LAFAYETTE REGIONAL XPRESSWAY

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LAFAYETTE REGIONAL XPRESSWAY

State Project No. H.004491
F.A.P. No. H004491

TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT

Volume 1 of 2

December 2018

COOPERATING AGENCIES:

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

U.S. COAST GUARD
8TH COAST GUARD

U.S. Department of Transportation
Federal Highway Administration

LOUISIANA'S ON THE MOVE... DOTD BUILDS THE WAY

Lafayette Metropolitan Expressway Commission

State Project No. H.004491
F.A.P. No. H004491

Lafayette Regional Xpressway

Iberia, Lafayette, St. Martin, and Vermilion Parishes, Louisiana

Tier 1 Draft Environmental Impact Statement

Draft Section 4 (f) Evaluation

Submitted pursuant to: 42 U.S.C. 4332 (2) (c) and 49 U.S.C. 303

By the
U.S. Department of Transportation Federal Highway Administration, Louisiana Department of Transportation and Development, and Lafayette Metropolitan Expressway Commission
and
Cooperating Agencies:
U.S. Army Corps of Engineers, New Orleans District,
U.S. Coast Guard, 8th Coast Guard District

Volume 1 of 2

1/7/19
Date of Approval

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Lafayette Metropolitan Expressway Commission

The following persons may be contacted for additional information concerning this document:

Joshua Cunningham
Project Delivery Team Leader
Federal Highway Administration
Suite A
5304 Flanders Drive
Baton Rouge, LA 70808
(225) 757 – 7615

Noel Ardoin - Environmental Engineer Administrator
Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, LA 70804-9245

Elaine D. Abell
Lafayette Metropolitan Expressway Commission
P.O. Box 60485
Lafayette, LA 60485
(337) 233 – 6200

Draft EIS Document date: December 2018

This is a Tier 1 Draft Environmental Impact Statement addressing corridor alternatives for a controlled access toll road on new location in the Lafayette, LA area. The proposed facility would initially be four lanes with the capability to expand to six lanes. The proposed Lafayette Regional Xpressway would connect U.S. 90 south, U.S. 167 (Johnston Street) southwest of Lafayette, I-10 west of Lafayette, and I-49 north of Lafayette. This document identifies the preferred Corridor Alternative (LRX Corridor) and the basis for its choice.

Comments on this Tier 1 Draft EIS will be accepted in writing until March 11, 2019 or 45 days following Notice of Availability in the Federal Register, whichever is later. Comments should be sent to Kate Prejean at HNTB Corporation, 1000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810.

EXECUTIVE SUMMARY

A. Proposed Project Description

The Lafayette Metropolitan Expressway Commission (LMEC), with the Federal Highway Administration (FHWA) as lead federal agency and the Louisiana Department of Transportation and Development (LADOTD) as lead state agency, is proposing the development of the Lafayette Regional Xpressway (LRX) toll facility. The LRX is proposed as a controlled access toll road on new location in the greater Lafayette, Louisiana area, including Iberia, Lafayette, St. Martin, and Vermilion Parishes.

The proposed LRX will connect US Highway (US) 90 south of Lafayette, Interstate Route 10 (I-10) west of Lafayette, and Interstate Route 49 (I-49) north of Lafayette. Interchanges are proposed at US 90, US 167/Johnston Street, I-10, and I-49, with consideration for interchanges at other cross streets. The proposed LRX facility will initially be constructed as a four-lane facility, two 12-foot lanes in each direction, with the capability to expand to six lanes utilizing the median when traffic demands warrant. The proposed project assumes that the I-49 Lafayette Connnector is built prior to the opening of the LRX. The proposed typical roadway section will also provide space within the average 330-foot R (ROW) to add continuous frontage roads, if needed. A bridge over the Vermillion River is under consideration, which would add a third crossing within the region.

B. Purpose and Need

The consideration of a highway facility connecting areas north and sourth of the Lafayette metropolitan area has been on-going for decades. In 2003, legislation was established forming the LMEC and declaring that public revenue had not kept pace with the area's growing transportation system needs. The LMEC, under legislative direction, is pursuing innovative and alternative funding sources for transportation projects that would be used to improve the transportation system of the region.

The purpose of the proposed project is to enhance the regional and national transportation system by improving system linkage, increasing capacity and accommodating transportation demand, and responding to economic growth and development within the greater Lafayette area.

Increased roadway capacity and north-south mobility have been identified as needs to be addressed by the proposed project. Inadequate roadway capacity cannot accommodate existing and future traffic demand in the LRX Study Area (the City of Lafayette and the adjoining four-parish area). For years, the region's long-range transportation plan has included projects intended to improve north-south mobility. Population growth, commercial development, changes in land use patterns, and development trends have created increased demand on the existing north-south roadways, resulting in steadily worsening congestion and delays.

C. Environmental Study Documentation

Consultation with FHWA, LADOTD, and resource agencies determined that significant environmental impacts may occur from construction of the proposed LRX. The National Environmental Policy Act (NEPA) requires Federal agencies to prepare environmental impact statements (EIS) for projects that may result in significant impacts on the human and natural environment. The Council on Environmental Quality (CEQ) regulation (40 CFR 1508.28) and FHWA regulation (23 CFR 771.111g) allow the lead agency to use a two-tiered process for large, complex projects, such as proposed highway corridors that extend long distances. Using a tiered approach, a Tier 1 EIS focuses on broad issues such as general location, existing environmental resources, and land use implications of the alternative corridors. A Tier 1 EIS does not identify

the exact location where the action would occur, nor does it analyze impacts of the action. A Tier 1 EIS provides an inventory of resources that can be considered as an order of magnitude of potential impacts that may result from the proposed project. A Record of Decision (ROD) is issued for the Tier 1 EIS.

As the study progresses to Tier 2 and specific alignments are developed, the actual impacts of the proposed project are determined and assessed at a more refined level, and a greater review of implementation and financial planning are undertaken. The LRX NEPA review follows a two-tiered EIS process. This Tier 1 Draft EIS (DEIS) consists of two volumes. Volume 1 contains the study documentation and analysis and Volume 2 contains large-scale exhibits. A CD is provided with the hard copy of Volume 1 and contains the electronic version of this document as well as the technical reports referenced in the Tier 1 EIS.

The Selected LRX Corridor Alternative will be advanced into the Tier 2 EIS. During that process, project alignments will be developed within the selected corridor, then evaluated in one or more Tier 2 EISs for social, economic, land use, environmental and cultural resource effects. The Tier 2 NEPA document(s) will identify the locations where project alternative alignments are proposed and analyze project impacts, costs, and potential mitigation measures.

D. Alternatives Considered

Alternatives considered in the LRX Tier 1 EIS include the No-Build Alternative and the build alternatives. The No-Build Alternative is considered the transportation system as it currently exists in the LRX Study Area plus those transportation system enhancements included in the Lafayette Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) Projects, the Financially Constrained Transportation Plan, and six projects from the Vision list. This Tier 1 EIS assumes that the I-49 Lafayette Connector is built prior to opening year of the LRX. Detail on the network and future improvements can be found in the *LRX Level 1 Traffic and Revenue Study* prepared for this project. In general, the transportation improvement projects in the TIP are smaller enhancement projects intended to provide localized traffic relief. These projects have minimal impact on regional traffic demand or capacity. The No-Build Alternative is carried into the document as a baseline but does not meet the purpose and need of the project as it does not provide the north-south capacity increase through the region.

The build alternatives include five corridor alternatives: three southern corridor alternatives (designated Inner, Middle and Outer) and two northern corridor alternatives (designated Common 1 and Common 2). The southern corridor alternatives extend across an area from US 90 south of Lafayette west/northwest to LA 724/Duhon Road. The northern corridor alternatives traverse an area from LA 724/Duhon Road north/northeast to I-49 at Carencro. Figure S-1 provides an overview of the project area and the corridor alternatives. Descriptions of the alternatives considered are provided in Chapter 3.

E. Environmental Investigation Summary

The LRX Tier 1 EIS documents the environmental resources, land use, and demographic and socioeconomic composition of the five corridor alternatives comprising the build alternatives. The purpose of the process is to identify an LRX corridor (composed of a southern corridor alternative and a northern corridor alternative) that best satisfies the purpose and need while minimizing potential impacts on the natural and human environment.

Tier 1 EIS resource data collection and evaluation were performed on a desktop basis using existing published data and reports, internet site information, and GIS data. No field studies or surveys were conducted. Table S-1 and Table S-2 provide a summary of the investigation of the

corridor alternatives. The data in the table indicate that, except for gross acreage, the corridor alternatives show a general similarity when compared to each other and when compared in their grouping into southern corridor alternatives and northern corridor alternatives.

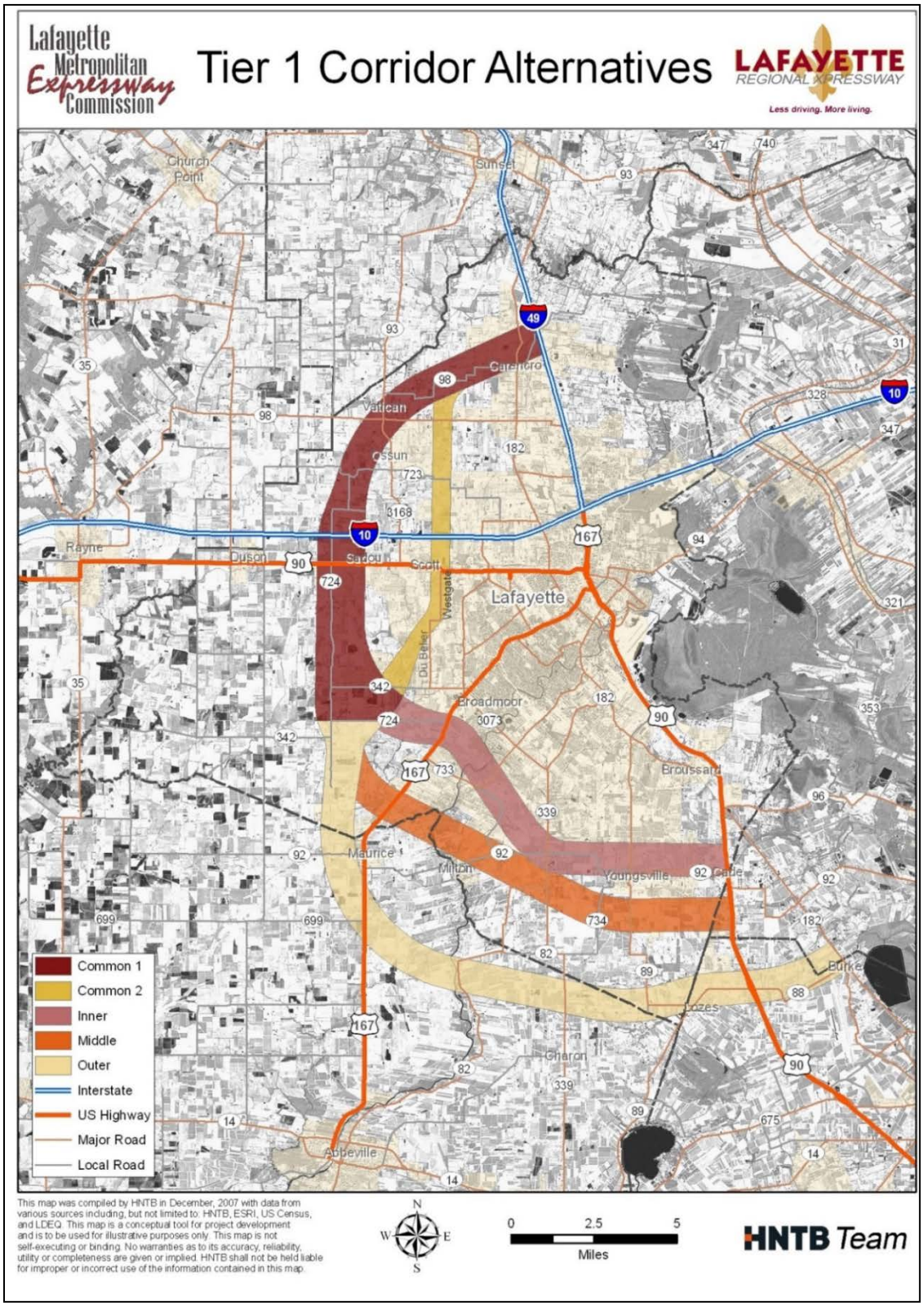


Figure S-1: LRX Project Area and Corridor Alternatives

Table S-1:Southern Corridor Alternatives Environmental Resources

Resource	Unit of measure	Inner	Middle	Outer
Land Use				
Total Acreage	# acres	7,849	9,357	14,033
Developed Land	# acres	3,153	1,873	1,776
	% of total acreage	40.20%	20.00%	12.70%
Agricultural Land	# acres	4,186	7,149	11,873
	% of total acreage	53.80%	76.90%	84.90%
Wetlands	# acres	272	163	144
	% of total acreage	3.50%	1.70%	1.00%
Forested Land	# acres	112	59	48
	% of total acreage	1.40%	6.00%	3.00%
Other Land	# acres	53	57	142
	% of total acreage	0.70%	0.60%	1.00%
Water/Shore	# acres	72	56	51
	% of total acreage	0.90%	0.60%	0.40%
Soils				
Prime Farmland Soils	# acres	7,596	8,769	12,278
	% of total acreage	96.78%	93.72%	87.49%
Socioeconomics				
Population - Total		37,354	33,677	28,526
Population - Minority	#	5,112	4,892	6,292
	%	13.69%	14.53%	22.06%
Pop. Below Poverty Level	#	3,603	3,622	4,400
	%	9.65%	10.76%	15.42%
Community Facilities				
Cemeteries	#	1	2	1
Churches	#	7	3	2
Public Safety Buildings	#	1	0	2
Schools	#	4	2	4
Other Public Service Facilities	#	3	0	2
Cultural Resources				
National Register of Historic Places	#	0	0	1
Archaeological Sites	#	4	5	0
Historic Standing Structures	#	0	0	4
Natural Resources				
Water Wells	#	463	457	387
NWI Wetlands	# acres	169	105	237
	% of total acreage	2.15%	1.12%	1.69%
Hydric Soils	# acres	3358.51	3569.24	4724.26
Hydric Soils	% of total acreage	42.8%	38.1%	33.7%
Stream Segments	#	21	26	60
Zone A Floodzone	# acres	877	1,118	1,816
	% of total acreage	11.17%	11.95%	12.94%
Zone AE Floodzone	# acres	1,499	1,235	646
	% of total acreage	19.10%	13.20%	4.61%
Zone X500 Floodzone	# acres	324	699	562
	% of total acreage	4.13%	7.47%	4.00%
Zone X Floodzone	# acres	5,144	6,305	11,008
	% of total acreage	65.54%	67.38%	78.44%
Waste Sites				
Inactive & Abandoned	#	1	0	1
LUSTs	#	0	0	0
Landfills	#	0	0	0
Mineral Resources				
Producing/Productive Wells	#	2	4	1
Total Oil & Gas Wells	#	28	58	70
Section 4(f) Resources				
NRHP Properties	#	0	0	1
Parks	#	0	1	0

Table S-2: Northern Corridor Alternatives Environmental Resources

Resource	Unit of Measure	Common 1	Common 2
Land Use			
Total Acreage	# acres	12,273	6,441
Developed Land	# acres	2,162	1,684
	% of total acreage	17.60%	26.10%
Agricultural Land	# acres	9,617	4,246
	% of total acreage	78.70%	66.50%
Wetlands	# acres	220	258
	% of total acreage	1.80%	4.00%
Forested Land	# acres	41	21
	% of total acreage	3.00%	0.30%
Other Land	# acres	183	177
	% of total acreage	1.50%	2.80%
Water/Shore	# acres	51	55
	% of total acreage	0.40%	0.90%
Soils			
Prime Farmland Soils	# acres	12,091	6,142
	% of total acreage	98.52%	95.36%
Socioeconomics			
Population - Total		26,940	28,145
Population - Minority	#	6,834	8,227
	%	25.37%	29.41%
Pop. Below Poverty Level	#	4,497	4,263
	%	16.69%	15.15%
Community Facilities			
Cemeteries	#	1	2
Churches	#	5	4
Public Safety Buildings	#	2	2
Schools	#	3	2
Other Public Service Facilities	#	1	3
Cultural Resources			
National Register of Historic Places	#	1	1
Archaeological Sites	#	0	3
Historic Standing Structures	#	0	0
Natural Resources			
Water Wells	#	502	298
NWI Wetlands	# acres	111	134
	% of total acreage	0.90%	2.08%
Hydric Soils	# acres	4771.82	2964.96
Hydric Soils	% of total acreage	40.2%	46.0%
Stream Segments	#	21	18
Zone A Floodzone	# acres	1,770	390
	% of total acreage	14.42%	6.06%
Zone AE Floodzone	# acres	2,103	1,808
	% of total acreage	26.79%	19.32%
Zone X500 Floodzone	# acres	634	223
	% of total acreage	8.07%	2.38%
Zone X Floodzone	# acres	7,764	4,022
	% of total acreage	98.91%	42.98%
Waste Sites			
Inactive & Abandoned	#	2	1
LUSTs	#	0	2
Landfills	#	1	1
Mineral Resources			
Producing/Productive Wells	#	7	5
Total Oil & Gas Wells	#	118	45
Section 4(f) Resources			
NRHP Properties	#	1	1
Parks	#	0	0

All the corridor alternatives have similar land uses and land types with almost all soils classified as prime farmland. Land use across all the corridor alternatives is predominantly agricultural with developed land the second largest land use. Population within the corridor alternatives is predominantly non-minority with personal incomes generally exceeding the poverty level.

From a natural resources perspective, all corridor alternatives exhibit similarities. The prevalent natural resources in all corridor alternatives are prime farmland soils and floodplains classified by the Federal Emergency Management Agency (FEMA) as Zone A - High-Risk Flood Zones.

It is reasonable to anticipate that the LRX would have the potential to have an adverse impact on various resources including prime farmland soils and agricultural land, floodplains, streams, wetlands, and developed land. Within each corridor alternative, the significance of impacts on these resources posed by alternative alignments to be developed within each corridor alternative will be evaluated as part of one or more future Tier 2 EISs.

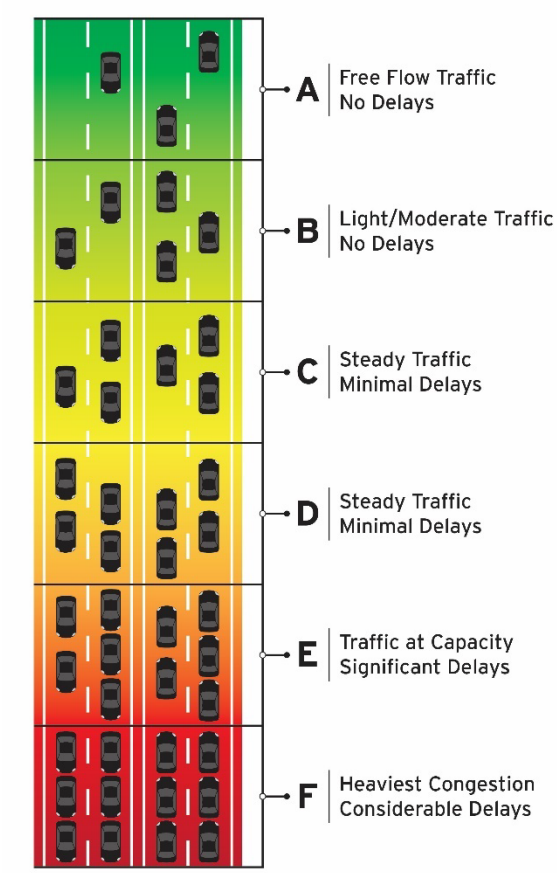
The LRX will also have positive impacts on the motoring public by providing increased roadway capacity and enhancing north-south mobility, which will reduce delay and fuel consumption, and generally improve movement of goods and services. In addition, the project will generate positive economic impacts during construction as well as offering opportunities for improving access to undeveloped and underdeveloped areas of the region, supporting the long-term growth of the region.

F. Traffic, Tolling and Preliminary Cost Estimate

As part of the work performed for the LRX Tier 1 EIS, traffic and revenue studies, and preliminary cost estimates were prepared.

Level of service (LOS) analyses were conducted as part of the traffic modeling effort for the project. LOS describes the forecasted congestion of a roadway based on the project traffic and the physical characteristics of the roadway (lane widths, shoulders, intersections, etc.) Figure S-2 provides a graphical representation of each LOS as it relates to the congestion on a roadway. Traffic projections indicated that the LRX would operate with an LOS of C or better through the study period of 2040. Between 2040 and 2050 average annual growth rate of traffic was estimated to be 1.5 percent. Beyond 2050, growth was estimated to be one percent for the period through 2060.

Figure S- 2: Level of Service



A preliminary cost estimate for each corridor alternative was developed using a “cost estimate alignment.” Construction cost estimates include grading, drainage, surfacing and paving for a four-lane expressway facility. For new construction, unit costs per mile were developed based on LADOTD bid tabs, planning procedures, and earlier studies. Special considerations were given to multi-level system-to-system interchanges and toll plazas on an individual lump-sum basis. Major bridge crossings, railroad overpasses, and other structures were added accordingly. Incidental costs include erosion control, signing, paving, maintenance of traffic, ROW, and utility relocations. Design and construction administration costs were also included.

The preliminary estimated capital cost range, in millions of 2017 dollars ($M-2017), for each corridor alternative is presented in Table S-3.

The LRX is assumed to be a tolled facility meaning that it generates revenue that could be used to pay for financing construction costs as well as for maintenance and operation of the system. A fixed-toll amount is set regardless of the vehicle point of entry or exit. End-to-end toll scenarios on the LRX facilities were analyzed and set at $0.13 per mile. These rates are comparable to existing toll facilities in neighboring Gulf of Mexico states and other states around the nation that have a similar suburban character. The toll revenue was estimated for two scenarios as detailed in Chapter 3 of this document. The revenue estimates for 2040 range from $34 to $40 million.

Table S-3: Summary of Corridor Alternatives Estimated Costs ($Millions)

Cost Item[1]	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Roadway/bridge construction	$383-$457	$395-$459	$464-$496	$271-$435	$268-$430
Other facilities (ITS, ETC, Customer Service Center, CSS)	$20	$28	$37	$25	$24
Admin, engineering & other (Legal, construction support, utility relocation)	$90-$102	$88-98	$100-$102	$63-$91	$69-$97
ROW & Mitigation	$88	$62	$49	$48	$57
Project Contingency	$87-$100	$86-97	$97-$103	$61-$90	$63-$91
Total Capital Costs	$668-768	$659-$745	$747-$783	$469-$689	$481-$700
Total Capital Cost/mile	$52-60	$46-$53	$36-$37	$31-$45	$34-$50

Preliminary financial models were created to determine the financial feasibility of the project and to begin to identify potential gap funding (funds outside of the toll revenue collections and equity investment to build the project) needed for the project. Based on the simulations for the two scenarios for which traffic and revenue were forecasted, the results show that toll financing can support approximately 20 percent of the upfront capital costs of the project, a contribution to total development costs. As the project matures through the development phase, value engineering will be used to reduce the contingencies and capital costs and decrease the gap funding required.

G. Preferred LRX Corridor Alternative

A Preferred LRX Corridor Alternative has been identified based on evaluation of the estimated capital costs, north-south mobility improvement, potentially affected environmental resources, and public input. The project team acknowledges that some resources, such as community facilities and Section 4(f) resources, are typically avoided during development of alternative alignments and have little or no influence on alternative selection at this stage of project development. Consequently, it was determined that the most important resources that should be evaluated as part of the corridor selection process consisted of developed land, prime farmland soils, wetlands, and high-risk floodplains. Evaluations of the southern and northern corridor alternatives were conducted independently of each other.

Prime farmland soils are homogenous across the area with all southern corridor alternatives having a high probability of impacting this resource. The probability of impacts to prime farmlands from the northern corridor alternatives are equally high. Therefore, this parameter did not influence identification of a preferred alternative.

Comparison among the three southern corridor alternatives shows that the Outer has the lowest probability to impact developed lands and wetlands, but the highest potential to impact high-risk floodplains. Comparison between the two northern corridor alternatives shows that Common 1 has the lowest probability to impact developed lands and wetlands, but the highest potential to impact high-risk floodplains.

When analyzing the environmental resource impacts of the corridors, the potential to avoid those resources and the composition of the lands, the Outer Corridor Alternative and the Common Corridor 1 Alternative appear to present the least impacts overall. Therefore, these two alternatives were identified as preferred based on the least potential impacts.

[1] The estimated costs are the engineer's opinion of probable costs for the project in 2017 dollars.

While the overall construction costs of the Preferred LRX Corridor Alternative are higher, the combination of Outer and Common 1 benefits all residents in the study area, has been identified as preferred based on public and stakeholder input to-date, and satisfies the purpose and need developed for the Tier 1 EIS process.

It is recommended that the Preferred LRX Corridor Alternative be advanced through the LRX Tier 1 Final Environmental Impact Statement (FEIS) and ROD and into the Tier 2 EIS process as the Selected LRX Corridor Alternative. By tolling this corridor and based on the assumptions presented above, the LRX is 20 percent feasible now. Additional refinement and engineering will likely increase the feasibility and reduce the gap funding necessary.

H. Next Action

Following completion of the Tier 1 DEIS comment period and approval by FHWA, the LMEC will prepare a Tier 1 FEIS and Preliminary Section 4(f) Determination. The FEIS will be in an abbreviated or condensed format that will only include changes to specific chapters of the document, a chapter on the DEIS comments, a chapter identifying the Selected LRX Corridor Alternative, and a Preliminary Section 4(f) Determination. It is intended that the FEIS and ROD be combined for this Tier 1 EIS document. Interested parties are advised to retain a copy of Volume 1 and Volume 2 of the LRX Tier 1 DEIS through the completion of the Tier 1 EIS process.

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Chapter 1. DESCRIPTION OF PROPOSED PROJECT

A. Background

Since the 1950s, numerous studies have been conducted for construction of a “loop/beltway” highway facility connecting the areas north and south of the Lafayette metropolitan area. The North/South Beltway project became a priority for the Lafayette Consolidated Government (LCG) after governmental consolidation in 1996. A Joint MPO Subcommittee on the North/South Beltway began reviewing previous studies, analysis, and options in December 2001. The final report of the North/South Beltway, published November 2002, acknowledged that a “limited-access interstate highway design” was desirable. However, such a project it was beyond the financial capability of local government at that time. Therefore, the design of the North/South Beltway was recommended to be a four-lane divided roadway utilizing existing roads within Lafayette Parish. Funding was never identified for the North/South Beltway.

In 2003, the Louisiana Legislature authorized the creation of the LMEC for promoting, planning, financing, developing, constructing, controlling, regulating, operating, and maintaining limited access tollways or transit ways within its jurisdiction. The legislation declared that public revenue, including Federal funds, had not kept pace with the area’s growing transportation system needs. Therefore, the direction given the LMEC in the legislation was to pursue innovative and alternative funding sources that would be used to improve the transportation system by the development of an efficient, safe, and well-maintained limited-access highway system.

To follow its mandate, LMEC commissioned a feasibility study for the Lafayette Metropolitan Expressway, which was completed in July 2005. The feasibility study evaluated potential toll road corridors from US 90 south near Broussard and Youngsville westward around the City of Lafayette, across I-10 west of Lafayette, north around Carencro, across I-49 North and back to I-10 east of Lafayette. Following review of the study’s results, LADOTD and FHWA recommended eliminating the portion of the loop from I-49 Northeast to I-10 due to environmental concerns and low feasibility.

With the feasibility established, LMEC advanced the project into the NEPA phase to examine the evolving corridors and identify a preferred corridor. A Notice of Intent (NOI) to prepare the Tier 1 EIS was published by the FHWA in the Federal Register, Vol. 70, No. 241, Friday, December 16, 2005. A NOI Amendment was issued in the Federal Register, Vol. 74, No. 194, Thursday, October 8, 2009. The original NOI was amended to change the name of the project from Lafayette Metropolitan Expressway to the LRX and to add the LADOTD as a Joint Lead Agency.

B. Project Description

The development of the project began at the preliminary feasibility study stage and continued to evolve to the early phase of this Tier 1 EIS with a public involvement outreach program. Initially, the study limits were confined to the area within Lafayette Parish. The Feasibility Study Area is shown in Figure 1-1.

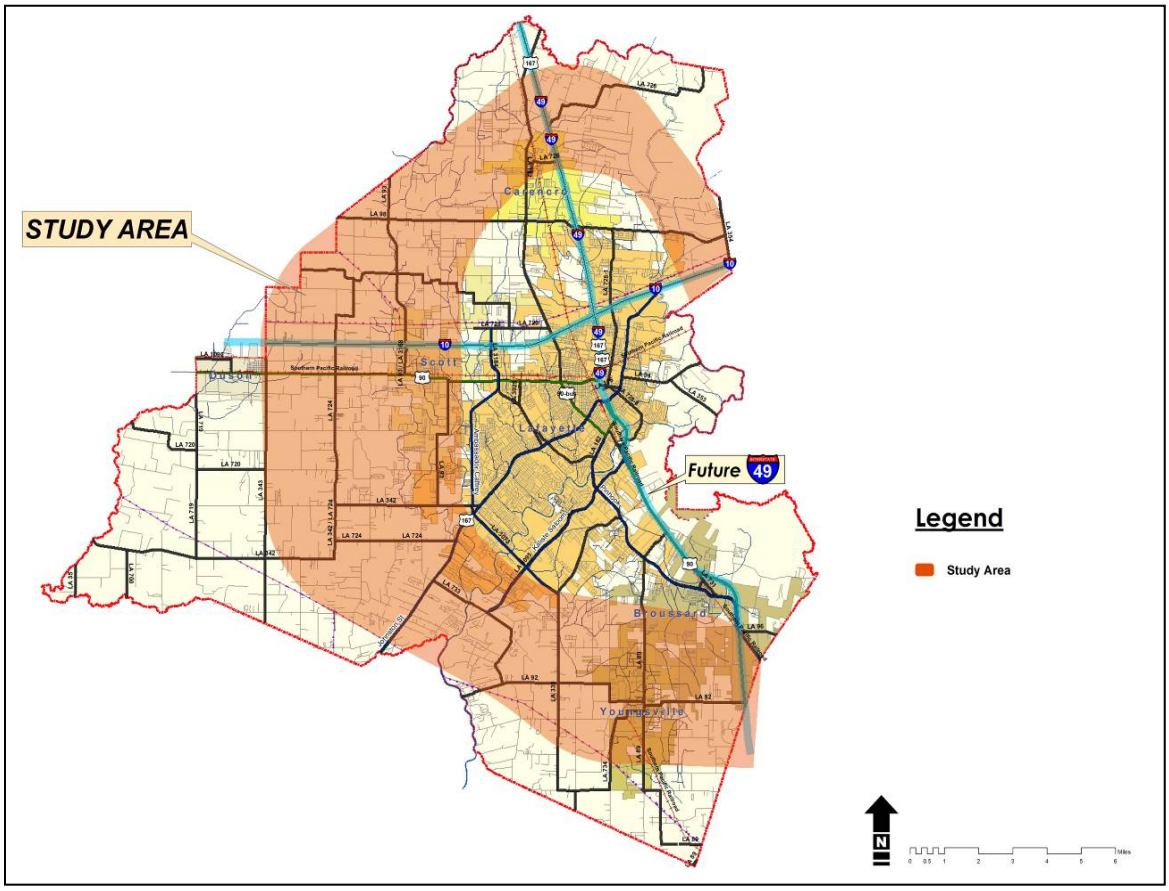


Figure 1-1: Feasibility Study - Study Area

1. Feasibility Study

In accordance with R.S. 48:2096, the LMEC conducted a feasibility study to identify the project need and feasibility. The Lafayette Metropolitan Expressway Feasibility Study focused on three potential corridor alternatives – Outer, Middle, and Inner – and researched potential environmental constraints, preliminary design, preliminary cost estimates, preliminary traffic and revenue estimates, and potential funding mechanisms. Given the geography of Lafayette Parish, the feasibility study covered three quadrants of the grid formed by I-10 (east west), I-49 (north) and US 90 (Future I-49) (south). Figure 1-2 shows the three potential alternatives as they were presented and analyzed during the feasibility study in 2005.

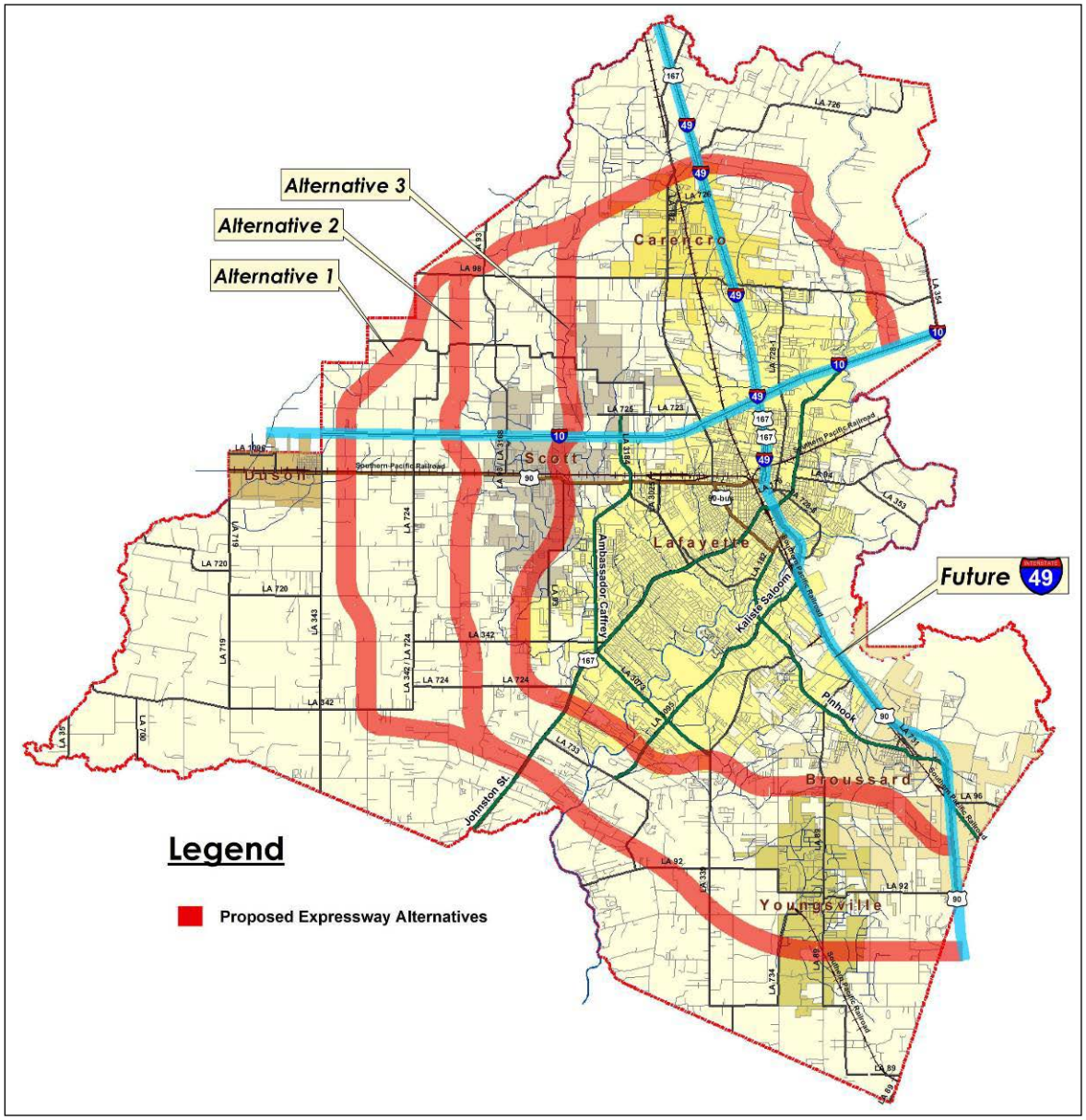


Figure 1-2: Feasibility Study Proposed Alternatives

The three proposed alternatives ranged in length from 31 to 38 miles. The implementation cost estimate, including planning, design, ROW acquisition, and construction, was approximately the same for the various corridors. Although the inner corridor, Alternative 3, was shorter in length, costs for ROW and displacements were higher due to its proximity to urban areas. Similarly, the outer corridor, Alternative 1, was longer but the costs for ROW and displacements were less due to its more rural nature. The feasibility study included the following elements:

- Development of a preliminary purpose and need statement; or Purpose and Need Statement
- Review of previous studies or plans for a “loop” facility;
- Iterative process of analyzing facility location and potential corridor alternatives with regard to traffic use and toll revenue potential;
- Preliminary environmental review of potential corridor alternatives that show promise from a traffic and revenue standpoint;

- Identification of probable federal or state permits;
- Preliminary cost estimates of potential corridor alternatives;
- Screening of potential corridor alternatives;
- Conducting public meetings to obtain public input;
- Identification of three corridor alternatives for further study; and
- Preliminary traffic and toll revenue analysis of the three corridor alternatives.

A refined set of corridor alternatives were identified at the conclusion of the study and documented in the Executive Summary Implementation Plan completed in June of 2005. The refined corridor alternatives were determined based on initial costs, traffic and toll revenue potentials, and the preliminary environmental impacts, from the feasibility study, along with input by LMEC regarding alignments.

The refined Corridor Alternatives included two corridors that represent a combination of the Outer Corridor Alternative (Alternative 1) and Inner Corridor Alternative (Alternative 3) initial Corridor Alternatives, identified as System 2 and System 3, respectively. The first phase of construction of these two corridors would include only the southwest quadrant, approximately 18 miles in length, which was identified as having the highest traffic and revenue generation and thus provides the greatest portion of its implementation cost through toll revenue bonds. The other quadrants of the corridors (northwest and northeast) would be constructed over time. The refined set of corridors that emerged following the publication of the Implementation Plan is shown in Figure 1-3. This set of corridors was the starting point for the first phase of the Tier 1 EIS process for the Lafayette Regional Xpressway (LRX).

The electronic version of the Lafayette Metropolitan Expressway Feasibility Study and Implementation Plan is included on the CD attached to Volume 1 of this Tier 1 EIS.

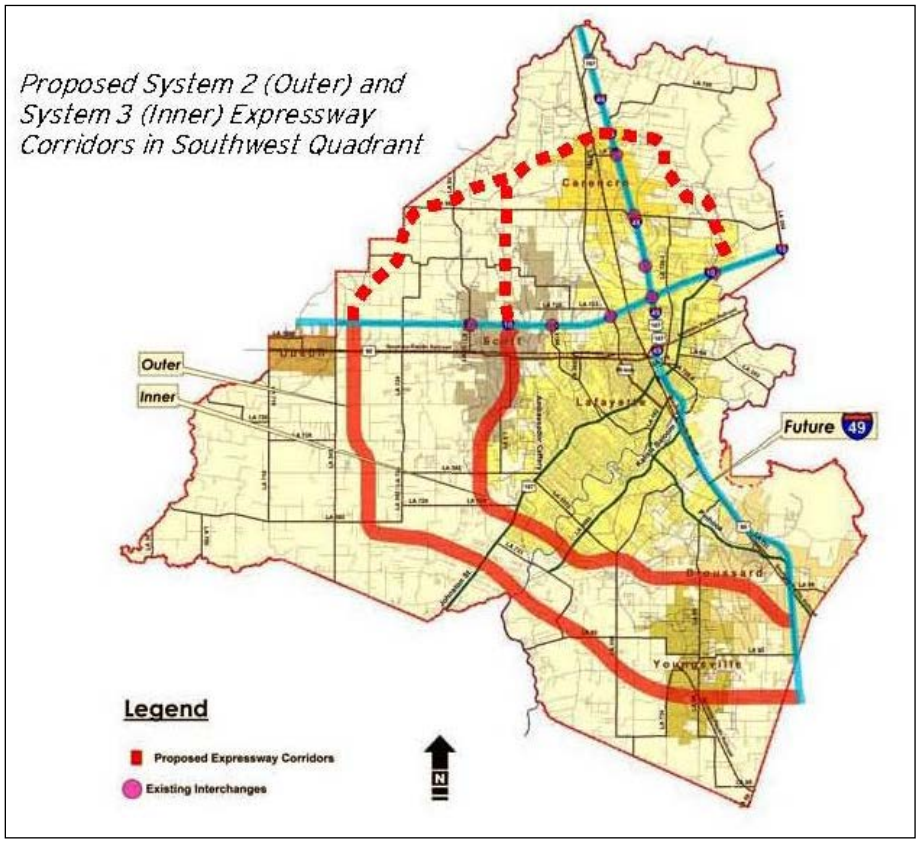


Figure 1-3: Implementation Plan Refined Corridors

2. Environmental Study Documentation

Consultation with the FHWA, the LADOTD, and resource agencies determined that significant environmental impacts may occur from construction of the proposed LRX. NEPA requires Federal agencies to prepare EISs for projects that may result in significant impacts on the human and natural environment.

CEQ regulation (40 CFR 1508.28) and FHWA regulation (23 CFR 771.111g) allow the lead agency to use a two-tiered process for large, complex projects, such as proposed highway corridors that extend long distances. Using a tiered approach, the first tier EIS focuses on broad issues such as general project location, the presence of environmental resources, and land use implications of the major alternatives. The second tier EIS addresses site-specific details on impacts of specific project alternative alignments, costs, and mitigation measures.

In addition to NEPA, a Tier 1 EIS also addresses resources subject to regulation under:

- Clean Water Act Section 404 (wetlands);
- Rivers and Harbors Act of 1899 Sections 9 and 10 (navigable waterways);
- Clean Air Act (air quality);
- Executive Order 12898 (environmental justice);
- National Historic Preservation Act of 1966 Section 106 (historic properties);
- U.S. Department of Transportation Act of 1966 Section 4(f) (parks, recreation, wildlife and waterfowl refuges, historic Sites);
- Land and Water Conservation Fund Act of 1965 Section 6(f)(3) (parks and recreation areas developed with LWCF funds);
- Farmland Protection Policy Act (prime farmlands);
- Threatened and Endangered Species Act Section 7;
- Executive Order 11988, Floodplain Management;
- U.S. Department of Transportation Order 5650.2, Floodplain Management and Protection;
- Resource Conservation and Recovery Act of 1976 (hazardous waste sites); and
- Comprehensive Environmental Response, Compensation and Liability Act (hazardous waste sites).

The LRX is proposed as a controlled access toll road on new location in the greater Lafayette, Louisiana area, including Iberia, Lafayette, St. Martin, and Vermilion Parishes.

The proposed LRX connects US 90 south of Lafayette, I-10 west of Lafayette, and I-49 north of Lafayette. Interchanges are planned with US 90, US 167/Johnston Street, I-49, and I-10, with consideration for interchanges at other cross streets. The proposed LRX will initially be constructed as a four-lane facility with two 12-foot lanes in each direction and the capability to expand to six lanes utilizing the median when traffic demands warrant. The proposed typical roadway section will provide space within the average 330-foot ROW to add continuous frontage roads if needed. A bridge over the Vermillion River is under consideration, adding a third crossing within the region.

The LRX Tier 1 EIS examines the No-Build Alternative and the build alternative composed of three southern corridor alternatives: (Inner, Middle and Outer) and two northern corridor alternatives designated Common 1 and Common 2. The Tier 1 EIS does not authorize construction and it does not authorize the acquisition of ROW. These alternative corridors and the overall study areas are shown on Figure 1-4.

