

Many wildlife species would be able to utilize the new habitat created by the right-of-way and its associated edge. This area would be similar to the pasture/old field habitat described in Section 3, and could be used by a variety of wildlife species including cottontail rabbits, white-tailed deer, red fox, coyotes, a variety of small mammals, and a number of bird species. The above researchers found that while species composition changed along the newly formed edge habitat, species adapted to more remote forested environments continued to use the adjacent forest community.

No community types would be extensively impacted based on their overall availability within the study area. For example, the greatest impacts would occur to pasture/old field and pine/oak forests, which are also the dominant community types in the study area. As such, wildlife species that are unable to adapt to the limited right-of-way environment, could relocate to suitable surrounding habitats. However, most species found within the study area display a broad habitat distribution and are not restricted to any particular habitat types.

The No-Action alternative would have minimal impacts on terrestrial and aquatic communities.

Secondary Impacts

The most visible effect of roads on wildlife is animal mortality resulting from collisions with motor vehicles. For most wildlife species, the death of a few individuals does not directly impact the overall survival of the species throughout its range. In general, most wildlife species found within the study area are broadly distributed across Caddo Parish and Northwest Louisiana. It is unlikely that highway mortality would pose a serious threat to the continued existence of any of these species. Several highway related wildlife mortality studies have concluded that roads appeared to act in a density-dependent manner. Species killed in greatest numbers were those with high population densities attracted to right-of-way habitat, such as edge associated birds and small/medium sized mammals (Adams and Geis 1982; Michael 1975).

4.10 THREATENED AND ENDANGERED SPECIES

Coordination with the USFWS and the Louisiana Department of Wildlife and Fisheries has occurred throughout project development process. The USFWS reviewed the study area in accordance with the ESA and the Fish and Wildlife Coordination Act. No Federally listed, threatened, endangered, or candidate species, presently occur within the study area (Refer to December 29, 1997 Dept. of Interior letter).

LNHP identified 47 site locations of state species or habitat areas of special concern within the study

area. Further analysis revealed nine of these locations, containing eight plant species, within or adjacent to the Preferred Corridor (See Section 3).

Two locations of plant species of state concern would be directly impacted by Line 3 north of LA 769 near Mira. This alignment would impact plant communities that contain Oklahoma plum (*Prunus gracilis*), Prairie clover (*Dalea villosa var grisea*), Soxman milk-vetch (*Astragalus soxmaniorum*), and Louisiana square-head (*Tetragonotheca ludoviciana*). The remaining alignments, including the Selected Alignment would pass approximately 475 meters (1,560 feet) east of these locations.

The No-Action alternative could impact several identified locations of state species of special concern that are adjacent to area roadways. Four sites identified within the Preferred Corridor are adjacent to roadways and could be impacted by routine state or parish maintenance of shoulders and right-of-ways.

No secondary impacts to state species of special concern would be anticipated from construction or continued use of the proposed highway.

4.11 PUBLIC LANDS

The proposed Paul Lynch Park property (a Section 4(f) resource), located just south of MLK Drive, is the only publicly owned area that would be affected by any of the developed alignments (Table 4-12).

Alignment	ha	ac
No-Action	0	0
Line 1	0	0
Line 2	2.0	4.9
Line 3	1.1	2.6
Line 4	15.1	37.3
Selected	0	0

Source: Michael Baker Jr., Inc.

Section 4(f) of the USDOT Act of 1966 prohibits the use of significant publicly owned public parks, or publicly owned land planned or designated for a park unless it can be shown that:

1. There is no prudent and feasible alternative that meets the project purpose and need that avoids use of that land; and
2. The proposed action has considered all possible planning to minimize harm to the property which would result from the proposed action.

Correspondence dated December 5, 1997 from the City of Shreveport, having jurisdiction over the park property, states that the proposed park facilities would serve the entire northern portion of the City and lists retaining the northern portion of the property (adjacent to Martin Luther King Drive) as the City's first priority with respect to future development plans. This letter is included in the Appendix. Line 1 and the Selected Alignment are the only alternatives that would avoid impacts to this resource (Exhibit 4-2). Line 4 would have the greatest park property impact and is shown in Exhibit 4-3.