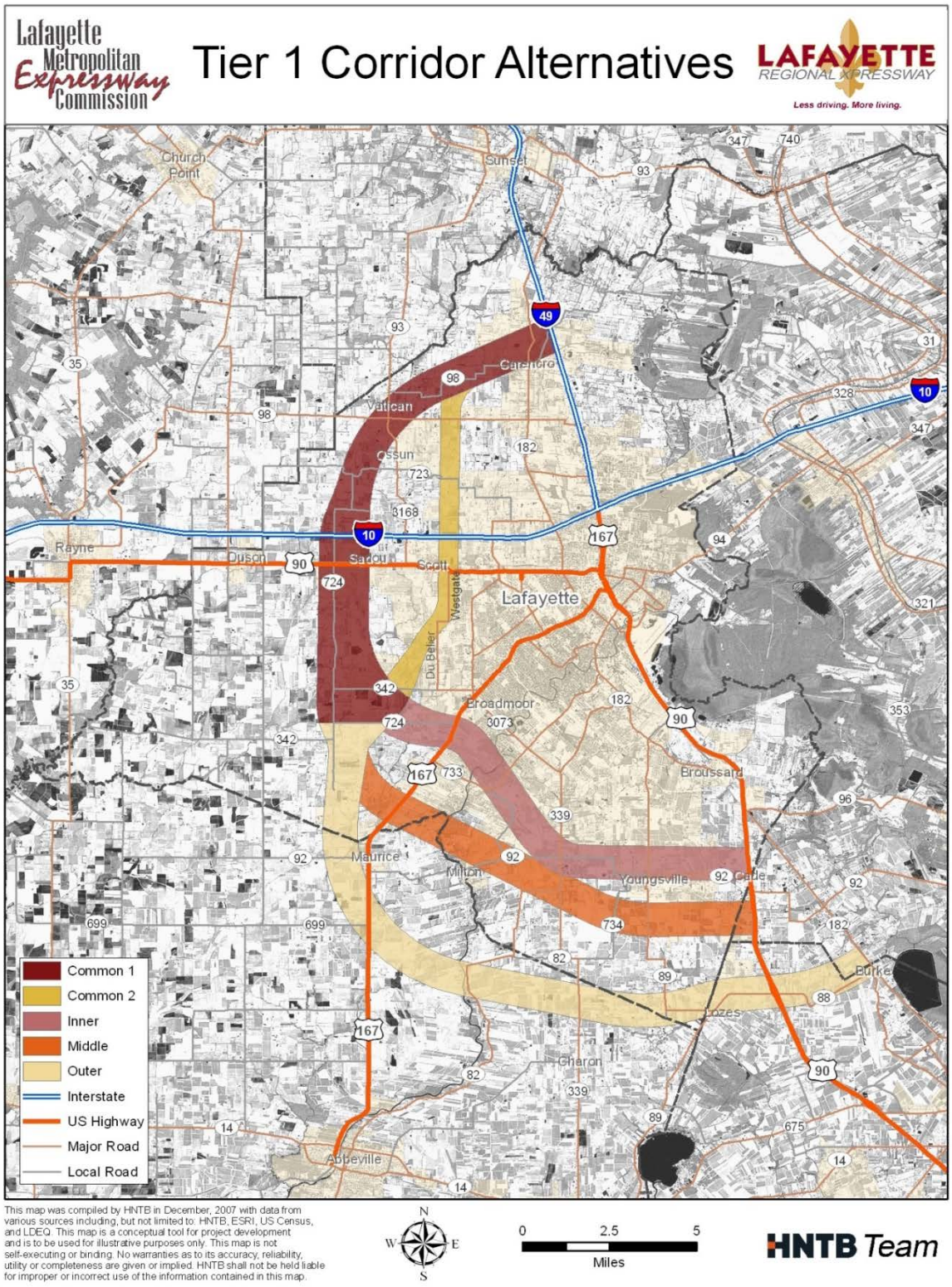


Figure 1-4: LRX Tier 1 EIS Corridors and Study area

A component of the LRX Tier 1 EIS process is the integration of context sensitive solutions (CSS) into project planning. CSS is a collaborative, interdisciplinary approach that involves all stakeholders in the development of a transportation proposal so the project will fit in with the physical setting and preserve scenic, aesthetic, historic, and natural environmental resources,

while maintaining safety and mobility.

As the project advances into the Tier 2 phase, the approach will be further integrated and additional components, such as context sensitive design (CSD), will be included as appropriate.

The intent of the LRX Tier 1 EIS is to select a single corridor or alternative combining a southern corridor alternative with a northern corridor alternative. The preferred combined corridor alternatives will be identified in the LRX Tier 1 EIS, and the selected alternative will be documented in the Tier 1 FEIS and the ROD. The Selected LRX Corridor Alternative will represent the study area for one or more LRX Tier 2 EISs in which specific project alignments will be developed and analyzed. Each Tier 2 EIS will identify a preferred alternative alignment and preliminary design within the limits of the Selected LRX Corridor Alternative. A ROD will document the preferred alternative alignment for each Tier 2 EIS. Following approval of an alternative build alignment in a Tier 2 FEIS and ROD, project planning will advance into preliminary and final design and ROW acquisition and construction.

Chapter 2. PURPOSE AND NEED

A. Purpose of the Project

The purpose of the LRX is to effectively and expeditiously enhance the regional and national transportation system by improving system linkage, increasing capacity and accommodating transportation demand, and responding to economic development within the greater Lafayette area.

B. Need for the Project

The LRX is proposed to address the following needs:

1. Roadway Capacity

The LRX Traffic and Revenue Study, provided electronically on the CD attached to Volume 1 of this this document, provides data on the LOS for 10 major corridors in the study area. One of the ways to identify capacity needs is by understanding traffic flow conditions and congestion. Congestion can best be described in terms of LOS and travel speeds along a roadway. The LOS is a qualitative measure of describing operational conditions within a traffic stream or at an intersection, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The LOS terms are designated from A through F (A being the best and F the worst) and cover the entire range of traffic operations that may occur. Descriptions of LOS A through F are presented on Figure 2-1.

The analysis summarized in the report identifies that in the LRX Study Area inadequate roadway capacity cannot accommodate existing heavy travel demand or anticipated increased travel demand caused by on-going population growth and expanding economic development. The No Build Alternative, as analyzed. results in a growing number of poorly performing intersections within the corridor. LOS D is considered to be the limit of acceptable operation in most urban areas.

Figure 2-1: Level of Service

LOS	Flow Conditions	Traveler impacts
A		Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. **No Delays**
B		Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. **No Delays**
C		Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful in making lane changes. **Minimal Delays**
D		Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. **Minimal Delays**
E		Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. **Significant Delay**
F		Very congested traffic with traffic jams, especially in areas where vehicles have to merge. **Considerable Delays**

Nine major existing urban arterials and US 90 were evaluated for LOS under the No-Build Alterative. Major intersections along each of these corridors were selected for analysis. As demonstrated in Table 2-1, more than half of the approaches to these intersections were predicted to operate at LOS E or F in 2030 along the following urban arterials:

- Johnston Street
- Ambassador Caffery Parkway
- Fieldspan Road
- US 90

Table 2-1: Summary of Level of Service (2030)

Corridor	Selected major intersections in the corridor	LOS at approaches to major intersections	Number of intersections within LOS range under No Build condition
Johnston Street	6	LOS E or F	4
		LOS D	7
		LOS C or better	1
University Ave.	7	LOS E or F	1
		LOS D	4
		LOS C or better	9
Ambassador Caffery Pkwy.	7	LOS E or F	7
		LOS D	7
		LOS C or better	0
Kaliste Saloom Rd.	4	LOS E or F	3
		LOS D	3
		LOS C or better	2
Fieldspan Rd.	5	LOS E or F	1
		LOS D	4
		LOS C or better	5
Milton Rd.	4	LOS E or F	0
		LOS D	3
		LOS C or better	5
Verot School Rd.	5	LOS E or F	0
		LOS D	6
		LOS C or better	4
LA 93	6	LOS E or F	3
		LOS D	5
		LOS C or better	4
LA 89	5	LOS E or F	1
		LOS D	2
		LOS C or better	7
US 90/ I-49	11	LOS E or F	7
		LOS D	9
		LOS C or better	6

These existing urban arterials are projected to have unstable flow or forced flow conditions in 2030 under the No-Build Alternative, indicating the possible need for increased roadway capacity to respond to the expected growth of the region.

The southern portion of the LRX Study Area is experiencing congestion due to a lack of existing capacity and increased development such as the recent building booms in Youngsville and Broussard. The northern portion of the LRX Study Area is projected to become the next area for new commercial and residential development, which will continue to increase average daily traffic counts above where they are currently forecasted in a north-south direction.

2. North-South Mobility

Federal highway legislation, the Transportation Equity Act for the 21st Century (TEA-21), was enacted in 1998 designating the US 90 corridor between Lafayette and New Orleans as "future I-49 South." Future I-49 South / US 90 is a part of the National Highway System and is a significant corridor for north-south mobility in the state for both passenger and freight movement; however, it is heavily congested, and mobility is limited. Improvements to north-south mobility in the Lafayette region will be provided by the northern link of this corridor and will serve to improve both state and national transportation system for reasons that include:

- Thirty percent of the population of Louisiana lives along the Future I-49 South north-south corridor;
- Existing infrastructure that can be accessed by traveling north or south through the LRX Study Area include four of the seven deep draft ports in Louisiana (two of them among the top ten in the nation), nine airports, one of the busiest industrial corridors in the state, and is in the top ten of industrial corridors in the nation in terms of jobs per capita;
- In a major evacuation event, north-south mobility is critical for over one million residents living in South Louisiana and for commerce and trade to quickly resume normal activities; and
- When I-49 is completed in its entirety, it will connect Winnipeg, Canada and Minneapolis, Minnesota through Kansas City with the Port of New Orleans, creating a direct route to the Gulf of Mexico. The LRX will provide another direct connection for those wanting to travel this north-south corridor without having to go through the City of Lafayette.

The Future I-49 South/US 90 corridor is the only major north-south corridor in this region. With the drive for future travel across the country, additional routes are integral to moving vehicles through the region and around city centers. With development rapidly growing in the southern part of the corridor the ability to provide alternative means of north-south movement is integral to the regions long rang plans.

Not only has population and associated vehicular travel been increasing but also the nature of travel has changed in ways that contribute to greater traffic congestion. Changes in land use have altered travel patterns. Land use changes associated with suburbanization have an effect on the characteristics of travel. Rather than the suburb-to-central city commute of the past, today's commuting patterns are more widely scattered, as inter- and intra-suburban travel has increased and created more demand on the existing north-south roadways.

Chapter 3. ALTERNATIVES

A. Development of Tier 1 EIS Corridors

Based on the results of the *Lafayette Metropolitan Expressway Feasibility Study and Implementation Plan* (discussed in Section 1.1 of this Tier 1 EIS document), the LMEC moved the project into the next phase of development in 2006 - the Tier 1 EIS process with the refined set of corridor alternatives. This marked the commencement of the NEPA phase of the project. During the scoping process, LMEC decided not to move forward with the northeast quadrant since there are no plans to complete a loop around the City of Lafayette. The study area was expanded with input from stakeholders to include the outlying parishes to the south, Vermilion, St. Martin, and Iberia Parishes. Figure 3-1 shows the new set of refined corridor alternatives introduced to the public that removed the northeast quadrant and included an outer corridor that skirted Lafayette Parish.

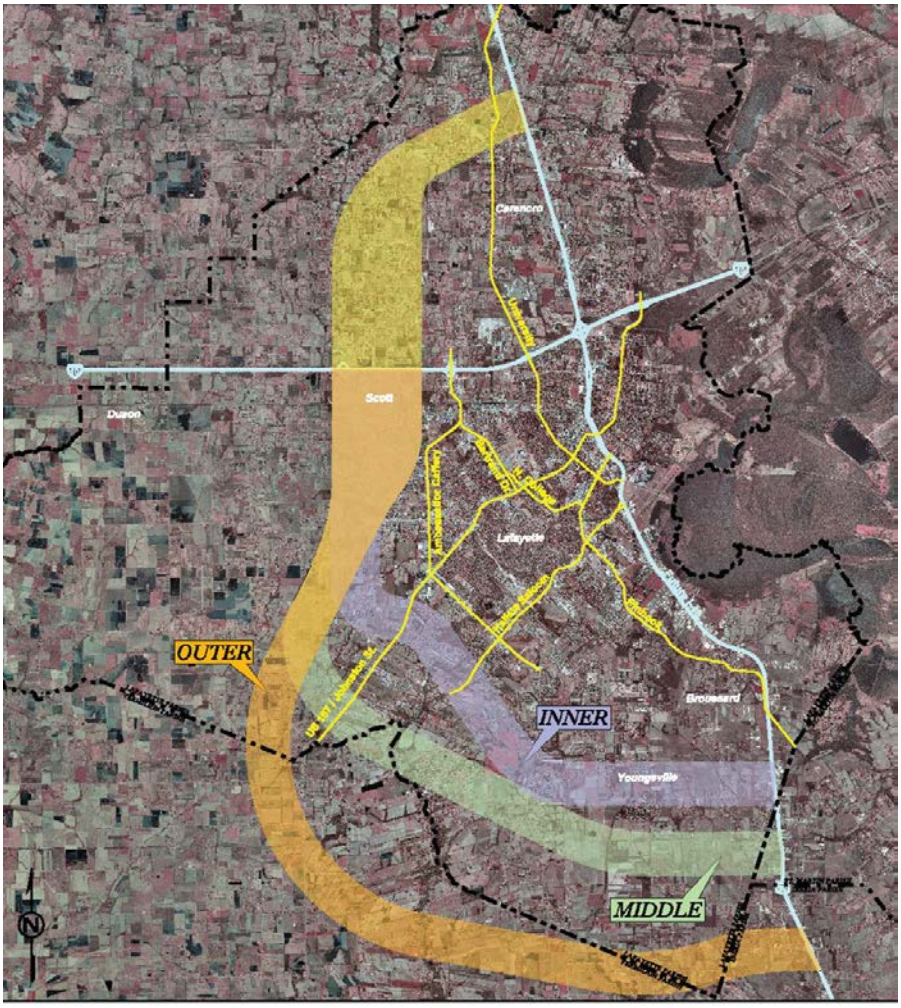


Figure 3-1: Tier 1 EIS Refined Corridor Alternatives

The community of Scott voiced concerns about the proposed northern segment of the corridors dividing the city. As a result, refinements were made that resulted in the development of two northern corridor alternatives. Additional stakeholder input from the southeastern area of the LRX Study Area resulted in an extension of the Outer Corridor Alternative eastward to LA 182 to

improve access to Acadiana Regional Airport. This corridor segment between LA 182 and US 90 has been included with the Outer Corridor analysis. Figure 3-2 shows the northern realignments, and the three southern corridor alternatives with the extension of the Outer Corridor Alternative.

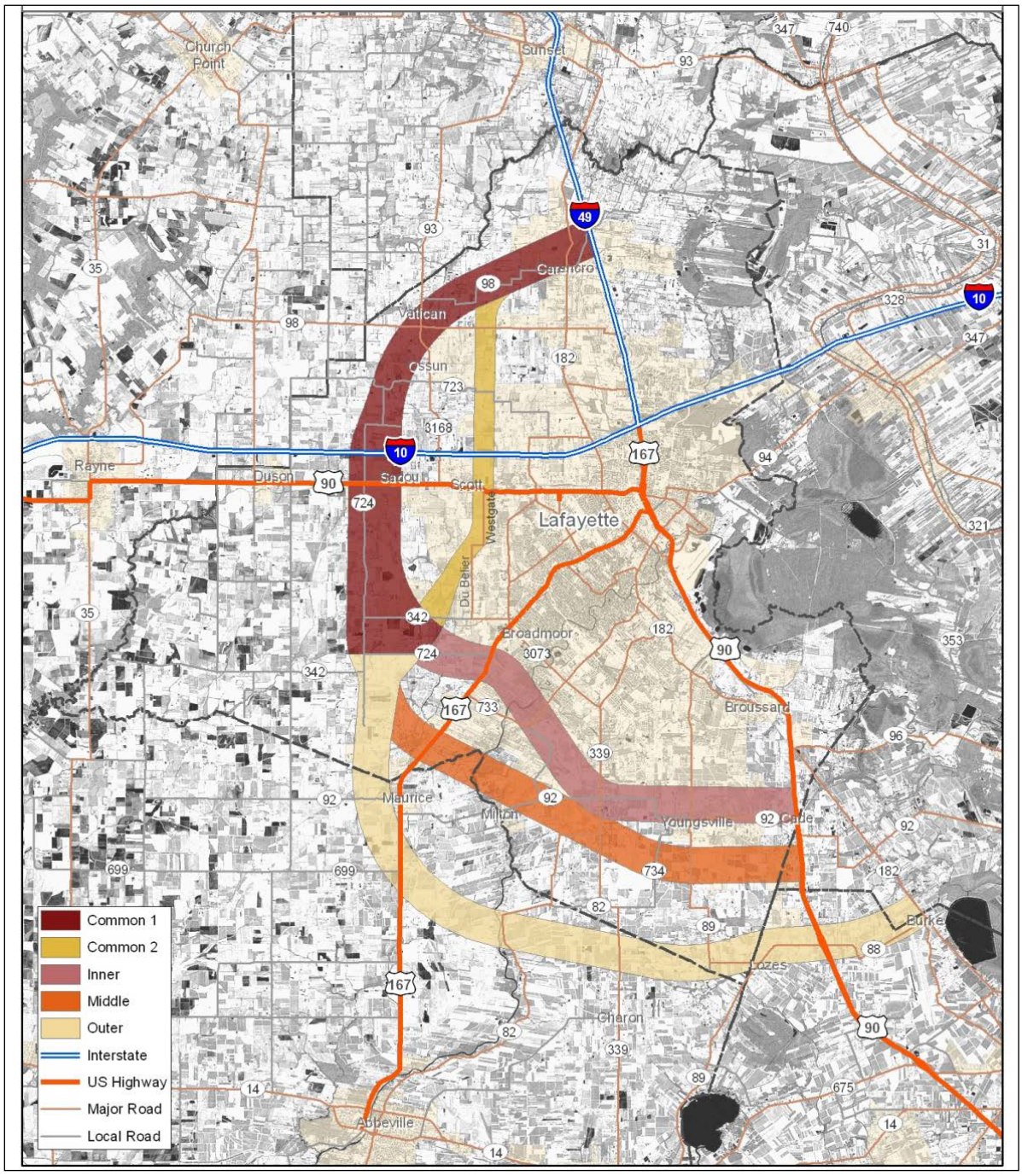


Figure 3-2: Tier 1 EIS Corridor Alternatives

1. No-Build Alternative

The No-Build Alternative consists of taking no action to build a toll facility in the LRX Study Area. The No-Build Alternative generally consists of maintaining the existing roadway network in the study area, and considers future planned improvements as outlined in the Acadiana MPO TIP (Fiscal year [FY] 2015-2018) and the Fiscally Constrained Transportation Plan. The LRX Study

Area generally falls within the Acadiana MPO area, which encompasses all of Lafayette Parish and portions of Iberia, St. Martin, and Vermilion parishes. A portion of the Outer Corridor Alternative is outside of the MPO area in Vermilion Parish.

The projects contained in the TIP are derived from Acadiana's overall 25-year transportation plan. Both the TIP and the Financially Constrained Transportation Plan have been financially constrained to reflect realistic and available levels of project funding. TIP funding mechanisms available for Lafayette projects include:

- Federal and state funding – including Interstate funds for the Acadiana MPO region – averaged approximately $8.5 million annually over 25-year period, and
- Transit funding – most transit projects are funded by formula grant identified in the Federal Register (approximately $500,000), and discretionary capital grant (averaging $200,000 over the past four years) with local match.

The TIP categorizes projects by project type: state highway projects, other/generic state highway projects, local highway projects, and public transit elements. All projects listed in the TIP (FY 2015-2018) have federal and state funds totaling approximately $226 million, not including the Acadiana ITS deployment costs.

Due to the financial constraints of the projects listed in the TIP (FY 2015-2018) these planned improvements will be constructed over time as funds necessary to construct them become available. Although the MPO has specified priority projects to receive funding, it is still uncertain when and how the funding will be disbursed.

It is understood that the No-Build Alternative primarily consists of maintaining the existing roadway network within the study area, with limited mobility and capacity improvements over time. The lack of adequate improvements to system linkage and roadway capacity provided by the No-Build Alternative fails to satisfy the purpose and need of the proposed action. There will be a deterioration of transportation mobility, increased congestion, potential increase of traffic accidents, no regional connectivity between south and north portions of Lafayette Parish, and no response to the ongoing growth-related effects of economic development within the greater Lafayette region.

The No-Build Alternative does not meet the LRX purpose and need. However, the No-Build Alternative is always considered as an alternative. For comparison purposes it is used as a baseline for evaluating the environmental consequences of the build alternatives.

2. Build Corridor Alternative

The LRX Tier 1 EIS objective is to identify and select a single LRX alternative comprised of a southern and a northern corridor capable of accommodating a four-lane tolled expressway facility with access points and grade separations at strategic locations. It is intended to provide uninterrupted traffic flow from US 90 (Future I-49) south of the City of Lafayette to I-49 north of the city. The proposed facility will initially have four lanes with the capability to expand to six lanes in the future.

a. Southern Corridor Alternatives

Inner Corridor Alternative

The Inner Corridor Alternative is the only southern corridor alternative lying entirely within Lafayette Parish. The Inner begins at US 90, approximately 1.7 miles south of the US 90/Main Street-LA 182 intersection. It continues westward for approximately 5.3 miles to the New Flanders vicinity, then northwesterly for approximately 5.5 miles across the Vermilion River to

US167/Johnston Road, approximately one mile south of The Mall of Acadiana. The Inner then proceeds northwesterly for approximately 2.0 miles, connecting to a northern corridor alternative at Duhon Road-LA 724. It is approximately 12.7 miles in length and approximately one mile wide. See Volume 2: Exhibit 5-1 for the Inner Corridor Alternative location.

Middle Corridor Alternative

The Middle Corridor Alternative is located mostly within Lafayette Parish. However, the corridor begins in St. Martin Parish and traverses a portion of Vermilion Parish north of the villages of Milton and Maurice. Specifically, the Middle Corridor Alternative begins at US 90, approximately 3.2 miles south of the US 90/Main Street-LA 182 intersection. It continues westward for approximately 4.1 miles to the Détente Road-LA 734 vicinity, then northwesterly for approximately 7.0 miles, crossing the Vermilion River, to US 167/Johnston Road, approximately 1.7 miles north of the village of Maurice. Finally, the Middle proceeds northward for approximately 3.0 miles, connecting to a northern corridor alternative at Duhon Road-LA 724. The Middle Corridor Alternative is approximately 14.2 miles in length and approximately one mile wide. See Volume 2: Exhibit 5-2 for the Middle Corridor Alternative location.

Outer Corridor Alternative

The Outer Corridor Alternative is situated within four parishes – St. Martin, Iberia, Vermilion and Lafayette. It begins in St. Martin Parish at West Old Spanish Trail Highway-LA 182 near the intersection of LA 182 and Coteau Road-LA 88. From this terminus, it extends westward, crossing into Iberia Parish, then Lafayette Parish, and then Vermilion Parish for approximately 11.9 miles to a Vermilion River crossing. The Outer then continues northwesterly for approximately 5.3 miles to West Lafayette Road-LA 92 near the Village of Maurice. Finally, it extends northward into Lafayette Parish for approximately 4.0 miles, connecting to a northern corridor alternative at Duhon Road-LA 724. The Outer Corridor Alternative is approximately 21.1 miles in length and approximately one mile in width.

The segment from LA 182 to US 90 was included as part of the Outer Corridor Alternative to accommodate the potential development of the Acadiana Regional Airport planned for this area. This extension may warrant detailed analysis in the Tier 2 EIS with regard to modification of the typical section and cost estimate to a two-lane airport connector instead of a four-lane expressway. See Volume 2: Exhibit 5-3 for the Outer Corridor Alternative location.

b. Northern Corridor Alternatives

Common Corridor 1 Alternative

The Common Corridor 1 Alternative lies entirely within Lafayette Parish. The limits of this alternative begin at Duhon Road-LA 724, approximately 3.3 miles west of the LA 724 - US 167/Johnston Street intersection. It proceeds north for approximately 5.6 miles to I-10 west of the City of Scott, then north for approximately 5.3 miles to the Village of Vatican, and finally northeasterly for approximately 4.2 miles, terminating at I-49 North near the existing LA 725 interchange for the City of Carencro. The Common Corridor 1 Alternative is approximately 15.1 miles in length and approximately 1.0-1.5 mile in width. See Volume 2: Exhibit 5-4 for the Common Corridor 1 Alternative location.

Common Corridor 2 Alternative

The Common Corridor 2 Alternative lies entirely within Lafayette Parish. The limits of this alternative begin at Duhon Road-LA 724, approximately 2.4 miles west of the LA 724 - US 167/Johnston Street intersection. It proceeds northwesterly for approximately 4.0 miles to a dogleg in LA 93 at Dulles Drive and Westgate Road, then north for approximately 2.4 miles to I-10 east of the City of Scott. The Common Corridor 2 Alternative continues northward for

approximately 5.0 miles near Gendarme Road, and then northeasterly for approximately 2.8 miles, terminating/connecting to I-49 North near the existing LA 725 interchange for the City of Carencro. The Common Corridor 2 Alternative is approximately 14.2 miles in length and approximately 0.5-1.0 wide. See Volume 2: Exhibit 5-5 for the Common Corridor 2 Alternative location.

B. Design Features

FEMA floodplains were identified for all corridor alternatives. Flood Insurance Rate Maps (FIRMs) identified several portions of the corridors that are be located within Zone A, primarily adjacent to the major river, bayou, and coulee crossings. Zone AE areas have a Base (100-year) Flood Elevation (BFE) identified. The BFE for Zone A has not been determined. Since many of these floodplain Zone A areas extend across the entire corridor width and could not be avoided, highway design will include provisions for floodplain crossings. Build alternative mainline lanes will be constructed to an elevation above the Zone AE BFE. Where feasible, the design will avoid impacts to the BFE.

The LRX is envisioned as a controlled access expressway with fully directional interchanges and, potentially, with collector/distributor roads and/or braided ramps at crossings with US 90, US 167/Johnston Street, I-10 and I-49. Diamond interchanges are to be provided at other major cross streets. These interchange locations and configurations will be finalized in future phases of the LRX based on future traffic operations and American Association of State Highway and Transportation Officials (AASHTO) minimum interchange spacing criteria (typically one mile for urban interchanges). An Interchange Justification Report (IJR) will be performed concurrently with the Tier 2 EIS to assist in developing final interchange locations and configurations along existing and future interstate facilities.

Additional information regarding planned interchange spacing is presented in the *Interchange Spacing Study* provided on the CD attached to Volume 1 of this document.

The LRX will be constructed as a four-lane highway (two lanes in each direction) with room to expand to six lanes in the future by widening within the median. The design speed is 60 miles per hours (mph) minimum and 70 mph where feasible. ROW width is a minimum 330-foot wide with additional right-of-way required at interchange locations.

The LRX will be designed according to LADOTD standards. Design features such as design criteria, typical roadway sections, interchange types, and electronic tolling are discussed in the following sections.

1. Design Criteria

Roadway and roadside design criteria are based on current LADOTD Design Guidelines for Freeways, the *AASHTO Policy on Geometric Design of Highways and Streets*, *AASHTO Roadside Design Guide*, and *AASHTO Policy on Design Standards Interstate System*. The LRX will be designed using the LADOTD Design Guidelines for urban freeways and frontage roads. Preliminary construction cost estimates are based on these standards. As design progresses, modifications of the criteria, with FHWA and LADOTD approval, can be made to meet the LADOTD and AASHTO design preferences/guidelines adopted by the LMEC.

2. Typical Roadway Sections

Two typical roadway sections were developed. Figure 3-3 shows the typical design criteria for a four-lane expressway consisting of a six-foot inside and ten-foot outside shoulder, 12-foot lanes, and a median width of 51 feet from edge of driving lane to edge of driving lane. The median width allows for future conversion to a six-lane expressway with a 12-foot shoulder and three-foot

concrete barrier as required by the design guidelines. Figure 3-4 shows the typical section for an ultimate build out six-lane expressway.

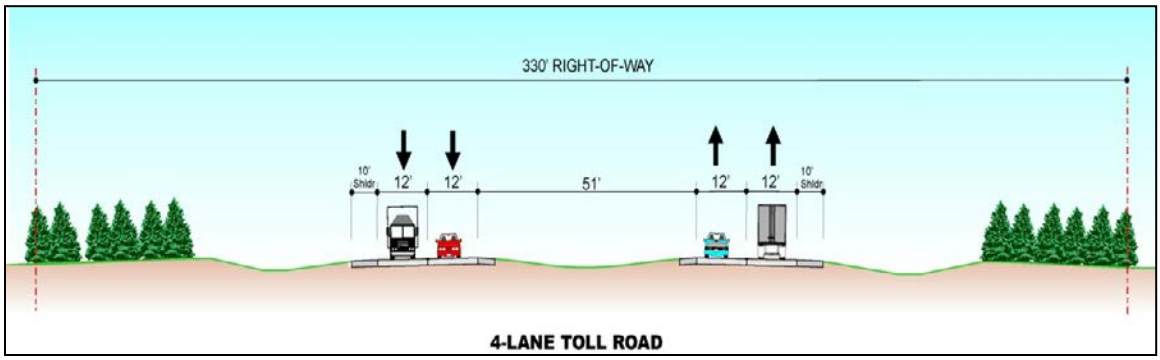


Figure 3-3: Four-lane expressway typical section

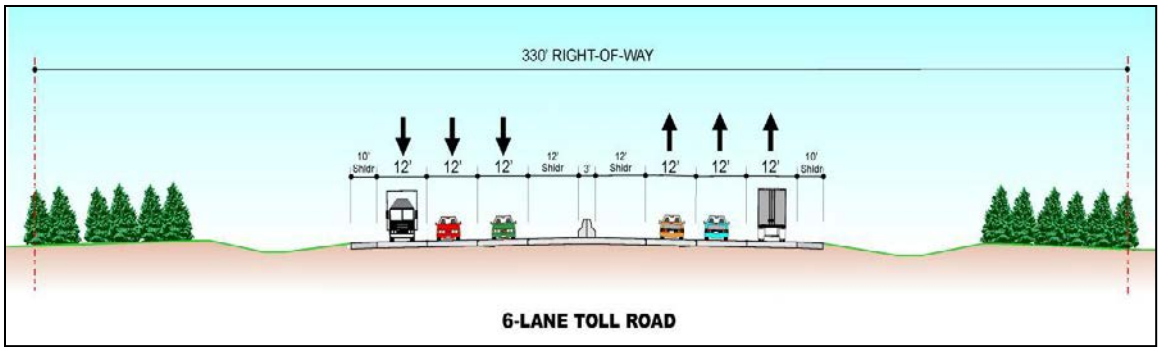


Figure 3-4: Ultimate six-lane expressway typical section

Figure 3-5 shows the typical section for a four-lane expressway with frontage roads with six-foot inside and ten-foot outside shoulders, 12-foot lanes, and a median width of 51 feet from edge of driving lane to edge of driving lane. The median width allows for future conversion to a six-lane expressway with a 12-foot shoulder and three-foot concrete barrier as required by the design guidelines. The frontage roads are two twelve-foot lanes with curb and gutter. Approximately ten percent of the total LRX alignment is expected to include frontage roads. Frontage roads may be used along the corridor in order to continue to provide a free option for the traveling public where it exists today if existing roads are converted to tolled lanes. Specific locations of frontage roads will be developed in the Tier 2 EIS.

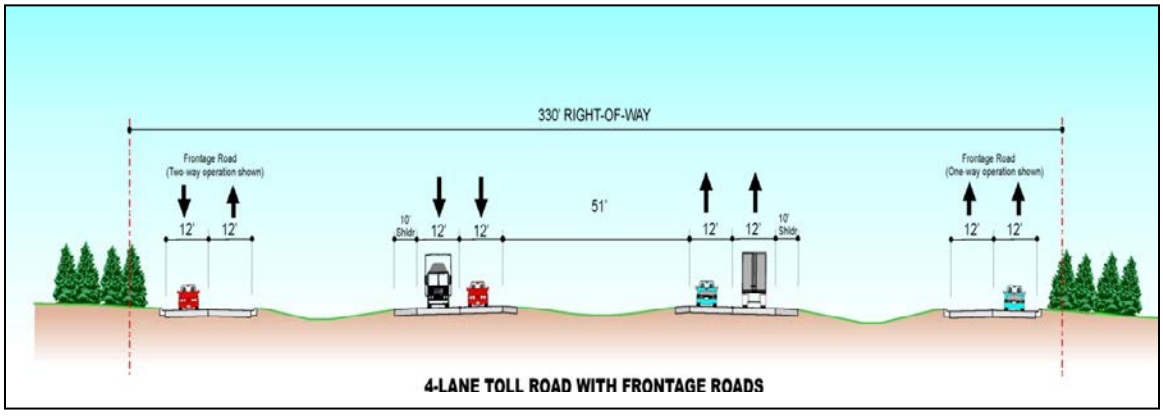


Figure 3-5: Four-lane expressway with frontage roads typical section

3. Typical Interchange

Four interchange types were assumed for the LRX – a diamond interchange, a multi-level system-to-system interchange, a three-leg Y-directional interchange, and a half-cloverleaf interchange.

A diamond interchange is the most likely configuration for the intersection of the mainline expressway and major cross streets. Figure 3-6 and Figure 3-7 show layout examples of diamond interchanges. A full interchange provides all movements on and off the intersecting roadways in all directions. A half interchange provides movements in only one direction on and off (i.e., only the movements southbound off and northbound on).

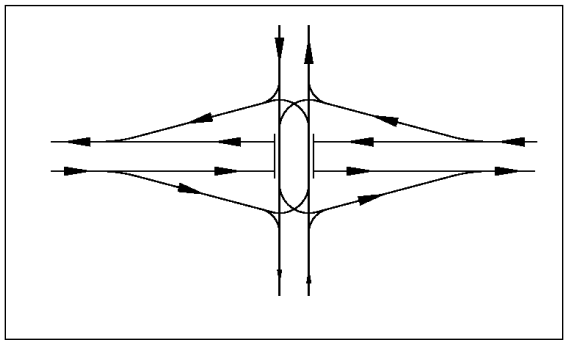


Figure 3-6: Diamond Interchange

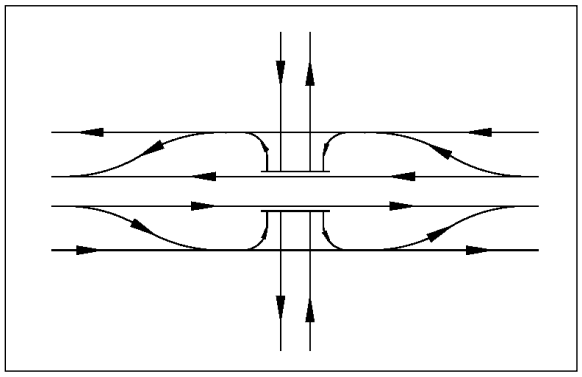


Figure 3-7: Diamond Interchange with Frontage Roads

Ideally, a fully directional multi-level system-to-system interchange requiring free flow ramps and direct connectors in all four directions will be recommended where the mainline toll road meets a major highway such as US 167/Johnston Street or I-10. Figure 3-8 shows a layout of a typical multi-level system-to-system interchange.

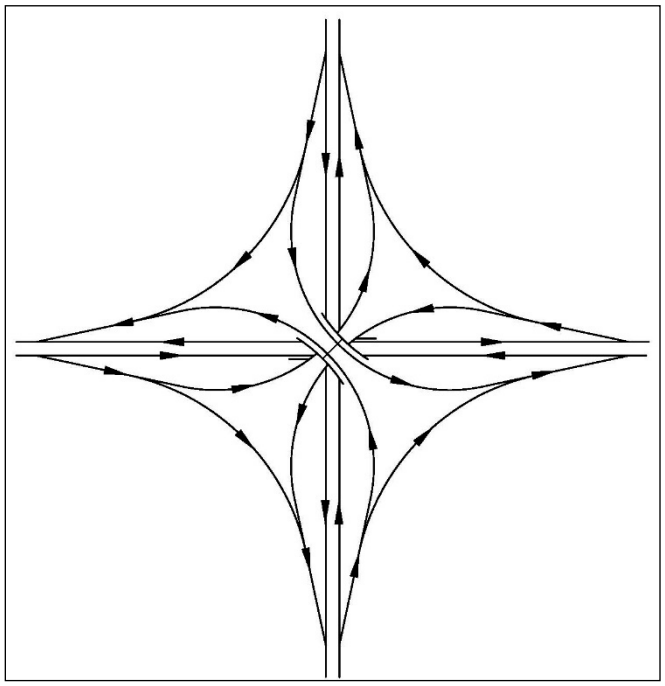


Figure 3-8: Fully Directional System-to-System Interchange

As shown in Figure 3-9, a three-leg Y-directional interchange design will be implemented at major highways where free-flow ramps and direct connectors in three directions are needed to connect to major highways such as I-49 or US 90. Collector distributor roads may be incorporated in conjunction with this layout depending on the recommendations of future interchange studies conducted during the Tier 2 EIS phase.

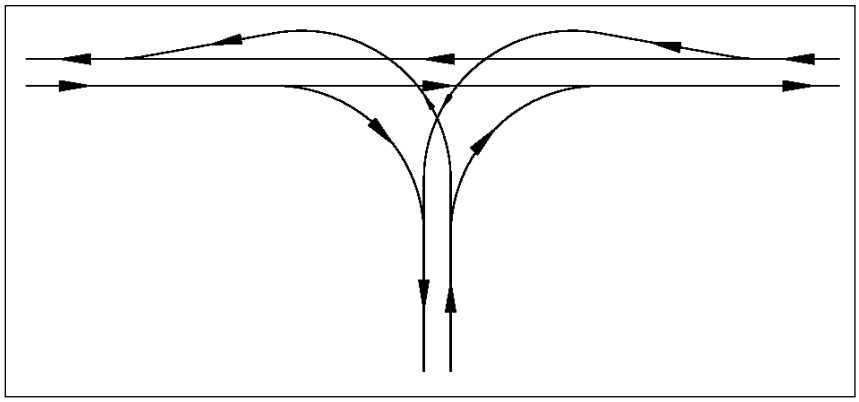


Figure 3-9: Three-Leg Y-Directional Interchange

To reduce construction costs, the half-cloverleaf interchange has also been evaluated for major highway crossings. Figure 3-10 shows a typical half-cloverleaf interchange layout. This type of interchange generally requires more ROW; however, by reducing the amount of structure, overall construction and maintenance costs will be reduced, and ultimately the savings will overcome the additional ROW costs.

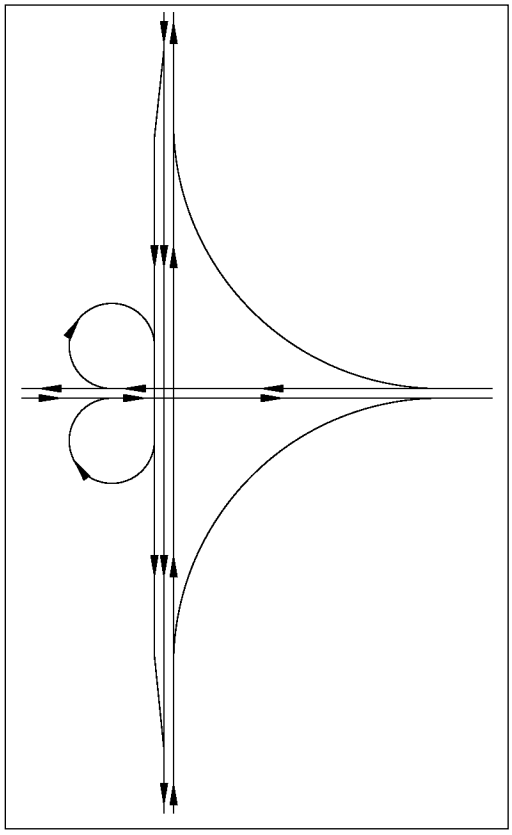


Figure 3-10: Half-Cloverleaf Interchange

4. Interchange Spacing

An interchange spacing study was completed during the process of the Tier 1 EIS to analyze appropriate locations within the corridors for interchanges with I-49, north of I-10, I-10, and Future I-49, south of I-10. The study considered criteria from both AASHTO and the *2009 Manual on Uniform Traffic Control for Streets and Highways* (MUTCD). As the LRX is proposed as a toll facility, guidelines used for interstates is most appropriate. Spacing of interchanges at a minimum of one mile is adequate in urbanized areas of the LRX corridors. All conceptual LRX interchanges located at existing and future interstate highways are situated in urbanized areas of Lafayette. AASHTO permits that urban area interchange spacing of less than one mile when constraints warrant and interchanges are designed accordingly.

The proposed locations for the LRX interchanges will meet the *AASHTO Geometric Design Guidelines*, and advanced guide signs can be placed in accordance with MUTCD recommendations.

a. Existing Interchange at I-49 North of I-10

A proposed half system-to-system interchange at I-49 is located between the existing I-49 interchanges at Hector Connoly Road and N. University Avenue. The Common Corridor 1 Alternative and Common Corridor 2 Alternative interchange at I-49 is located approximately 1.8 miles south of the I-49/N. University Avenue Interchange and approximately 1.2 miles north of the I-49/Hector Connoly Road Interchange, as shown on Figure 3-11. The proposed location meets the minimum spacing of one mile between urban interchanges (the interchange location is within urban limits). The proposed location for the both the Common 1 and Common 2 Interchange at I-49, as described above, meets *AASHTO Geometric Design Guidelines*, and advance guide signs

can be placed in accordance with the MUTCD recommendations. The proposed location is also found to have the least impacts to the environment.

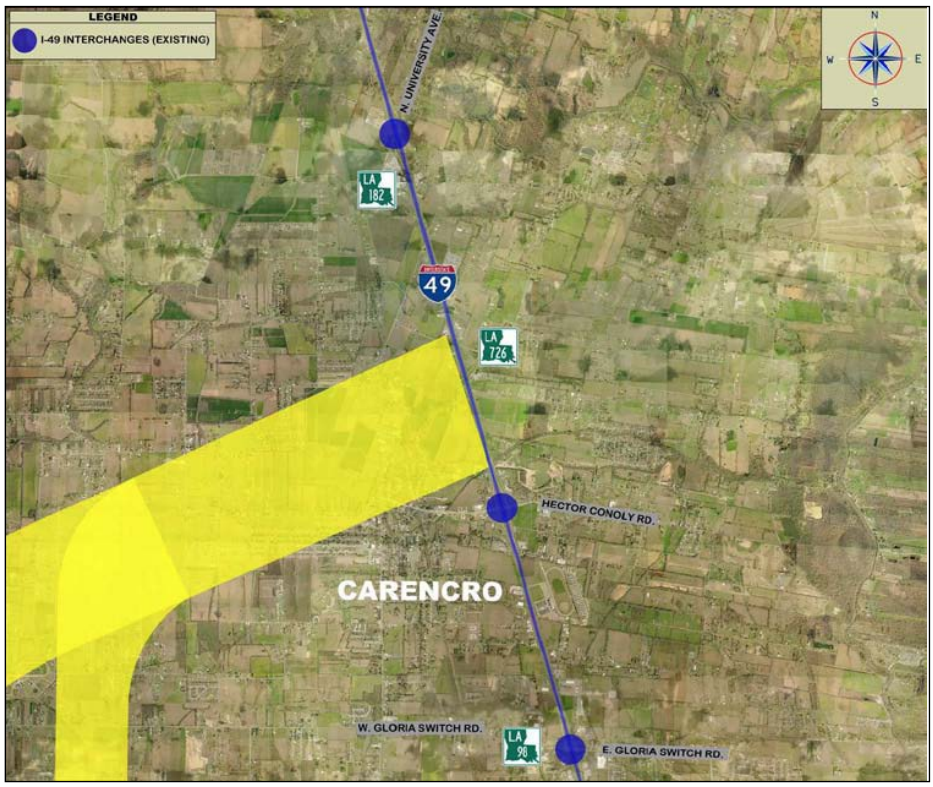


Figure 3-11: Common 1 and Common 2 Proposed Interchange at I-49

b. Common 1/I-10 Interchange Location

This proposed interchange is a full system-to-system interchange located between the existing I-10 interchanges at LA 93 and LA 95, as shown on Figure 3-12. The Common 1 interchange at I-10 Alternative is proposed to be located approximately 1.8 miles west of the I-10/LA 93 Interchange and approximately 3.3 miles east of the I-10/LA 95 Interchange. The existing I-10 interchanges at LA 93 and LA 95 are located approximately 5.1 miles apart.

Figure 3-12: Common 1 and Common 2 Proposed Interchanges at I-10

The Common 1 interchange at I-10 is within the urban limits of the city of Lafayette. The proposed interchange spacing meets the criteria of minimum spacing of one mile between interchanges in an urban location.

c. Common 2/I-10 Interchange Location

The Common Corridor 2 Alternative was studied in order to have the LRX located near the City of Scott, thus making it more accessible to the residents of Scott and the surrounding densely populated areas of the parish. This proposed interchange is a full system-to-system interchange located between the existing I-10 interchanges at LA 93 and Ambassador Caffery Parkway (LA 3073). The Common 2 interchange withI-10 is proposed approximately 1.1 miles west of the I-10/Ambassador Caffery Parkway Interchange and about 1.4 miles east of the I-10/LA 93 Interchange, as shown on Figure 3-12. This proposed interchange is within the urban limits of the City of Lafayette.

d. US 90 (Future I-49) Interchange Locations

Future I-49 South EIS Impacts

During Tier 1 EIS engineering process, the team reviewed the planned interchange layouts presented in the *Future I-49 South – Lafayette Regional Airport to LA 88 Environmental Impact Statement (I-49 South EIS)*. The Future I-49 South EIS ROD was signed on November 1, 2005.

The Future I-49 South EIS interchanges are proposed at Young Street (LA 92 West) and at relocated LA 92 East (now named Petroleum Parkway). The southern terminus of Future I-49 South in this EIS is located at the beginning of the entrance and exit ramps for the existing US 90/LA 88 Interchange. The planned interchanges on Future I-49 South are spaced at a minimum of one mile in urban areas. Beginning from the US 90/LA 88 Interchange and heading north, the spacing of the planned interchanges are approximately 2.2 miles (LA 92 relocated or Petroleum Parkway), 1.4 miles (LA 92 West or Young Street) and 1.1 miles (Future Ambassador Caffery Parkway Extension).

Although the location for the LRX interchanges are the same as those approved under the I-49 South EIS/ROD and Environmental Assessment prepared for LA 88, any proposed changes to these interchanges will require coordination with the I-49 project team.

Inner Corridor Alternative

The proposed Inner Corridor Alternative connection to Future I-49 South is a half system-to-system interchange at US 90 (Future I-49 South) located just north of Young Street (US 90 West). The Inner Corridor connects to US 90 (Future I-49 South) at the planned location of the Future I-49 South/LA 92 West Interchange (See Figure 3-13).

Middle Corridor Alternative

The proposed Middle Corridor Alternative connection to Future I-49 South is a half system-to-system interchange at US 90 (Future I-49 South) located opposite to the Petroleum Parkway (Relocated US 90 East). The Middle Corridor connects to US 90 (Future I-49 South) at the planned location of the Future I-49 South/LA 92 East Interchange (See Figure 3-13).

Outer Corridor Alternative

The proposed Outer Corridor Alternative connection to US 90 (Future I-49 South) is a half system-to-system interchange or a full system-to-system interchange. If the Outer Corridor sub-alternative crossing at US 90 is advanced, the Outer Corridor connects to US 90 (Future I-49 South) at the existing US 90/LA 88 Interchange which is a diamond interchange. The proposed Outer Corridor sub-alternative continues east after crossing US 90 to provide access to the Acadiana Regional Airport (See Figure 3-13).

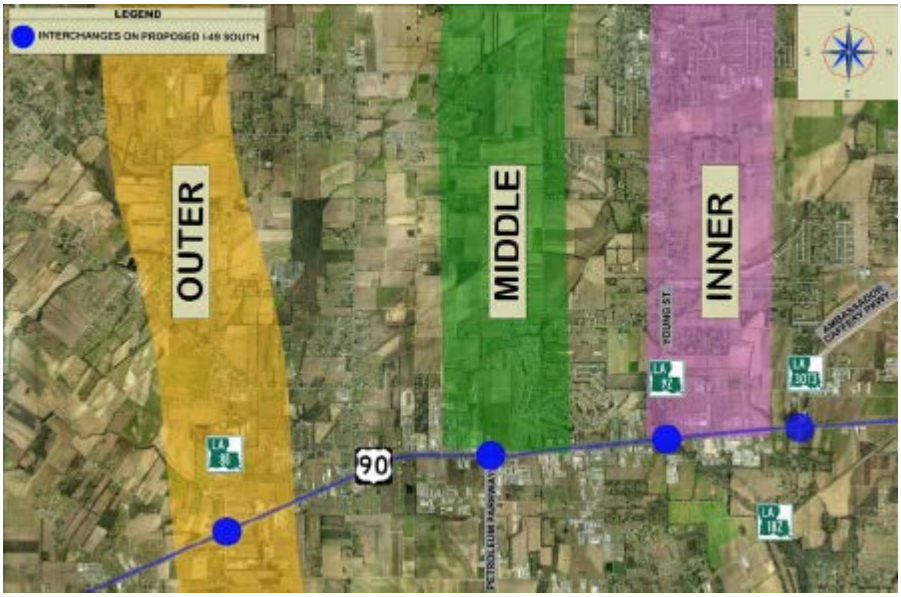


Figure 3-13: Southern Corridor Proposed Interchanges with Future I-49/US 90

e. Tier 2 EIS Considerations

The southern corridor's major interchanges with US 90 (Future I-49 South) will need to be located at planned and existing interchanges to meet the AASHTO urban interchange spacing criteria. Traffic movements will need to be considered at these locations during the Tier 2 EIS and Interchange Justification Report (IJR) processes. Final determination of the location and configuration of the interchanges will also determine where the advanced guide signs will be placed in accordance with the MUTCD recommendations.

5. Navigation

The Vermilion River is crossed by of all the southern corridor alternatives. The U.S. Coast Guard requires a minimum vertical clearance of 50-feet above mean high water (elevation 10.2 feet above sea level) along this section of the river. The horizontal clearance will be dictated by the channel width in the area of a new bridge. The horizontal clearance will be permitted by the U.S. Coast Guard and can be accommodated by most bridge types as the average clearance in the area is approximately 40-60 feet. A bridge crossing the river with the required minimum vertical and horizontal clearance to accommodate present and prospective commercial and recreational navigation will be necessary for all southern corridor alternatives. The Vermilion River bridge type, spans, length and location on the Vermilion River will be developed initially during the LRX Tier 2 EIS process and refined during preliminary design.

In addition to the major river, bayou and coulee crossings, several crossings of tributaries, minor streams, canals, and drainage ditches will be located throughout the build alternatives. These waterways will be traversed with slab span bridges or box culverts as determined during preliminary and final design.

6. Electronic Toll Collection

It is anticipated that the LRX will be constructed using electronic toll collection (ETC) rather than toll plazas with attendants. The clear majority of existing toll facilities in the United States have added ETC to the menu of toll payment options or converted to ETC altogether. ETC technologies involve roadside equipment that communicates with a small transponder device typically mounted on the vehicle windshield. The transponder communicates the account number to the roadside reader and the appropriate toll is deducted from a centrally maintained account balance. Figure 3-14 shows how a vehicle equipped with a transponder passes through an ETC tolling location.

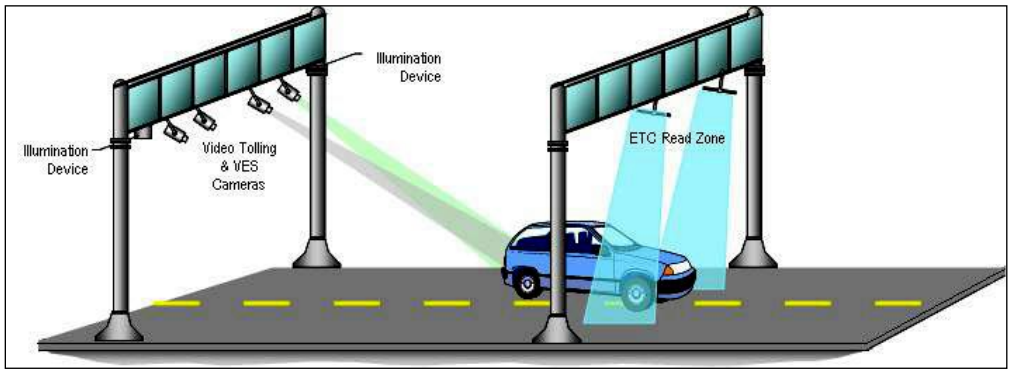


Figure 3-14: Typical ETC Zone and Enforcement Process

New toll facilities will likely be designed with express lanes, allowing motorists enrolled in the ETC program to pass through or around toll plazas at full speed. In many cases, ETC facilities are constructed over the mainline travel lanes while limited cash collection facilities (customer service centers/kiosks) may be built near the mainline for convenient on-and-off expressway access. This toll collection process is virtually transparent to frequent users, while still providing limited cash collection facilities for non-local or less frequent users. Figure 3-15 shows typical mainline plaza and ramp plaza layouts for ETC express lanes.

During the LRX Tier 2 EIS process, additional analysis will be conducted regarding toll collection methods, enforcement, and costs based on the Preferred LRX Alternative Corridor.

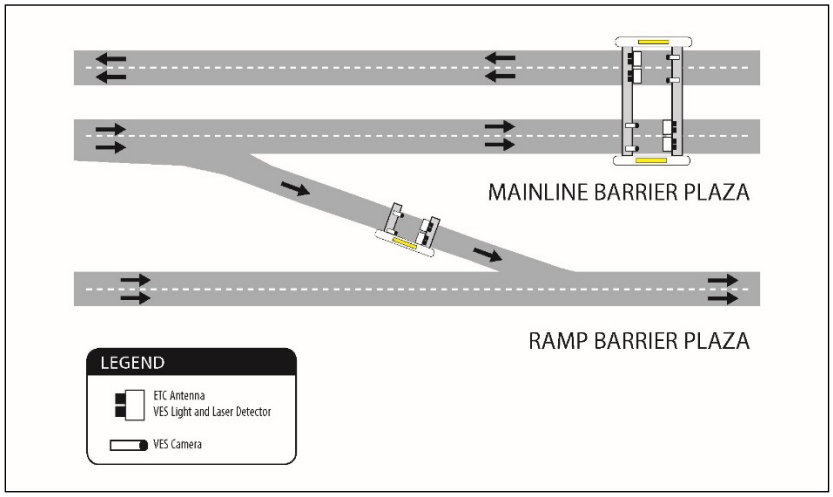


Figure 3-15: Typical ETC Express Lanes Toll Plaza/Ramp Layouts

C. Construction and Capital Costs

To develop a construction cost estimate for the LRX, a "cost estimate alignment" was developed for each corridor alternative (see summary table in Appendix H) to reflect the typical section described above and a representative alignment through each corridor studied. Table 3-1 shows a summary of corridor alternative features used in development of the "cost estimate alignment".

Table 3-1: Summary of Corridor Alternative Features

Feature	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Approximate Length (Miles)	12.7	14.2	21.1	15.1	14.2
Approximate ROW (acres)	541	602	895	639	602
Planned Improvements	4-lane toll expressway with a portion of frontage roads	4-lane toll expressway with a portion of frontage roads	4-lane toll expressway with a portion of frontage roads	4-lane toll expressway with a portion of frontage roads	4-lane toll expressway with a portion of frontage roads
Number of Diamond Interchanges	2	3	5	3	3
Number of Split Diamond Interchanges	1	1	-	1	1
Number of Mid-level system to system interchanges	1.5	1.5	2	1.5	1.5
New Vermillion River Bridge Crossing	Yes	Yes	Yes	No	No
Number of Major Bridge/Coulee crossings	6	4	2	1	4
Number of Railroad bridge overpasses	None	None	None	1	1
Number of Cross Street Bridge Overpasses	7	6	6	5	3

Construction cost estimates include grading, drainage, surfacing, and paving for a four-lane expressway. For new construction, unit costs per mile were developed based on LADOTD bid tabs, planning procedures, and earlier studies. Special considerations were given for multi-level system-to-system interchanges and toll plazas on an individual lump-sum basis. Major bridge crossings, railroad overpasses, and other structures were added when appropriate.

Other incidental costs include erosion control, signing, paving, maintenance of traffic, and utility relocations. ROW costs were developed by LADOTD and local real estate agents using recent real estate transactions in 2017 dollars. Design and construction administration costs were also included.

Table 3-2 presents the total construction and capital cost estimates for the LRX corridor alternatives in 2017 dollars using 2017 LADOTD bid tabulations.

Two construction costs were generated for each corridor, representing the ranges exhibited in the table. The lower range reflects construction costs associated with lower cost interchange alternatives as well as slightly shorter structure lengths for overpass structures. The higher range values reflect costlier interchange alternatives and slightly longer overpass structure lengths.

Administration and engineering costs were calculated as a percentage of the construction costs and are displayed as a range specific to each low and high range dollar value for each corridor.

Facility costs, including costs for an intelligent transportation system (ITS), ETC, a customer service center, and CSS, as well as for ROW and mitigation, were not based on the construction cost high and low ranges, but, instead, were determined as unit costs for each corridor and are not shown as a range.

At this stage in development, the project contingency was assumed to be 15 percent of the capital cost ranges for each corridor.

Table 3-2: Summary of Corridor Alternatives Estimated Costs ($ Millions)

Cost Item[2]	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Roadway/bridge construction	$383-$457	$395-$459	$464-$496	$271-$435	$268-$430
Other facilities (ITS, ETC, Customer Service Center, CSS)	$20	$28	$37	$25	$24
Admin, engineering & other (Legal, construction support, utility relocation)	$90-$102	$88-98	$100-$102	$63-$91	**$69-$97**
ROW & Mitigation	$88	$62	$49	$48	$57
Project Contingency	$87-$100	$86-97	$97-$103	$61-$90	$63-$91
Total Capital Costs	$668-$768	$659-$745	$747-$783	$469-$689	$481-$700
Total Capital Cost/mile	$52-$60	$46-$53	$36-$37	$31-$45	$34-$50

D. Operations and Maintenance Costs

Planning level estimates of the annual LRX operations and maintenance (O&M) costs were developed. The estimate is partly based on similar operating tollway systems in neighboring states as well as project team experience on similar toll studies. O&M costs refer to the perpetual costs associated with the O&M of the tollway system. These costs represent the annual revenue necessary to responsibly operate and maintain the toll road in accordance with customary

[2] The estimated costs are the engineer's opinion of probable costs for the project in 2017 dollars.

practice. The annual O&M costs included estimates for the following cost categories:

- Administration – The annual costs associated with toll authority staff and activities, public relations, communications, salaries, and materials/supplies. Administration staff is assumed to include an administrator, assistant administrator, and two administrative assistants.
- Insurance – The annual costs to insure the toll facility, including facility, liability, and business interruption insurance.
- Customer Service Center/Toll Collection – The costs directly incurred for staff responsible for assisting toll facility customers to purchase ETC transponders and maintain their accounts. Costs are directly proportional to the labor requirements. customer service center/toll collection staff was assumed to include one manager, two supervisors, and three service associates per customer service center using two eight-hour shifts Monday through Friday, and a single shift on Saturday. Two customer service centers are proposed, one each for the southern corridor and the northern corridor. Supplies for the customer service center are covered in administration costs, and ETC software and hardware needs are included in capital costs.
- Toll Collection System Maintenance – Toll collection system maintenance includes annual maintenance for the ETC equipment and was estimated on a per ETC lane basis.
- Roadway Maintenance – Roadway maintenance costs are those associated with the upkeep of the tollway pavement and roadside, including sign and guardrail repair, mowing, minor bridge repair, and pavement resurfacing. The costs to maintain the entire length of the four-lane facility were developed as an annual cost per lane-mile.
- Utilities – The annual costs associated with the utilities for the toll system ETC lanes.
- Engineering/Traffic Consulting – The annual costs associated with retaining an independent engineering and traffic consultant.
- Enforcement and Safety - This included patrol operating at various times throughout the week (weekdays, weeknights, and weekends) as well as vehicle O&M costs.

The annual O&M costs for the LRX was estimated using a yearly routine maintenance cost and an operations cost dependent on the number of transactions. Routine maintenance of the roadway/toll infrastructure was calculated at $30,000 per lane-mile as an annual cost and then increased at an inflation rate to maintain the base year 2016 cost. The tolling operations cost was estimated as a rate per toll transaction and then increased at an inflation rate to maintain the base year 2016 cost. Operations cost per transaction varied based on the toll authority and method of toll collection. New facilities utilizing only electronic toll collection are operating at a rate of approximately $0.08 - $0.12 for transponder transactions and $0.35 - $0.50 per video toll transaction in 2016 dollars.

E. The Replacement Reserve Maintenance Fund

Included in the annual costs of operating and maintaining a tollway system was a replacement reserve maintenance fund. On an annual basis, the Annual Reserve Maintenance Fund (ARMF) needs to be funded to replace or refurbish components of the system's infrastructure at various points in its service life beyond normal annual maintenance. The depreciation of the system value is a function of the system use and the extent that annual maintenance activities can defer major system reconstruction.

As the road matures, the system's driving surface, including the pavement and bridge decks, will require reconstruction in its original configuration. The remaining value of these elements, consisting of the pavement base and bridge substructure, will depend on the rate of the system's deterioration due to use and weathering. Upgrades of the system for increased capacity demands

or new design criteria will not be included in the ARMF.

Deposits into this fund are assumed to accrue and diminish during the typical life of the system to provide the necessary funds to reconstruct the system at different points in its service life. Yearly deposits to the ARMF will vary depending upon the level of annual renewal and replacement funds required and anticipated major near-term replacement. An average annual deposit of 0.5 percent of the original capital cost will be needed using a 75-year project life. The annual deposit will be increased by an inflation rate to maintain the value of the base year 2016 cost.

The ARMF deposits will likely have to be supplemented by potential bond refinancing or sale of additional debt if the costs to reconstruct exceed available monies in the fund. Toll increases and major maintenance bond issues will also be options for additional funds.

F. Traffic Analysis of Corridor Alternatives

There are typically three levels in a toll road study. A Level 1 study is a preliminary review of the potential for traffic to be attracted to a new project. This type of study generally relies on existing traffic information available in the project study area and the intent is to provide a general indication of the revenue potential of a proposed project. This level of study is appropriate for a Tier 1 environmental study.

A Level 2 study is undertaken when further study is warranted but before an investment grade study is necessary. The Level 2 study will include traffic counts and some calibration and validation of the regional traffic model. A Level 3 study (investment grade study) requires more in-depth review of information and patterns to provide the level of detail expected by rating agencies when considering an Investment Grade bond rating.

The Level 1 traffic and toll revenue study was conducted for the No-Build and build alternatives in 2016. The Level 1 study updated the studies completed in 2005, 2008 and 2010 based on the new model and traffic data. The *Lafayette Regional Xpressway (LRX) – Level 1 Traffic and Revenue Study*[3] is available for review electronically in the CD attached to Volume 1 of this document.

The traffic study focused only on the Common Corridor 1 Alternative and the Outer Corridor Alternative (referred to as Scenario 6 in previous studies). The opening year considered for the LRX is 2030.

- The Common Corridor 1 Alternative is 15.1 miles in total length and frontage roads are proposed along a portion of the corridor.
- The Outer Corridor Alternative is 21.1 miles long and includes frontage roads along a portion of the corridor.

For the purposes of the traffic and revenue study, proposed frontage roads are assumed to extend from:

- US 90/Cameron Street to I-10,
- LA 182 to I-49 North
- West Old Spanish Trail Highway/LA 182 to Placide Road and
- Bourque Road to US 167.

The final locations of frontage roads will be identified during the Tier 2 EIS process as alignments are determined.

[3] Prepared by Stantec for the HNTB Team and the LMEC, June 21, 2016

The traffic and revenue study assumed US 90/Future I-49 to be improved to interstate standards, as a toll-free facility by year 2025.

Three scenarios were identified for analysis. Each scenario was considered under a toll-free and tolled scenario.

- System Scenario 1: Outer Corridor only
- System Scenario 2: Outer Corridor and Common 1
- System Scenario 3: No-Build LRX

1. Modeling Methodology

The current forecasts of future traffic for the LRX were prepared by employing the existing travel demand model for the Acadiana MPO, which is a TransCad-(software) based model. This was followed with a supplemental model within which a customized toll diversion assignment process was carried out using Cube Voyager (TP+) software. All assumptions for socioeconomic characteristics such as population, households, and employment in the traffic analysis zones for the model were sourced from the Acadiana MPO established forecasts.

The Acadiana MPO, formerly known as Lafayette MPO, is an active division of the Acadiana Planning Commission which was organized to plan for the future development in the Louisiana parishes of Acadia, Evangeline, Iberia, Lafayette, St. Landry, St. Martin, and Vermilion. The current Travel Demand Model (TDM) maintained by the MPO was updated in December of 2014 to support the MPO's Metropolitan Transportation Plan 2040. The TDM has distinct components utilized to estimate different elements of travel. The first component of the model is trip generation, which estimates the number of trips generated by discrete zones within the study area based on socioeconomic characteristics such as population, households and employment. These estimated trips are then distributed in the second model step based on the attractiveness of destination activities and the degree of spatial separation between trip-producing and trip-attracting zones. The model does not have a transit component and thus models only auto trips. Commercial vehicle traffic is introduced as an additional trip purpose. The final step of the model is the highway assignment process that loads the trips onto the highway network. The MPO's TransCad-based regional model assigns trips on a route choice / travel time basis; it does not reflect the cost basis associated with tolled routes. The model has a well-developed user interface that allows execution of the entire process or the individual steps of trip generation, trip distribution and trip assignment.

The current TDM model has a base year of 2010 which was used for the Level 1 traffic study. Modest adjustments were requested by the traffic analysis process, but no major calibration and validation was undertaken for this study.

Commercial vehicle activity was evaluated during the modeling effort. Count data was secured from LADOTD and reviewed during the study. These data included two count locations along I-10, two count locations along I-49, and no count locations along US 90. Truck percentages range between 13 percent and 20 percent. The overall observations of truck traffic along US 90 indicate that there is no strong north-south trucking movement through Lafayette. Observations indicate that the predominant movements are east-west along I-10 as well as to and from the south and east.

The model also determines the probability of selecting a toll facility based on three sensitivity factors – time savings, toll rate, and trip distance. It aides in calculating the cost of time for travelers in peak periods and off-peak periods and leads to a sensitivity analysis as it relates to the tolling component of the project.

2. Traffic Analysis

a. Population and Employment

Lafayette Parish represents about 65 percent of the population in the model and 75 percent of the reflected jobs. The model has a rate of growth for employment at 1.4 percent average annual growth and 1 percent population growth. Population and employment forecasts for the future years used in the current model are listed in Table 3-3 and Table 3-4, respectively.

Table 3-3: Future Year Population Forecasts

Parish	2010	2030	2040
Lafayette	220,033	272,645	293,862
Iberia	60,368	70,335	74,753
St. Martin	41,223	51,381	56,041
St. Landry	7,690	10,405	11,898
Vermilion	4,851	7,495	8,969
Acadia	2,659	4,093	4,845
Total	336,834	416,354	450,368

Table 3-4: Future Year Employment Forecasts

Parish	2010	2030	2040
Lafayette	123,422	166,682	187,364
Iberia	27,173	34,745	39,597
St. Martin	13,610	18,537	21,196
St. Landry	1,358	1,944	2,252
Vermilion	860	1,316	1,511
Acadia	447	659	748
Total	166,870	224,794	252,669

b. Future Network

The model includes projects from the TIP and the Financially Constrained Transportation Plan for the region. These are projects that are proposed in the region for various build years starting in 2020. The Level 1 study also included seven vision projects that were likely to be advanced and built as part of the future network. The Vision projects are listed in Table 3-5.

Table 3-5: Vision Projects included in the Network Improvements

Future Improvement Project	Build Year
I-49 Lafayette Connector	2030
E. Broussard Road – widen to 4 lane boulevard Johnson St. to Kaliste Saloom Rd	2040
Southcity Parkway – New 4 lane boulevard + bridge Robley Dr. to Vincent Rd	2030
Youngsville Highway – wide to 4 lane boulevard – Amb. Caffery Parkway South Ext to Youngsville Parkway	2040
Pinhook Rd. – widen to 3 lane boulevard from Southpark Rd to S. Morgan	2040
Ambassador Caffery North – new four lane boulevard Renaud to I-49	2040
N. University Ave – widen to 4 lane boulevard Renaud to I-49	2040

c. Traffic and Toll Revenue Analysis

A closed barrier system with ETC pay points was selected for analysis. A closed barrier system, assumed to have cost savings of infrastructure and operations, is a series of ramp and mainline toll collection facilities with a fixed-toll amount given for a vehicle class. The fixed-toll amount is set regardless of the vehicle point of entry or exit. The scenarios end-to-end-toll on the LRX were analyzed and set at $0.13 per mile. These rates are comparable to existing toll facilities in neighboring Gulf of Mexico states and other states around the nation that have a similar suburban character.

The ramp toll locations are selected to “close the system” to prohibit toll-free travel between the mainline collection points. Proposed paypoints and rates are shown in Table 3-6.

Table 3-6: Proposed Toll Schedule (passenger vehicle)

Location of Toll Plaza	Scenario 1 – Outer Corridor and Common 1 south of I-10	Scenario 2 – Common 1 and Outer Corridor
Mainline North	N/A	$ 1.25
LA 98 Gloria Switch Road (ramp)	N/A	$ 0.50
Landry Road (ramp)	0.50	0.50
Mainline West	1.50	1.50
LA 342/Ridge Rd (ramp)	1.00	1.00
Bourque Rd (ramp)	.50	0.50
LA 92 (ramp)	0.25	0.25
Placid Rd (ramp)	0.25	0.25
LA 339 (ramp)	1.00	1.00
Mainline South	1.50	1.50
LA 89 (ramp)	0.50	0.50
Mainline South 2	0.50	0.50

The model determines the probability of selecting a toll facility based on three sensitivity factors – time savings, toll rate and trip distance.

d. Traffic and Toll Revenue

Revenues were calculated by multiplying average weekday traffic projected at toll locations by the effective toll for each location and then totaled over the entire project corridor. Transactions and revenue are then adjusted to account for the presence of commercial vehicles, which pay higher tolls (based on axle numbers). An annualization factor (to account for weekday versus weekend travel) of 300 was used to convert average weekday traffic and revenues to annual traffic and revenues.

Scenario 1 – Outer and Common 1 alternatives south of I-10

The total distance for Scenario 1 is 26.7 miles and extends from LA 182 north to I-10. The estimated year to start operations is 2030. Based on the model predictions and tolling sensitivity, the toll traffic retained in the toll scenario versus non-tolled scenario is 58% in 2030 and 62% in 2040. Table 3-7 shows details by ramp and mainline plaza location for the tolled and toll-free assignment results from the two modeled years. As congestion in the region grows in 2040 more drivers are willing to pay a toll and save time by opting to use the LRX. The LA 92 tolling location reacts differently to toll versus toll-free trips than the other locations. This is due to the reduction in travel time and distance for just a small toll payment. More vehicles are pulled from the surrounding roadway network when the location is tolled.

Table 3-7: Traffic Volumes for Scenario 1 (Estimated Average Daily Traffic – in thousands)

Scenario Tolling Locations	2030		2040	
	Toll-Free	Tolled	Toll-Free	Tolled
Landry Rd	6.1	4.2	5.9	4.3
Mainline West	43.2	21.9	52.2	28.5
LA 342	4.8	3.3	4.8	4.6
Bourque Rd	2.4	1.2	4.5	1.9
LA 92	2.8	4.1	4.4	6.0
Placid Rd	0.8	0.3	1.2	0.4
LA 339	2.2	1.6	3.2	2.1
Mainline South	32.9	17.1	39.7	22.3
LA 89	3.5	2.2	4.2	2.6
Mainline South 2	14.1	9.3	15.7	11.3
Total	112.9	65.1	135.7	84.1

The average annual toll transactions and revenue are presented in Table 3-8 for the period from 2030 to 2050. Revenues are expected to increase from $11 million in 2030 to $29.6 million in 2034, the last year of ramp up effects. The toll transactions and toll revenue are presented by passenger car (PC) and commercial vehicle (CV).

Table 3-8: Scenario 1 Revenue Projections

Year	PC Toll Transactions	CV Toll Transactions	Total Toll Transactions	PC Toll Revenue	CV Toll Revenue	Total Toll Revenue
2030	7,437,992	571,829	8,009,822	$8,986,169	$1,948,640	$10,934,810
2031	11,729,852	897,260	12,627,111	$14,180,478	$3,058,370	$17,238,848
2032	15,286,993	1,163,490	16,450,483	$18,492,682	$3,966,807	$22,459,489
2033	18,238,753	1,188,112	16,877,362	$18,991,510	$4,051,751	$23,043,261
2034	20,127,615	1,516,570	21,644,184	$24,379,742	$5,173,141	$29,552,883
2040	23,521,932	1,719,618	25,241,550	$28,601,359	$5,874,408	$34,475,767
2050	27,298,162	1,995,687	29,293,849	$33,193,045	$6,817,490	$40,010,535

Scenario 2 – Outer and Common 1 alternatives

The total distance for Scenario 2 is 36.2 miles and extends from LA 182 north, crossing I-10 and ending at I-49 north. The estimated year to start operations is 2030. Based on the model predictions and tolling sensitivity, the toll traffic retained in the toll scenario versus non-tolled scenario is 61 percent in 2030 and 66 percent in 2040.

Table 3-9 shows details by ramp and mainline plaza location for the tolled and toll-free assignment results from the two modeled years. As congestion in the region grows in 2040 more drivers are willing to pay a toll and save time by opting to use the LRX.

Table 3-9: Traffic Volumes for Scenario 2 (Estimated Average Daily Traffic – in thousands)

Scenario Tolling Locations	2030		2040	
	Toll-Free	Tolled	Toll-Free	Tolled
Mainline North	22.7	12.6	23.0	14.9
LA 98 Gloria Switch Rd	10.3	7.2	12.5	8.8
Landry Rd	7.4	6.6	6.7	6.3
Mainline West	49.9	28.5	58.8	36.6
LA 342	4.9	2.7	5.0	4.2
Bourque Rd	2.4	1.1	4.5	1.9
LA 92	2.7	4.0	4.0	5.8
Placid Rd	0.9	0.3	1.3	0.4
LA 339	2.4	1.7	3.5	2.2
Mainline South	32.8	18.1	40.5	24.0
LA 89	3.4	2.1	4.0	2.5
Mainline South 2	14.2	9.1	15.7	11.1
Total	154.0	94.0	179.5	118.7

The average annual toll transactions and revenue are presented in Table 3-10 for the period from 2030 to 2050. Revenues are expected to increase from $13 million in 2030 to $34.2 million in 2034, the last year of ramp up effects. The toll transactions and toll revenue are presented by PC and commercial vehicle CV.

Table 3-10: Scenario 2 Revenue Projections

Year	PC Toll Transactions	CV Toll Transactions	Total Toll Transactions	PC Toll Revenue	CV Toll Revenue	Total Toll Revenue
2030	10,966,018	623,349	11,589,368	$10,532,334	$2,135,661	$12,667,995
2031	17,247,407	978,267	18,225,674	$16,611,678	$3,353,927	$19,965,605
2032	22,417,718	1,268,750	23,686,469	$21,651,855	$4,352,789	$26,004,644
2033	26,674,883	1,295,882	24,241,958	$22,224,259	$4,448,690	$26,672,949
2034	29,358,762	1,654,339	31,013,101	$28,514,744	$5,683,380	$34,198,124
2040	33,763,440	1,877,760	35,641,200	$33,347,444	$6,477,298	$39,824,741
2050	39,183,851	2,179,217	41,363,068	$38,701,070	$7,517,168	$46,218,238

As part of the modeling effort comparative LOS for representative links within the study area have been estimated. The model's volume to capacity outputs has formed the bases for estimating LOS.

Ten corridors and the proposed LRX were evaluated under the two traffic scenarios. The approaches to major intersections along 10 corridors were evaluated. Most of the network arterial streets had capacities that are generally lower than capacities at LOS E used in the modeling practice.

The LOS analysis revealed that the following corridor intersections experienced a better LOS under Scenario 1 and 2:

- Johnston Street
- Kaliste Saloom Road
- Fieldspan Road (LA 724)
- Verot School Road
- US 90/I-49

The LRX operates at LOS C or better under Scenario 1 and Scenario 2 through 2040 (the latest year of the analysis).

It is expected that even with the US 90 (Future I-49) facility constructed by 2030, the LRX LOS will be minimally affected as the majority of traffic is drawn from the area immediately adjacent to the LRX corridor. Typical of toll roads in urban areas, the majority of users are local commuters willing to pay for the use of a free flow facility in the interest of saving time.

The LRX controlled-access tollway will provide system linkage between the southern region of Lafayette, US 90 to I-10, and I-10 to I-49 north of Lafayette. This improves regional capacity and north – south mobility, thus enhancing the regional and national transportation system.

During the LRX Tier 2 EIS process, additional detailed traffic analysis will be performed on the Preferred LRX Corridor Alternative and the specific alignments developed within the corridor. In addition, the toll revenue analysis will be coordinated in conjunction with the development of a financial management plan.

G. Finance and Delivery

1. Project Financing Methods and Funding Sources

There are two primary financing options available for the LMEC to construct, operate and maintain a toll road facility:

- Traditional Finance – Tax-exempt public bond finance (primary public financing method in the United States and Louisiana)
- Public Private Partnerships (PPP) – Emerging new finance and project delivery option in the United States

Traditional finance leverages tax-exempt bonds to deliver priority transportation projects. In addition to traditional tax-exempt bonds, flexible and low interest rate Transportation Infrastructure Finance and Investment Act (TIFIA) financing can also be leveraged by the procuring authority. Traditional finance typically offers a low cost of debt due to the "tax-free" nature of the returns to the bond investors. The maximum size of the bond is heavily dependent on the traffic and revenue investment grade study. An additional consideration for traditional finance is that once all debt obligations, operations and maintenance costs are met, the surplus cash flows from the toll revenues can be used to deliver additional toll roads or other infrastructure projects for the procuring authority. It should be noted that the excess cash flows are not bondable and do not increase the ability of the public sector to finance the project nor reduce the needed up-front subsidy requirement.

PPP finance leverages low interest rate loans and the equity of the private concessionaire to deliver the project with a reduced up-front subsidy requirement from the public sector. Comparatively speaking, the total cost of financing for PPP finance is higher than traditional finance due to higher rates of the equity portion. However, the cost of debt on the PPP can be similar to traditional sources if tax exempt Private Activity Bonds and TIFIA are utilized. Another difference from traditional finance is that with a PPP, no surplus cash flows from the concessionaire for use to deliver additional toll roads or other infrastructure projects since the upfront private equity contribution is repaid with all remaining toll revenues.

The delivery method and financial close of the project will identify the funding sources required for the LMEC to build the LRX.

2. Preliminary Financing Model Inputs

The preliminary financing model was created to determine financial feasibility and to begin to identify potential gap funding (funds outside of the toll revenue collections and equity investment to build the project) needed for the LRX. The preliminary analysis is based on several inputs provided by the consultant team:

- Traffic and Revenue estimates
- Number of tolling transactions
- Pre-Construction and Construction costs
- Routine O&M costs
- Renewal and Replacement (R&R) Lifecycle costs
- Tolling O&M and R&R costs
- Financing assumptions

The timing of a transportation project has two primary components: a construction period and operations period. The maximum PPP contract term allowed under Louisiana law is 75 years. All scenarios were analyzed using a consistent time period of four years for the construction period and 71 years for the operations period.

Additional information for the inputs and development of the financing model can be found in the *Draft Financing and Delivery Plan Technical Memorandum* provided electronically on CD attached to Volume 1 of this DEIS.

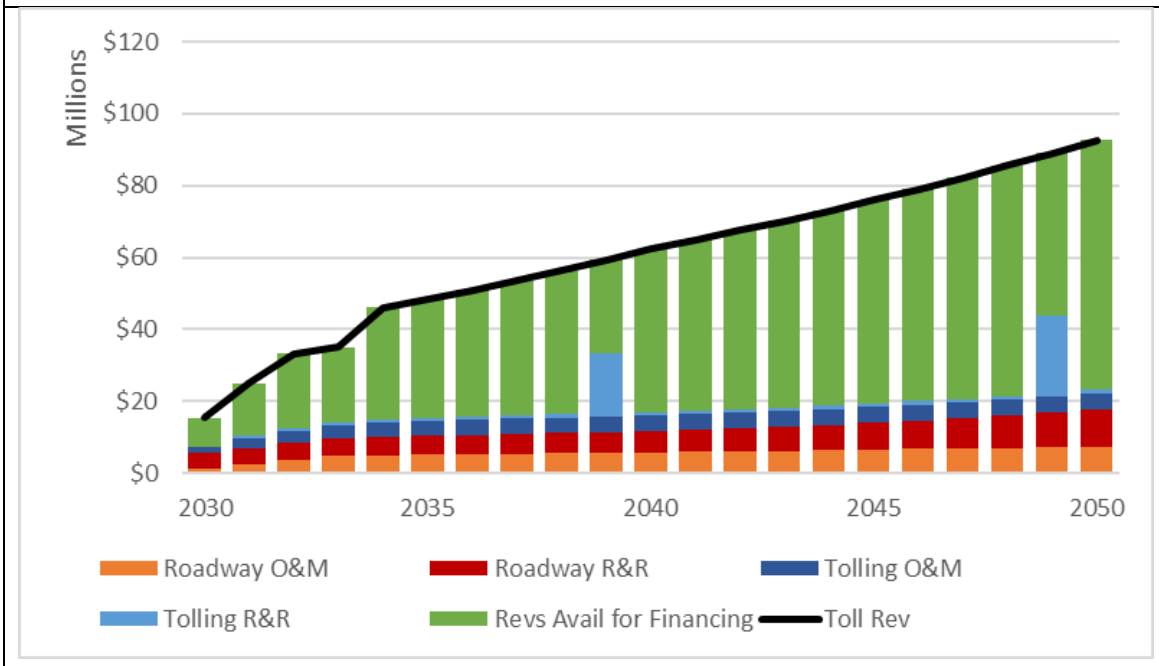
3. Net Revenue Assessment

A high-level financing analysis was performed on the LRX for the two scenarios modeled in the traffic and revenue Level 1 study:

- Scenario 1 – Common Corridor 1 Alternative (south of I-10) and the Outer Corridor Alternative for a total length of 26.7 miles
- Scenario 2 – Common Corridor 1 Alternative (full length) and the Outer Corridor Alternative for a total length of 36.2 miles

The first step in the analysis is to evaluate the net revenue potential of each scenario. The net revenue forecast is calculated by subtracting the annual roadway and tolling O&M and R&R costs from the gross revenue forecast. The remaining net revenues after operations and lifecycle costs are available to support a toll project finance structure. Figure 3-16 (in future year dollars) summarizes the forecasted cash flows.

Scenario 1 Cash Flow



Scenario 2 Cash Flow

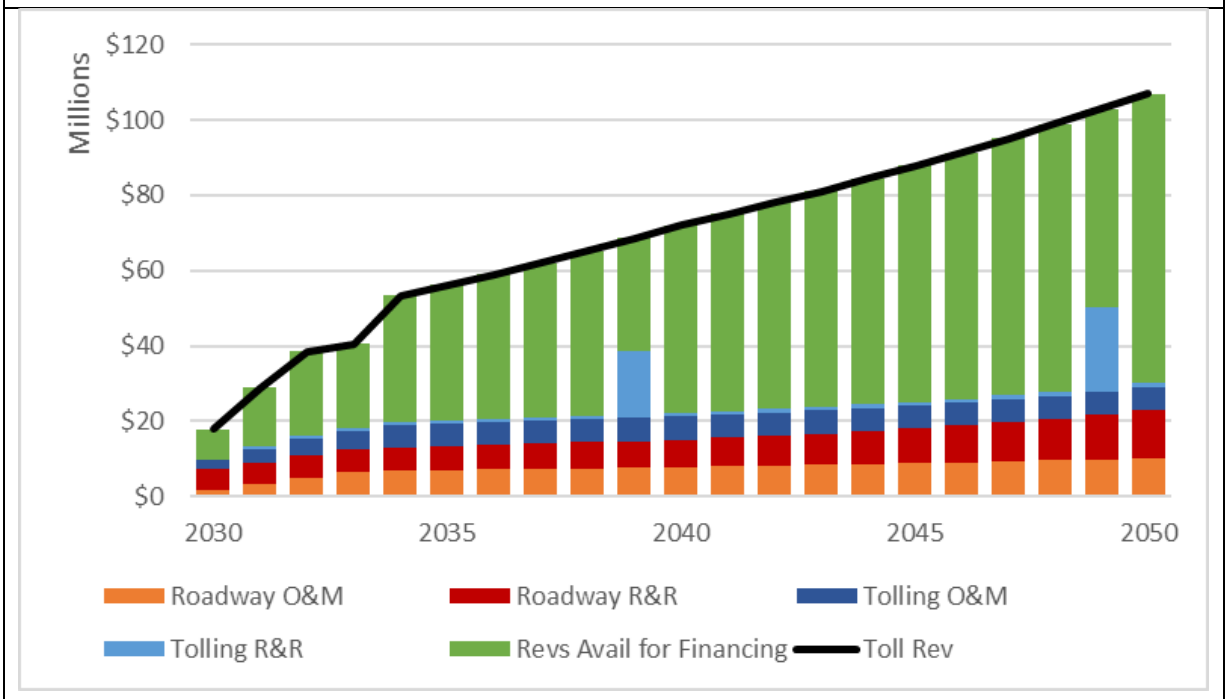


Figure 3-16: Forecasted Cash Flows in Future Year Dollars

Since a positive net revenue exists for each scenario, the toll facility can support its own costs to operate and has capacity to finance a portion of its capital costs.

a. Preliminary Financing Simulation

To assess the high-level financing potential of the LRX through traditional public toll revenue bonds, a present value analysis was undertaken for Scenario 1 and Scenario 2. The 40-year net present value analysis assumed a 5-year construction term, 5 percent discount rate and 50 percent revenue haircut to account for revenue risk inherent in start-up toll facilities. Since the financial markets require this "forecasted revenue cushion," excess toll revenues after all costs and debt service will flow annually to the public owner to fund other uses. This planning-level financial assessment does not constitute a sophisticated debt analysis and does not represent or recommend an actual financing. Table 3-11 illustrates the financing potential under traditional toll finance.

Table 3-11: Traditional Toll Finance - Financing Potential[4]

($M)	Capital Cost (infl)	Financing Potential	Gap	% Feasible
Scenario 1	1,260	250 - 300	1,010-960	20 - 25%
Scenario 2	1,560	275 - 325	1,285 – 1,235	18 - 21%

The results of the analysis show that toll financing can support approximately 20 percent of the upfront capital costs. Financing in the range of $250-$300 is a large contribution to the total development costs but most of the costs will need to be funded from other sources. As the LRX matures through the development phase, it is possible to apply value engineering and reduce the contingency to reduce the capital cost of the project.

Additionally, other financing enhancements can improve the financial feasibility of the LRX. A federal TIFIA loan has a low borrowing cost and could increase the financing potential of the project. A PPP toll concession could also potentially boost the financing potential higher as the private equity contribution provides an upfront contribution for the riskier portion of the revenue forecast that the traditional financing does not allow.

[4] Note: Capital costs (lower range costs) were inflated to 2027 at 2.5% annually (2030 project opening).

Chapter 4. AFFECTED ENVIRONMENT

The proposed LRX will extend from the general vicinity of US 90 south of Broussard west/northwest to LA 724/LA 342 then northwardly crossing I-10, and finally north/northeast, terminating at I-49 near Carencro. The following sections of this EIS are intended to provide an overview of features in the general LRX Study Area. A more refined analysis of corridor alternative specific environmental resources and potential impacts is presented in Chapter 5, Environmental Consequences.

A. Regional and Cultural Setting

The proposed project is in south Louisiana in the "Cajun Heartland" district of the twenty-two parish Acadiana Region. Much of the project is located in Lafayette Parish. Portions of two corridor alternatives are situated in Vermilion Parish and short sections are in Iberia and St. Martin Parish.

The majority of the LRX Study Area consists of agricultural, rural, or low-density residential land uses. The natural landscape of this area generally consisted of a series of treeless prairies broken by forested bank systems along bayous and streams. These forests were once more abundant than they are today because of clearing that has taken place over the last 200 years to facilitate agriculture and other types of development. The forested areas remaining are on the outer edges of the LRX Study Area, with small pockets of native vegetation found in scattered locations. The remaining wooded and forested habitat supports small populations of wildlife. The largest populations of birds and other animals are species associated with open land habitats such as doves and cottontail rabbits. The scattered amounts of forested areas that remain provide habitat for both flora and fauna not found elsewhere in the Study Area, including deer, swamp rabbits, and wood ducks.

Although the natural landscape within the study area has undergone significant changes since early European settlement, it is still a picturesque landscape, rich in both history and natural habitat. The vast acreage of agriculture that exists today in and around the LRX Study Area supports a variety of commercial crops including sorghum, wheat, rice, soybeans, sugarcane, and hay-alfalfa.

Lafayette represents the heart of Acadiana, an area of south Louisiana populated by persons of Acadian or Cajun descent. The Cajun culture helps generate more than $200 million in tourism annually for the parish. The residents of this area are strongly influenced by their Acadian heritage and ties to the past.

B. Cultural Resources

The LRX Study Area is included in the Louisiana Division of Archaeology Management Unit III, which includes the sparsely settled prairies and coastal marshes of southern and southwestern Louisiana.

The cultural characteristics found in this area most closely resembles those of the Lower Mississippi Valley and along the northern coast of the Gulf of Mexico.

The prehistory of Management Unit III extends at least from ca. 10,000 B.C. to A.D. 1700 and it is divided into four general archeological stages. These four stages (Paleo-Indian, Archaic, Woodland, and Mississippian) represent developmental changes in subsistence and technology (Willey and Phillips 1958). According to Louisiana's Comprehensive Archaeological Plan (Smith et al. 1983), only two Native American groups (Attakapa and Opelousa) occupied Management Unit III at the time of European contact.

Much of the development of the region encompassing the LRX has been associated with settlement and commerce along the waterways, including the Vermilion River and Bayou Teche.

The earliest significant influx of white settlers occurred during the period of transition from French to Spanish rule, when the French government sent newly arrived Acadian immigrants to settle the Attakapas region. By 1766, several Acadian settlements had been established within the region, including Côte Gelée, which was located on the west bank of Bayou Tortue between present-day Pilette, and Broussard in Lafayette Parish (Brasseaux 1987:93-95).

During the 1770s, many of the Acadians moved westward from their settlements along Bayou Teche and Bayou Tortue to the Vermilion River. By the mid-1790s, a number of Acadians had settled at Grande Prairie de Vermilion, i.e., the plains region west of the Vermilion River between present-day Lafayette and Maurice (Brasseaux 1987:95-99). By the 1780s, Acadian ranchers were the predominant suppliers of beef to the slaughterhouses in New Orleans. In addition to raising cattle, the Attakapas Acadians also farmed enough corn, cotton, and vegetables to be self-sufficient (Brasseaux 1987:122-125).

The State of Louisiana was admitted to the Union on April 30, 1812, and Lafayette Parish was created in 1823. A site near the current location of the Pinhook Bridge, incorporated in 1836 as Vermilionville, was chosen as the seat of the new Lafayette Parish government.

The arrival of the first steam locomotives in 1880 signaled the beginning of contemporary Lafayette (Dismukes 1972:27). Important agricultural processing facilities were constructed near the railroad tracks that extended through Vermilionville. In 1884, the Vermilionville town charter was amended to change its name to LaFayette. The spelling was altered to Lafayette in 1925.

The lands encompassing much of modern Lafayette, including portions of the LRX Study Area, remained primarily agricultural until the turn of the century. The establishment of the Southwestern Louisiana Industrial Institute in 1900 and 1901 had an important influence on the development of the city of Lafayette and the region. In 1921, the school was designated a state institution of higher learning by constitutional amendment, and at that time, it was renamed Southwestern Louisiana Institute; today it is known as University of Louisiana at Lafayette (Griffin 1959:98-104; Payton 2002).

The twentieth century brought a new industry to the region that drastically changed the economy of the Lafayette region. A small petroleum deposit was discovered within the municipal limits of Lafayette in 1891; however, the local resources were not successfully exploited until after the turn of the century. In 1896, oil exploration began to the east in the Anse La Butte Field of St. Martin Parish, but drilling in that area did not commence in earnest until 1907. By mid-century, a petroleum industry was established between Pinhook Road and Girard Park, marking the movement of the oil and gas industry into the Lafayette region (Dismukes 1972:56; Griffin 1959:114).

The influence of the oil industry resulted in a new wave of immigration to Lafayette that changed the city's image. The new population growth resulted in additional infrastructure; the city purchased land for an airfield, which was dedicated as Lafayette Municipal Airport on November 29, 1930. The airport was upgraded with Works Progress Administration funds under the New Deal (Dismukes 1972:57). The U.S. military commandeered the airport at the onset of World War II. Hangars, barracks, and utilities were constructed; runways were paved. In 1946, the airport was returned to local control and civilian aircraft returned (Dismukes 1972:57). Present-day Lafayette Regional Airport has increased in size from 848.5 acres in 1953, to approximately 1,116 acres today (Lafayette Regional Airport ca. 2007).

The LRX Study Area cuts across land that once likely was planted in cane and cotton. Therefore, the possibility exists that some evidence of past plantation life, although impacted by cultivation or modern petrochemical activity, may have survived the years. Urban intrusions over the past half century, however, may have destroyed any intact archeological deposits that may have once

been present.

C. Existing Land Use

Land use refers to human use of the land for economic production (residential, commercial, industrial, recreational, or other purposes) and for natural resource protection. The LRX Study Area generally lies in the western and southern portions of Lafayette Parish with portions in Vermilion, Iberia and St. Martin Parishes. These areas have a predominance of agriculture and undeveloped land use with scattered, smaller pockets of low-density residential use. Agriculture and undeveloped areas make up the largest percentage of land use in the LRX Study Area and include farms raising such crops as sugarcane, rice, and soybeans. These land use types are found almost entirely in the unincorporated areas of the parishes.

Lafayette Parish contains a large unincorporated area and six municipalities: Lafayette, Broussard, Carencro, Duson, Scott, and Youngsville. The City of Lafayette is relatively compact, encompassing about 50 square miles with a concentrated urban core. Lafayette's city limits contain a mix of land-use types that primarily include low-, medium-, and high-density residential, retail and office, industrial, and open space/parks. The City of Lafayette is the center of the economy for the parish and has significant land use impacts on the five surrounding communities. The five smaller municipalities mostly serve as single-family residential communities with scattered agricultural, light industrial, commercial, and vacant land uses.

Table 4-1 shows the parishes and municipalities affected by the Corridor Alternatives.

Table 4-1: Affected Parish and Municipality by Corridor Alternative

Alternative	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Parish	Lafayette	Lafayette, Vermilion, St. Martin	Lafayette, Vermilion, Iberia, St. Martin	Lafayette	Lafayette
Municipality	Lafayette, Youngsville, Broussard	Milton, Youngsville	Maurice	Carencro	Carencro, Scott

D. Social and Economic Characteristics

1. Population

As shown in Table 4-2, the four parishes in the LRX Study Area had a combined population of 329,082 in 1990, 368,159 in 2000, and 404,977 in 2010. The largest percent increase in population between 1990-2010 occurred in Lafayette Parish (34.5 percent) while the smallest increase during that same period was 7.2 percent in Iberia Parish. Together the four parishes experienced a 23.1 percent increase in population from 1990-2010.

Table 4-2: Census Population & Change, 1990 - 2010

	Iberia	Lafayette	St. Martin	Vermilion	Totals
1990	68,297	164,762	43,978	50,055	329,082
2000	73,266	190,503	48,583	53,807	368,159
2010	73,240	221,578	52,160	57,999	404,977
Change 1990-2000	4,969	25,741	4,605	3,752	39,067
Change 2000-2010	-26	31,075	3,577	4,192	19,803
Change 1990-2010	4,943	56,816	8,182	7,944	58,870
% Change 1990 - 2000	7.3%	15.6%	10.5%	7.5%	11.9%
% Change 2000-2010	0.0%	16.3%	7.4%	7.8%	10.0%
% Change 1990-2010	7.2%	34.5%	18.6%	15.9%	23.1%

2. Employment

The 2010 Census reported that the four-parish area had an employment rate of approximately 60.7 percent for persons aged sixteen years and over. The highest employment rate was in Lafayette Parish with 64.4 percent while Iberia Parish had the lowest rate at 56.1 percent as presented in Table 4-3.

Table 4-3: Employed Civilian Population 16 Years and Older

Parish	Total Population 2010	Population 16 Years and Over	Employed Civilian Population 16 Years and Over	% of Employed Civilian Population 16 Years and Over
Iberia	73,240	55,453	31,109	56.10%
Lafayette	221,578	168,019	108,215	64.41%
St. Martin	52,160	39,611	22,304	56.31%
Vermilion	57,999	43,676	24,458	56.00%
Totals	404,977	306,759	186,086	60.66%

3. Disadvantaged and Minority Populations

a. Below the poverty level

Following the Office of Management and Budget's Directive 14, the Census Bureau uses a set of income thresholds that vary by family size and composition to detect those living below the poverty level. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level."

According to the 2010 Census, individuals below the poverty level within the four Parish area were reported to be 17.64 percent of the total population. Iberia Parish had the highest percentage of population below the poverty level at 20.88 percent with Lafayette Parish having the lowest at 16.65 percent as shown in Table 4-4.

Table 4-4: Individuals Below the Poverty Level by Parish

Parish	Total Population 2010	Individuals Below Poverty Level	% of Population Below the Poverty Level
Iberia	71,261	14,882	20.88%
Lafayette	216,795	36,096	16.65%
St. Martin	51,280	9,279	18.09%
Vermilion	57,223	9,694	16.94%
Totals	396,559	69,951	17.64%

Low income is defined as the population whose median household income is at or below the Department of Health and Human Service poverty guidelines.

b. Race/Ethnicity

A minority is defined as a person who is:

- A person having origins in any of the black racial groups of Africa;
- A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish Culture or origin, regardless of race;
- A person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
- A person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- A person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

Table 4-5 shows the 2010 Census minority population in the four parish LRX Study Area. St. Martin Parish and Iberia Parish had the largest minority population percentage at 34.20 percent and 37.80 percent respectively. The smallest percentage of minority population was in Vermilion Parish. The percentage of minority population for all four Parishes combined was 30.72 percent.

Table 4-5: LRX Region Minority Population

Parish	Total Population 2010	Minority Population	% of Population Minority
Iberia	73,240	27,685	37.80%
Lafayette	221,578	67,803	30.60%
St. Martin	52,160	17,839	34.20%
Vermilion	57,999	11,078	19.10%
Totals	404,977	124,404	30.72%

E. Natural Environment

1. Landscape

The LRX Study Area in Lafayette Parish is in the Terrace Upland physical geography region. The Terrace Upland comprises the area west of the ridge of the Mississippi River Alluvial Plain. The study area lies within both the Eastern and the Western subareas of the Terrace Upland region.

The corridor alternatives west of the Vermilion River fall within the Western subarea.

The Western subarea is described by extraordinarily flat topography and predominantly clayey deposits. The Eastern subarea is comprised of several abandoned channels and courses. In both subareas, soil distribution patterns do not reflect the kinds of soils or textures of soil materials typical these features.

Elevations in this region in Lafayette Parish range from 60 feet in the northern part of the parish to less than 25 feet along the southern edge. The general slope is to the southwest, and local elevation change is typically less than five feet except along stream channels and the escarpment to the lower lying Mississippi River Alluvial Plain. This relatively flat region contains soils that are somewhat poorly drained and poorly drained loamy soils that formed in loess.

The majority of the Outer Corridor Alternative is in Vermilion Parish and lies within the Terrace Uplands region.

The shared eastern terminus of the Middle and Outer Corridor alternatives is in St. Martin Parish and lies within the Terrace Uplands province. This area is characterized by nearly level soils. The soils on the Terrace Upland have a low sand content.

A portion of the Outer Corridor Alternative is located in Iberia Parish and lies within the Terrace Uplands region at some of the highest elevations in the parish. The area is characterized by nearly level to gently sloping somewhat poorly drained loamy soils.

2. Air Quality

In response to the Clean Air Act of 1970, the US Environmental Protection Agency (EPA) established ambient air quality standards for six pollutants (designated criteria pollutants) that were considered to have a significant effect on public health and welfare. National Ambient Air Quality Standards (NAAQS) were established for carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. The State of Louisiana adopted the NAAQS as set forth by EPA. Congress directed that the standards should be reviewed at least every five years by EPA to keep up with current science, and that proposals to revise them should be based solely on public health and welfare considerations, not economic impacts.

Based on modeling and monitoring data provided by LDEQ, EPA has determined that the five parishes comprising the LRX Study Area are in attainment of all NAAQS (US Environmental Protection Agency, Green Book. Available at http://www3.epa.gov/airquality/greenbook/). This means that these are areas with concentrations of criteria pollutants are below the levels established by the NAAQS.

3. Noise

Noise is a form of vibration that causes pressure variations in elastic media such as air and water. The ear is sensitive to these pressure variations and perceives it as sound. The intensity of these pressure variations causes the ear to discern different levels of loudness. These pressure differences are most commonly measured in decibels (dB).

The dB is the unit of measurement for noise. The decibel scale audible to humans spans approximately 140 dB. A level of zero dB corresponds to the lower limit of audibility, while 140 dB produces a sensation more akin to pain than sound. The decibel scale is a logarithmic representation of the actual sound pressure variations. Therefore, a 26 percent change in the energy level only changes the sound level one dB. The human ear will not detect this change. A three-dB increase is barely perceptible to the human ear. An increase of 10-dB is perceived as a doubling of the apparent loudness.

Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to

approximate the way an average person hears sounds. This adjustment is called A-weighting and is expressed as decibels measured on the A-weighted scale (dBA).

Table 4-6 presents some familiar noise sources with their respective noise levels.

Table 4-6: Common Noise Sources

Noise Source	Sound Level (dBA)
Jet Aircraft Takeoff	120
Heavy Truck/Motorcycle	90
Food blender	90
Lawn Mower/Vacuum	70
Light Auto Traffic/Dishwasher	50
Quit Urban Night/Library	30
Acoustic Test chamber	10
	0

Noise levels in the natural environment are constantly changing. In urban areas, the changes can be very significant. In rural areas located away from common noise sources, the ambient noise level (or background noise level) may remain fairly constant. Noise levels adjacent to a major highway may sound relatively constant but are actually made up of many individual sounds varying in level. Due to the time-varying characteristics of environmental noise, a single value is used to represent the average or equivalent sound level. The equivalent sound level, Leq(h), is defined as the steady state sound level which, in a stated time period (in this case, one hour), contains the same sound energy as the actual time-varying sound.

Highway noise is emitted differently by various vehicle types. To evaluate highway noise sources, the traffic stream is divided into five types of vehicles: Automobiles, medium trucks, heavy trucks, buses and motorcycles, which are defined as follows:

- Automobiles — all vehicles with two axles and four tires, including passenger vehicles and light trucks less than 9,900 pounds (4,490.6 kg);
- Medium trucks — all vehicles having two axles and six tires and vehicle weight between 9,900 and 26,400 pounds (4,490 and 11,974.8 kg);
- Heavy trucks — all vehicles having three or more axles and vehicle weight greater than 26,000 pounds (11,793.4 kg);
- Buses — all vehicles designed to carry more than nine passengers; and
- Motorcycles.

Noise levels produced by highway vehicles can be attributed to three major sources:

- Running gear and accessories (tires, drive train, fan and other auxiliary equipment)
- Engine (intake and exhaust noise, radiation from engine casing)
- Aerodynamic and body noise

Tires are the dominant noise source at speeds greater than 60 mph for trucks and automobiles. Tire noise levels increase with vehicle speed but also depend upon road surface, vehicle weight, tread design, and wear. At lower speeds, especially for trucks and buses, the dominant noise source is the engine and related accessories.

Ambient noise levels depend on land use and development patterns. Typically, ambient noise levels will vary substantially in a wide corridor that extends over a large geographic area. Noise levels in the low 40-dBA range are typically found in quiet rural areas with low traffic volumes. On the other hand, some properties abutting the existing I-10 right-of-way in Lafayette Parish could be experiencing high noise levels in the mid-70 dBA range during peak traffic hours. Depending on local traffic conditions and the distance of structures from adjacent roadways, noise levels would typically range from the 60 to 70 dBA Leq(h).

4. Visual Quality

Visual resources are the natural and man-made features of the landscape. The features form the overall impression that a viewer receives of an area or its landscape. As mentioned previously, elevations in the LRX Study Area range from 60 feet in the northern areas to less than 25 feet in the southern areas. The general slope is toward the southwest, and local elevation change is usually less than five feet except along stream channels and the escarpment to the lower lying Mississippi River Alluvial Plain.

In addition to the Vermilion River, the LRX Study Area includes several other perennial and intermittent streams each of which provides a unique visual environment composed of water and vegetation.

The majority of the built environment is concentrated within the larger towns and cities such as the south and west side of the Lafayette metropolitan area. In these areas, there is a sharp contrast between the built environment and the natural environment. In most cases, the edges of these urbanized or built-up areas tend to include highway corridors with adjacent commercial and industrial uses that seem to lack harmonious or cohesive aesthetic relationships. In contrast, the smaller towns within the study area are less intrusive, and can be more aesthetically pleasing, depending upon architectural styles and maintenance practices.

Forested areas, agricultural land, and waterway related riparian environments contribute to the visual quality of the LRX Study Area.

5. Farmlands/Farmland Soils – Prime Farmland

According to the United States Department of Agriculture, Natural Resource Conservation Service (NRCS), National Soil Survey Handbook (NSSH) Part 662.04, Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods. In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, an acceptable level of acidity or alkalinity, an acceptable content of salt or sodium, and few or no rocks. Its soils are permeable to water and air. Prime farmland is not excessively eroded or saturated with water for long periods of time, and it either does not flood frequently during the growing season or is protected from flooding. Users of the lists of prime farmland map units should recognize that soil properties are only one of several criteria that are necessary. Other considerations include:

(1) Land use

Prime farmland is designated independently of current land use, but it cannot be areas of water or urban or built-up land as defined for the National Resource Inventories. Map units that are complexes or associations containing components of urban land or miscellaneous areas as part of the map unit name cannot be designated as prime farmland.

(2) Frequency of flooding

Some map units may include both prime farmland and land not classified as prime farmland because of variations in flooding frequency.

(3) Irrigation

Some map units include areas that have a developed irrigation water supply that is dependable and of adequate quality and areas that do not have such a supply. In these units, only the irrigated areas meet the prime farmland criteria.

(4) Water table

Some map units include both drained and undrained areas. Only the drained areas meet the prime farmland criteria.

(5) Wind erodibility

The product of I (soil erodibility) x C (climate factor) cannot exceed 60 to meet prime farmland criteria. A map unit may be considered prime farmland in one part of a survey area but not in another where the climate factor is different.

LRX Study Area prime farmland soils by parish from the NRCS surveys are shown in Table A4–1 in Appendix A. Acres of prime farmland by parish are as follows:

- Lafayette Parish – 160,379 acres
- Iberia Parish – 135,696 acres
- St. Martin Parish – 174,447 acres
- Vermilion Parish – 426,705 acres

6. Parks, Recreation Areas, Wildlife Refuges and Public Lands

a. Parks

Lafayette Parish has 36 parks and recreation centers owned and operated by the LCG. Iberia Parish has 13 parks operated by the Iberia Parish Parks and Recreation Board. Vermilion Parish has parks located in Abbeville, Kaplan and Delcambre. St. Martin Parish owns and operates five parks located in Catahoula, Cade, Cecelia, Coteau Homes, and Butte La Rose. Three other parks in St. Martin Parish are owned and operated by local municipalities: Henderson, Breaux Bridge, and St. Martinville.

b. State Parks and Public Lands

There is one Louisiana State Park located in the four-parish area: Lake Fausse Pointe State Park, located in St. Martin Parish. Additionally, the Longfellow – Evangeline State Historic Site is in St. Martin Parish. Both the park and historic site are situated outside of the LRX Study Area.

c. Wildlife Refuges and Conservation Areas

A portion of the Attakapas Island Wildlife Management Area (WMA) is located in Iberia and St. Martin Parish. A part of the Rockefeller and Marsh Island Refuges are located in Vermilion Parish. A portion of the Indian Bayou WMA and a portion of the Sherburne/Atchafalaya National Wildlife Reserve/Bayou des Ourses WMA are in St. Martin Parish. All the WMAs are outside of the LRX Study Area.

7. Greenhouse Gas Emissions

Sources of greenhouse gases (GHGs) are widely believed to be linked to global climate change. The CEQ has issued a draft guidance memorandum on the ways in which federal agencies can

improve consideration of the effects of GHG emissions and climate change in the evaluation of proposals for federal actions under NEPA. This guidance, entitled "Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions" (February, 2010), elaborates on executive policies requiring federal agencies to take a leadership role in reducing GHGs as prescribed in EO 13514 (74 Federal Register 52117, October 8, 2009). As defined in Section 19(i) of EO 13514, GHGs refers to carbon dioxide, methane, nitrous oxide, hydro fluorocarbons, per fluorocarbons, and sulfur hexafluoride. Although CEQ guidance outlines a framework that offers some protocols for estimating GHGs for large direct emitting facilities, the guidance generally defers to individual federal agencies the task of developing policies for addressing GHGs in NEPA documents that are both reasonable and tailored to the agency needs.

To date, no national standards have been established regarding GHGs, nor has the USEPA established criteria or thresholds for GHG emissions. Per the 2010 draft CEQ guidance, "Many agency NEPA analyses to date have found that GHG emissions from an individual agency action have small potential effects. Emissions from many federal actions would not typically be expected to produce an environmental effect that would trigger or otherwise require a detailed discussion in an EIS." Given that climate impacts of carbon dioxide emissions are global in nature, analyzing how alternatives evaluated in an EIS might vary in their relatively small contribution to a global problem is not likely to better inform decisions. Further, due to the interactions between elements of the transportation system as a whole, emissions analyses would be less informative than analyses conducted at regional, state or national levels. Because of these concerns, carbon dioxide emissions cannot be evaluated usefully in this EIS in the same way that other vehicle emissions are addressed in the discussion of air quality impacts.

Both FHWA and LADOTD are actively engaged in the development of strategies to reduce transportation's contribution to GHGs. FHWA is involved in efforts to initiate, collect and disseminate climate change related research and to provide technical assistance to stakeholders. Working with the US DOT Center for Climate Change and Environmental Forecasting, as well as other partners, FHWA is involved in climate change initiatives that not only study GHG reduction strategies, particularly carbon dioxide emissions, but also assess the risks to transportation systems and services from climate change. LADOTD is focusing on reducing energy consumption (particularly fossil fuels) by funding Travel System Management (TSM) strategies that reduce air pollution and GHGs and assist in the nation's goal of energy independence. Examples of efforts undertaken by the State are the promotion of flex time, compressed work weeks, telecommuting, ride share and publicizing transit services already available. LADOTD may utilize Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds, as available, to convert public fleets (e.g., auto, buses, and school buses) to alternative fuels or replace certain public vehicles with hybrids, and to increase TSM activities that are beneficial to air quality (e.g., intersection improvements, upgrading signal equipment – including using LED signal heads which are more energy efficient, signal coordination, network surveillance and incident management, and work zone management). LADOTD may also use funds for reforestation of highway rights-of-way (outside of the roadside recovery area) to increase absorption of pollutants and carbon dioxide. LADOTD also invests in transit and highway capacity to reduce energy consumption, which is LADOTD's common strategy for reducing air pollution, reducing GHGs and helping the nation achieve energy independence.

FHWA and LADOTD will continue to pursue these efforts as productive steps to address this important issue. FHWA and LADOTD will review and update its approach to climate change at both the project and policy level as more information emerges and as policies and legal requirements evolve. During the Tier 2 process, additional guidance will be considered and more details will be provided regarding the impacts of GHG emissions.

8. Children's Health

Executive Order (EO) 13045, Protection of Children from Environmental Health Risks and Safety

Risks, directs each federal agency to address disproportionate risks to children that could result from environmental health risks or safety risks of its policies, programs, activities, and standards. The EO recognizes that some physiological and behavioral traits of children render them more susceptible and vulnerable than adults to environmental health and safety risks.

American Community Survey (ACS) data can be used to identify various risk factors that if present, may be an indicator of conditions that might negatively impact the overall well-being chances for the child. For example, children in poverty have health and safety risks. According to 2015 ACS 5-year estimate data, of the total number of individuals living below poverty level in the Lafayette MSA[5] approximately 17 percent were aged 17 or younger. Likewise, both Louisiana and the United States experienced similar child poverty levels (17 percent) compared to their respective total population below poverty level[6]. Children with disabilities are also susceptible to health and safety risks. 2015 ACS 5-year estimate data reported that approximately 8 percent of persons under 18 years old in the Lafayette MSA have a disability, compared to 5 percent in Louisiana and 4 percent in the US[7].

Once the alternative alignments are developed for the Preferred LRX Corridor Alternative during the Tier 2 EIS phase, these and other household, economic, and physical environment risk factors thought to affect a child's health and safety will be assessed. The physical locations of the refined alternative alignments will be identified, allowing for an evaluation of potential exposures and susceptibilities to pollutants of concern. Such analyses are greatly influenced and dependent on proximity to the transportation facility under evaluation (e.g., air pollutant emissions, noise impacts, water/sediment quality, etc.). Best management practices, mitigation and/or minimization efforts will be implemented when practicable to minimize impacts from factors influencing children's health and safety.

9. Water and Water Quality

a. Scenic Rivers

Based on a review of the Louisiana Department of Wildlife and Fisheries (LDWF) Natural and Scenic Rivers dataset and mapping, there are no designated Scenic Rivers in Lafayette, Iberia, St. Martin, or Vermilion Parishes.

b. Lakes, Rivers and Streams

The most important surface water resource in the LRX Study Area is the Vermilion River, which drains over 650 square miles while flowing south from its headwaters at Bayou Fusilier through Lafayette, south into Vermilion Bay. The Vermilion River is part of the Teche-Vermilion Basin. Freshwater flow through Bayou Teche and subsequently the Vermilion River was cut off with the construction of the Atchafalaya Floodway System. To address the flow problems, the U.S. Army Corps of Engineers (ACOE) constructed a pumping station near Krotz Springs.

The Vermilion River is designated navigable in the LRX Study Area by the US Coast Guard (USCG) after it passes under the General Mouton Bridge. The river has the following designated uses: Primary contact recreation, secondary contact recreation, fish and wildlife propagation, and agriculture. Primary contact recreation is defined as any recreational or other water use in which there is prolonged and intimate contact with water involving considerable risk of absorbing waterborne constituents through the skin or of ingesting constituents from water in quantities sufficient to pose a serious health hazard, such as swimming, water skiing, and skin diving.

[5] Includes Acadia, Lafayette, Vermillion, St. Martin and Iberia Parishes.
[6] Poverty Status in the Past 12 Months by Sex by Age, Table B17001, 2015 ACS 5-year estimate.
[7] Age by Number of Disabilities, Table C18108, 2015 ACS 5-year estimate.

Secondary contact recreation includes fishing, boating, and wading where the probability of ingesting appreciable quantities of water is minimal. Fish and wildlife propagation includes the use of water for preservation and reproduction of aquatic biota such as indigenous species of fish and invertebrates as well as reptiles, amphibians, and other wildlife associated with the aquatic environment. This also includes the maintenance of water quality at a level that prevents contamination of any species of aquatic biota that are consumed by humans.

Vermilion River water quality is severely impacted from nonpoint source discharges from areas such as agricultural land, parking lots, municipal stormwater drainage systems, and construction sites. Point source discharges, such as municipal discharges and hydrologic modifications, also contribute to the poor water quality in the Vermilion River. Impairments include dissolved oxygen depletion, high fecal coliform bacteria levels, and high turbidity.

The Vermilion River is currently listed as not supporting its designated use. An entire multiple-use water segment is considered as not supporting its designated use when one or more uses are not supported. The Vermilion River does not support primary or secondary contact recreation and only partially supports fish and wildlife propagation (Cormier 1990).

Background dissolved oxygen levels in the Vermilion River have been raised with an increase in diversion flow from the Atchafalaya River through the Teche-Vermilion freshwater diversion project. However, until nonpoint source discharges can be reduced, water quality in the Vermilion River will continue to be impaired (Cormier 1990).

In the 2014 State of Louisiana Water Quality Management Plan – Water Quality Inventory Integrated Report (Section 305[b] and 303[d]), several suspected causes of impairments in the water quality for segments of the Vermilion River within the LRX Study Area were listed. The segments include LA060801, Vermilion River – headwaters at Bayou Fusilier-Bourbeaux junction to the Ambassador Caffrey Bridge, LA Hwy 3073, and LA 060802, Vermilion River from LA Hwy 3073 bridge to the Intracoastal Waterway (Louisiana Department of Environmental Quality, 2015). The suspected causes of impairment include pesticides (Carbofuran), Nitrate/Nitrite, dissolved oxygen, turbidity, total suspended solids, and total fecal coliform. The suspected sources of impairment varied, including nonpoint sources such as agriculture and natural conditions to point sources such as municipal discharges. Reduction of nonpoint source discharges will facilitate attainment of designated uses.

In addition to the Vermilion River, a review of LADOTD and US Geological Survey (USGS) mapping and datatesets showed that the four parish LRX study area continues a multitude of streams and other waterbodies typical of south central Louisiana. These include: Coulee Francois, Coulee Mine, Coulee Ile Des Cannes, Bayou Ile Des Cannes, Indian Bayou, Bayou Queue Tortue/Bayou Queue Des Tortue, Granges Coulee, Bayou Parc Perdu, Anselem Coulee, Darby Coulee, Romero Branch Canal, Leblanc Ditch, Main Canal, Steiner Canal, Coulee Malam, Norris Branch Canal, LaSalle Coulee, Cypress Bayou, Bayou Tortue, and Bayou Grand Marais. Bayou Queue des Tortue is currently listed as being under a mercury advisory.

c. Groundwater

The LRX Study Area is underlain by an extensive Pleistocene age groundwater formation called the Chicot Aquifer. The Chicot Aquifer has been designated a Sole Source Aquifer by the EPA (Chicot Aquifer System 53 FR 20893 06/07/88). The designation indicates that the aquifer is the sole or principal drinking water source for the designated area. Because of its importance as a designated sole source water supply, the Federal government has taken measures to safeguard the aquifer by requiring that a project not pose a contamination hazard before it agrees to participate in an action.

Water quality in the state's major aquifer system, including the Chicot, is excellent. Water from

the Chicot Aquifer is a soft to moderately hard calcium bicarbonate water. Wells in the Aquifer range in depth from 50 feet to 800 feet; rarely is freshwater found below 1,100 feet.

d. Water Wells

Review of the Louisiana Department of Natural Resources (LDNR) Water Wells Registry showed that there are hundreds of water wells in the four-parish area. The registry does not include all water wells that may have been drilled, but only those wells that have been registered.

Wellhead Protection is a program designed to protect the quality of public drinking water supplies obtained from community water wells. "Wellhead" refers to the part of a water well that is present at the surface. "Drinking Water Protection Area" is the surface and subsurface area surrounding a water well. Formerly, these were referred to as “Wellhead Protection Areas", but the term “Drinking Water Protection Area” better describes the protection of the resource. The Drinking Water Protection Area typically ranges from a 1,000 foot to a one-mile radius around a well, depending on the well depth. The Louisiana Department of Environmental Quality (LDEQ) website shows 59 approved Wellhead Protection Programs in the four-parish area. Table 4-7 lists the Wellhead Protection Programs by parish.

Table 4-7: LDEQ Wellhead Protection

Parish	System Name
Iberia	Duncan Heights Mobile Home Park
	R & D Properties, Llc, Mobile Home Park
	Spanish Lake Mobile Home Water System
	Tmt Investments Mobile Home Park
	Waterworks District 3 Of Iberia Parish
Lafayette	Angelle S Trailer Park Water System
	Baker (Western) Atlas
	Bayou Trace Apartments Water System
	Belleville Subdivision Water System
	Brookhollow Subdivision Water System
	C & D Mobile Home Park
	Caffery Glen Subdivision Water System
	Cajun Country Mhp Water System
	City Of Broussard Water System
	City Of Carencro Water System
	City Of Youngsville Water System
	Countryside Mhp
	Crepe Myrtle Trailer Par
	G And R Mobile Home Park Water System
	Garden Heights Subd Water System
	Garys Trailer Park Water System
	Habersham Subdivision Water System
	Lafayette Utilities Water System
	Lakeview Trailer Park Water System
	Landall Mobile Estates
	Le Triomphe Subdivision Water System
	Lpwd South
	Markridge Park Subdivision Water System
	Milton Water System Inc
	Oakview Mhp Ws
	Omni Geophysical Llc Water System
	Parkland Trailer Park Water System
	Pinnacle Place Subdivision Water System
	Rainbow Acres Trailer Park Water System
	Royal Mobile Estates Water System
	Royal Vista Mhp Water System
	Sunrise Addition Trailer Park Ws
	Tesi Beau Parterre Subd Water System
	Tesi Country Square Subd Water System
	Tesi Hackberry Place Water System
	Tesi Jackson Square Water System
	Tesi Royalton Park Subd Water System
	Tesi Sharlo Condominiums Water System
	Tesi Southfield Square Water System
	Tesi West Winds Subd Water System
	Tesi Windy Meadows Subd Water System
	Tesi Young Acres Water System
	Vermilion Village Trailer Park Ws
	Victoria Village Mh Estates Water System
	Village Quest Subdivision Water System
	West Gate Trailer Park Water System
St. Martin	Mels Diner Part II Water System
	Minnows Shell Truck Stop Water System
	Spanish Trail Golf Course Water System
	Vegas Style South
Vermilion	Country Cottage Day Care
	Parc Perdue Mhp Water System
	Victoria Acres Subdivision Water System
	Village Of Maurice Water System

e. Floodplains

A review of the FEMA Flood Zone Maps (2010, 2011) determined that floodzones/floodplains are present throughout the four-parish region. Floodplains are typically classified by FEMA according to the following flood zone designations:

Zone A – High-risk areas subject to inundation by a 100-year flood as determined by approximate quantitative methodologies (i.e. not determined by detailed hydraulic analyses or modeling), representing a one percent annual chance of flooding and for which no BFE has been established.

Zone AE – High-risk areas subject to inundation by a 100-year flood as determined by detailed quantitative methodologies and for which BFEs have been determined.

Zone X500 – Low-to-moderate-risk areas subject to inundation by a 500-year flood, a 100-year flood with average depths of less than one foot or with drainage areas less than one square mile, or an area protected by levees from 100-year flooding.

Zone X – Minimal-risk areas situated outside the 100-year floodplain, areas with a one percent annual chance of sheet flow flooding where average depths will be less than one foot, areas of one percent annual chance of stream flooding where the contributing drainage area is less than one square mile, areas protected from a 100-year flood by levees, or areas that are outside the 100- and 500-year floodplains.

f. Wetlands

Wetlands are defined as “where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season.” (US EPA “What is a Wetland?”, https://www.epa.gov/wetlands/what-wetland).” Wetlands perform a variety of functions including flood protection and water quality improvement and providing habitat for fish and wildlife as well as aesthetic and recreational benefits.

A review of 1988 National Wetland Inventory (NWI) maps and the 2006 National Oceanographic and Atmospheric Administration (NOAA) Landsat Thematic Mapper and Landsat Enhanced Thematic Mapper satellite imagery for land use / land cover indicate that there are wetlands throughout the four-parish region. These wetlands represent all major classifications according to Cowardin et al., including marine, estuarine, riverine, lacustrine, and palustrine. A review of hydric soils was also conducted to provide additional information regarding the potential for wetland to be present. The Study Area consists of about 40 to 50 percent hydric or partially hydric soils.

The most obvious wetlands within the LRX Study Area are associated with the Vermilion River and other waterways and those forested areas in the adjacent floodplain. These include palustrine forested, palustrine scrub-shrub, palustrine emergent, palustrine aquatic bed, and riverine (Cowardin et al., 1979). Less obvious wetlands occur in areas that have undergone surface modification for agricultural purposes. These include wet pastures, farmed wetlands and prior-converted wetlands. These altered wetlands represent the greatest percentage of wetlands within the LRX Study Area. The loss of natural wetlands within the LRX Study Area to agriculture and development has directly contributed to the loss of fish and wildlife habitat, degradation of water quality, and a reduction of recreational and aesthetic benefits.

10. Coastal Zones

Per information provided by the LDNR, Office of Coastal Restoration and Management, areas of Iberia, St. Martin, and Vermilion Parishes are located in the state Coastal Zone in the Teche/Vermilion, Atchafalaya, and Mermentau Coastal Basins, respectively. Lafayette Parish lies outside the state Coastal Zone. The LRX Study Area is located entirely outside of the Coastal Zone.

11. Threatened and Endangered Species

Information was acquired from the LDWF Natural Heritage Program (NHP) and the US Fish and Wildlife Service (USFWS) concerning threatened and endangered species in the four-parish area. A listing of current threatened and endangered species by parish for the LRX Study Area is shown in Table 4-8.

There are three federally protected or endangered species that may occur in the four parishes. St. Martin Parish has a single species, the pallid sturgeon, that is classified as endangered. Vermilion Parish has one species, the piping plover, that is classified as threatened/endangered. No threatened or endangered species are known to occur in Lafayette Parish.

The bald eagle and Louisiana black bear have been delisted in Iberia, St. Martin, and Vermilion Parishes.

The NHP classifies two species, the alligator snapping turtle and diamondback terrapin, as restricted harvest where they occur in the LRX Study Area.

Table 4-8: State, Federal, and Global Status for Threatened, Endangered, and Restricted Harvest Species in Louisiana by Parish[8]

Species	State Status	Federal Status
Iberia Parish		
Alligator snapping turtle	Restricted Harvest	
Pallid sturgeon	Endangered	Endangered
Lafayette Parish		
Alligator snapping turtle	Restricted Harvest	
St. Martin Parish		
Pallid sturgeon	Endangered	Endangered
Vermilion Parish		
Alligator snapping turtle	Restricted Harvest	
Diamondback terrapin	Restricted Harvest	
Piping plover	Threatened/Endangered	Threatened

12. Wildlife, Habitat and Ecosystems

The USGS identifies the LRX Study Area as lying within the Lafayette Loess Plains of the Western Gulf Coastal Plain Ecoregion.

The four-parish area has diverse wildlife habitat including coastland, swamps and marshes, agricultural fields, grasslands, and forested tracts.

Wildlife in the four parishes includes game and non-game species typical of southern Louisiana such as quail, rabbit, squirrel, white-tailed deer, ducks, nutria, coyotes, armadillos, crows, blackbirds, starlings, and alligators.

Information was obtained from the LDWF-NHP regarding natural communities of concern within the four-parish area. A listing of natural communities of concern by parish for the LRX Study Area

[8] Source: LDWF-NHP and the USFWS.

is shown in Table 4-9.

Table 4-9: Natural Communities by Parish

Parish	Community Name
Iberia & St. Martin	Cypress – Tupelo Swamp
Iberia & Vermillion	Coastal Live Oak – Hackberry Forest
Lafayette, Iberia, St. Martin, Vermilion	Waterbird Nesting Colony
Iberia	Cypress Swamp
	Salt Dome Hardwood Forest
Vermilion	Brackish Marsh
	Coastal Prairie
	Freshwater Marsh
	Live Oak Forest

13. Waste Sites

Numerous waste sites occur within the LRX Study Area. Hazardous wastes are defined by 42 USC § 6903 as: "a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may (a) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (b) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed." The waste facilities and sites in the LRX Study Area are listed in Table 4-10 through Table 4-13.

a. Superfund Sites

No hazardous waste, superfund sites in the LRX Study Area are on the EPA National Priority List (NPL) or Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List (http://www.epa.gov/superfund/search-superfund-sites-where-you-live/, accessed October 2017).

b. Voluntary Remediation Program Sites

The Louisiana Voluntary Remediation Program (VRP) provides a mechanism by which property owners (or potential owners) or others can clean up contaminated properties and receive a release of liability for further cleanup of historical contamination at a site. This release of liability transfers to future owners of the property as well. LDEQ data indicate that there are no sites in the LRX Study Area that are in the VRP.

Table 4-10: VRP Sites

Site Name	Address	Parish
Baker Petrolite Corporation (BPC) Broussard Facility	335 West Second Street, Broussard, LA	Lafayette
Benezech Property	Hwy 90E, Broussard, LA	Lafayette
Former Gulfwide Safety Systems Facility	3131 Cameron Street, Lafayette, LA	Lafayette
Hub City Laundry & Cleaners	121 Stewart, Lafayette, LA	Lafayette
JP Morgan Chase Bank N.A. – Parking lot	625 Jefferson Street & 314 Polk Street, Lafayette, LA	Lafayette
Specialty Rental Tools & Supply LP	110 Row 2, Canebrake, Lafayette, LA	Lafayette
Roy Young Inc.	217 Dairy Festival Road, Abbeville, LA	Vermilion

c. Inactive and Abandoned, Confirmed or Potential Waste Sites

Fifty sites in the four-parish area, identified in Table A4–2 in Appendix A, are classified by LDEQ as inactive and abandoned and confirmed or potential waste sites.

d. Leaking Underground Storage Tanks (LUST)

Three hundred forty-seven sites in the four-parish area have been identified by LDEQ as having underground storage tanks (Source: LDEQ Underground Storage Tank and Remediation Division, public data request January 2016). Of these, 22 sites are located within the boundaries of the Corridor Alternatives (see Table A4-3 in Appendix A). Only two of these sites, both located within the Common Corridor 2 Alternative, are leaking.

e. Active Landfills

LDEQ information shown in Table 4-11 indicate that eleven sites in the four-parish area currently have landfills or disaster debris sites or had such sites in the past. Only one site, the Carencro Post Road Wastewater Treatment Plant (WWTP), is located with the boundaries of the Corridor Alternatives. That site is located within the boundaries of both the common corridor alternatives.

f. RCRA Facilities

EPA and the LDEQ Office of Solid and Hazardous Waste maintain Resource Conservation and Recovery Act (RCRA) inventories of facilities that produce hazardous wastes. These inventories were used to determine the location of active facilities within the LRX Study Area that produce hazardous wastes. Table 4-12 lists the RCRA sites in the four-parish area.

Conditionally exempt small quantity generators generate less than 100 kilograms (kg) of hazardous waste, or less than 1 kg of acutely hazardous waste, per month. Small quantity generators generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous, waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste.

Table 4-11: Active Landfills and Disaster Debris Sites[9]

Parish	Facility	Address	Landfill or Debris Site
Iberia	Gordon's Disposal LLC	614 Coteau Rd, (a portion of), New Iberia, LA 70560	Landfill
Iberia	Gordon's Landfill LLC - Gordon's Landfill Type III C&D Landfill	6505 Coteau Rd, (portion of), New Iberia, LA 70560	Landfill
Iberia	Gordon's Landfill LLC - Type III C&D Landfill	6505 Coteau Rd, (portion of), New Iberia, LA 70560	Landfill
Iberia	Iberia Parish Government - Gordon C&D Landfill Debris Site	6500 Coteau Rd, New Iberia	Debris Site
Iberia	Iberia Parish Government - Type III Landfill #2	5905 Freetown Rd, (portion of), New Iberia, LA 70560	Landfill
Iberia	Iberia Parish Police Jury - Construction Debris Landfill	5905 Freetown Rd, (portion of), New Iberia, LA 70560	Landfill
Lafayette	Angco Inc - Construction & Demolition Debris Landfill	4042 NE Evangeline Thwy, (a portion of), Carencro, LA 70520	Landfill
Lafayette	Broussard City of - Hwy 92 Debris Site	off Hwy 92, Broussard	Debris Site
Lafayette	Carencro City of - Post Road WWTP	1031A Post Rd St, Carencro	Debris Site
Lafayette	Duson Town of - South A Street Debris Site	South A St Ext, Duson	Debris Site
Lafayette	Lafayette Consolidated Government - Dugas Road Debris Site	400 Dugas Rd, Lafayette	Debris Site
Lafayette	Lafayette Consolidated Govt - Angco C&D Landfill Debris Site	4042 NE Evangeline Thruway, Carencro	Debris Site
Lafayette	Lafayette Consolidated Govt - Guidry St Debris Site	500 Guidry St, Lafayette	Debris Site
Lafayette	Lafayette Consolidated Govt - Malapart Road Debris Site	323 Malapart Rd, Lafayette	Debris Site
Lafayette	Lafayette Consolidated Govt - W Gloria Switch Rd Debris Site	1807 W Gloria Switch Rd, Lafayette	Debris Site
Lafayette	Scott City of - Angco Debris Site	4042 NE Evangeline Thwy, Carencro	Debris Site
Lafayette	Scott City of - Lions Club Rd Debris Site	118 Lions Club Rd, Scott	Debris Site
Lafayette	Scott Construction Dump Inc	210 Gene Pitt Rd, Lafayette, LA 70506	Landfill
St. Martin	Breaux Bridge City of - Doucet Drive Debris Site	Doucet Dr, Breaux Bridge	Debris Site
St. Martin	Greenpoint Inc - Greenpoint Type III Solid Waste Disposal Facility	1469 Old Spanish Hwy, (a portion of), Broussard, LA 70518	Landfill
St. Martin	Lafayette Consolidated Govt - Greenpoint Debris Site	1469 Old Spanish Hwy, Broussard	Debris Site
St. Martin	St Martinville City of - West Little Oak Drive Debris Site	W Little Oak Dr, St. Martinville	Debris Site
Vermilion	Gueydan Town of - Maree Michell Rd Debris Site	LA 14 & Maree Michell Rd, Gueydan	Debris Site
Vermilion	Pellerin & Wallace Inc - C&D Landfill	2219 Maturin Rd, Maurice, LA 70555	Landfill
Vermilion	Vermilion Parish Police Jury - Municipal Landfill	Hwy 696, Meaux, LA 70555	Landfill

[9]Source: http://www.deq.louisiana.gov/portal/DIVISIONS/WastePermits/SolidWastePermits/SolidWasteLandfillReport.aspx

Table 4-12: RCRA Facilities by Parish as of Dec. 2015

Parish	Large Quantity Generators	Small Quantity Generators	Conditionally Small Quantity Generators	Transporters
Iberia	20	69	198	10
Lafayette	41	162	851	43
St. Martin	9	14	78	4
Vermilion	6	21	112	9

14. Mineral Resources

The LRX Study Area, like much of southern Louisiana, has an abundance of mineral resources including sulfur, plant products/plant liquids, oil, and natural gas. In the four-parish area, there are approximately 1,016 active oil and gas wells of the 13,500 permitted by LDNR. The majority of the active and permitted wells in the LRX Study Area are in Vermillion Parish, with Iberia and St. Martin Parishes having approximately the same number, and Lafayette Parish having the least. Table 4-13 shows the number of active and permitted oil and gas wells by parish.

Table 4-13: Active and Permitted Oil and Gas Wells by Parish

Parish	Number of Active Wells	Number of Permitted Wells
Iberia	183	3,776
Lafayette	76	944
St. Martin	201	3,946
Vermilion	306	4,959

F. Traffic and Transportation

1. Roadways

The LRX Study Area is served by interstate highways, US highways, state highways, and parish and city roads. Two interstates serve the LRX study area: the east-west alignment of I-10 and the north-south alignment I-49 that terminates at I-10. Two US highways, US 90 and US 167, serve the area in east-west and north-south directions, respectively. Multiple Louisiana highways traverse the LRX Study Area, including LA 98, LA 93, LA 343, LA 724, LA 182, LA 723, LA 342, LA 89, LA 339, LA 92, and LA 88. Interspersed throughout the LRX Study Area are parish roads and city streets.

2. Public Transportation

Public transportation in the LRX Study Area is provided by:

- Lafayette Transit serving the City of Lafayette with thirteen daytime routes and four nighttime routes. Additionally, paratransit services are provided for those who need special services.
- St. Martin Public Transit, operated by the St. Martin Parish Council on Aging (COA) as a

demand responsive system.

- Vermilion Public Transit, part of the Statewide Louisiana Transit System, operated by Vermilion COA as a demand responsive system.

Iberia Parish does not have public transit serving the general population but does have specialized services available to the elderly and those with developmental disabilities through the Iberia COA and Arc of Iberia Employment Services.

3. Aviation

There are 63 public and private airports and heliports in the four-parish LRX Study Area. The two largest airports are Acadiana Regional in New Iberia and Lafayette Regional in Lafayette.

Ten aviation facilities are located in the LRX Study Area, including Acadiana Regional, Operators Inc Training Facility, Lafayette Training Center – CUSA, Women's and Children's Hospital, Freebird Field, Industrial Helicopters, Inc., Sky Ranch, G & J Fly A Way, and Greene Air Park.

4. Railroads

Several rail lines serve the four-parish LRX Study Area. Based on available information, these are the Southern Pacific Railroad, the Burlington Northern Railroad, and the Missouri Pacific Railroad.

5. Navigable Waterways

There are several navigable waterways in the four-parish LRX Study Area, including the Vermilion River, Bayou Teche, the Gulf Intracoastal Waterway, Bayou Carlin, and the Rodere Canal.

Chapter 5. ENVIRONMENTAL CONSEQUENCES

The information in this chapter provides the basis for a comparison of the LRX build alternatives consisting of the three southern corridor alternatives (Inner, Middle and Outer) and the two northern corridor alternatives (Common 1 and Common 2).

Environmental resource data collection and evaluation were done on a desktop basis using existing published data and reports, internet site information, and GIS data. No field studies or surveys were conducted.

This Tier 1 EIS provides an inventory of resources that can be used as a broad indication of potential impacts that may be associated with the various proposed build alternatives. Within each alternative, future alignments could change the actual magnitude and degree of impacts significantly. As the study progresses to the Tier 2 phase and specific alignments are developed, the actual impacts of the proposed project will be determined and assessed at a more detailed level.

Environmental resources not present in the LRX Study Area include:

- Coastal zones and coastal barriers,
- National natural landmarks,
- Wild and scenic rivers,
- Wildlife refuges and conservation areas, and
- State parks.

The No-Build Alternative will not meet the project purpose and need. It is used in this study as the baseline for determining the potential environmental consequences of the build alternatives. The No-Build Alternative consists of projects that are in the TIP as described in chapter 3 previously. While these projects will have environmental consequences, they are not considered as part of this Tier 1 EIS. The No-Build Alternative will have no direct impact on the environmental resources in the study area.

The discussion below centers on the build alternatives. At the Tier 1 EIS phase of the project, it is not possible to determine the precise impacts of project alternatives because specific roadway alignments have not yet been developed. During the Tier 2 EIS phase, further evaluation based on specific alternative roadway alignments will be conducted to assess all environmental resource impacts. During the Tier 2 phase of the Project, project alignments will be developed to avoid and minimize impacts to environmental resources to the extent practicable.

A. Land Use Impacts

Land use data were obtained online from the National Land Cover Database (NLCD), a database created by the Multi-Resolution Land Characteristics Consortium (MRLC), a cooperative group of federal government agencies including the EPA, USGS, NOAA, National Aeronautics and Space Administration (NASA), ACOE, and others that are working collaboratively to provide consistent and current land use information to the public. The NLCD data (2011) were used to determine the land uses within the boundaries of the build alternatives as shown in Table 5-1and Table 5-2. Agriculture (including cultivated cropland and pasture/hay land) is the predominant land use within all alternatives, ranging from approximately 54 percent of the total land area of the Inner Corridor Alternative to approximately 85 percent of the Outer Corridor Alternative. Agriculture represents roughly 79 percent and 67 percent of the total land within the Common Corridor 1 Alternative and Common Corridor 2 Alternative, respectively. After agriculture, developed land represents the greatest portion of land uses within all the corridor alternatives. For classification purposes,

developed land includes developed open space and low, medium, and high-density development. Developed land represents approximately 40 percent, 20 percent, and 13 percent of the Inner, Middle, and Outer respectively, while comprising 17 percent and 26 percent of the total land areas of Common 1 and Common 2, respectively. Consequently, the Outer Corridor Alternative has the highest total acreage and percentage of agricultural land and the lowest acreage and percentage of developed land from among the southern corridor alternatives in 2011. The Inner Corridor Alternative has the highest total acreage and percentage of developed land and the lowest acreage and percentage of agricultural land. For the northern corridor alternatives, Common 1 has the largest total acreage and percentage of agricultural land, but Common 2 has the lowest total acreage and percentage of developed land.

Table 5-1: Corridor Alternative Land Use (acres) by NLCD Classification (2011)[10]

Classification	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Developed Open Space	961	669	610	800	532
Developed Low Intensity	1598	1065	1060	1252	972
Developed Medium Intensity	473	109	68	90	138
Developed High Intensity	123	31	38	20	42
Barren Land	6	0	23	3	34
Deciduous Forest	74	24	35	14	12
Evergreen Forest	0	6	3	1	2
Mixed Forest	38	29	10	26	6
Shrub/Scrub	24	14	20	70	75
Herbaceous	24	43	99	110	68
Hay/Pasture	1456	2455	2845	4365	2069
Cultivated Crops	2730	4693	9019	5252	2177
Woody Wetlands	270	159	133	216	249
Emergent Herbaceous Wetlands	1	5	11	3	9
Open Water	72	56	51	51	55

[10] Source: Source: National Land Cover Dataset, http://www.mrlc.gov/nlcd2011.php, accessed November 2015. Homer, C.G., Dewitz, J.A., Yang, L., Jin, S., Danielson, P., Xian, G., Coulston, J., Herold, N.D., Wickham, J.D., and Megown, K., 2015, Completion of the 2011 National Land Cover Database for the conterminous United States-Representing a decade of land cover change information. Photogrammetric Engineering and Remote Sensing, v. 81, no. 5, p. 345-354.

Table 5-2: Corridor Alternative Land Use by Grouped Classification (2011)[11]

Corridor Alternative		Agricultural	Developed	Wetlands	Forested	Other Land	Water/ Shore	Total
Southern Corridor Alternatives								
Inner	Acres	4,186	3,153	272	112	53	72	7,849
	%	53.8%	40.2%	3.5%	1.4%	0.7%	0.9%	100.0%
Middle	Acres	7,149	1,873	163	59	57	56	9,357
	%	76.9%	20.0%	1.7%	0.6%	0.6%	0.6%	100.0%
Outer	Acres	11,873	1,776	144	48	142	51	14,033
	%	84.9%	12.7%	1.0%	0.3%	1.0%	0.4%	100.0%
Northern Corridor Alternatives								
Common 1	Acres	9,617	2,162	220	41	183	51	12,273
	%	78.7%	17.6%	1.8%	0.3%	1.5%	0.4%	100.0%
Common 2	Acres	4,246	1,684	258	21	177	55	6,441
	%	66.5%	26.1%	4.0%	0.3%	2.8%	0.9%	100.0%

Volume 2: Exhibit 5 – 1 to Exhibit 5 – 5 show land use patterns within each build alternative. For the southern corridor alternatives, the Inner Corridor Alternative has substantial corridor-wide development between US 167 and LA 3095 on its western leg with a second major concentration of development near LA 89 and the City of Youngsville. The Middle Corridor Alternative has scattered development, with a major cluster of structures near G. Picard Park and another on the north side of the eastern terminus at Le Triomphe Golf Club. The Outer Corridor Alternative possesses scattered development west of LA 339, with the greatest concentration occurring east of LA 339 to the eastern corridor terminus at LA 182. For the northern corridor alternatives, development is scattered throughout the Common Corridor 1 Alternative but typically occurs adjacent to, or in the immediate vicinity of, major traffic routes such as LA 182, LA 98, LA 93, LA 724 and US 90. The Common Corridor 2 Alternative has scattered development north of I-10 with the majority of development south of I-10 and a dense concentration near the City of Scott.

B. Farmland/Prime Farmland Impacts

The total acreage of agricultural land within the boundaries of each build alternative is shown in Table 5-3. For the southern corridor alternatives, the Outer Corridor Alternative has the largest acreage of agricultural land, while for the northern corridor alternatives, the Common Corridor 1 Alternative has the largest acreage of agricultural land.

[11] Source: National Land Cover Dataset, http://www.mrlc.gov/nlcd2011.php. Accessed November 2015.
Homer, C.G., Dewitz, J.A., Yang, L., Jin, S., Danielson, P., Xian, G., Coulston, J., Herold, N.D., Wickham, J.D., and Megown, K., 2015, Completion of the 2011 National Land Cover Database for the coterminous United States-Representing a decade of land cover change information. Photogrammetric Engineering and Remote Sensing, v. 81, no. 5, p. 345-354.

Table 5-3: Agricultural Land by Corridor Alternative

Corridor Alternative	Acres
Southern Corridor Alternatives	
Inner	4,186
Middle	7,149
Outer	11,873
Northern Corridor Alternatives	
Common 1	9,617
Common 2	4,246

The total acreage of prime farmland soils (previously defined in Chapter 4) within the boundaries of each build alternative is shown in Table 5-4. The Outer Corridor Alternative has the most prime farmland soil acreage of the southern corridor alternatives, and the Common Corridor 1 Alternative has the largest acreage of prime farmland soils of the northern corridor alternatives. The percentages of various prime farmland soil types that comprise the total prime farmland acreage within each alternative are shown in Table A5-1 in Appendix A.

Table 5-4: Prime Farmland Soils by Corridor Alternative[12]

Corridor Alternative	Acres
Southern Corridor Alternatives	
Inner	7,844
Middle	9,357
Outer	14,031
Northern Corridor Alternatives	
Common 1	12,271
Common 2	6,443

The FPPA is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to non-agricultural uses. It assures that to the extent possible federal programs are administered to be compatible with state, local units of government, and private programs and policies to protect farmland. Federal agencies are required to develop and review their policies and procedures to implement the FPPA every two years[13].

The project team consulted with the NRCS, Lafayette Field Office District Conservationist, who indicated that consultation under FPPA was premature during these Tier 1 studies. Given that all corridor alternatives are comprised almost entirely of prime farmland soils; it is likely that any alternative selected for Tier 2 analysis will have a substantial impact on this resource. During the Tier 2 EIS phase, further assessment, as well as formal FPPA evaluation and consultation with NRCS, is required to determine the effect of the Project on agricultural land and prime and unique farmland.

[12]Source: Soils Survey Staff, Natural Resources Conservation Service, US Department of Agriculture, Web Soil Survey. Available online at http://websoilsurvey.nrcs.usda.gov/. Accessed November 2015.
[13]Source: National Resource Conservation Services, https://www.nrcs.usda.gov/wps/portal/nrcs/detail/?cid=nrcs143_008275

C. Social and Environmental Justice Impacts

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations recognized that some federal action could have or was having a disproportional adverse effect on certain designated population groups. The intent of EO 12898 is to review proposed actions for disproportionate effects on minority populations and low-income populations. This is most readily accomplished by a review of the demographic baseline conditions within a project's area of effect and examination of social impacts to determine if a disproportionate impact is present.

Table 5-5 and Table 5-6 show the 2000 Census data by block group for the southern and northern corridor alternatives, respectively, as it relates to total population, minority populations, and populations with incomes below the poverty level. The percentages printed in italics in the tables indicate that the Census Block Group exceeds the parish percentage for minority and/or below poverty level populations.

Southern Corridor Alternatives

For the Southern Corridor Alternatives, the Inner Corridor Alternative passes through 13 Census block groups. The total population within these block groups is 26,440, of which 10.8 percent are minority and 8.8 percent with incomes below the poverty level. The Middle Corridor Alternative passes through 11 Census block groups. The total population within these block groups is 22,613, of which 14.4 percent are minority and 12.8 percent with incomes below the poverty level. The Outer Corridor Alternative passes through 11 Census block groups. The total population within these block groups is 22,288, of which 20.6 percent are minority and 16.5 percent with income below the poverty level.

Among the three southern corridor alternatives (Inner, Middle, and Outer), the potential for impacts to the overall corridor alternative total population ranks the Inner Corridor Alternative highest and the Middle and Outer alternatives equal. Potential impacts to minority and below poverty level populations, ranks the Outer Corridor Alternative highest and the Inner Corridor Alternative the lowest.

Northern Corridor Alternatives

For the northern corridor alternatives, the Common Corridor 1 Alternative traverses 17 Census block groups. The total population within these block groups is 25,673, of which 22.8 percent are minority, and 15.5 percent are considered below the poverty level. The Common 2 Corridor Alternative passes through 20 Census block groups. The total population within these block groups is 32,626 of which 24.4 percent are minority and 15.2 percent are considered below the poverty level.

Between the two Northern Corridor Alternatives, the potential for total population impacts is highest with the Common 2 Corridor Alternative, which has a population estimated at 27 percent greater than Common 1. The Common 2 Corridor Alternative has a marginally higher potential for impacts to minority and below poverty level populations.

Tolling Impacts on EJ Populations

All motorists traveling on the proposed toll roadway would experience economic impact. Should disproportionately high adverse effects to the EJ populations be identified during the Tier 2 process, mitigation measures will be taken to reduce or eliminate these effects. The mitigation measures could include toll discounts, carpooling services, additional access for toll tag purchases or consideration of bus routes on the toll road. Based on the current census block group information, it does not appear that the proposed project will have disproportionately high adverse effects to the EJ populations, but it will be studied in greater detail as alignments are determined in the Tier 2 phase.

Table 5-5: Census Block Groups by Corridor Alternative - Southern

	Inner Corridor Alternative					Middle Corridor Alternative					Outer Corridor Alternative				
		Minority Pop.		Pop. Below Poverty Level			Minority Pop.		Pop. Below Poverty Level			Minority Pop.		Pop. Below Poverty Level	
Census Block Group by Parish	Total Population	%	#	%	#	Total Population	%	#	%	#	Total Population	%	#	%	#
Iberia Parish															
220450303011											3,328	*45.10*	1,501	10.40	221
220450303021											1,766	16.42	290	*37.77*	667
220450303022											2,569	33.71	866	*23.28*	578
Lafayette Parish															
220550014011	3,256	17.91	583	12.29	400										
220550014012	2,174	5.80	126	0.60	13										
220550014013						3,543	6.66	236	7.11	252					
220550014021	2,451	3.51	86	0.00	0	2,451	3.51	86	0.00	0					
220550014022	2,515	11.49	289	11.85	298	2,515	11.49	289	11.85	298					
220550014023	2,415	16.40	396	9.54	229	2,415	16.40	396	9.54	229					
220550014031	1,922	18.94	364	8.32	160										
220550014032	3,491	16.67	582	6.12	204										
220550014044	2,857	9.24	264	5.21	148										
220550014101	5,270	10.02	528	4.54	239	5,270	10.02	528	4.54	239					
220550014102	4,382	17.16	752	13.34	583	4,382	17.16	752	13.34	583	4,382	17.16	752	13.34	583
220550014103	2,687	13.47	362	*21.70*	583	2,687	13.47	362	*21.70*	583					
220550019014						1,128	*42.11*	475	11.79	133	1,128	*42.11*	475	11.79%	133
220550019051	2,932	16.30	478	*19.68*	577	2,932	16.30	478	*19.68*	577	2,932	16.30	478	*19.68*	577
220550019052	1,002	*30.14*	302	*16.87*	169										
220550019053						1,619	*32.37*	524	*18.96*	307	1,619	*32.37*	524	*18.96*	307
St. Martin Parish															
220990206004						858	13.87	119	0.00	-	858	13.87	119	0.00	-
Vermilion Parish															
221139501001											3,489	8.63	301	16.65	581
221139501002						3,877	16.69	647	11.56	421	3,877	16.69	647	11.56	421
221139509021											2,578	13.15	339	12.88	332
Total	**37,354**		**5,112**		**3,603**	**33,677**		**4,892**		**3,622**	**28,526**		**6,292**		**4,400**
% of Total		**13.69**		**9.65**			**14.53**		**10.76**			**22.06**		**15.42**	

Table 5-6: Census Block Groups by Corridor Alternative - Northern

	Common Corridor 1 Alternative					Common Corridor 2 Alternative				
		Minority Pop.		Pop. Below Poverty Level			Minority Pop.		Pop. Below Poverty Level	
Census Block Group by Parish	Total Population	%	#	%	#	Total Population	%	#	%	#
Lafayette Parish										
220550019012	1,160	4.83	56	4.91	57					
220550019013	1,093	3.20	35	8.97	98					
220550019014	1,128	*42.11*	475	11.79	133					
220550019021	2,230	13.68	305	7.26	162					
220550019031	1,008	1.09	11	5.06	51					
220550019033	2,474	20.61	510	*21.42*	530	2,474	20.61	510	*21.42*	530
220550019051	2,932	16.30	478	*19.68*	577	2,932	16.30	478	*19.68*	577
220550020011	2,455	*32.71*	803	*23.18*	569					
220550020012	1,471	17.95	264	10.06	148					
220550020013	1,904	*73.53*	1,400	*41.28*	786					
220550021011	2,065	19.66	406	*18.26*	377					
220550021012	1,776	*46.62*	828	15.74	278	1,776	*46.62*	828	15.74	278
220550021021	2,315	17.97	416	8.21	190	2,315	17.97	416	8.21	190
220550021022	2,929	28.92	847	*18.47*	541	2,929	28.92	847	*18.47*	541
220550019022						2,557	14.08	360	9.70	248
220550019023						2,598	16.94	440	*21.14*	547
220550019032						2,817	*42.42*	1,195	*18.89*	532
220550019043						1,240	*42.98*	533	*19.84*	246
220550020021						3,338	*46.88*	1,565	3.33	111
220550020022						610	12.62	77	8.20	50
220550020023						1,186	20.74	246	11.21	133
220550021013						1,373	*56.96*	782	*20.39*	280
Total	**26,940**		**6,834**		**4,497**	**28,145**		**8,277**		**4,263**
% of Total		**25.37%**		**16.69%**			**29.41%**		**15.15%**	

D. Toll Economic Impacts

The proposed LRX toll facility will have an economic impact on the driving public upon opening and operation. However, at the Tier 1 EIS level, the project will not have toll economic impacts. Nevertheless, potential economic effects on individual households can be illustrated using the following scenario.

Assuming the toll rate is $ 0.13 per mile and the average household travels 8 miles one-way and makes 250 round-trips per year, the annual cost to use the LRX is approximately $520. A LRX patron with an annual household income equal to the 2015 US. Census median household income of Lafayette Parish ($51,869) will spend approximately 1.0 percent of household income on LRX tolls. Four-person households with incomes at the 2015 poverty level of $24,250 will spend approximately 2.1 percent of household income on LRX.

The direct economic impact of LRX tolls will be higher for low-income users as the cost of paying tolls will represent a greater percentage of household income than for other users especially when gas taxes are used to construct the project. Toll road users might reduce their personal economic impact of tolls by carpooling, where tolls will be divided among many travelers.

Low-income populations unable to afford the toll should experience no additional adverse economic impacts. This population group will continue using the existing and planned regional transportation system. Implementation of the LRX may actually have a positive economic impact for the non-toll using low-income population drivers by reducing overall travel time. This reduction in travel time could reduce fuel consumption, therefore reducing fuel cost resulting in more disposable income.

E. Relocation/Displacement Impacts

Because no specific roadway alternative alignment has been developed for the corridor alternatives at this stage, it is not possible to determine potential displacements that may result from each one. However, aerial photography and the land use maps can provide an indication of the relative potential impacts of the alternatives on relocations. Based on these data sources, the Inner Corridor Alternative has the greatest potential for displacements and the Outer Corridor Alternative the least potential of the southern corridor alternatives. For the two northern corridor alternatives, Common Corridor 1 and Common Corridor 2 appear to have a comparable potential for displacements because of the similarity of development patterns within the corridors. The project will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, regarding any possible relocations or displacements.

F. Parks and Other Community Facilities

1. Parks

G. Picard Park, located within the Middle Corridor Alternative, is the only public park within the alternatives. G. Picard Park is a Lafayette City/Parish park owned and operated by the Lafayette Consolidated Government. No Land and Water Conservation Act funds were used in the acquisition or development of this park.

G. Picard Park is a 24-acre facility located on Picard Road. The facility has tennis courts, soccer fields, ball parks, lighted fields, a t-ball field, a 0.5-mile jogging trail, a children’s playground with baby equipment, covered picnic areas, and ADA-compliant restrooms. Volume 2: Exhibit 5 – 7

shows the location of G. Picard Park.

At this level of analysis, it is not possible to determine if G. Picard Park will be directly impacted by the LRX. If the Middle Corridor Alternative is selected as the preferred corridor at the conclusion of this Tier 1 phase, efforts will be made to avoid/minimize impacts to the park when establishing specific roadway alignments within the Middle Corridor as part of the Tier 2 analysis.

2. Community Facilities

Table 5-7 lists the community facilities (e.g. cemeteries, churches, schools, public safety buildings, and other public service facilities) located within the boundaries of the various corridor alternatives. Volume 2: Exhibit 5 – 6 to Exhibit 5 – 10 show the locations of these community facilities.

The Inner Corridor Alternative encompasses the greatest number of community facilities of the southern corridor alternatives while each of the northern corridor alternatives covers an equal number of facilities.

Table 5-7: Community Facilities by Number and Name by Corridor Alternative

Community Facility Type	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner Corridor	Middle Corridor	Outer Corridor	Common Corridor 1	Common Corridor 2
Cemeteries	1	2	1	1	2
	Broussard Cemetery	Broussard Cemetery	Gallet Cemetery	Our Lady of the Assumption Church Cemetery	Our Lady of the Assumption Church Cemetery
		St. Joseph Cemetery			St. Peter & Paul Cemetery
Churches	7	3	2	5	4
	Central Church	Saint Basil Catholic Church	Our Lady of Prompt Succor Church	Christian Center Church	Church in the City Ministries
	Abundant Grace Family Church	St. Joseph Catholic Church	Saint Basil Catholic Church	Church in the City Ministries	First Baptist Church of Carencro
	First Apostolic Church	First Baptist Church of Milton		First Baptist Church of Carencro	Our Lady of Assumption Catholic Church
	First Baptist Church			Kingdom Hall of Jehovahs Witnesses	Family Life Church
	Kingdom Hall of Jehovahs Witnesses			Our Lady of Assumption Catholic Church	
	Life Church				
	Pentecostals of Lafayette Church				
Public Safety Buildings	1	0	2	2	2
	Youngsville Volunteer Fire Department		Iberia Parish Fire District 1 Station 300 Coteau Volunteer Fire Department	Judice Volunteer Fire Department	Scott Fire Station #2
			Maurice Volunteer Fire Department	Carencro Police Department	Carencro Police Department
Schools	4	2	4	3	2
	Acadiana Christian School	Ridge Elementary	Coteau Elementary	Indice High School	Acadiana High School
	Ernest Gallet Elementary	Simon School (historical)	Ridge Elementary	Judice Middle School	Family Life Christian Academy School
	Westminster Christian Academy		Southside School	Judice High School	
	Youngsville Middle School		Woodlawn School (historical)		
Other Public Service Facilities	3	0	2	1	3
	Youngsville Post Office		Iberia Parish Library Coteau Branch	Carencro Community Center	Carencro Community Center
	Lafayette Parish Library Youngsville Branch		Freebird Field		Carencro Wastewater Treatment Plant
	Cajun Oaks Golf Course (historical)				LCG Parish Barn
Total # Facilities	16	7	11	12	13

G. Cultural Resources

A Phase IA Study (Goodwin and Associates, 2008) was conducted for cultural resources. The Phase IA consisted of a record review for historic structures and archaeological sites included in the databases and records of the Louisiana Division of Archaeology, the Louisiana State Library, and the National Register of Historic Places (NRHP). The Area of Potential Effect (APE) was considered the physical boundaries of the corridor alternatives.

The Phase 1A Study identified two NRHP-listed properties in the corridor alternatives. The Dr. Joseph Angel Villien House is located in the Outer Corridor Alternative, near the town of Maurice in Vermilion Parish. The Villien House is a Queen Anne Revival style domicile listed on the NRHP under Criterion (C) due to its architectural rarity and elaborate Queen Anne Revival features. In addition to the main residence, six other buildings located on the Villien House parcel are classified as contributing elements.

The other NRHP-listed property, Our Lady of the Assumption School, is located in both Common 1 and Common 2 in the town of Carencro. Our Lady of the Assumption School is listed on the NRHP under Criterion (A) due to its local significance in the area of education as a rare representation of the important role the Roman Catholic Church played in the education of blacks in rural southern Louisiana during the late nineteenth and early twentieth centuries. In addition to the school, three other associated buildings are identified as contributing elements.

Volume 2: Exhibit 5–6 to Exhibit 5–10 shows the locations of the NRHP-listed properties.

A single historic archaeological site located in the Inner Corridor Alternative was identified as potentially NRHP eligible.

In addition to the NRHP-listed or eligible properties, the Phase 1A study identified other known cultural resources within the APE. These resources included archaeological sites determined not NRHP-eligible; archaeological sites identified but not assessed for NRHP eligibility; standing structures not assessed for NRHP eligibility, and standing structures identified but with no data. These cultural resources are described below:

- Inner Corridor Alternative - four other identified archaeological sites. One site previously determined not NRHP eligible and three not assessed for NRHP eligibility.
- Middle Corridor Alternative - five known archaeological sites. Four sites previously determined not NRHP eligible and one not assessed for NRHP eligibility.
- Outer Corridor Alternative - four previously identified standing structures, two not assessed for NRHP eligibility and two have no data on file.
- Common 1 Corridor Alternative - no other identified cultural resources.
- Common 2 Corridor Alternative - three archaeological sites not assessed for NRHP eligibility.

Based on the Phase 1A study the extent of known cultural resources is rather small considering the size and geographic reach of the five corridor alternatives.

H. Economic Impacts

Direct economic impacts of highway construction are related to expenditures for construction and maintenance, changes in motorist expenditures, initial loss of tax revenue because of land removed from the tax rolls and converted to highway purposes, and the displacement of businesses. Highway improvements generate changes in the functioning of an economy, particularly at the local and regional levels. The economic implications of project development usually consist of some combination of both beneficial and adverse consequences. As a result, it

is important to determine the net overall economic effects after all the various economic variables and considerations have been taken into account.

In general, construction of highway improvements creates a direct short-term stimulus for the local and regional economy through construction expenditures for materials and labor. According to the FHWA's web site on Innovative Finance Performance Review, the output multiplier for highway construction spending is over 3.0, which means that every dollar spent on highway construction generates an additional two dollars of economic activity.

Based on the LRX estimated construction cost of $1.2 to $1.5 Billion, this project could generate an estimated $4.5 billion in new economic activity within the region. Information on the FHWA web site noted above indicates that estimation of the economic effects related to transportation projects funded with the support of innovative finance tools is based on total project costs, regardless of the source of funding (federal, state, local, private, etc.) or the amount of leverage provided by those tools. Project costs are used as the basis for representing the economic impacts of construction spending for all dollars accounted for in the project inventory. It should be recognized that these impacts do not consider the opportunity cost of the spending. In other words, most of the direct spending for these projects will have been spent elsewhere in the economy if not for the innovative financing tools. This analysis thus captures the economic contribution of total innovative finance project costs and the related economic activity on the aggregate United States economy.

The proposed project will reduce user costs. User costs fall into three categories: vehicle operating cost, vehicle operator's time costs, and accident costs.

Vehicles using the LRX will be operating at more efficient speeds and under less congested conditions than if the expressway were not built and vehicles were operating on the existing road system. Motorists operating on a controlled-access roadway spend less time on the highway, representing further cost savings. In addition, the modern freeway is the safest form of thoroughfare. Therefore, a reduction in accident rates and associated costs will be expected following construction of the LRX.

Improved accessibility is usually the single most important economic benefit arising from highway development. By improving local and regional accessibility, highways play a significant role in the location decisions of firms and individuals.

Transportation intensive firms and businesses, catering heavily to highway users or dependent on convenient access to major highways, seek land near these highways with ready access. Many housing developments are also located to take advantage of the accessibility to jobs, shopping, and other household travel needs. Any such regional growth must be considered in the context of the larger state economy. If the regional growth reflects primarily a relocation of economic activity, then the net economic benefits are much less, than the immediate benefits to the regional area itself. The introduction of the LRX project into the roadway network will serve to continue economic growth along the new and existing corridors.

I. Traffic and Transportation

Based on the traffic studies performed for the LRX provided in Chapter 3, the LRX will operate at a peak hour volume to capacity (V/C) ratio of ≤ 0.74 or a LOS C or better. The analysis indicates that the LRX will attract traffic from the existing and planned regional roadway network and have some degree of positive or negative effect on the existing roadway network V/C ratios and LOS in the vicinity of the LRX corridor.

J. Pedestrians and Bicyclists

It is likely that the LRX will not affect pedestrians or bicycle activities either positively or negatively. However, as part of detailed planning for specific alternative roadway alignments during Tier 2, it is possible that consideration of such facilities may be incorporated into the project design. Decisions regarding pedestrian and bicycle facilities or amenities will not be made until Tier 2.

K. Air Quality Impacts

This project is in a region that is in attainment of all state and federal air quality standards for the criteria pollutants previously discussed in Chapter 4. The State Implementation Plan (SIP) to achieve and maintain air quality standards does not contain any transportation control measures, and the conformity procedures of 23 CFR 770 do not apply. The Preferred LRX Corridor Alternative will be in conformance with the SIP. A detailed air quality analysis will be performed for alternative alignments to confirm that the project will not violate NAAQS.

L. Noise Impacts

1. Noise Impact Prediction

The LRX Corridor Alternatives generally pass through areas with few existing roads and significant undeveloped land. In general, the LRX will likely generate adverse traffic noise levels on lands abutting the specific roadway alignments to be developed during the Tier 2 phase. Whether these noise levels will constitute adverse impacts will depend on the uses of these lands, including whether the lands are occupied by development and whether the lands are zoned. These determinations will be made during Tier 2. Corridor alternatives with higher levels of undeveloped and/or agricultural lands may have a lower likelihood of generating adverse impacts on ambient noise levels.

Noise Abatement Criteria

The LADOTD issued the “Highway Traffic Noise Policy” in July 2011 to establish policy and procedures for noise studies and abatement. The LADOTD policy provides procedures to assess the noise impact of proposed actions and the need for abatement measures when noise levels are predicted to approach or exceed Noise Abatement Criteria (NAC) for various land uses (Table 5-8). The noise level descriptor that forms the basis for the NAC is the equivalent sound level, Leq(h), which is defined as the steady state sound level which, in a stated time period (usually one hour), contains the same acoustic energy as the actual time-vary sound.

Specific noise abatement measures for traffic noise impacts must be considered when the predicted noise levels approach or exceed the NAC for the corresponding activity category or when the predicted traffic noise levels substantially exceed existing noise levels (LADOTD defines an increase of 10 decibels or more over existing noise levels as being substantial). Per LADOTD, noise levels approach the NAC when they are within one dBA of the NAC. A quantitative noise analysis will be performed during the Tier 2 phase of the environmental process. The analysis will include use of the FHWA Traffic Noise Model (TNM) to quantitatively determine future traffic-related noise levels resulting from construction of the LRX on nearby noise receivers and land uses.

Table 5-8: Noise Abatement Criteria[14]

Hourly A-weighted Sound Level - decibels (dBA)		
Activity Category	Activity Leq(H)	Activity Description
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential (includes undeveloped lands permitted for residential).
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for these activities).
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. (Includes undeveloped lands permitted for these activities).
F	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	Undeveloped lands that are not permitted.

2. Construction Noise

In addition to potential traffic noise impacts from the LRX, noise impacts during the construction phase are possible. Adverse noise impacts may derive from construction operations such as clearing, earth moving, hauling, grading, paving, and bridge construction. The level of construction noise will depend on the types and amount of construction equipment in use, the duration of construction activities, and several other factors. Table A5-2 in Appendix A lists some typical construction equipment operating noise levels at a distance of 50 feet (15.2 m). (Source: FHWA Roadway Construction Noise Model User's Guide, Final Report January 2006, FHWA-HEP-05-054, DOT-VNTSC-FHWA-05-01)

An evaluation of potential construction noise impacts will be performed during the Tier 2 phase. However, it is reasonable to expect that alternatives containing the greatest amount of developed land will pose the highest potential for such impacts due to a higher number noise-sensitive receivers in proximity to construction operations. When specific LRX alternative alignments are developed during Tier 2, it will be possible to identify potentially affected properties and estimate construction noise effects.

If Tier 2 studies indicate that adverse construction noise impacts may occur with construction of

[14]Source: Louisiana Department of Transportation and Development, Highway Traffic Noise Policy, http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Noise%20Policy/LDOTD%20Noise%20Policy%204_26_2011.pdf. Accessed November 2015.

the Preferred LRX Corridor alternative, mitigation for provisions may be included in construction documents that will limit work hours of construction contractor(s) in or near populated areas and near schools and churches when in session as well as restrictions on equipment usage and installation of appropriate equipment noise reduction (muffling devices).

M. Water Quality Impacts

1. Surface Water

Roadways are sources of oils, grease, antifreeze, transmission fluid, metals, hydrocarbons, exhaust particulates, rubber particles, and other solids that are washed off impervious surfaces and carried to adjacent drainage-ways during rain events.

Nonpoint source pollution appears to be the primary source of contamination of the Vermilion River and the major source of the water quality impairments discussed previously in Chapter 4. Nonpoint source pollution arises from commercial and residential septic systems that are often poorly maintained and that may discharge to ditches or local drainage. Additionally, agricultural activities create runoff containing fertilizers and pesticides as well as eroded soils that contribute to impairment of surface water quality. The construction of the LRX may increase pollutant loadings of suspended and dissolved solids, potentially increasing turbidity and reducing dissolved oxygen in the Vermilion River and the bayous, coulees and canals situated within the boundaries of the Preferred LRX Corridor Alternative. Increases in turbidity and dissolved solids can have a deleterious effect on aquatic species and may exacerbate the existing water quality problems of the Vermilion River.

Increases in turbidity and dissolved solids should be temporary and have no long-term or lasting effects. Best management practices will be used during the construction phase to minimize increased sediment runoff. Measures that may be taken will include utilization of erosion control measures such as silt fencing and hay bales in accordance with the project's stormwater permit and stormwater pollution prevention plan (SWPPP).

2. Groundwater

Excavation of the roadbed could result in the removal of soil with low permeability and high capacity to absorb pollutants. Where the groundwater is shallow, removal of the soil could increase the potential for contaminants to reach the Chicot Aquifer through infiltration. Additionally, construction materials such as oil, fuel, and chemicals could permeate through the protective clay-like layer and enter the aquifer if not managed, stored, and disposed of properly. Disposal of these materials will be off-site and in accordance with the RCRA, Louisiana Administrative Code, and other applicable local, state, or federal regulations. The potential for contamination through ground water/surface water interchange will be minimized through coordination with EPA, LDEQ, and other appropriate agencies to identify any concerns. Through such coordination, adequate safeguards will be instituted to assure compliance with state and federal regulations.

3. Water Wells

Numerous water wells in the LRX Study Area are identified by the LDNR Water Well Registry. Table 5-9 shows the number of registered water wells by each alternative. Volume 2: Exhibit 5–11 through Exhibit 5– 15 shows the location of water wells within boundaries of the corridor alternatives. The Inner Corridor Alternative has the greatest number of registered water wells of the southern corridor alternatives, while the Common Corridor 1 Alternative has the greatest number of wells of the northern corridor alternatives.

Table 5-9: Corridor Alternative Water Wells

Corridor	Number of Wells
Southern Corridor Alternatives	
Inner	463
Middle	457
Outer	387
Northern Corridor Alternatives	
Common 1	502
Common 2	298

Any well impacted by the construction of the LRX will be dealt with in accordance with regulations set forth by applicable federal, state, or local regulations. This will include plugging all affected wells (and borings) to prohibit potential entry of contaminants into the Chicot Aquifer.

4. Minimization of Effects

Implementation of sediment and erosion control practices such as silt fences, drainage diversions, and matting along with prompt seeding and revegetation of slopes and bare ground will be utilized to minimize temporary erosion and sedimentation problems.

During the Tier 2 phase, the use of swale drainage may be considered as part of the design of specific project alternative alignments. This type of drainage system releases stormwater runoff through vegetated areas to filter waterborne contaminants prior to discharge to surface waters, offering opportunities to reduce water quality impacts in areas where such impacts have been identified during design. Additional measures will be identified during the Tier 2 EIS process as part of the preparation of preliminary SWPPPs for specific project alternative alignments.

N. Wetland Impacts

Estimates of total wetland acreages within the limits of each corridor alternative were previously shown in Table 5-2 using 2011 data from the NLC Database. Based on these data, the Inner Corridor Alternative had the greatest amount of wetland area of the southern corridor alternatives, totaling 112 acres or 3.5 percent of the total corridor. The Middle Corridor Alternative included 163 acres of wetlands in 2011 (representing 1.7 percent of the total area), while the Outer Corridor Alternative had 144 wetland acres (1.0 percent of the total area). For the northern corridor alternatives, Common 2 had the greatest amount of wetland area in 2011 (258 acres or 4.0 percent of the total area), while Common 1 had 220 wetland acres (1.8 percent of the total area). While a precise determination of potential wetland impacts cannot be made until specific alternative alignments are developed during Tier 2 studies, the potential for impacting wetlands may be higher with selection of the Inner Corridor Alternative and the Common Corridor 2 Alternative due to the relatively higher acreage of wetlands located within the boundaries of these alternatives.

To augment the desktop analysis of potential wetland impacts of the corridor alternatives, NWI and 2006 Landsat data were also evaluated. Based on these data, wetlands in the LRX Study Area include twenty-three types based on classifications from Cowardin et al. (1979), with the majority classified as palustrine. These classifications fall under three broad wetland systems: Lacustrine, Palustrine, and Riverine.

Most Inner, Middle, Outer, and Common Corridor 2 Alternative wetlands are palustrine forested

(PFO1A) and palustrine, unconsolidated bottom, permanently flooded (PUBHx). Within the Common Corridor 1 Alternative, dominant wetlands are palustrine shrub-scrub (PSS1) and PUBHx. The southern corridor alternatives also have riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH) habitat.

Table 5-10 shows acres of NWI wetlands by classification within each of the southern and northern corridor alternatives.

Table 5-10: Corridor Alternative NWI Wetlands by Classification and Acreage

	Southern Corridor Alternatives			Northern Corridor Alternatives	
Cowardin Classification	Inner	Middle	Outer	Common 1	Common 2
L1UBHx (Lacustrine, Limnetic, Unconsolidated bottom, permanently flooded, excavated)	0.0	0.0	0.0	4.7	1.2
PAB3H (Palustrine, aquatic bed, rooted vascular, permanently flooded)	0.0	0.6	0.0	1.5	0.0
PAB4H (Palustrine, aquatic bed, floating vascular, permanently flooded)	0.0	0.2	0.0	0.0	0.0
PAB4Hx (Palustrine, aquatic bed, floating vascular, permanently flooded, excavated)	0.0	0.7	0.0	2.3	3.1
PEM1A (Palustrine, emergent, persistent, temporary flooded)	5.8	17.3	13.9	2.0	1.7
PEM1Ax (Palustrine, emergent, persistent, temporary flooded, excavated)	0.0	0.0	0.3	0.0	0.0
PEM1C (Palustrine, emergent, persistent, seasonally flooded)	9.1	1.1	6.7	1.7	0.9
PEM1Ch (Palustrine, emergent, persistent, seasonally flooded, dike/impounded)	0.0	0.0	2.4	2.0	4.4
PEM1F (Palustrine, Emergent, persistent, semi-permanently flooded)	1.2	3.0	0.0	1.3	1.8
PFO1A (Palustrine, forested, broad-leaved deciduous, temporary flooded)	93.6	42.8	139.3	14.2	69.6
PFO1Ad (Palustrine, forested, broad-leaved deciduous, temporary flooded, Partially drained/ditched)	5.9	0.0	0.0	0.0	0.0
PFO1C (Palustrine, forested, broad-leaved deciduous, seasonally flooded)	5.4	0.0	0.0	0.0	6.2
PFO1Cd (Palustrine, forested, broad-leaved deciduous, seasonally flooded, partially drained/ditched)	1.6	0.0	0.0	0.0	0.0
PFO1Ch (Palustrine, forested, broad-leaved deciduous, seasonally flooded, dike/impounded)	0.0	0.0	0.0	0.5	0.0
PSS1A (Palustrine, scrub-shrub, broad-leaved deciduous, temporary flooded)	1.5	1.6	12.4	31.5	0.0

	Southern Corridor Alternatives			Northern Corridor Alternatives	
Cowardin Classification	Inner	Middle	Outer	Common 1	Common 2
PSS1C (Palustrine, scrub-shurb, broad-leaved deciduous, seasonally flooded)	0.0	0.0	2.6	0.8	0.0
PUBH (Palustrine, unconsolidated bottom, permanently flooded)	0.2	0.8	0.2	1.7	1.7
PUBHh (Palustrine, unconsolidated bottom, permanently flooded, dike/impounded)	0.0	0.1	0.0	0.0	0.0
PUBHx (Palustrine, unconsolidated bottom, permanently flooded, excavated)	14.4	13.8	32.0	41.8	39.5
PUSAx (Palustrine, unconsolidated shore, temporary flooded, excavated)	0.0	0.0	0.0	1.2	0.0
PUSCh (Palustine, unconsolidated shore, seasonally flooded, diked/impounded)	0.0	0.0	0.0	3.3	3.3
R2UBH (Riverine, lower perennial, unconsolidated bottom, permanently flooded)	30.4	21.9	21.7	0.0	0.0
R2UBHx (Riverine, lower perennial, unconsolidated bottom, permanently flooded, excavated)	0.0	0.5	5.3	0.0	0.0
Total (ac)	169.1	104.5	236.9	110.5	133.5

The 2006 Landsat data, shown in Table 5-11, provided wetland information in three categories, palustrine emergent, palustrine scrub/shrub, and palustrine forested. The predominant wetland type within all corridor alternatives is palustrine forested wetlands. The data indicate that the Outer Corridor Alternative has the largest wetland acreage of all corridor alternatives.

Table 5-11: Corridor Alternative Landsat Wetlands by Classification and Acreage

	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Freshwater Emergent Wetland	16.1	21.4	23.3	6.9	8.9
Freshwater Forested/Shrub Wetland	108.0	44.5	154.3	47.1	75.8
Freshwater Pond	14.6	16.2	32.2	47.3	44.4
Lake	0.0	0.0	0.0	4.7	1.2
Riverine	30.4	22.4	27.0	0.0	0.0
Other	0.0	0.0	0.0	4.5	3.3
Total (ac)	169.1	104.5	236.9	110.5	133.5

A review of hydric soil data was completed for the LRX Study Area. Hydric soils are those soils which are permanently or seasonally saturated by water, as found in wetlands. This is another tool to understand the extent of wetlands in the corridors before going to do field delineations, as part of the Tier 2 EIS. If a wetland area is also mapped as a hydric soil it is likely a true wetland. Also, if hydric soil is present, there is a possibility for wetlands. Table 5-12 provides an analysis

of the acres of hydric soils encompassed by each corridor alternative.

Table 5-12: Hydric Soils

Corridor	Soil Type	Acreage	% of the Total Acreage
Corridor 1	All hydric	4771.82	40.22%
	Not hydric	7091.27	59.78%
Corridor 2	All hydric	2964.96	46.02%
	Not hydric	3477.89	53.98%
Inner	All hydric	3358.51	42.82%
	Not hydric	3983.95	50.79%
	Partially hydric	501.66	6.40%
Middle	All hydric	3569.24	38.14%
	Not hydric	5123.58	54.75%
	Partially hydric	665.26	7.11%
Outer	All hydric	4724.26	33.67%
	Not hydric	8467.10	60.35%
	Partially hydric	839.23	5.98%

Volume 2: Exhibit 5–16 to Exhibit 5–20 show both the NWI and Landsat wetlands within the southern and northern corridor alternatives. Volume 2: Exhibit 5-21 to Exhibit 5-25 show the hydric soils identified within each alternative.

In reviewing the two datasets, as well as the NLCD data discussed above, substantial variability in the data is evident; therefore, making inferences about potential wetland impacts of the corridor alternatives is extremely speculative. Wetland surveys will be performed for specific alternative alignments during the Tier 2 EIS process to identify wetland classification, location, acreage, and impacts.

O. Water Body Modification

Each corridor alternative encompasses or crosses multiple water bodies, typically bayous or coulees, and unnamed tributaries. Named waterways located within the boundaries of the Southern and Northern Corridor Alternatives include:

- Inner - Anselm Coulee, Bayou Parc Perdu, Coulee Ile Des Cannes, Cypress Bayou, LaSalle Coulee, and Vermilion River.
- Middle - Anselm Coulee, Bayou Parc Perdu, Coulee Ile Des Cannes, Darby Coulee, LaSalle Coulee, and Vermilion River.
- Outer - Bayou Parc Perdu, Granges Coulee, Leblanc Ditch, Main Canal, Romero Branch Canal, Steiner Canal, and Vermilion River.

- Common 1 - Bayou Queue Tortue, Coulee Ile Des Cannes and Indian Bayou
- Common 2 - Bayou Ile Des Cannes and Coulee Ile Des Cannes

Stream segments are considered potential roadway crossing points for purposes of the following discussion. The number of potentially affected segments for the Southern and northern corridor alternatives is shown in Table 5-13. Volume 2: Exhibit 5-16 to Exhibit 5–20 show the locations of streams situated within the boundaries of the Corridor Alternatives.

Table 5-13: Stream Segments Potentially affected within Each Corridor Alternative

Corridor Alternative	Number of Stream Segments
Southern Corridor Alternatives	
Inner	21
Middle	26
Outer	60
Northern Corridor Alternatives	
Common 1	21
Common 2	18

The Outer Southern Corridor Alternative will pose the greatest potential for stream impacts due to the higher number of stream segments located within its boundaries, more than twice the number of stream segments as exist within the Inner Corridor Alternative. The Vermilion River is the most significant waterway in the LRX Study Area and will affect Tier 2 roadway alignment decisions within each of the southern corridor alternatives. Because of its status as a navigable waterway, coordination and permitting will have to be undertaken with the USACE and the USCG during Tier 2.

Common Corridor 1 Alternative will pose the greatest potential for stream crossing impacts due to the higher number of stream segments located within the corridor boundaries, nearly twice the number of stream segments that exist within the Common Corridor 2 Alternative. Potential impacts resulting from roadway stream crossings could include streambed disruption, fill placement with associated loss of aquatic habitat and stream flow modifications, channel constriction, and shadowing/shading.

P. Floodplain Impacts

Floodplains are widespread within the boundaries of all corridor alternatives. Floodplains are typically classified by FEMA as flood zones with a designated risk classification. Zone A and Zone AE floodplains are high risk areas, Zone X500 represent areas with a low to moderate risk of flooding, and Zone X includes areas of minimal flood risk. Detailed definitions of these flood zone classifications were presented previously in Chapter 4. Table 5-14 shows the total acreage and percentage of floodplains by zone within each corridor alternative.

Table 5-14: Corridor Alternative Floodplain Zones

Corridor Alternative		Zone A	Zone AE	Zone X500	Zone X	Total
Southern Corridor Alternatives						
Inner	# acres	876.6	1,499.2	324.2	5,144.1	7,844.1
	% of total acreage	11.18%	19.11%	4.13%	65.58%	100%
Middle	# acres	1,118.3	1,234.7	699.3	6,304.9	9,357.2
	% of total acreage	11.95%	13.20%	7.47%	67.38%	100%
Outer	# acres	1,816.0	646.3	561.5	11,007.6	14,031.4
	% of total acreage	12.94%	4.61%	4.00%	78.45%	100%
Northern Corridor Alternatives						
Common 1	# acres	1,770.8	2,102.6	633.7	7,763.5	12,270.6
	% of total acreage	14.43%	17.13%	5.16%	63.27%	100%
Common 2	# acres	390.4	1,808.0	222.6	4,021.9	6,442.9
	% of total acreage	6.06%	28.06%	3.45%	62.42%	100%

The Inner, Middle and Outer Corridor Alternatives have approximately 30.3, 25.2, and 17.6 percent of their total areas located in high-risk flood zones (Zone A and Zone AE). Common 1 and Common 2 have approximately 31.6 and 34.1 percent of their total area situated within high risk floodplains (Zone A and Zone AE).

Volume 2: Exhibit 5–16 to Exhibit 5–20 shows the floodplains by Zone A and Zone X500 designation.

Efforts to minimize impacts to floodplains and floodways will be coordinated with local floodplain administrators to ensure that the LRX will comply with all local floodplain regulations and ordinances during the Tier 2 EIS.

Q. Permits

A complete list of all permit requirements for the LRX cannot be determined during this Tier 1 corridor-level analysis. However, based on the widespread occurrence of certain protected environmental resources, it is reasonable to expect that the following permit types and authorizations will have to be obtained for the LRX during the Tier 2 EIS process:

Permits related to wetlands and water resources:

- Water quality certification – Section 401 of the Clean Water Act (CWA)
- Discharge of dredged and fill material into waters of the United States – Section 404 of the CWA
- Louisiana Pollutant Discharge Elimination System (LPDES) - discharge of pollutants from any point source into waters of the state of Louisiana

As a bridge will be required across the Vermilion River, there will be permits related to:

- Construction of a bridge over navigable waters of the United States
- Work in navigable waters of the United States

Additional specific permitting requirements will be identified once a specific alignment for the LRX is developed during the Tier 2 EIS.

R. Threatened and Endangered Species

Coordination with the USFWS and the LDWF determined that there were no species of concern or critical habitat located in the LRX Study Area.

S. Wildlife, Habitat and Ecosystem Impacts

The LRX corridor alternatives primarily contain habitat comprised of agricultural land interspersed with residential and commercial development and smaller forested and wetland tracts. Game and non–game wildlife species within the boundaries of the corridor alternatives will likely experience adverse impacts resulting from habitat loss. However, it is anticipated that impacts will generally be minimal due to the availability of similar habitat in adjacent land tracts.

T. Waste Sites

1. Superfund and Voluntary Remediation Sites

None of the corridor alternatives contain hazardous waste sites included on the NPL or CERCLIS list or any sites listed by LDEQ as VRP sites.

2. Inactive and Abandoned/Confirmed and Potential Waste

Of the 46 sites in the LRX Study Area classified as inactive and abandoned, two are located in Common Corridor 1 Alternative, one is located in the Common Corridor 2 Alternative, one is located within the Inner Corridor Alternative, and one is in the Outer Corridor Alternative. The sites are identified in Table 5-15.

Table 5-15: Corridor Alternative Inactive and Abandoned Confirmed and Potential Waste Sites

Corridor Alternative	Site Name	Address	Municipality	Status
Common 1	Cactus Pipe	1217 S Fieldspan	Duson	Confirmed
Inner	Charles Holston Inc	GPS Position	Cade	Potential
Outer	R&D Fabrication & Manufacturing	GPS Position	New Iberia	Potential
Common 1, Common 2	Transcontinental Gas Pipeline Corp	1.7 Miles N of Hwy 342	Lafayette	Potential

3. Leaking Underground Storage Tanks

As of October 2015, LDEQ data indicated that there are two properties with leaking underground storage tanks within the boundaries of any of the corridor alternatives. Both sites are within the Common Corridor 2 Alternative (see Table A4-3, Appendix A).

4. Active Landfills

One active landfill, the Angco Disposal and Landfill, is located at the eastern terminus of Common1 and Common 2 Corridor Alternatives.

5. RCRA Facilities

Based on the current dataset from EPA Region 6, no identified RCRA sites are located in the corridor alternatives. (6, EPA Region, 07/01/02, RCRA Treatment, Disposal, and Storage Site Locations in Louisiana, Geographic NAD83, EPA (2002) [RCRA_TSD_LA_pt_EPA_2002): EPA Region 6, Dallas, TX.)

Volume 2: Exhibit 5–26 to Exhibit 5–30 show waste sites in the LRX Corridor Alternatives.

U. Visual Impacts

The influence of highways on the visual landscape and visual resources dictates that impacts to the viewshield be adequately assessed when a highway project is developed. Community acceptance of a project may be strongly influenced by its visual effects. The quality of the visual environment (i.e. how an observer's surroundings are perceived and valued visually) is site-specific and subjective. Slight changes in location or even observer orientation at a specific site can change the perspective of the viewer and the perception of his/her surroundings. Personal preferences and individual biases play roles in the perception of landscape changes. In addition, the magnitude of visual impacts may be commensurate with the duration of the observer's exposure to the viewshed. Long-time residents may have negative views on changes to familiar landscapes while transient observers may have an opposite opinion.

This section assesses the potential visual effects of the corridor alternatives and discusses some generalizations about visual landscapes, prominent visual features, and the quality of visual resources in different portions of the LRX Study Area primarily based on existing land uses and development. Potential visual impacts were assessed from two perspectives, including the view from the road (by drivers and passengers who will use the LRX) and the view of the road (by people who will observe the roadway from a distance). The views of highway travelers such as commuters and commercial vehicle operators tend to be limited in duration due to the attention required to travel on a busy highway. Residents will generally be highly sensitive to visible alterations in the landscape that are visible from their homes. In addition to private residences, churches, cemeteries, and schools are also places where viewers could potentially be impacted by changes in the visual landscape.

Quantitative characteristics were determined by analyzing existing digital and paper mapping, color orthophotographs, photographic documentation of existing conditions, and by field investigations following FHWA guidance (January 2015).

All five corridor alternatives traverse generally flat topography comprised of a mixture of agricultural, residential, and commercial land uses as well as open waterways and undeveloped wooded tracts. All alternatives cross many non-navigable waterways and all of the southern corridor alternatives will cross the Vermillion River, which is designated navigable in the LRX Study Area, thus requiring a major bridge crossing. The viewsheds change continuously with each change in location and orientation of the viewer, so visual impacts will be highly dependent on the alignments of the roadway alternatives to be developed within the selected corridor during the Tier 2 phase of project development.

1. Southern Corridor Alternatives

<u>Inner Corridor Alternative</u>

Views from the roadway: Due to the relatively flat terrain, the best opportunity for views of the surrounding landscape will be from elevated roadway sections at interchanges and overpasses, affording seasonal views across agricultural land. At-grade crossings of several streams and drainage tributaries will offer a limited view of riverine habitats. A bridge over the Vermilion River will offer a high-quality view as will the wooded areas along the river. The visual quality of views

from the road will be considered moderate to high. Views of Le Triomphe Golf and Country Club will be high quality. A junkyard along US 167/Johnston Street will impair the quality of the view for LRX users.

Views of the roadway: There will be low concentrations of potentially sensitive visual receptors in rural areas of the Inner Corridor Alternative, but these receptors will still represent a sensitive viewer group that may experience greater visual impacts resulting from conversion of rural landscapes to highway ROW. Sensitive visual receptors will be concentrated in more populated areas of the Inner Corridor Alternative. These receptors occupy environs that are already affected by the visual impacts of development and will be only moderately sensitive to the visual changes associated with construction of the LRX.

Middle Corridor Alternative

Views from the roadway: Due to the relatively flat terrain, the best opportunity for views of the surrounding landscape will be from elevated roadway sections at interchanges and overpasses, affording seasonal vistas across agricultural land. At-grade crossings of several streams and smaller tributaries will offer limited views of riverine habitats. A bridge over the Vermilion River will offer a high-quality view as will the wooded areas along the river. The visual quality of views from the road will be considered moderate to high. Views of Le Triomphe Golf and Country Club will be high quality.

Views of the roadway: Low concentrations of potentially sensitive visual receptors are found in rural areas of the Middle Corridor Alternative, but these receptors will still represent a sensitive viewer group that may experience greater visual impacts resulting from conversion of rural landscapes to highway ROW. Sensitive visual receptors will be concentrated in more populated areas of the Middle Corridor Alternative. These receptors occupy environs that are already affected by the visual impacts of development and will be only moderately sensitive to the visual changes associated with the LRX.

Outer Corridor Alternative

Views from the roadway: Due to the relatively flat the terrain, the best opportunity for views of the surrounding landscape will be from elevated roadway sections at interchanges and overpasses, affording seasonal vistas across agricultural land. At-grade crossings of several streams and smaller tributaries will offer limited views of riverine habitats. A bridge over the Vermilion River will offer a high-quality view as will the wooded areas along the river. The visual quality of views from the road will be considered moderate to high. Two sites, Gordon's Disposal and Landfill and the Iberia Regional Airport, located on opposite sides of LA 88, may impair the quality of the view by LRX users.

Views of the roadway: The Outer Corridor Alternative is generally situated in rural areas where there are low concentrations of potentially sensitive visual receptors. These receptors still represent a sensitive viewer group that may experience greater visual impacts resulting from conversion of rural landscapes to highway ROW.

2. Northern Corridor Alternatives

Common Corridor 1 Alternative

Views from the roadway: Due to the relatively flat terrain, the best opportunity for views of the surrounding landscape will be from elevated roadway sections at interchanges and overpasses, affording seasonal vistas across agricultural land. At-grade stream crossings will offer limited views of riverine habitats. The visual quality of views from the road will be considered moderate to high. No site-specific resources or areas stand out significantly as visually sensitive features.

Views of the roadway: Low concentrations of potentially sensitive visual receptors located in rural areas of the Common Corridor 1 Alternative, but these receptors will still represent a sensitive viewer group that may experience greater visual impacts resulting from conversion of rural landscapes to highway ROW. Sensitive visual receptors will be concentrated in more populated areas of the Middle Corridor Alternative. These receptors occupy environs that are already affected by the visual impacts of development and will be only moderately sensitive to the visual changes associated with the LRX.

Common Corridor 2 Alternative

Views from the roadway: Due to the relatively flat terrain, the best opportunity for views of the surrounding landscape will be from elevated roadway sections at interchanges and overpasses, affording seasonal vistas across agricultural land. At-grade crossings of several streams will offer limited views of riverine habitats. The visual quality of views from the road will be considered moderate to high. A junkyard along Des Jacques Road may be a visual impairment for LRX users.

Views of the roadway: Low concentrations of potentially sensitive visual receptors located in rural areas of the Common Corridor 2 Alternative, but these receptors still represent a sensitive viewer group that may experience greater visual impacts resulting from conversion of rural landscapes to highway ROW. Sensitive visual receptors will be concentrated in more populated areas of the Middle Corridor Alternative. These receptors occupy environs that are already affected by the visual impacts of development and will be only moderately sensitive to the visual changes associated with the LRX.

V. Energy

The purpose and need for the project is to improve regional roadway network connectivity, increase roadway capacity to accommodate existing and future demand, and improve access in response to regional development. Achieving these objectives will result in operational improvements in the LRX Study Area roadway network, including higher operating speeds, reduced travel distances and time, and reduced delay. Each of these outcomes will likely decrease fuel consumption and have beneficial impacts on regional energy use. The magnitude of expected benefits will vary to some degree by corridor alternative.

W. Mineral Resources

Most of the LDNR permitted wells (oil, gas, gas condensate, and salt water) within the boundaries of each of the corridor alternatives are classified as Plugged and Abandoned (P&A) with only a small number, classified as Producing/Productive wells. Table 5-16 shows Producing/Productive and Total Wells for each corridor alternative.

Table 5-16: LDNR Permitted Total and Producing Oil & Gas Wells by Corridor Alternative

	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Producing/Productive Wells	2	4	1	7	5
Total Oil & Gas Wells	28	58	70	118	45

The Outer Corridor Alternative has the largest number of listed wells and the Middle Corridor Alternative has the most Producing/Productive wells. Both Common Corridor alternatives have equal numbers of Producing/Productive wells, while the Common Corridor 1 Alternative has the largest number of listed wells. Specific impacts to wells will be determined during the Tier 2 EIS. Volume 2: Exhibit 5–26 to Exhibit 5–30 shows LDNR permitted wells by Corridor Alternative.

X. Construction Impacts

Certain construction impacts affecting various environmental resources are likely to occur irrespective of project alternative, as generically described below.

1. Vegetation and Wildlife Impacts

Project construction will require removal of essentially all vegetative cover from new highway ROW. Losses will include all trees and shrubs during clearing and grubbing operations and loss of understory and organic surfaces in construction of the roadbed. Losses will be confined largely to the ROW, with little effect on vegetation in adjacent areas. Construction activity will remove wildlife habitat (i.e., feed, cover, and nesting sites) and result in migration of animals to suitable adjacent habitat and possible population reductions. Young animals will be most susceptible to habitat destruction due to lack of mobility. However, most wildlife species in the project area have adapted to human disturbances and should easily migrate to adjacent habitats.

Wildlife impacts will be largely confined to the ROW; however, if temporary roads and utility relocations are needed, impacts could result beyond it. The loss of topsoil and sub-soil compaction from heavy equipment traffic may hinder natural revegetation in the areas outside the ROW.

Deposition of sediment is expected to occur downstream of in-stream bridge and drainage structure construction. Reductions in the density of the sediment populations are expected in these areas. However, this habitat should recover when disturbed stream banks become stabilized.

2. Water Quality & Hydrology Impacts

Increases in turbidity and dissolved solid levels in the Vermilion River may occur during construction of the proposed project. Increases in turbidity and dissolved solids can have a deleterious effect on aquatic species. However, the Vermilion River has limited potential as a fisheries resource in the near-term due to existing water quality problems. Incremental increases in turbidity and dissolved solids resulting from LRX construction should be temporary and have no long-term or lasting effects due to the high levels of turbidity and dissolved solids that currently exist. Measures will be taken to minimize the increased sediment-laden runoff during the construction period by the utilization of erosion control measures such as silt fencing and hay bales in accordance with permits and LADOTD requirements.

Excavation for the roadbed could result in the removal of soil with low permeability and high capacity to absorb pollutants. In areas where the water table is shallow, removal of the soil could increase the potential for contaminants to reach the Chicot Aquifer through infiltration. In addition, construction materials such as oil, fuel, and chemicals could permeate through the protective clay-like layer and enter the aquifer if not disposed of and stored in a proper manner. Therefore, disposal of these materials will be off-site and in accordance with applicable local, state, or federal regulations. The potential for contamination through ground water/surface water will be minimized through coordination with EPA, LDEQ, and other appropriate agencies. Through such coordination, adequate safeguards will be instituted to assure compliance with state and federal

regulations.

The overall water quality of waterways affected by construction will be temporarily degraded in proportion to the increase in silt loadings caused by ROW clearing and grading as well as resuspension of sediments caused by dredging, river bed stabilization, and installation of bridge vertical support members. The possibility that sediments from the construction area could cause a decrease in the hydraulic capacity of natural waterways and drainage canals. Measures will be taken during construction to ensure maintenance of proper flow conditions. Such problems should be temporary with flow returning to normal once exposed areas are revegetated. Disposal of excavated dredged or fill materials associated with bridge pier construction in waterways will be performed in accordance with guidelines of the ACOE, USCG, LDEQ, and LADOTD. A Section 401 WQC will be required through these permitting agencies prior to Project construction.

3. Traffic and Circulation Impacts

Depending on funding availability, construction of the project could occur in stages over a multi-year period. Construction will result in short-term transportation impacts to local area residents and businesses, particularly those whose primary vehicular access is crossed by the proposed project. During construction, traffic will be maintained on the existing intersecting roads to the extent possible, although temporary detours may be needed. Measures to minimize the impacts of permanent road closures and detours will be implemented. Normal minor delays and inconveniences can be expected as a result of construction traffic and activities.

4. Excavation, Embankment, Demolition and Waste Impacts

Materials excavated during construction could be stored on–site or in staging areas for reuse, if suitable, or hauled off-site for appropriate reuse or disposal. Embankment materials required for construction could be hauled in from borrow areas near the project site.

Demolition of existing buildings within the ROW could result in a large amount of waste consisting mostly of construction debris such as wood and masonry. This material, properly separated from sanitary and hazardous material, could be disposed in sites near the construction area.

Encountering hazardous materials during construction of the project is possible, most likely consisting of demolition debris containing lead paint and asbestos. Sanitary and hazardous waste material generated from the project will have to be hauled to permitted disposal facilities remote from the construction area.

5. Mitigation Measures

Implementation of sediment and erosion control practices such as silt fences, drainage diversions, and matting along with prompt seeding and revegetation of slopes and bare ground will be utilized to minimize temporary erosion and sedimentation problems in conformance with standard construction practices of LADOTD and FHWA. It will be the responsibility of the construction contractor, with agency oversight, to adhere to all applicable state and federal regulatory requirements and contract specifications.

Y. Indirect and Cumulative Impacts

Secondary or indirect impacts are defined by FHWA as those that are “caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable.” Indirect impacts are related to the change of land use that might be expected to occur in the immediate project area because of building the project. Cumulative impacts “are impacts which result from the incremental consequences of the action when added to other past and reasonably foreseeable future actions.” Cumulative impacts are related to the influence of intra-regional land

development because of the Project and other potential intervening factors such as sewer and water infrastructure development and comprehensive planning.

1. Cumulative Impacts:

The detailed assessment of project impacts, required as part of step (1) above, will not be performed until Tier 2 studies are undertaken. Consequently, a detailed alternative-specific Cumulative Effects Assessment (CEA) must await the results of the Tier 2 impact assessments and will be included in the Tier 2 EIS. However, for the Tier 1 investigation, it was still possible to address some of the parameters that must be defined as part of the CEA process as well as provide an indication of potential cumulative effects based on environmental resources present in the corridors and existing trends affecting these resources.

The potential cumulative effects of the proposed project must be evaluated for those environmental resources that have experienced substantial losses or modifications in the past and/or are expected to be under stress and risk of substantial losses or modifications in the future. Future trends may be a result of development pressures or other causative factors related to the proposed project, other projects, or any other considerations. In addition, the project CEA should consider effects on resources that have special interest to resource and jurisdictional agencies, and the public, for any reason. Based on the information collected to date for this Tier 1 EIS, it was determined that the CEA for the project should focus on effects on wetlands, floodplains, and agricultural lands as the resources with the greatest potential cumulative impact implications for project development. Each of these resources has experienced widespread loss or modification of the resource base in areas that may be affected by project construction. In addition, each of these resources is expected to be under continuing pressure in the future from an array of influences, but particularly because of expected regional population growth and associated development pressures. Prior to undertaking the CEA, project boundaries for cumulative impacts analysis and the timeline (both historical and future) for the analysis should be determined.

The CEQ regulations for implementing NEPA specify that the CEA must consider the impacts of other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal), entity, or person undertakes such other actions. Past and present actions are easily identified, but “reasonably foreseeable future actions” injects a level of uncertainty into this process. Judicial review and recent guidance by CEQ and FHWA clarify that a reasonably foreseeable action is one that has a high probability of occurring rather than one that merely may possibly occur. This definition helps ensure that the CEA can provide substantive results to assist the decision-making process while reducing speculation that may not be useful.

In addition, the universe of possible present and reasonably foreseeable future actions must be confined to a manageable number to perform the CEA in a timely and efficient manner. FHWA recognizes that it is not productive to try to account for every single action that has or may influence the resources of interest to the CEA. The goal is to identify those actions that account for the major portion of known or expected impacts. The proposed MPO TIP projects should be included in the CEA. As no timeline has been established for the construction of the project, other projects should be identified and considered during the Tier 2 EIS process.

<u>No-Build Alternative</u>

The No-Build Alternative involves the implementation of the MPO TIP projects and other projects defined during the CEA analysis. This serves as the base case to which incremental impacts of the LRX project will be added and significance determined

<u>Build Alternative</u>

The CEA will be performed on a regional level, taking in to account complete alternatives representing full project build-out in the specified future year of analysis. Consequently,

cumulative effects cannot be evaluated by corridor alternatives as part of this Tier 1 EIS.

2. Indirect Impacts

Secondary indirect impacts of the proposed action may include effects on a wide range of parameters including agriculture, ecological systems, economic development, social characteristics, aesthetic quality, and cultural resources. This assessment category was examined within the context of the areas traversed by the various corridor alternatives, considering current and future land use and the continuing health of the natural resources in the project area. The indirect effects of most concern with highway project development involve changes in land use due to secondary development and the consequences associated with this development.

The proposed action will provide a safer, higher capacity transportation facility with greater efficiency of access and egress. Such improved mobility can be expected to induce indirect economic impacts, and these impacts could be realized for the life of the proposed action, thus potentially affecting future generations.

Indirect economic development in the form of commercial and residential construction is likely to occur nearest those areas able to take advantage of the improved transportation system. Such development may induce secondary demand (fuel, building materials, etc.) creating opportunities for new retail and wholesale businesses.

This potential increase in commercial, residential and support development will likely necessitate the conversion of existing agricultural land with its associated wildlife habitat and ecosystems. Additionally, this could lead to aesthetic changes to the project area, as previously undeveloped and agricultural land is converted from an open space/rural setting to a suburban/urban context.

In addition to the generation of new development, indirect social effects may accrue. Improved mobility could make local and regional community, church and recreation facilities more accessible to residents and more attractive to use. Emergency services may also benefit with improved access.

Z. Irreversible and Irretrievable Commitment of Resources

For any of the Corridor Alternatives, construction of the proposed project will require a commitment of natural, human, and fiscal resources for planning, designing, constructing, and operating the roadway. The use of land for construction of the facility will be the most visible irretrievable commitment of resources while the system functioned into the future. Land used for the ROW for the roadway will not be available for other uses during the lifetime of the roadway.

Construction of the project could involve the irretrievable use of wetlands, floodplains, sources of minerals, cultural resource areas, and other natural resource areas. While the commitment of these types of resources will be irretrievable, they are not unusual in the development of large-scale transportation projects that benefit many people. These types of losses will be minimized or mitigated in an appropriate manner to lessen the overall impact to the socioeconomic, natural, and cultural environment.

Considerable amounts of construction materials, including steel, concrete, asphalt, and aggregate, will be expended to build the road. Upon initiating the project, these materials, as well as the labor and fossil fuels used in their fabrication and preparation, will be lost for future use. Although the use of these materials will not be retrievable, these materials are not in short supply. Consequently, there will not be an adverse effect on future projects because they were expended now instead of later.

The construction of the proposed project, regardless of which corridor alternatives are selected,

will also require a one-time expenditure of Federal and state funds. The use of these funds will be irreversible, but construction of the LRX could result in both the short-term and long-term stimulation of the economy that will minimize the present use of public and private monies for the project.

AA. Relationship of Local Short-term Uses vs Long-term Productivity

Construction of the proposed project will result in economic and environmental benefits consistent with regional strategic goals and local development programs. Initially, the project will create many jobs as the roadway is built. Many new jobs will be available immediately in engineering design, fabrication, related manufacturing, construction, and operations. Short-term gains to local economies will occur due to the creation of these jobs and the purchase of services and supplies associated with both the initial construction effort and the continuing roadway operation.

The LRX will result in the immediate redistribution of vehicular traffic in the region and support long-term state goals for the implementation of toll roads.

BB. Synopsis

This chapter of the DEIS provides an inventory of resources within each Corridor Alternative. This information can be considered as an order-of-magnitude quantification of potential impacts. At this inventory level of study, it should be regarded as guidance to compare the corridor alternatives, as no definite impact to the identified environmental resources can be determined.

Table 5-17 provides a summary of resources in the southern corridor alternatives and Table 5-18 provides a summary of resources in the northern corridor alternatives. From the tables, apart from gross acreage, all corridor alternatives show a general homogeneity when compared to each other and when compared in their grouping as southern corridor alternatives and northern corridor alternatives.

Table 5-17: Southern Corridor Alternatives Environmental Resources

Resource	Unit of measure	Inner Corridor	Middle Corridor	Outer Corridor
Land Use				
Total Acreage	# acres	7,849	9,357	14,033
Developed Land	# acres	3,153	1,873	1,776
	% of total acreage	40.20%	20.00%	12.70%
Agricultural Land	# acres	4,186	7,149	11,873
	% of total acreage	53.80%	76.90%	84.90%
Wetlands	# acres	272	163	144
	% of total acreage	3.50%	1.70%	1.00%
Forested Land	# acres	112	59	48
	% of total acreage	1.40%	6.00%	3.00%
Other Land	# acres	53	57	142
	% of total acreage	0.70%	0.60%	1.00%
Water/Shore	# acres	72	56	51
	% of total acreage	0.90%	0.60%	0.40%
Soils				
Prime Farmland Soils	# acres	7,596	8,769	12,278
	% of total acreage	96.78%	93.72%	87.49%
Socioeconomics				
Population - Total		37,354	33,677	28,526
Population - Minority	#	5,112	4,892	6,292
	%	13.69%	14.53%	22.06%
Pop. Below Poverty Level	#	3,603	3,622	4,400
	%	9.65%	10.76%	15.42%
Community Facilities				
Cemeteries	#	1	2	1
Churches	#	7	3	2
Public Safety Buildings	#	1	0	2
Schools	#	4	2	4
Other Public Service Facilities	#	3	0	2
Cultural Resources				
National Register of Historic Places	#	0	0	1
Archaeological Sites	#	4	5	0
Historic Standing Structures	#	0	0	4
Natural Resources				
Water Wells	#	463	457	387
NWI Wetlands	# acres	169	105	237
	% of total acreage	2.15%	1.12%	1.69%
Hydric Soils	# acres	3358.51	3569.24	4724.26
Hydric Soils	% of total acreage	42.8%	38.1%	33.7%
Stream Segments	#	21	26	60
Zone A Floodzone	# acres	877	1,118	1,816
	% of total acreage	11.17%	11.95%	12.94%
Zone AE Floodzone	# acres	1,499	1,235	646
	% of total acreage	19.10%	13.20%	4.61%
Zone X500 Floodzone	# acres	324	699	562
	% of total acreage	4.13%	7.47%	4.00%
Zone X Floodzone	# acres	5,144	6,305	11,008
	% of total acreage	65.54%	67.38%	78.44%
Waste Sites				
Inactive & Abandoned	#	1	0	1
LUSTs	#	0	0	0
Landfills	#	0	0	0
Mineral Resources				
Producing/Productive Wells	#	2	4	1
Total Oil & Gas Wells	#	28	58	70
Section 4(f) Resources				
NRHP Properties	#	0	0	1
Parks	#	0	1	0

Table 5-18: Northern Corridor Alternatives Environmental Resources

Resource	Unit of Measure	Common 1	Common 2
Land Use			
Total Acreage	# acres	12,273	6,441
Developed Land	# acres	2,162	1,684
	% of total acreage	17.60%	26.10%
Agricultural Land	# acres	9,617	4,246
	% of total acreage	78.70%	66.50%
Wetlands	# acres	220	258
	% of total acreage	1.80%	4.00%
Forested Land	# acres	41	21
	% of total acreage	3.00%	0.30%
Other Land	# acres	183	177
	% of total acreage	1.50%	2.80%
Water/Shore	# acres	51	55
	% of total acreage	0.40%	0.90%
Soils			
Prime Farmland Soils	# acres	12,091	6,142
	% of total acreage	98.52%	95.36%
Socioeconomics			
Population - Total		26,940	28,145
Population - Minority	#	6,834	8,227
	%	25.37%	29.41%
Pop. Below Poverty Level	#	4,497	4,263
	%	16.69%	15.15%
Community Facilities			
Cemeteries	#	1	2
Churches	#	5	4
Public Safety Buildings	#	2	2
Schools	#	3	2
Other Public Service Facilities	#	1	3
Cultural Resources			
National Register of Historic Places	#	1	1
Archaeological Sites	#	0	3
Historic Standing Structures	#	0	0
Natural Resources			
Water Wells	#	502	298
NWI Wetlands	# acres	111	134
	% of total acreage	0.90%	2.08%
Hydric Soils	# acres	4771.82	2964.96
Hydric Soils	% of total acreage	40.2%	46.0%
Stream Segments	#	21	18
Zone A Floodzone	# acres	1,770	390
	% of total acreage	14.42%	6.06%
Zone AE Floodzone	# acres	2,103	1,808
	% of total acreage	26.79%	19.32%
Zone X500 Floodzone	# acres	634	223
	% of total acreage	8.07%	2.38%
Zone X Floodzone	# acres	7,764	4,022
	% of total acreage	98.91%	42.98%
Waste Sites			
Inactive & Abandoned	#	2	1
LUSTs	#	0	2
Landfills	#	1	1
Mineral Resources			
Producing/Productive Wells	#	7	5
Total Oil & Gas Wells	#	118	45
Section 4(f) Resources			
NRHP Properties	#	1	1
Parks	#	0	0

Chapter 6. DRAFT SECTION 4(F) EVALUATION

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966 established a national policy for the USDOT to avoid the use of significant public parks, recreation areas, wildlife and waterfowl refuges and historic sites as part of a project, unless there is no feasible and prudent alternative to the use of such land and the program includes all possible planning to minimize harm to any park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.

23 CFR 774.7(e) states:

A Section 4(f) approval may involve different levels of detail where the Section 4(f) involvement is addressed in a tiered EIS under Sec. 771.111(g) of this chapter.

> (1) When the first-tier, broad-scale EIS is prepared, the detailed information necessary to complete the Section 4(f) approval may not be available at that stage in the development of the action. In such cases, the documentation should address the potential impacts that a proposed action will have on Section 4(f) property and whether those impacts could have a bearing on the decision to be made. A preliminary Section 4(f) approval may be made at this time as to whether the impacts resulting from the use of a Section 4(f) property are "*de minimis"* or whether there are feasible and prudent avoidance alternatives. This preliminary approval shall include all possible planning to minimize harm to the extent that the level of detail available at the first-tier EIS stage allows. It is recognized that such planning at this stage may be limited to ensuring that opportunities to minimize harm at subsequent stages in the development process have not been precluded by decisions made at the first-tier stage. This preliminary Section 4(f) approval is then incorporated into the first-tier EIS.
>
> (2) The Section 4(f) approval will be finalized in the second-tier study. If no new Section 4(f) use, other than a "*de minimis*" impact, is identified in the second-tier study and if possible planning to minimize harm has occurred, then the second-tier Section 4(f) approval may finalize the preliminary approval by reference to the first-tier documentation. Re-evaluation of the preliminary Section 4(f) approval is only needed to the extent that new or more detailed information available at the second-tier stage raises new Section 4(f) concerns not already considered.
>
> (3) The Section 4(f) approval will be finalized in the second-tier study. If no new Section 4(f) use, other than a "*de minimis"* impact, is identified in the second-tier study and if all possible planning to minimize harm has occurred, then the second-tier Section 4(f) approval may finalize the preliminary approval by reference to the first-tier documentation. Re-evaluation of the preliminary Section 4(f) approval is only needed to the extent that new or more detailed information available at the second-tier stage raises new Section 4(f) concerns not already considered.

A. Section 4(f) Resources

Section 4(f) resources were identified in the Phase IA Cultural Resource Study and the work described in Chapter 5. Most standing structures and archaeological sites identified in the Phase IA Study have not been evaluated for NRHP eligibility. As the project advances into the Tier 2 phase, additional cultural resource studies will be performed to identify resources, determine such eligibility, and update the Section 4(f) status.

Section 4(f) resources by type in the corridor alternatives are shown in Table 6-1. Volume 2: Exhibit 5–8 to Exhibit 5–10 shows the locations of the NHRP-listed properties.

Table 6-1: Section 4(f) Resources by Type by Corridor Alternative

Section 4(f) Resource	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Parks	0	1	0	0	0
NRHP Properties	0	0	1	1	1

G. Picard Park is in the Middle Corridor Alternative. The park is a 24-acre facility located on Picard Road and is owned and operated by the Lafayette Consolidated Government. The facility has tennis courts, soccer fields, ballparks, lighted fields, a t-ball field, a 0.5-mile jogging trail, a children's playground with baby equipment, covered picnic areas, restrooms, and ADA restrooms.

The NRHP properties are the Dr. Joseph Angel Villien House, located in the Outer Corridor Alternative, and Our Lady of the Assumption School, located in both the Common Corridor 1 and the Common Corridor 2 alternatives.

The Dr. Joseph Angel Villien House is located in the Outer Corridor Alternative, near the town of Maurice in Vermilion Parish. The Villien House is a Queen Anne Revival style domicile listed on the NHRP under Criterion (C) due to its architectural rarity and elaborate Queen Anne Revival features. In addition to the main residence, six additional buildings located on the Villien House parcel were classified as contributing elements.

Our Lady of the Assumption School is in both Common 1 and Common 2 in the town of Carencro. Our Lady of the Assumption School is listed on the National Register under Criterion (A) due to its local significance in the area of education as a rare representation of the important role the Roman Catholic Church played in the education of blacks in rural southern Louisiana during the late nineteenth and early twentieth centuries. In addition to the school, three other associated buildings are identified as contributing elements.

B. Avoidance Alternatives

At the current stage of the Project, it is not possible to determine if there will be a specific use of any of the three known Section 4(f) resources. However, based on the physical location of the known Section 4(f) resources it is possible to address potential avoidance alternatives.

Our Lady of the Assumption School is common to both northern corridor alternatives. The resource is located near the eastern terminus of these corridors. Two potential avoidance alternatives for this resource will be: (1) narrowing the corridor alternatives approximately 1,000 feet on the south side from LA 182 to the eastern terminus, or (2) avoid alignment development within the property boundaries of Our Lady of the Assumption School.

G. Picard Park is located at the northern edge the Middle Corridor Alternative. It is bordered roughly by Bendel Road/Rue Fosse on the north, Homewood Drive to the west, and Picard Road, Park Drive and Civic Lane on the south. Two potential avoidance alternatives will be: (1) narrowing the corridor alternative approximately 2,000 feet on the north side from the Vermilion River to LA 92, or (2) avoid alternative alignment development within the property boundaries of G. Picard Park.

The Dr. Joseph Angel Villien House is located on the northern edge of the Outer Corridor Alternative outside the town of Maurice near US 167. Two potential avoidance alternatives for this resource will be: (1) narrowing the corridor alternative approximately 1,000 feet on the north side from Lafayette Street to James Street, or (2) avoid alternative alignment development within the boundaries of the Dr. Joseph Angel Villien House.

Narrowing the corridor alternatives, while feasible, is probably not a desirable alternative at this phase of the project. Project commitment to attempt to avoid development of alternative alignments in the manner described for the three corridor alternatives is prudent and feasible at this phase of the project. As the LRX advances in to the Tier 2 EIS, other factors may come into play such as unknown or unidentified Section 4(f) resources or other significant environmental resources.

Chapter 7. PREFERRED CORRIDOR ALTERNATIVE SELECTION

A function of the LRX Tier 1 EIS process is the identification of a preferred corridor composed of one southern corridor alternative and one northern corridor alternative.

A. Methodology

Identification of the Preferred LRX Corridor Alternative is based upon a comparison of (1) estimated capital costs, (2) north-south mobility improvements, (3) resource inventory/potential environmental impact, and (4) public and stakeholder input. The evaluation was conducted by comparing southern and northern corridor alternative groupings.

The corridor alternatives were compared with a qualitative evaluation using a summary matrix. Evaluation parameters were reviewed by the project team using best professional judgment. Following the review, the project team members discussed the merits and disadvantages of the alternatives and reached a consensus on the Preferred LRX Corridor Alternative with the LMEC.

B. Evaluation Parameters

Estimated capital cost and north-south mobility improvement are critical components of the LRX Project and have a significant contribution to the feasibility of the project.

In reviewing the environmental resources inventoried for the Tier 1 EIS, it was evident there was a general homogeneity in quantity and potential impacts among the Corridor Alternatives in their Southern and Northern groupings.

Some resources, i.e. community facilities and Section 4(f) resources are typically avoided in alternative alignment development and have little or no influence on preference. In addition, it was determined that cultural resources were not relevant to selection of a preferred corridor.

Considering these issues, the team concurred that the most relevant resources were

- Developed Land,
- Prime Farmland Soils,
- Wetlands, and
- High-Risk Floodplains.

Developed land, both residential and commercial displacements, is a major factor of concern and source of comments by the public and stakeholders. Prime farmlands soils are the most homogenous resource across all corridor alternatives, it is also the resource with the greatest potential for impact. Wetlands and Zone A floodplains both involve major design and agency consultation considerations. Wetlands will also involve permitting considerations.

Public and stakeholder input are relevant to the CSS approach of the project. The approach is based on comments received at public meetings and the project website. Additionally, it considers input from the Stakeholder Committee and Civic Advisory Group.

Table 7-1 shows the Evaluation Matrix with all parameters and environmental resources. Resources measured in acres are shown in the matrix as a percent of total corridor alternative acreage. This allows a more equitable comparison because of acreage differences between the corridor alternatives. The parameters used in the preferred corridor identification evaluation are highlighted.

Table 7-1: LRX Corridor Alternatives - Evaluation Matrix

Evaluation Parameter		Southern Corridor Alternatives			Northern Corridor Alternatives	
		Inner	Middle	Outer	Common 1	Common 2
Estimated Capital Cost	Millions – 2017 $	$668 - $768	$659 - $745	$747 - $783	$469-$690	$481-$700
North/South Mobility		High	High	Medium	Medium	Medium
Land/Land Use						
Total Acreage	# acres	7,849	9,357	14,033	12,273	6,441
Developed Land	% of total acreage	40.20%	20.00%	12.70%	17.60%	26.10%
Agricultural Land	% of total acreage	53.80%	76.90%	84.90%	78.70%	66.50%
Wetlands	% of total acreage	3.50%	1.70%	1.00%	1.80%	4.00%
Forested Land	% of total acreage	1.40%	6.00%	3.00%	3.00%	0.30%
Other Land	% of total acreage	0.70%	0.60%	1.00%	1.50%	2.80%
Water/Shore	% of total acreage	0.90%	0.60%	0.40%	0.40%	0.90%
Soils						
Prime Farmland Soils	% of total acreage	96.78%	93.72%	87.49%	98.52%	95.36%
Socioeconomics						
Population - Total	#	37,354	33,677	28,526	26,940	28,145
Population - Minority	%	13.69%	14.53%	22.06%	25.37%	29.41%
Pop. Below Poverty Level	%	9.65%	10.76%	15.42%	16.69%	15.15%
Community Facilities						
Cemeteries	#	1	2	1	1	2
Churches	#	7	3	2	5	4
Public Safety Buildings	#	1	0	2	2	2
Schools	#	4	2	4	3	2
Other Public Service Facilities	#	3	0	2	1	3
Cultural Resources						
National Register of Historic	#	0	0	1	1	1
Archaeological Sites	#	4	5	0	0	3
Historic Standing Structures	#	0	0	4	0	0
Natural Resources						
NWI Wetlands	% of total acreage	2.15%	1.12%	1.69%	0.90%	2.08%
Hydric Soils	% of total acreage	57.2%	61.9%	66.3%	59.8%	54.0%
Zone A Floodzone	% of total acreage	11.17%	11.95%	12.94%	14.42%	6.06%
Zone AE Floodzone	% of total acreage	19.10%	13.20%	4.61%	26.79%	19.32%
Zone X500 Floodzone	% of total acreage	4.13%	7.47%	4.00%	8.07%	2.38%
Zone X Floodzone	% of total acreage	65.54%	67.38%	78.44%	98.91%	42.98%
Stream Segments	#	21	26	60	21	18
Water Wells	#	463	457	387	502	298
Waste Sites						
Inactive & Abandoned	#	1	0	1	2	1
LUSTs	#	0	0	0	0	2
Landfills	#	0	0	0	1	1
Mineral Resources						
Producing/Productive Wells	#	2	4	1	7	5
Total Oil & Gas Wells	#	28	58	70	118	45
Section 4(f) Resources						
NRHP Properties	#	0	0	1	1	1
Parks	#	0	1	0	0	0
Public & Stakeholder Support		**Low**	**Medium**	**High**	**High**	**Low**

C. Evaluation

The evaluations of the southern and northern corridor alternatives were independent of each other. The following is a summation of the parameter evaluation by these two groupings.

1. Southern Corridor Alternatives (Inner, Middle and Outer)

Capital cost: When capital cost is considered on a per-mile basis, the Middle and Inner are 27.8 percent to 43.2 percent and 44.4 percent to 62.2 percent higher, respectively, than the Outer. The Middle has the lowest total low-range capital cost, but the Outer has the lowest capital cost per mile. However, as a total project corridor alternative, the Outer Corridor Alternative has the highest total construction of all the southern corridor alternatives.

North–South Mobility Improvement: All the Corridor Alternatives will have a positive impact on north–south mobility by providing an alternative route for traffic in the immediate roadway network as well as the region. The Inner and Middle will improve mobility better than the Outer due to the density of population, development, and roadway traffic.

Developed Land: The Outer has the smallest percentage of developed land and the Inner has the largest percentage. As such, the Inner has the greatest potential to impact developed land.

Prime Farmland Soils: All three corridor alternatives have a high percentage of this resource and as such, all have a high probability for impacts.

Wetlands: The Inner has the largest percentage of acreage in identified wetlands with the Outer having the smallest and the Middle only 0.7 percent more than the Outer. The Outer has the least potential for wetland impacts.

Zone A Floodplains: The Outer contains the highest percentage of land, roughly 13.0 percent, in high-risk floodplains, the Middle contains roughly 12.0 percent and the Inner contains the least at 11.2 percent. As such, the Inner has the lowest potential to impact this resource.

Public and Stakeholder Support: The Inner garnered little support, the Middle, low support, and the Outer, high support.

A review of written comments, firsthand knowledge, and anecdotal discussions indicated overwhelmingly that the public and stakeholders preferred the Outer Corridor Alternative.

After considering all the evaluation parameters, the project team and the LMEC concluded that of the southern corridor alternatives, the Outer Corridor Alternative should be preferred. The Outer Corridor Alternative has a reasonable capital cost; supports the project purpose and need, has the least potential for overall environmental impacts, and is widely supported by the public and stakeholders.

2. Northern Corridor Alternatives (Common 1 and Common 2)

Capital cost: Common 1 and Common 2 total capital costs are within 2.6 percent (low estimate) and 1.4 percent (high estimate) of each other. On a per-mile basis, capital cost for Common 2 is 9.7 percent (low estimate) to 6.5 percent (high estimate) higher than Common 1. Based on the level of cost estimation, these differences are not significant enough to distinguish one alternatives from the other.

North–South Mobility Improvement: Both southern corridor alternatives will have a positive impact on north–south mobility by providing an alternative route for traffic in the immediate roadway network as well as the overall region. Both are considered to have a medium level of impact as

they are north of the major population clusters and roadway traffic.

Developed Land: Common 1 has approximately 17.6 percent of its acreage in developed land compared to Common 2, with approximately 26 percent. As a result, Common 2 has the greatest potential to impact land development.

Prime Farmland Soils: Both corridor alternatives have a high percentage of this resource and as such, both have high potential for impacts.

Wetlands: Common 2 has greater than twice the percentage of acreage of identified wetlands in comparison to Common 1. As such, it has twice the potential for impacts to the resource.

Zone A Floodplains: Common 1 contains a significantly higher percentage of its area in floodplains than Common 2 and, thus, will have a higher potential for impacts to Zone A Floodplains.

Public and Stakeholder Support: Common 1 garnered high support and Common 2 garnered little support. In reviewing written comments and other team member discussions with the public and stakeholders, it was clear that Common 1 was preferred by both the public and stakeholders.

After considering all the evaluation parameters, the project team and the LMEC determined that of the northern corridor alternatives, the Common Corridor 1 Alternatives should be preferred. It has a reasonable capital cost, supports the project purpose and need, has the least potential for overall environmental impacts, and is supported by the public and stakeholders.

D. Preferred LRX Corridor Recommendation

Based on the results of evaluation the LMEC recommends the Outer Alternative and the Common Corridor 1 Alternative be advanced as the Preferred LRX Corridor Alternative. Based on current review of the two traffic and revenue scenarios, the Outer and Common 1 corridors can support 20 percent of the project financing.

Chapter 8. FUTURE ACTIONS, COMMITMENTS, MITIGATION AND PERMITS

The LRX Tier 1 EIS/Section 4(f) Evaluation only advances the LRX at a corridor level without specific environmental resource, land use, and demographic and socioeconomic impacts identified. However, even at this inventory level of analysis, it is possible to identify some future actions, commitments, mitigation measures / strategies, and the potential permits for the project.

The LRX acknowledges the following preliminary commitments through the Tier 1 EIS process.

A. Future Actions

During the Tier 2 EIS process, the following activities and/or work will be performed in or for the Selected LRX Corridor:

Alternative alignment or alignments will be developed to a sufficient detail to allow the assessment and/or evaluation of environmental impacts and ROW requirements, as well as produce refined traffic and revenues studies and capital cost estimates.

Environmental, land use, and socioeconomic studies and fieldwork will be conducted to assess the impacts of the alternative alignments. These will include the following:

- Land use – Analysis as appropriate.
- Farmlands/Prime Farmlands consultation with NRCS including completion and submission of form AD-1006, Farmland Conversion Impact Rating.
- Socioeconomic Analysis – Refinement of socioeconomic studies.
- Environmental Justice – Analysis as appropriate.
- Conceptual Stage Relocation Plan for residential and commercial displacements.
- Community facilities.
- Cultural resources: Phase I Archaeological Survey, Historic Structures Survey with National Register eligibility determination, Criteria of Effects evaluation as required.
- Air Quality analysis.
- Noise Assessment using LADOTD “Highway Traffic Noise Policy”.
- Wetland delineation and finding.
- Waterbody (stream/bayou).
- Floodplain and floodway.
- Wildlife, habitat, and ecosystems.
- Waste Sites.
- Visual/aesthetics.
- Mineral resources.
- CSS integration in alternative alignment development. CSS activities include stakeholder engagement, visualization, and CSD activities.

Development of the LRX alternative alignments during the Tier 2 EIS process and subsequent design phases will use the following design criteria and standards:

- Current LADOTD Design Criteria.
- AASHTO A Policy on Geometric Design of Highways and Streets
- AASHTO Roadside Design Guide.
- AASHTO Policy on Design Standards Interstate System.

During the Tier 1 EIS process, an interchange spacing study was developed. This study analyzed

the proposed LRX interchange connections at:

- I-10
- I-49 north of I-10 and
- Future I-49 South of I-10.

The review considered criteria from AASHTO and the MUTCD.

During the Tier 2 process, the project team will complete an IJR concurrently with the process. The alignment interchanges with existing facilities will be considered during the report. Appropriate interchange spacing and MUTCD signage requirements will be considered during the IJR.

B. Commitments

To avoid impacts to known Section 4(f) resources during the Tier 2 EIS, the LRX will not develop alternative alignments in certain specific areas of corridor alternatives as follows:

- Common 1 or Common 2, within the NRHP boundary of Our Lady of Assumption School.
- Middle Corridor Alternative, within the recorded property boundary of G. Picard Park.
- Outer Corridor Alternative, in the NRHP boundary of the Dr. Joseph Angel Villien House.

The project will comply with FHWA Order 6640.23A. This order establishes the conditions under which FHWA can approve an alternative that has disproportionately high effects on minority populations and/or low-income populations. During the Tier 2 EIS, compliance with this order will be documented should the preferred alternative have effects on these populations. The project team will continue to ensure that social impacts to communities are recognized early and continually. Measures will be identified to avoid, minimize, and/or mitigate any potential adverse effects.

C. Mitigation

At this phase of the project, specific LRX impacts cannot be identified or quantified. However, it is reasonable to identify mitigation strategies and measures that will be established during the Tier 2 EIS and subsequent phases. These strategies and mitigation measures are as follows:

In general, resources will be avoided, or impacts minimized where practicable.

Traffic noise analysis will be completed during the Tier 2 EIS, abatement measures such as horizontal and/or vertical alignment adjustment, buffer zone acquisition, and noise barriers will be evaluated if impacts are identified.

Construction noise abatement will be considered. These strategies include: limited hours of work near schools and churches when in session, and the use and maintenance of appropriate noise reduction apparatus on equipment.

Best management practices for erosion and sedimentation control in accordance with the project's permits and SWPPP will be implemented to protect surface and groundwater. Off–site disposal of construction materials, as appropriate, will be performed in accordance with state and federal regulations.

Wetlands avoidance will be the first priority for mitigation, followed by minimization. Where avoidance is not feasible, compensatory mitigation will be developed in accordance with the current ACOE regulations.

Waterbody (stream/bayou/river) modifications/crossings mitigation strategies will include avoidance, structure placement and sizing, pier placement, retaining walls, relocation, and erosion and sedimentation control.

Floodplain mitigation strategies include avoidance, structure placement and sizing, and pier placement.

Visual resource mitigation strategies include CSD in appropriate locations and settings.

D. Permitting

Specific permit requirements for the LRX cannot be identified at this point in the project process. Generally, it is expected that authorization of the LRX will require the following permits:

Permits under the provision of the Clean Water Act of 1972:

- Section 404 of the CWA, discharge of dredged and fill material into wetlands and other waters of the United States.
- Section 401 of the CWA, water quality certification – as a condition of the Section 404 permit.
- LPDES, discharge of pollutants from any point source into waters of the state of Louisiana, which meets the Section 402 permit requirements.

Authorization of the bridge across the Vermilion River will require permits subject to the General Bridge Act of 1946 and to the River and Harbors Act of 1890:

- Section 9, construction of a bridge over navigable waters of the United States.
- Section 10, work in navigable waters of the United States.

Chapter 9. PUBLIC INVOLVEMENT AND AGENCY COORDINATION

A. Notice of Intent

The NOI to Prepare an EIS was published in the Federal Register on December 16, 2005 (Vol. 70, No. 241). A copy of the NOI and of the letters received in response are provided in Appendix B.

The goal of the public, public officials, stakeholders, and agency involvement effort was to provide information regarding the proposed project and alternatives, solicit input as it relates to the project and the alternatives, and to provide continuous flow of information between the agencies and the public.

In October 2009, a NOI amendment was published to change the name of the project to the LRX and to add the LADOTD as a joint lead agency. The NOI amendment can be found in Appendix C.

B. Lead, Cooperating, and Participating Agencies

FHWA and LADOTD are co-lead agencies and the LMEC is the local lead agency for the LRX EIS. The USACE and 8th USCG agreed to be cooperating agencies. Nine agencies were invited to be participating agencies due to their areas of expertise. Those that accepted include LCG, LDWF, EPA, NRCS, and LDNR.

The USFWS originally declined to be a participating agency stating that there are no significant federal fish and wildlife resource issues associated with the project. In May 2008, USFWS requested addition as a participating agency.

The purpose of involving these agencies is to keep them informed during the project and obtain input from them during the planning process.

C. Agency Coordination and Consultation

As part of the coordination and consultation process, an Agency Involvement Plan (AIP) was prepared and is included in Appendix D. The key objectives of the AIP activities are: 1) provide continuous information flow to agencies; 2) solicit meaningful input representing the diverse points of view; and 3) facilitate problem identification and conflict resolution through consensus-building activities. Various coordination and consultation activities took place during the project consisting of consultation, scoping, meetings, and milestone review and concurrence.

1. Solicitation of Views

A Solicitation of Views (SOV) letter was sent on December 5, 2005, to 68 elected officials and agencies. Responses were received from:

- State Representative Ernie Alexander,
- Louisiana Department of Agriculture & Forestry,
- LDEQ,
- LDNR,
- LADOTD Floodplain Management Section,
- LCG,

- NRCS,
- ACOE,
- EPA, and
- The Chitimacha Tribe of Louisiana.

Appendix E contains a sample of the SOV, the SOV mailing list, and a summary of the responses received.

2. Agency Scoping

A project agency scoping meeting was held on February 14, 2006. Agencies with representatives in attendance were as follows: LMEC; LDWF; LCG – Traffic and Transportation Department; City of Scott; FHWA; LADOTD; LDNR – Office of Conservation; NRCS; Lafayette Economic Development Authority (LEDA); and EPA via conference call. During the meeting agency representatives were:

- provided the background of the project,
- shown the proposed corridor alternatives,
- briefed on the SOV and comments received, and
- provided a list of cooperating and participating agencies.

The agencies were given an opportunity to comment on the project and remarks were received from EPA, LDNR, FHWA, LADOTD, the City of Scott, LCG – Traffic and Transportation, LDWF. The minutes of the meeting can be found in Appendix F.

3. Agency Notification Letters

Agency notification letters were sent at the restart of the project on December 11, 2015. The letter reviewed delay of the process from 2010 through 2015 and notified the agencies about the continuation of the Tier 1 EIS process with the ultimate culmination proposed as a Record of Decision. A copy of the letter can be found in Appendix G.

4. Agency Meeting

An agency meeting was held on January 12, 2016, to brief the resource agencies and stakeholders on the project status and to re-engage them in the process. Representatives from 10 agencies were in attendance. The project team reintroduced of the project, including the purpose and need, historical activities, typical sections, alternatives, costs, and the next steps for the project. A list of attendees is provided in Appendix H.

A second agency meeting was held on June 6, 2017. This meeting was held the same day as the second public meeting to provide an opportunity for agencies and elected officials to have a preview of the information to be presented to the public. The project status, project description, environmental resource updates, updated traffic and tolling information, and next steps were presented to those in attendance. A period was open for questions and comments. In attendance were representatives from LMEC, FHWA, LADOTD, Congressman Cassidy's office, the LA State Police, and the City of Carencro. The group discussed the projected opening date funding opportunities, public consensus and support for toll projects and the use of the toll revenue stream.

D. Public, Stakeholders Committees, Civic Advisory Group, and Special Purpose Meetings

A Public Involvement Plan for the LRX Tier 1 EIS was finalized in January 2006 and is included in Appendix I.

1. Public Involvement

The LRX Tier 1 EIS process initiated and conducted an extensive series of public involvement activities. These activities include:

a. Internet: Project Web Site and E-mail

The web site, www.lafayettexpressway.com was replaced in February 2008 with a new web site, www.lrxpressway.com to incorporate the project's new identity. The web site includes a project overview, corridor alternative maps, meeting notices and summaries, project reports, and contact information.

b. Public Information Meetings

April 2006 Public Meetings

A series of public information meetings were conducted throughout the LRX Tier 1 EIS process. The following is a list of public information meetings held with a meeting summary. Specific comments summaries for each meeting can be found in Appendix J. During these meetings, comment forms were collected. The forms asked very specific questions. The questions and the answers received can also be found in Appendix J. In general, those in attendance felt that an expressway was needed in Lafayette Parish to address traffic congestion throughout the region. Most commenters would use the expressway, and a large majority preferred the Outer Corridor Alternative of the three presented citing the need for evacuation routes, and avoidance of impacts to developing communities. There were many comments regarding the common alternative shown for the northern quadrant as it went through the City of Scott. The residents did not feel that was the best option.

April 5, 2006

The April 5, 2006, community meeting was held at the Carencro Community Center, and attended by approximately 28 Carencro residents, LMEC members, LCG representatives, mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Lloyd Rochon (LMEC), Glenn Brasseaux (Mayor-Carencro), J.L. Richard (Carencro Alderman), Bill Fontenot (LMEC-LADOTD), Dale Bourgeois (LCG Councilman), and Bruce Conque (LCG Councilman). Nine public comments were made during the question and answer session and three comment forms were turned into facilitators. Many questions centered around the tolling decisions that would be made in the future by the LMEC as it drafted its rules of operation to include a timeline for collection of tolls, types of participation in funding, and toll revenue percentages dedicated to operations and maintenance. A few comments focused on the EIS process to include questions related to how the Record of Decision was made and by whom.

April 18, 2006

The April 18, 2006, community meeting was held at the Youngsville Town Hall and attended by approximately 34 residents, LMEC members, LCG representatives, mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Wilson Viator (Mayor-Youngsville), Jessie Vallot (Youngsville Alderman), and A.J. Bernard, Jr. (Youngsville

Alderman). Nine public comments were made during the question and answer session, and five comment forms were turned into facilitators. Comments generally focused on how a corridor would personally affect the commenter. Questions were also asked about how the project would be funded. The City of Maurice and residents of Vermillion Parish stated they were in favor of the project if it would be located within their community.

April 19, 2006

The April 19, 2006, community meeting was held at the Scott City Hall and was attended by approximately 33 residents, LMEC members, LCG representatives, mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Hazel Myers (Mayor-Scott), Norwood Menard (Councilman), and Bill Young (Councilman). Several public comments were made during the question and answer session, and 14 comment forms were turned into facilitators or faxed to the project team. Questions taken during the meeting requested that the corridor not significantly impact the City of Scott and again focused on funding possibilities.

April 2, 2007

A community meeting was held April 2, 2007, in Scott, Louisiana. The purpose of the meeting was to present refined corridors for the Lafayette toll road near the City of Scott. The corridors were refined to address concerns about the location of the previously presented corridors raised during the round of public meetings held in April 2006. The refined corridors presented were located to the west of Scott and to the east of Scott and may cause minor changes to alternative corridors south of Scott. A meeting summary is provided in Appendix K.

The community meeting was conducted following an open-house. Members of the public were encouraged to view aerial maps of the two proposed corridors around the City of Scott and discuss the project and offer suggestions to team members.

The community meeting was attended by approximately 74 residents, LMEC members, LCG representatives, mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Bill Rucks (LMEC), Hazel Myers (Mayor - Scott), Glenn Brasseaux (Mayor - Carencro), J.L. Richard (Carencro Alderman), Bill Fontenot (LMEC and DOTD), Bruce Conque (LCG Councilman), Representative Don Trahan (LA House of Representatives), and Bob Ferguson (Mayor - Maurice).

Twenty-one comment forms were submitted by attendees. Most of the comments received were in favor of a tolled expressway in Lafayette. Each comment form that answered Question 3 (19 forms) identified the “West of City of Scott” corridor as the best option for further study. No forms identified the “East of City of Scott” option.

March 2008 Public Meetings

A round of public meetings were held in March 2008, in order to present to the community the project description, corridor alternatives, possible funding options, project status, and future project plans. The meetings were held with an Open House format, allowing attendees to visit with the project team and view details and graphics. A meeting summary is included in Appendix L.

March 11, 2008

A meeting was held March 11, 2008, in Lafayette, Louisiana, at the St. Thomas More High School gymnasium. The meeting was attended by 27 residents, LMEC members, LCG representatives, public officials, and the project consultant team. Four comment forms were turned into facilitators and two forms were received by mail. In general, the commenters were supportive of the project, the preferred Common Corridor 1 Alternative and the Outer Corridor Alternative. Most felt that the project need was immediate.

March 12, 2008

A meeting was held March 12, 2008, in Scott, Louisiana, at the St. Martin De Porres Church Hall. The meeting was attended by 96 residents, LMEC members, LCG representatives, public officials, and the project consultant team. Twelve comment forms were turned into facilitators. Six comment forms were sent in by mail.

March 13, 2008

A meeting was held March 13, 2008, in Youngsville, Louisiana, at the Youngsville Middle School. The meeting was attended by 119 residents, LMEC members, LCG representatives, public officials, and the project consultant team. Sixty–two comment forms were turned into facilitators or mailed to the project team.

Public Meetings – June 6 and 7, 2017

A series of open house public meetings were held in 2017 to re-engage the public regarding the LRX. This meeting was used to re-introduce the corridor alternatives, the process, the purpose and need, corridor and environmental resource features, tolling locations, and to solicit input regarding the project. Over the two days, 36 people attended the meetings. Twelve comment forms were received. Generally, the public comments noted support of the project and most preferred the Common Corridor 1 Alternative and the Outer Corridor Alternative based on a review of the information presented during the meeting. Two commenters stated that an expressway was not needed in Lafayette. A summary of the meetings and comments can be found in Appendix M.

c. Mailing Lists

An electronic mailing list was created and has been maintained and updated throughout the LRX Tier 1 EIS process. LMEC members; Stakeholder Committee members; Civic Advisory Group members; local, state and federal elected officials and all interested parties are identified appropriately on this list. As persons inquire about the project or attend a public meeting, contact information is added to this list.

d. Newsletters and Updates

A newsletter entitled, “Lafayette Regional Xpressway Newsbrief” was sent out in January 2008 to the Stakeholder Committee, the Civic Advisory Group, local, state and federal elected officials, and others who were included on the mailing list. The newsletter provided a project overview, discussed the purpose and need, project history, the LMEC Mission, project funding options, mobility program description, public private partnerships, public involvement, and open road tolling. The newsletter was four pages with an insert of the corridor alternatives map and a description of each corridor alternative. The newsletter is included in Appendix N.

e. LMEC Meetings

The LMEC has met at least quarterly during the course of the Tier 1 EIS process as required by the legislation. These meetings are advertised and public is invited to attend. Project updates from the project team were often included on the agenda. Meeting agendas and minutes can be reviewed by contacting the LMEC.

2. Stakeholder Coordination and Briefings

a. Stakeholder Interviews

The LMEC identified potential stakeholders to provide input throughout the course of the Tier 1

EIS process. Sixteen stakeholders were interviewed or responded to questions.

Table 9-1 lists the stakeholders and the entity that they represent. The stakeholders were interviewed from January 2006 through March 2006.

Table 9-1: Stakeholders Interviewed

Name	Representing
Luther Arceneaux	MPO Citizen Advisory Committee Chair
Greg Roberts	Lafayette Airport Director
Don Bertrand	MPO Transportation Policy Committee Chair
Tony Tramel	LCG Traffic & Transportation Department
Tom Carroll	LCG Department of Public Works
John Lagneaux	Mayor of Duson
Wilson Viator	Mayor of Youngsville
Charles Langlinais	Mayor of Broussard
Joey Durel	LCG City/Parish President
Conrad Comeaux	Lafayette Parish Assessor
Kerry Collins	Lafayette Parish Bayou Vermilion District
Gerald Boudreaux	LCG Parks & Recreation Department
Hazel Myers	Mayor of Scott
Glenn Brasseaux	Mayor of Carencro
Don Trahan	State Representative District 31
Barbara Picard	Mayor of Maurice

Overall, the interviewed stakeholders responded that some sort of expressway or loop around the City of Lafayette is needed. About half of the responders would like to see the toll road located within the inner corridor and the other half would like to see it located within the outer. Some responders preferred the inner corridor for reducing congestion and traffic from the City of Lafayette, while the outer corridor was said to provide for economic development for the parish and have limited constraints from existing development. Most responders said they would use the toll road if they lived within one to five miles from it.

b. Stakeholder Committee Meetings

In January 2008, upon LMEC review and approval, the Stakeholder Committee was expanded to include members of greater Acadiana region, including members from parishes adjacent to Lafayette Parish. The revised Stakeholder Committee is shown in Table 9 – 2.

Table 9-2: Revised LRX Stakeholder Committee

Name	Representing
Terry Huval, Director	Lafayette Utilities System
Gerald Boudreaux, Director	Parks & Recreation, Lafayette Consolidated Government
Conrad Comeaux, Assessor	Lafayette Parish
Michael Neustrom, Sheriff	Lafayette Parish
Cynthia Trahan, Executive Director	Bayou Vermilion District
Carolyn Lagneaux, Mayor	Town of Duson
Wilson Viator, Mayor	City of Youngsville
Bob Ferguson, Mayor	Village of Maurice
Charles Langlinais, Mayor	City of Broussard
Hazel Myers, Mayor	City of Scott
Glenn Brasseaux, Mayor	City of Carencro
Thomas Nelson, Mayor	City of St. Martinville
Hilda Daigre Curr, Mayor	City of New Iberia
Ernest Freyou, President	Iberia Parish
Guy J. Cormier, President	St. Martin Parish
Gerald Butoud, President	Vermilion Parish Police Jury
A.J. Credeur, President	Acadia Parish Police Jury
Donald Menard, President	St. Landry Parish
T. Bradley Keit, State Director	U.S. Sen. Mary Landrieu
Nicole Hebert, State Director	U.S. Sen. David Vitter
Joan Finley, District Director	U.S. Rep. Charles Boustany
Barney Arceneaux, District Director	U.S. Rep. Charlie Melancon
Sen. Joe McPherson, Chairman	Senate Transportation Committee
Rep. Nita Rusich Hutte, Chairman	House Transportation Committee
Stephen Moret, Secretary	Louisiana Dept. of Economic Development
Rep. Donald C. Trahan, District 31	Louisiana House of Representatives

A Stakeholder Committee meeting was held February 15, 2008, in Lafayette, LA at the LEDA. The purpose of the meeting was to present the stakeholders with the project history, purpose and need, project description, corridor alternatives, possible funding options, open road tolling, project identity, project status, and future project plans. The meeting was attended by 26 residents, LCG representatives, local elected officials, congressional staff members, and consultants. Public officials in attendance included: Joey Durel (Lafayette City/Parish President), Bill Fontenot (LMEC and LADOTD), Bob Ferguson (Mayor - Maurice), Guy Cormier (St. Martin Parish President) and Michael Neustrom (Lafayette City/Parish Sheriff).

c. Civic Advisory Group

In January 2008, a Civic Advisory Group was convened so that civic leaders from the greater Acadiana region, including members from parishes adjacent to Lafayette Parish, could participate in the public involvement process. The revised Stakeholder Committee is shown in Table 9 – 3.

Table 9-3: LRX Civic Advisory Group

Name	Representing
Melinda Sylvester, Executive Director	SW Louisiana Black Chamber of Commerce
Kristi Lumpkin, Executive Director	Acadiana Economic Development
Stan McGee, CAO	Acadiana Regional Development District
Raymond Hebert, Executive Director	Community Foundation of Acadiana
Ted Girouard, President	Vermilion Parish Farm Bureau
Burnell Lemoine, Superintendent	Lafayette Parish School System
Randy Schexnayder, Superintendent	Vermilion Parish School System
Dale Henderson, Superintendent	Iberia Parish School System
Richard Lavergne, Superintendent	St. Martin Parish School System
Phyllis Dupuis, Regional Director	Acadiana Region
Beth Guidry, Executive Director	St. Martin Economic Development Authority
Jay Campbell, Executive Director	Port of Vermilion
Gerard Pemon, Executive Director	St. Landry Economic Industrial Development District
Clara Leblanc-Burke, Executive Director	Lafayette Parish Council on Aging
Margaret Trahan, Executive Director	Iberia Parish Council on Aging
Earline Countee, Executive Director	St. Martin Parish Council on Aging
Rachel August, Executive Director	Vermilion Parish Council on Aging
Vicki Chrisman, Interim Executive	Director Acadiana Arts Council
Chad Hanks, President	Lafayette Parish Farm Bureau
Jackie Theriot, President	St. Martin Parish Farm Bureau
Ted Broussard, President	Iberia Parish Farm Bureau
Roy Pontiff, Executive Director	Port of Iberia
Pete Yuan, Market Director	lberia Bank
Jemy Q. Prejean, Commissioner	LEDA
Margaret Trahan, President & CEO	United Way of Acadiana
Sarah Berthelot, President	Junior League of Lafayette
Lynn Guillory, Executive Director	Abbeville-Vermilion Chamber of Commerce
John T. Landry, Director of Development	ULL

A meeting was held on February 15, 2008, in Lafayette, Louisiana to present the Civic Advisory Group with the project history, project purpose and need, project description, corridor alternatives, possible funding options, open road tolling, project identity, project status, and future project plans. The meeting was attended by 19 residents, community organization and business leaders, school officials, and consultants. Public officials in attendance included: Chad Hanks (Lafayette Parish Farm Bureau President), Burnell Lemoine (Lafayette Parish Schools Superintendent), Vicki Chrisman (Acadiana Arts Council Executive Director), and Jay Campbell (Port of Vermilion Executive Director).

d. Special Purpose Meetings

A LCG/MPO joint meeting was held December 10, 2007, at LEDA. The purpose of the meeting was to present the LCG/MPO with the project history, purpose and need, project description,

corridor alternatives, possible funding options, open road tolling, project status, and future project plans.

On behalf of the Abbeville Chamber of Commerce, an informational meeting was held April 30, 2008, in Abbeville, Louisiana at the Vermilion Parish Library. The meeting was attended by 32 residents, public officials, and the project consultant team. Six comment forms were turned into facilitators. The purpose of the meeting was to present to the community the project description, corridor alternatives, possible funding options, project status, and future project plans.

The project team presented the details of the project to the Lafayette MPO (now Acadiana MPO) Transportation Policy Committee and Citizens Advisory Committee at their regular meetings in June and July 2010. The presentation covered project history, purpose and need, corridor alternatives, traffic, and revenue as well as future steps.

In July 2013, the LMEC presented the LRX as part of the Mega Projects presentation event held by LADOTD. The project was presented for consideration to continue to be included on the mega projects list developed by the agency. The project is included in the list as a priority C project (projects for which funding has not yet been identified.)

E. Public Hearings

Public hearings, or notices of opportunities to request a public hearing, are scheduled to occur following the Notice of Availability (NOA) of the Draft Tier 1 EIS.

Chapter 10. LIST OF PREPARERS

Studies, reviews, and production of the LRX Draft Tier 1 EIS have been conducted jointly by the LMEC, FHWA, LADOTD, and the HNTB Team of consultant engineers, environmental planners, environmental scientist, and cultural resource specialist. The ACOE and USCG are cooperating agencies. This list will be updated through the Project.

Key personnel from federal and state agencies, and the HNTB Team, with major area of contribution to the Project, are listed below:

A. Federal Highway Administration – Lead Federal Agency

Carl M. Highsmith (Now with FHWA Texas)
BS/Civil Engineering
Project Delivery Team Leader

Lismary Gavillán, PE, DBIA (Now with FHWA California)
BS/Civil Engineering
Area Engineer

Robert Mahoney, PE
MS/Civil Engineering
Environmental Coordinator

Mark Stinson, PE, PMP
BS/Civil Engineering
Major Projects Engineer

Joshua Cunningham
Project Delivery Team Leader

B. Louisiana Department of Transportation and Development

Jan Hughes
BA/Anthropology
Guidance and document review

Noel Ardoin, PE
BS/MS/JD/MBA
Environmental guidance and document review

C. Lafayette Metropolitan Expressway Commission – Lead Local Agency

Michael R. Mangham (deceased)
Chairman, Lafayette Metropolitan Expressway Commission
LSU, BS–Petroleum Engineering and JD-Law

Elaine D. Abell
Chairwoman, Lafayette Metropolitan Expressway Commission

D. HNTB Consultant Team

HNTB Corporation

Robert Schmidt, PE
BS/Civil Engineering
Responsible for day-to-day project management, Study Team project coordination, coordination and review of the supporting work for environmental planning, design, geometric layouts, traffic and revenue studies and financial planning, and community involvement program.

Steven Skeele, PE
BS/Civil Engineering
Responsible for day-to-day project management, Study Team project coordination, coordination and review of the supporting work for environmental planning, design, geometric layouts, traffic and revenue studies and financial planning, and community involvement program.

Adriane McRae, PE
BS/Civil Engineering
Responsible for performing engineering analysis.

Kate Brady Prejean, PE
BS/Civil Engineering
Responsible for environmental documentation coordination.

Edd Manges, CEP
BS/Planning and Administration
Responsible for preparing various sections of the EIS, document review, NEPA conformity, and agency consultation and coordination.

Buren "Buck" DeFee II, PhD
PhD/Urban and Regional Science
MS/Land Development
BS/Marine Biology
Responsible for GIS analysis and exhibit preparation

Bryan Jones
BA/Mass Communications
Responsible for public involvement activities and documentation.

PENSCO, Inc.

Allen L. Martin, PE, PLS
BS/Civil Engineering
Responsible for collecting preliminary property owner identification and performing engineering analysis.

C.H. Fenstermaker & Associates, Inc. (CHF)

Kam Movassaghi, PhD
Oversight and guidance

Dax Douet, PE
Project engineer

George “Brad” Hamilton, PE
B.S. / Electrical Engineering
Responsible for prime farmland/prime farmland Impacts.

Om P. Dixit, PE
MS / Civil Engineering
MBA / Business Administration
BS Civil Engineering
Responsible for visual impacts, construction and construction impacts, and engineering analysis.

Robert Ganczak
MS / Biology
BS / Biology
consultant.
Responsible for water quality studies and impact assessment.

Sherry Eastin
AD / Drafting and Design Technology
Responsible for mineral resources, waste sites, environmental planning and research, exhibit preparation, and public involvement assistance.

R. Christopher Goodwin & Associates, Inc. (RCG)

Robert J. Lackowicz, RPA
MA, Anthropology (archaeology specialization)
Responsible for overseeing Section 106 cultural resource review

James Eberwine, RPA
MS, Anthropology (archaeology specialization)
Responsible for reporting Section 106 cultural resource review

David Stitcher
BA, Anthropology (archaeology specialization)
MicroStation certification.

Stantec Consulting

Thomas Harknett
BSCE, ME Traffic Engineering
Technical lead for multi-year traffic and revenue forecast and level of service for key links.

William Allen
MS, BS Civil Engineering
Responsible for developing a customized toll diversion procedure for the regional travel demand model and the toll diversion section in the traffic and revenue technical memorandum.

Carter Brown
BS Industrial Engineering
Responsible for preparing the socioeconomic forecast review section in the traffic and revenue technical memorandum.

Mariya Carey, PE
BS Civil Engineering
Responsible for updating the regional travel demand model and compiling and editing the traffic and revenue technical memorandum.

E. Cooperating Agencies

U.S. Army Corps of Engineers, New Orleans District (COE)

Bobby Quebedeaux
Senior Environmental Resources Specialist.
Responsible for Section 10/404 permit review and evaluation.

U.S. Coast Guard, 8th Coast Guard District

David M. Frank (Retired)
Responsible for Section 9 permit review and evaluation.
Responsible for permit review as it pertains to the General Bridge Act of 1946

Chapter 11. TIER 1 EIS CIRCULATION

A. Lead Federal Agency

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

B. Lead State Agency

Louisiana Department of Transportation and Development
PO Box 94245
Baton Rouge, LA 70804

C. Lead Local Agency

Lafayette Metropolitan Expressway Commission
P.O. Box 60485
Lafayette, LA 70596-0485

D. Cooperating Agencies

Department of the Army
New Orleans District, Corps of Engineers
Regulatory Branch
7400 Leake Ave.
New Orleans, Louisiana 70118

U.S. Coast Guard, 8TH Coast Guard District
Hale Boggs Federal Building
Bridge Administration Branch
500 Poydras Street
Room 1313
New Orleans, LA 70130-3310

E. Participating Agencies

Lafayette Consolidated Government
P.O. Box 4017-C
Lafayette, LA 70502

Louisiana Department of Natural Resources
Office of Conservation

Lafayette District Office
825 Kaliste Saloom Road
Lafayette, LA 70508

US Environmental Protection Agency - Region 6
Compliance Assurance and Enforcement Division
Office of Planning and Coordination (6EN-XP)
NEPA 309 Review
1445 Ross Avenue
Dallas, TX 75202-2733

District Conservationist
Natural Resources Conservation Service
Lafayette Field Office
Whitney National Bank Building
905 Jefferson Street, Suite 310
Lafayette, Louisiana 70501-7913

Louisiana Department of Wildlife & Fisheries
2000 Quail Drive
Baton Rouge, LA 70808

Louisiana Field Office
US Fish & Wildlife Service
646 Cajundome Boulevard, Suite 400
Lafayette, LA 70506

F. Federal Agencies

US Environmental Protection Agency,
Office of Federal Activities (A-104),
submitted via eNEPA

U.S. Department of the Interior
Office of Environmental Project Review
Room 4239
18th and C Streets, NW.
Washington, D.C. 20240

G. State Agencies

Louisiana Department of Environmental Quality
Office of Mgmt. & Finance, Contracts & Grants Division
PO Box 4303
Baton Rouge, LA 70821-4303

Louisiana Department of Culture, Recreation and Tourism

Division of Archaeology
PO Box 44247
Baton Rouge, LA 70804

H. Local Government Agencies

Vermilion Parish Police Jury
100 North State Street
Abbeville, Louisiana

St. Martin Parish Council
PO Box 9
St. Martinville, LA 70582

Iberia Parish Council
300 S. Iberia Street, Ste.410
New Iberia, LA 70560

Acadiana MPO
101 Jefferson Street, Suite 201
Lafayette, LA 70501-7007

I. Elected Officials

The Executive Summary will be emailed to Elected Officials.

J. Copies Available for Public Viewing

Southside Library
6101 Johnston St.
Lafayette, LA 70503

Carencro Branch Library
5101 N University Ave
Carencro, LA 70520

Vermilion Parish Library
8901 Maurice Ave
Maurice, LA 70555

Iberia Parish Library
445 E Main St.
New Iberia, LA 70560

Scott Library
5808 Cameron St., # B

Scott, LA 70583

East Regional Library (Broussard & Youngsville)
215 La Neuville road
Youngsville, LA 70592

Duson Library
310 Avenue au Nord
Duson, LA 70529

Milton Branch Library
108 W Milton Ave.
Milton, LA 70558

St. Martin Parish Library
201 Porter St.
St Martinville, LA 70582

Lafayette Economic Development Authority
211 East Devalcourt St.
Lafayette, LA 70506

Louisiana Department of Transportation and Development
428 Hugh Wallis Road
Lafayette, LA 70508

C. H. Fenstermaker & Associates
135 Regency Square
Lafayette, LA 70508

Chapter 12. LIST OF ACRONYMS

AASHTO – American Association of State Highway and Transportation Officials

ACOE – Army Corps of Engineers

ACS – American Community Survey

ADA – Americans with Disabilities Act

ADT – average daily traffic

AIP – Agency Coordination Plan

APE – Area of Potential Effect

ARMF – Annual Reserve Maintenance Fund

BFE – base flood elevation

CEA – Cumulative Effects Assessment

CEQ – Council on Environmental Quality

CERCLIS – Comprehensive Environmental Response Compensation and Liability Information System

CESQG – conditionally exempt small quantity generator

CFR – Code of Federal Regulation

CMAQ – Congestion Mitigation and Air Quality

COA – Council on Aging

CPI – Consumer Price Index

CSD – Context sensitive design

CSS – Context sensitive solution

CV – commercial vehicle

CWA – Clean Water Act

dB – decibel

dBA – decibels measured on the A-weighted scale

DEIS – Draft Environmental Impact Statement

EA – Environmental assessment

EIS – Environmental Impact Statement

EO – Executive Order

EPA – US Environmental Protection Agency

ETC – electronic toll collection

FEIS – Final Environmental Impact Statement

FEMA – Federal Emergency Management Agency

FHWA – Federal Highway Administration

FIRM – Flood Insurance Rate Maps

FONSI – Finding of No Significant Impact

FR – Federal Register

FY – Fiscal Year

GHG – Greenhouse Gas

GIS – Geographic Information Systems

IJR - Interchange Justification Report

ITS – Intelligent Transportation System

LADOTD – Louisiana Department of Transportation and Development

LCG – Lafayette Consolidated Government

LDWF – Louisiana Department of Wildlife and Fisheries

LDEQ – Louisiana Department of Environmental Quality

LDNR – Louisiana Department of Natural Resources

LEDA – Louisiana Economic Development Authority

Leq(h) – hourly equivalent sound level

LINC – Lafayette In A Century

LMEC – Lafayette Metropolitan Expressway Commission

LOS – Level of Service

LPDES – Louisiana Pollutant Discharge Elimination System

LQG – Large quantity generator

LRX – Lafayette Regional Xpressway

LUST – leaking underground storage tank

LWCF – Land and Water Conservation Fund Act of 1965

MPO – Metropolitan Planning Organization

MRLC – Multi-Resolution Land Characteristics Consortium

MUTCD - Manual on Uniform Traffic Control Devices for Streets and Highways

NAAQS – National Ambient Air Quality Standards

NAC – noise abatement criteria

NASA – National Aeronautics and Space Administration

NEPA – National Environmental Policy Act of 1969

NHP – Natural Heritage Program

NHS – National Highway System

NLCD – National Land Cover Database

NO2 – Nitrogen dioxide

NOAA – National Oceanographic and Atmospheric Administration

NOI – Notice of intent

NPL – National Priority List

NPV – net present value

NRCS – Natural Resource Conservation Service

NRHP – National Register of Historic Places

NSSH – National Soil Survey Handbook

NWI – National Wetland Inventory

O&M – operations and maintenance

P&A – Plugged and abandoned

PIP – Public involvement plan

$PM_{2.5}$ and PM_{10} – Particulate matter

PPP - public private partnership

RCRA – Resource Conservation and Recovery Act

ROD – Record of Decision

ROW – right of- way

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users

SIP – State Implementation Plan

SOV – Solicitation of Views

SQG – Small quantity generator

SWPPP – Stormwater Pollution Prevention Plan

TDM – Travel Demand Model

TEA-21 – Transportation Equity Act for the 21st Century

TIFIA – Transportation Infrastructure Finance and Investment Act

TIP – Transportation Improvement Program

TNM – FHWA Traffic Noise Model

TSM – Travel System Management

USC – United States Code

USCG – United States Coast Guard

USDA – United States Department of Agriculture

USDOT – United States Department of Transportation

USFWS – United States Fish and Wildlife Service

USGS – United States Geological Survey

V/C – volume to capacity ratio

VRP –Voluntary Remediation Program

WMA – Wildlife Management Area

WWTP – Wastewater Treatement Plant

APPENDICES

LIST OF APPENDICES

APPENDIX A
TABLES

Table A4- 1: Prime Farmland Soil by Parish[1]

Corridor	Soil Symbol	Soil Name	Acres	% of Parish
Iberia			135,696	
Iberia	Ag	Alligator clay	3,294	2.4%
Iberia	Ax	Alligator-Galvez complex	786	0.6%
Iberia	Ba	Baldwin silty clay loam	17,964	13.2%
Iberia	Ca	Calhoun silt loam	1,202	0.9%
Iberia	Co	Coteau silt loam	5,955	4.4%
Iberia	Dn	Dupuy silt loam, 0 to 1 percent slopes	290	0.2%
Iberia	Fr	Frost silt loam	1,545	1.1%
Iberia	Ga	Gallion-Perry complex, gently undulating	4,220	3.1%
Iberia	Gv	Galvez silt loam	5,778	4.3%
Iberia	Ib	Iberia silty clay	13,221	9.7%
Iberia	Ja	Jeanerette silt loam	53,860	39.7%
Iberia	Lo	Loreauville silt loam	11,923	8.8%
Iberia	Pa	Patoutville silt loam	10,984	8.1%
Iberia	Sh	Schriever clay, 0 to 1 percent slopes	4,675	3.4%
Lafayette			160,379	
Lafayette	AcA	Acy silt loam	1,913	1.2%
Lafayette	BaA	Baldwin silty clay loam	3,266	2.0%
Lafayette	CaA	Calhoun silt loam	190	0.1%
Lafayette	CoA	Coteau silt loam, 0 to 1 percent slopes	22,680	14.1%
Lafayette	CoB	Coteau silt loam, 1 to 3 percent slopes	5,424	3.4%
Lafayette	CtB	Coteau-Frost complex, gently undulating	1,625	1.0%
Lafayette	CwA	Crowley silt loam, 0 to 1 percent slopes	2,621	1.6%
Lafayette	DuB	Duson silt loam, 1 to 3 percent slopes	6	0.0%
Lafayette	FoA	Frost silt loam	37,181	23.2%
Lafayette	GaA	Gallion silt loam	406	0.3%
Lafayette	IbA	Iberia silty clay	2,744	1.7%
Lafayette	JeA	Jeanerette silt loam	15,173	9.5%
Lafayette	JuA	Judice silty clay, 0 to 1 percent slopes	3,003	1.9%
Lafayette	MbA	Memphis silt loam, 0 to 1 percent slopes	18,011	11.2%
Lafayette	MbC	Memphis silt loam, 1 to 5 percent slopes	11,586	7.2%
Lafayette	MpB	Memphis-Frost complex, gently undulating	463	0.3%
Lafayette	MwA	Mowata-Frost complex	6,048	3.8%
Lafayette	PaA	Patoutville silt loam	24,399	15.2%
Lafayette	ShA	Sharkey clay, 0 to 1 percent slopes, rarely flooded, south	2,969	1.9%
Lafayette	UDA	Udifluvents, loamy	671	0.4%
St Martin			174,447	
St Martin	Ac	Acy silt loam	1,184	0.7%
St Martin	Ba	Baldwin silty clay loam	4,766	2.7%
St Martin	Ca	Calhoun silt loam	230	0.1%
St Martin	CB	Cancienne silty clay loam, 0 to 1 percent slopes	17,863	10.2%
St Martin	Co	Coteau silt loam	8,881	5.1%
St Martin	Cu	Coteau silt loam	1,219	0.7%
St Martin	Dd	Dundee silt loam	21,403	12.3%
St Martin	Dp	Dupuy silt loam, 0 to 1 percent slopes	1,897	1.1%
St Martin	Du	Dupuy-Schriever complex, gently undulating	714	0.4%
St Martin	FoA	Frost silt loam	138	0.1%
St Martin	Ga	Gallion-Perry complex, gently undulating	904	0.5%
St Martin	Gp	Gallion-Perry complex, gently undulating	6,236	3.6%
St Martin	Ib	Iberia silty clay	23,822	13.7%
St Martin	Lo	Loreauville silt loam	22,247	12.8%

[1] Source: Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at http://websoilsurvey.nrcs.usda.gov/. Accessed [November, 2015].

Corridor	Soil Symbol	Soil Name	Acres	% of Parish
St Martin	Mp	Memphis-Frost complex, gently undulating	3,543	2.0%
St Martin	Pt	Patoutville silt loam	965	0.6%
St Martin	Sh	Schriever clay, 0 to 1 percent slopes	27,180	15.6%
St Martin	Sr	Schriever clay, 0 to 1 percent slopes	5,501	3.2%
St Martin	Te	Tensas silty clay loam, 0 to 1 percent slopes	25,754	14.8%
Vermilion			426,705	
Vermilion	Aa	Acadiana silt loam, 1 to 3 percent slopes	863	0.2%
Vermilion	Ag	Alligator clay	2,736	0.6%
Vermilion	Ba	Baldwin silty clay loam	42,736	10.0%
Vermilion	CL	Commerce silt loam, 0 to 1 percent slopes	34,024	8.0%
Vermilion	Cm	Commerce silty clay loam	2,443	0.6%
Vermilion	Co	Coteau silt loam	9,456	2.2%
Vermilion	Cw	Crowley silt loam, 0 to 1 percent slopes	48,897	11.5%
Vermilion	Cy	Crowley-Patoutville silt loams	14,720	3.4%
Vermilion	Du	Dupuy-Schriever complex, gently undulating	1,956	0.5%
Vermilion	Fo	Frost silt loam	18,843	4.4%
Vermilion	Fr	Frost silt loam	3,806	0.9%
Vermilion	Hb	Hackberry sandy clay loam, overwash	192	0.0%
Vermilion	Hm	Hackberry-Mermentau complex, gently undulating	1,885	0.4%
Vermilion	Ja	Jeanerette silt loam	26,946	6.3%
Vermilion	Jd	Judice silty clay, 0 to 1 percent slopes	25,905	6.1%
Vermilion	Jk	Judice-Kaplan complex, gently undulating	5,189	1.2%
Vermilion	Ka	Kaplan silt loam	48,983	11.5%
Vermilion	Mn	Midland silty clay loam, 0 to 1 percent slopes	37,256	8.7%
Vermilion	Mr	Edgerly loam, 0 to 1 percent slopes	2,903	0.7%
Vermilion	Mt	Mowata silt loam, 0 to 1 percent slopes	35,911	8.4%
Vermilion	Pa	Patoutville silt loam	56,794	13.3%
Vermilion	Pb	Patoutville silt loam, 1 to 3 percent slopes	4,237	1.0%
Vermilion	Pt	Patoutville silt loam	22	0.0%

Table A4- 2: Inactive and Abandoned Confirmed and Potential Waste Sites

Site	Municipality	Parish	Status (FY '14)
Acadiana Regional Airport	New Iberia	Iberia	Potential
Old Squirrel Run Landfill	New Iberia	Iberia	Potential
R&D Fabrication & Manufacturing	New Iberia	Iberia	Potential
Waguespack Disposal Pits	Iberia	Iberia	Potential
Catalyst Recovery of Louisiana LLC	Lafayette	Lafayette	Potential
Gulf South Pipeline Co LP - Lafayette Compressor Station	Lafayette	Lafayette	Potential
LA SW Scrap & Salvage Inc	Lafayette	Lafayette	Potential
Transcontinental Gas Pipeline Corp	Lafayette	Lafayette	Potential
Transcontinental Gas Pipeline Corp Duson Lateral	Unknown	Lafayette	Potential
Waste Management of Louisiana LLC - Acadiana	Lafayette	Lafayette	Potential
Western Oil Transport Co Duson Shop	Duson	Lafayette	Potential
Cactus Pipe	Duson	Lafayette	Confirmed
Cameron Motors	Lafayette	Lafayette	Confirmed
Former Lafayette NG Target Range	Lafayette	Lafayette	Confirmed
Pal-Mix International	Duson	Lafayette	Confirmed
Cecilia Field Commingling Facility	Cecilia	St. Martin	Potential
Charles Holston Inc	Cade	St. Martin	Potential
Dexter Leonard Residence	Stephensville	St. Martin	Potential
Enterprise Field Services LLC - Anse LaButte Terminal	Breaux Bridge	St. Martin	Potential
Gas Gathering Corp - Bayou Bouillon Field Meter Station	Unknown	St. Martin	Potential
ANR Pipeline Co. – St. Martinville Station	Parks	St. Martin	Confirmed
Amoco Production Co - Gueydan Station	Gueydan	Vermilion	Potential
Arco-Live Oak Gas Stripping Plant Intracoastal	City	Vermilion	Potential
Mobil Oil Co - W Gueydan Compressor	Gueydan	Vermilion	Potential
New Forked Island Shipyard	Forked Island	Vermilion	Potential
Texaco Inc Convent Refinery	Erath	Vermilion	Potential
Tower Pit Inc	Kaplan	Vermilion	Potential
Transcontinental Gas Pipeline Co LLC - Tigre Lagoon Lateral	Erath	Vermilion	Potential
Transcontinental Gas Pipeline Corp 12 Live Oak Lateral	Unknown	Vermilion	Potential
Transcontinental Gas Pipeline Corp 16 Live Oak Junction	Unknown	Vermilion	Potential
Transcontinental Gas Pipeline Corp E White Lake Junction	Unknown	Vermilion	Potential
Transcontinental Gas Pipeline Corp Fresh Water Bayou Plt	Unknown	Vermilion	Potential
Transcontinental Gas Pipeline Corp Station #57	Unknown	Vermilion	Potential
Transcontinental Gas Pipeline Corp Union Intercoastal	Unknown	Vermilion	Potential
Unidentified Dump #1	Maurice	Vermilion	Potential
Vermilion Sugar Mill	Abbeville	Vermilion	Potential
Waguespack Disposal	Delcambre	Vermilion	Potential
ADD Processing Corp.	Abbeville	Vermilion	Confirmed
Antifreeze Inc.	Abbeville	Vermilion	Confirmed
Broussard Chemical Co. Inc. - Main Warehouse	Abbeville	Vermilion	Confirmed
Ceramic Shop Tank Farm	Abbeville	Vermilion	Confirmed
DL Mud	Abbeville	Vermilion	Confirmed
Drum Graveyard	Abbeville	Vermilion	Confirmed
Erath Sugar Mill	Erath	Vermilion	Confirmed
Gulf Coast Vacuum	Abbeville	Vermilion	Confirmed

Site	Municipality	Parish	Status (FY '14)
Pab Oil & Chemical Service Inc.	Abbeville	Vermilion	Confirmed
R360 Environmental Solutions of LA LLC - Intracoastal City II Transfer Station - Site Code 5710	Abbeville	Vermilion	Confirmed
Rice Bowl Tank Farm	Abbeville	Vermilion	Confirmed
Rose Bowl Tank Farm	Abbeville	Vermilion	Confirmed
Stevens Site	Abbeville	Vermilion	Confirmed

Table A4- 3: Leaking Underground Storage Tanks (LUSTS)[2]

Name	Address	City	Parish	Corridor
Lafayette Travel Center	1701 N University Ave	Lafayette	Lafayette	
IronGate Tubular Service LLC	251 Rousseau Rd	Youngsville	Lafayette	
Martin Chevrolet	1315 Rees St	Breaux Bridge	St. Martin	
MGN Inc - Exxon Food Mart	202 N Ambassador Caffery Pkwy	Scott	Lafayette	
M&M Shop #6	101 S College Dr	Lafayette	Lafayette	
Winmill Specialties Inc	800 Main St E	New Iberia	Iberia	
Gerald Arceneaux Property	4005 Moss St	Lafayette	Lafayette	
Pro Drive Outboard LLC	2702 Lake Dauterive Rd	Loreauville	Iberia	
Kwik Stop	200 Louisiana Ave	Lafayette	Lafayette	
Avis Rent-A-Car	Chaplin Dr	Lafayette	Lafayette	
Fournet's Winnwood Chevron	2932 Johnston St	Lafayette	Lafayette	
Rena Services LLC	4311 Johnson St	Lafayette	Lafayette	
Crescent Crown Distributing LLC	215 N Pierce St	Lafayette	Lafayette	
Patin's Conoco Station Inc	601 W Main St	New Iberia	Iberia	
Cracker Barrel Stores Inc #37	1303 N University	Lafayette	Lafayette	
Keli Mart	2511 Charity St	Abbeville	Vermilion	
M&M Pit Stop LLC	1897 Veterans Memorial Dr	Abbeville	Vermilion	
Catahoula Cash Grocery	4453 Catahoula Hwy	Catahoula	St. Martin	
Tony #3	300 Indest St	New Iberia	Iberia	
Shamrock Line Construction	Dautreuil Rd	St. Martinville	St. Martin	
Southwest Foods	103 Ile Des Cannes Rd	Lafayette	Lafayette	Common 2
English Eagle Fuel	507 W Veterans Memorial Rd	Kaplan	Vermilion	
Hit-n-Run Food Stores #06	2444 W Congress St	Lafayette	Lafayette	
The Tobacco Plant #4	215 W Mills Ave	Breaux Bridge	St. Martin	
Wade J Leleux	321 St Mary	New Iberia	Iberia	
Old Union Station (QRT)	601 W Port St	Abbeville	Vermilion	
Z&A Group LLC	1818 W Main St	Jeanerette	Iberia	
Cecilia Mini Mart	1016 Anse Broussard Hwy	Breaux Bridge	St. Martin	
Pumpelly Oil Co LLC	300 E Simcoe St	Lafayette	Lafayette	
Louisiana Army National Guard - FMS #9	1806 Surrey St	Lafayette	Lafayette	
Martin's Texaco Station	429 E Main St	Jeanerette	Iberia	
The Main Stop	739 W Main St	New Iberia	Iberia	
Cash Saver #5	1400 Center St	New Iberia	Iberia	
Theriot's Conoco	720 S Main St	Breaux Bridge	St. Martin	
Jubilee #8627	1734 N University Ave	Lafayette	Lafayette	
Handy Mart	509 W Port St	Abbeville	Vermilion	
Former Jay Guidry Service Station	100 N St Charles St	Abbeville	Vermilion	
VRST LLC	1808 W Pinhook Rd	Lafayette	Lafayette	

[2] Source: LDEQ Underground Storage Tank and Remediation Division, Public data request, January, 2016

Name	Address	City	Parish	Corridor
LADOTD - Abbeville Maintenance Unit	1814 W Port St	Abbeville	Vermilion	
Country Mart	3601 Moss St	Lafayette	Lafayette	
Circle K #4533	3806 Ambassador Caffery Pkwy	Lafayette	Lafayette	
Broussard Discount Tobacco & Beer LLC	4604 Hwy 90 E	Broussard	Lafayette	
Kaplan Quick Stop	501 E Veterans Memorial Dr	Kaplan	Vermilion	
Champagnes Grocery	241 Rees St	Breaux Bridge	St. Martin	
Thibs Corner Store	801 S Richfield	Duson	Lafayette	
Sammy's Exxon	606 W Port St	Abbeville	Vermilion	
Romero's Grocery	1335 Hwy 93 N	Scott	Lafayette	
Kleiser's Chevron	104 E Gloria Switch Rd	Lafayette	Lafayette	
Shiloh Complex	1111 Roper Rd	Scott	Lafayette	
I-49 Golden Palace Truck Stop	2815 Hwy 167 N	Lafayette	Lafayette	
Cash Magic Broussard North	1144 Evangeline Thruway	Broussard	Lafayette	
Hit-n-Run Food Stores #10	2999 Grand Point Hwy	Henderson	St. Martin	
Premier Bank - Closed Propery	2726 NE Evangeline Thruway	Lafayette	Lafayette	
Mary Prejean Property	546 St Clair Rd	Breaux Bridge	St. Martin	
CVS Pharmacy 8957	1326 W Pinhook Rd	Lafayette	Lafayette	
Lafayette Travel Center	1701 N University Ave	Lafayette	Lafayette	
MGN Inc - Exxon Food Mart	202 N Ambassador Caffery Pkwy	Scott	Lafayette	
M&M Shop #6	101 S College Dr	Lafayette	Lafayette	
Fournet's Winnwood Chevron	2932 Johnston St	Lafayette	Lafayette	
Rena Services LLC	4311 Johnson St	Lafayette	Lafayette	
Crescent Crown Distributing LLC	215 N Pierce St	Lafayette	Lafayette	
Cracker Barrel Stores Inc #37	1303 N University	Lafayette	Lafayette	
M&M Pit Stop LLC	1897 Veterans Memorial Dr	Abbeville	Vermilion	
Southwest Foods	103 Ile Des Cannes Rd	Lafayette	Lafayette	Common 2
English Eagle Fuel	507 W Veterans Memorial Rd	Kaplan	Vermilion	
Hit-n-Run Food Stores #06	2444 W Congress St	Lafayette	Lafayette	
The Tobacco Plant #4	215 W Mills Ave	Breaux Bridge	St. Martin	
Z&A Group LLC	1818 W Main St	Jeanerette	Iberia	
Cecilia Mini Mart	1016 Anse Broussard Hwy	Breaux Bridge	St. Martin	
Jubilee #8627	1734 N University Ave	Lafayette	Lafayette	
VRST LLC	1808 W Pinhook Rd	Lafayette	Lafayette	
Circle K #4533	3806 Ambassador Caffery Pkwy	Lafayette	Lafayette	
Broussard Discount Tobacco & Beer LLC	4604 Hwy 90 E	Broussard	Lafayette	
Kaplan Quick Stop	501 E Veterans Memorial Dr	Kaplan	Vermilion	
Romero's Grocery	1335 Hwy 93 N	Scott	Lafayette	
Kleiser's Chevron	104 E Gloria Switch Rd	Lafayette	Lafayette	
Cash Magic Broussard North	1144 Evangeline Thruway	Broussard	Lafayette	
Hit-n-Run Food Stores #10	2999 Grand Point Hwy	Henderson	St. Martin	

Table A5- 1: Prime Farmland Soil by Corridor[3]

Corridor	Soil Symbol	Soil Name	Acres	% of Corridor
Common 1			12271	
Common 1	CoA	Coteau silt loam, 0 to 1 percent slopes	1306	10.6%
Common 1	CoB	Coteau silt loam, 1 to 3 percent slopes	237	1.9%
Common 1	FoA	Frost silt loam	4106	33.5%
Common 1	JeA	Jeanerette silt loam	1213	9.9%
Common 1	JuA	Judice silty clay, 0 to 1 percent slopes	139	1.1%
Common 1	MbA	Memphis silt loam, 0 to 1 percent slopes	404	3.3%
Common 1	MbC	Memphis silt loam, 1 to 5 percent slopes	87	0.7%
Common 1	MwA	Mowata-Frost complex	791	6.4%
Common 1	PaA	Patoutville silt loam	3809	31.0%
Common 2			6443	
Common 2	CoA	Coteau silt loam, 0 to 1 percent slopes	973	15.1%
Common 2	CoB	Coteau silt loam, 1 to 3 percent slopes	39	0.6%
Common 2	FoA	Frost silt loam	2723	42.3%
Common 2	MbA	Memphis silt loam, 0 to 1 percent slopes	410	6.4%
Common 2	MbC	Memphis silt loam, 1 to 5 percent slopes	87	1.3%
Common 2	PaA	Patoutville silt loam	1909	29.6%
Inner			7844	
Inner	AcA	Acy silt loam	46	0.6%
Inner	CoA	Coteau silt loam, 0 to 1 percent slopes	1572	20.0%
Inner	CoB	Coteau silt loam, 1 to 3 percent slopes	503	6.4%
Inner	CtB	Coteau-Frost complex, gently undulating	462	5.9%
Inner	CwA	Crowley silt loam, 0 to 1 percent slopes	5	0.1%
Inner	FoA	Frost silt loam	3173	40.4%
Inner	MbA	Memphis silt loam, 0 to 1 percent slopes	178	2.3%
Inner	MbC	Memphis silt loam, 1 to 5 percent slopes	493	6.3%
Inner	MpB	Memphis-Frost complex, gently undulating	40	0.5%
Inner	MwA	Mowata-Frost complex	15	0.2%
Inner	PaA	Patoutville silt loam	1043	13.3%
Inner	UDA	Udifluvents, loamy	66	0.8%
Middle			9357	
Middle	AcA	Acy silt loam	26	0.3%
Middle	CoA	Coteau silt loam, 0 to 1 percent slopes	1661	17.8%
Middle	CoB	Coteau silt loam, 1 to 3 percent slopes	782	8.4%
Middle	CtB	Coteau-Frost complex, gently undulating	388	4.1%
Middle	CwA	Crowley silt loam, 0 to 1 percent slopes	192	2.1%
Middle	Fo	Frost silt loam	30	0.3%
Middle	FoA	Frost silt loam	3245	34.7%
Middle	Fr	Frost silt loam	22	0.2%
Middle	JeA	Jeanerette silt loam	13	0.1%

[3] Source: Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at http://websoilsurvey.nrcs.usda.gov/. Accessed [November, 2015].

Corridor	Soil Symbol	Soil Name	Acres	% of Corridor
Middle	MbA	Memphis silt loam, 0 to 1 percent slopes	105	1.1%
Middle	MbC	Memphis silt loam, 1 to 5 percent slopes	270	2.9%
Middle	Mp	Memphis-Frost complex, gently undulating	192	2.1%
Middle	MpB	Memphis-Frost complex, gently undulating	59	0.6%
Middle	MwA	Mowata-Frost complex	84	0.9%
Middle	Pa	Patoutville silt loam	127	1.4%
Middle	PaA	Patoutville silt loam	1548	16.5%
Middle	UDA	Udifluvents, loamy	24	0.3%
Outer			14031	
Outer	AcA	Acy silt loam	7	0.0%
Outer	Ca	Calhoun silt loam	643	4.6%
Outer	CaA	Calhoun silt loam	5	0.0%
Outer	Cm	Commerce silty clay loam	681	4.9%
Outer	Co	Coteau silt loam	1730	12.3%
Outer	CoA	Coteau silt loam, 0 to 1 percent slopes	233	1.7%
Outer	CoB	Coteau silt loam, 1 to 3 percent slopes	430	3.1%
Outer	Cu	Coteau silt loam	36	0.3%
Outer	CwA	Crowley silt loam, 0 to 1 percent slopes	26	0.2%
Outer	Fo	Frost silt loam	1881	13.4%
Outer	FoA	Frost silt loam	1053	7.5%
Outer	Fr	Frost silt loam	986	7.0%
Outer	Ja	Jeanerette silt loam	37	0.3%
Outer	JeA	Jeanerette silt loam	20	0.1%
Outer	MbC	Memphis silt loam, 1 to 5 percent slopes	40	0.3%
Outer	MwA	Mowata-Frost complex	84	0.6%
Outer	Pa	Patoutville silt loam	2515	17.9%
Outer	PaA	Patoutville silt loam	1620	11.5%
Outer	Pt	Patoutville silt loam	248	1.8%

Table A5- 2: RCNM Default Noise Emission Reference Levels and Usage Factors[4]

Equipment Description	Impact Device?	Acoustical Usage Factor (%)	Spec. 721.560 L_{max} @ 50 feet (dBA, slow)	Actual Measured L_{max} @ 50 feet (dBA, slow) (Samples Averaged)
All Other Equipment > 5 HP	No	50	85	N/A
Auger Drill Rig	No	20	85	84
Backhoe	No	40	80	78
Bar Bender	No	20	80	N/A
Blasting	Yes	N/A	94	N/A
Boring Jack Power Unit	No	50	80	83
Chain Saw	No	20	85	84
Clam Shovel (dropping)	Yes	20	93	87
Compactor (ground)	No	20	80	83
Compressor (air)	No	40	80	78
Concrete Batch Plant	No	15	83	N/A
Concrete Mixer Truck	No	40	85	79
Concrete Pump Truck	No	20	82	81
Concrete Saw	No	20	90	90
Crane	No	16	85	81
Dozer	No	40	85	82
Drill Rig Truck	No	20	84	79
Drum Mixer	No	50	80	80
Dump Truck	No	40	84	76
Excavator	No	40	85	81
Flat Bed Truck	No	40	84	74
Front End Loader	No	40	80	79
Generator	No	50	82	81
Generator (<25KVA, VMS Signs)	No	50	70	73
Gradall	No	40	85	83
Grader	No	40	85	N/A
Grapple (on backhoe)	No	40	85	87
Horizontal Boring Hydraulic Jack	No	25	80	82
Hydra Break Ram	Yes	10	90	N/A
Impact Pile Driver	Yes	20	95	101
Jackhammer	Yes	20	85	89
Man Lift	No	20	85	75
Mounted Impact Hammer (hoe ram)	Yes	20	90	90
Pavement Scarifier	No	20	85	90
Paver	No	50	85	77
Pickup Truck	No	40	55	75
Pneumatic Tools	No	50	85	85
Pumps	No	50	77	81
Refrigerator Unit	No	100	82	73

[4] Source: FHWA Construction Noise Handbook available at https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm. January 14, 2016

Equipment Description	Impact Device?	Acoustical Usage Factor (%)	Spec. 721.560 L_{max} @ 50 feet (dBA, slow)	Actual Measured L_{max} @ 50 feet (dBA, slow) (Samples Averaged)
Rivit Buster/Chipping Gun	Yes	20	85	79
Rock Drill	No	20	85	81
Roller	No	20	85	80
Sand Blasting (single nozzle)	No	20	85	96
Scraper	No	40	85	84
Sheers (on backhoe)	No	40	85	96
Slurry Plant	No	100	78	78
Slurry Trenching Machine	No	50	82	80
Soil Mix Drill Rig	No	50	80	N/A
Tractor	No	40	84	N/A
Vacuum Excavator (Vac-Truck)	No	40	85	85
Vacuum Street Sweeper	No	10	80	82
Ventilation Fan	No	100	85	79
Vibrating Hopper	No	50	85	87
Vibratory Concrete Mixer	No	20	80	80
Vibratory Pile Driver	No	20	95	101
Warning Horn	No	5	85	83
Welder/Torch	No	40	73	74

APPENDIX B
NOTICE OF INTENT

FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Dated: Issued in Orlando, Florida December 2, 2005.

W. Dean Stringer,

Manager, Orlando Airports District Office.

[FR Doc. 05–23890 Filed 12–15–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Extension of the Public Comment Period for the Draft Supplemental Environmental Assessment for the Proposed Modification to the Four Corner-Post Plan at Las Vegas McCarran International Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Extension of public comment period.

SUMMARY: This notice advises the public that the comment period for the Draft Supplemental Environmental Assessment (DSEA) for the proposed modification to the Four Corner-Post Plan at Las Vegas McCarran International Airport, Las Vegas, Nevada is extended.

DATES: The comment period of the DSEA, ending on December 30, 2005, is extended to January 13, 2006.

SUPPLEMENTARY INFORMATION: On November 22, 2005, the Federal Aviation Administration (FAA) issued a notice of the availability of the DSEA for the Las Vegas McCarran International Airport. The notice, published on December 5, 2005, 70 FR 72497, also announced the schedule for public workshops regarding the DSEA, and advised that the public comment period would close Friday, December 30, 2005. While the public workshops will be held as scheduled on November 12 and 13, 2005, the public comment period on the DSEA is extended.

All written comments are to be submitted to Ms. Sara Hassert, Landrum & Brown, Inc., 8755 W. Higgins Rd., Ste. 850, Chicago, IL 60631, fax: 773–628–2901, E-mail: *shassert@landrum-brown.com* and the comments must be postmarked and e-mail/fax must be sent by no later than midnight, Friday, January 13, 2006.

FOR FURTHER INFORMATION CONTACT: Ms. Kathryn Higgins, Environmental Specialist, Western Terminal Service Area Office, FAA Western Terminal Operations, 15000 Aviation Blvd., Lawndale, CA 90261, Ph. 310–725–6597, E-mail: *kathryn.higgins@faa.gov.*

Dated: Issued in Lawndale, California on December 9, 2005.

Anthony DiBernardo,

Manager, Program Operations, Western Terminal Service Area.

[FR Doc. 05–24129 Filed 12–15–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Tier 1 Environmental Impact Statement: Lafayette Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier 1 Environmental Impact Statement (EIS) will be prepared for a proposed toll highway facility in the vicinity of Lafayette, Louisiana.

FOR FURTHER INFORMATION CONTACT: Mr. William Farr, Program Operations Manager, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 757–7615, or Mr. Michael Mangham, Commission Chairperson, Lafayette Metropolitan Expressway Commission, 406 Audubon Boulevard, Lafayette, Louisiana 70503, Telephone: (337) 233–6200, or Dr. Eric Kalivoda, Assistant Secretary, Office of Planning and Programming, Louisiana Department of Transportation and Development, PO Box 94245, Baton Rouge, LA 70804–9245. Project information may be obtained from the project Internet Web site at *http://www.lafayettexpressway.com/project.htm.*

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Lafayette Metropolitan Expressway Commission (LMEC), and the Louisiana Department of Transportation and Development (LADOTD), will prepare a Tier 1 EIS on corridor alternatives for the proposed Lafayette Metropolitan Expressway to connect on new location to I–49 north of Lafayette, LA, I–10 west of Lafayette, LA, and US 90 south of Lafayette, LA. The proposed facility would be a controlled access toll road on new location with interchanges with I–10, I–49, and Johnston Street. Interchanges with other connecting cross streets will also be considered. The proposed facility would initially have four lanes with provision to expand to six lanes.

The new facility is considered necessary to provide for existing and future traffic demand and to improve the hurricane evacuation system.

At a minimum, the current project will examine, in addition to the no build alternative, three corridor build alternatives that were identified in the Lafayette Metropolitan Expressway Feasibility Study. Three corridors were identified in the study that ranged in length from 31 to 38 miles. The implementation cost estimate, including planning, design, right of way acquisition, and construction, was generally about the same for the various corridors ($760 million in 2005 dollars).

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, local agencies, tribes, elected officials and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public meetings will be held. In addition, a public hearing will be held. Public notice will be given of the time and place of the public meetings and public hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing. A formal scoping meeting will be held upon initiation of this project. Public scoping meetings will be scheduled to provide the public with information about the project and an opportunity to assist in formulating the scope of the study.

To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities, apply to this program.)

Authority: 23 U.S.C. 315;23 CFR 771.123.

Issued on: December 2, 2005.

Joe A. Bloise,

Acting Division Administrator, FHWA, Louisiana Division.

[FR Doc. 05–24111 Filed 12–15–05; 8:45 am]

BILLING CODE 4910–22–M

APPENDIX C
NOTICE OF INTENT AMENDMENT

• *Fax:* 202–493–2251.

Instructions: Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that your comments were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to *http://www.regulations.gov*, including any personal information provided. Please see the Privacy Act heading below.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

How to Read Comments Submitted to the Docket: You may read the comments received by Docket Management at the address and times given above. You may also view the documents from the Internet at *http://www.regulations.gov.* Follow the online instructions for accessing the dockets. The docket ID number and title of this notice are shown at the heading of this document notice. Please note that even after the comment closing date, we will continue to file relevant information in the Docket as it becomes available. Further, some people may submit late comments. Accordingly, we recommend that you periodically search the Docket for new material.

FOR FURTHER INFORMATION CONTACT: Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202–366–3151).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register.**

J.K. Technologies, LLC, of Baltimore, Maryland (J.K.)(Registered Importer 90–006) has petitioned NHTSA to decide whether non-U.S. certified 2009 Harley Davidson FX, FL, XL and VR series motorcycles are eligible for importation into the United States. The vehicles that J.K. believes are substantially similar are 2009 Harley Davidson FX, FL, XL and VR series motorcycles that were manufactured for sale in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it carefully compared non-U.S. certified 2009 Harley Davidson FX, FL, XL and VR series motorcycles to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

J.K. submitted information with its petition intended to demonstrate that non-U.S. certified 2009 Harley Davidson FX, FL, XL and VR series motorcycles, as originally manufactured, conform to many FMVSS in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 2009 Harley Davidson FX, FL, XL and VR series motorcycles are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 106 *Brake Hoses,* 111 *Rearview Mirrors,* 116 *Brake Fluid,* 119 *New Pneumatic Tires for Vehicles other than Passenger Cars,* 123 *Motorcycle Controls and Displays,* and 122 *Motorcycle Brake Systems.*

The petitioner further contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated below:

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment:* installation of the following U.S.-certified components on vehicles not already so equipped: (a) Headlamp; (b) front and rear side-mounted reflex reflectors; (c) rear-mounted reflex reflector; (d) rear turn signal lamps; (e) stoplamp; (f) taillamp; and (g) license plate lamp.

Standard No. 120 *Tire Selection and Rims for Vehicles other than Passenger Cars:* installation of a tire information placard.

Standard No. 205 *Glazing Materials:* inspection of all vehicles, and removal of noncompliant glazing or replacement of the glazing with U.S.-certified components on vehicles that are not already so equipped.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: October 5, 2009.

Claude H. Harris,

Director, Office of Vehicle Safety Compliance.

[FR Doc. E9–24330 Filed 10–7–09; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Tier 1 Environmental Impact Statement: Lafayette Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent amendment.

SUMMARY: The FHWA is issuing this notice to advise the public that the December 16, 2005 Notice of Intent for the subject Tier 1 Environmental Impact Statement is amended to: (1) change the name of the proposed project from the Lafayette Metropolitan Expressway to the Lafayette Regional Xpressway (LRX) and (2) add the Louisiana Department of Transportation and Development (DOTD) as a Joint Lead Agency.

FOR FURTHER INFORMATION CONTACT: Mr. Carl M. Highsmith, Project Delivery Team Leader, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 757–7615, or Mr. Michael Mangham, Commission Chairperson, Lafayette Metropolitan Expressway Commission, 406 Audubon Boulevard, Lafayette, Louisiana 70503, Telephone: (337) 233–6200, or Ms. Noel Ardoin, Environmental Engineer Administrator, Louisiana Department of Transportation and Development, Room 502P, 1201 Capitol Access Road, Post

Office Box 94245, Baton Rouge, Louisiana 70804–9245, Telephone: (225) 242–4502. Project information may be obtained from the project Internet Web site at *http://lrxpressway.com.*

SUPPLEMENTARY INFORMATION: The Lafayette Metropolitan Expressway Commission (LMEC) changed the name of the proposed project from the Lafayette Metropolitan Expressway to the Lafayette Regional Xpressway (LRX). The name of the project was changed to reflect the regional context and setting of the proposed toll facility.

The Louisiana Department of Transportation and Development agreed to be a Joint Lead Agency for the Lafayette Regional Xpressway Tier 1 Environmental Impact Statement.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities, apply to this program.)

Authority: 23 U.S.C., 315; 23 CFR 771.123.

Dated: September 30, 2009.

Charles W. Bolinger,

Division Administrator, FHWA, Louisiana Division.

[FR Doc. E9–24218 Filed 10–7–09; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

Irwin Union Bank, F.S.B., Louisville, KY; Notice of Appointment of Receiver

Notice is hereby given that, pursuant to the authority contained in section 5(d)(2) of the Home Owners' Loan Act, the Office of Thrift Supervision (OTS) has duly appointed the Federal Deposit Insurance Corporation as sole Receiver for Irwin Union Bank, F.S.B., Louisville, Kentucky (OTS No. 16635), on September 18, 2009.

Dated: October 2, 2009.

By the Office of Thrift Supervision.

Sandra E. Evans,

Federal Register Liaison.

[FR Doc. E9–24285 Filed 10–7–09; 8:45 am]

BILLING CODE 6720–01–M

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

[Docket ID: OTS–2009–0017]

Open Meeting of the OTS Minority Depository Institutions Advisory Committee

AGENCY: Department of the Treasury, Office of Thrift Supervision.

ACTION: Notice of meeting.

SUMMARY: The OTS Minority Depository Institutions Advisory Committee (MDIAC) will convene a meeting on Friday, November 6, 2009, at the Office of Thrift Supervision Central Region Office, at 9 a.m. Central Time. The meeting will be open to the public.

DATES: The meeting will take place on Friday, November 6, 2009, at 9 a.m. Central Time.

ADDRESSES: The MDIAC will meet at the Office of Thrift Supervision Central Region Office, located at 1 South Wacker Drive, Suite 2000, Chicago, IL. The public is invited to make a three minute oral statement at the MDIAC meeting, or submit written statements to the MDIAC by any one of the following methods:

- *E-mail address: Commaffairs@ots.treas.gov;* or
- *Mail:* To Cassandra McConnell, Designated Federal Official, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552, in triplicate.

The agency must receive written statements no later than Friday, October 30, 2009.

FOR FURTHER INFORMATION CONTACT: Cassandra McConnell, Designated Federal Official, (202) 906–5750, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552.

SUPPLEMENTARY INFORMATION: By this notice, the Office of Thrift Supervision is announcing that the OTS Minority Depository Institutions Advisory Committee will convene a meeting on Friday, November 6, 2009, at the Office of Thrift Supervision Central Region Office, 1 South Wacker Drive, Suite 2000, Chicago, IL, beginning at 8:30 a.m. Central Time. The meeting will be open to the public. Because the meeting will be held in a secured facility with limited space, members of the public who plan to attend the meeting, and members of the public who require auxiliary aid, must contact the Office of Community Affairs at 202–906–7891 by 5 p.m. Eastern Time on Thursday, October 29, 2009, to inform OTS of their desire to attend the meeting and to provide the information that will be required to facilitate entry into the building. To enter the building, attendees should provide a government issued ID (*e.g.,* driver's license, voter registration card, etc.) with their full name, date of birth, and address. The purpose of the meeting is to advise OTS on ways to meet the goals established by section 308 of the Financial Institutions Reform, Recovery, and Enforcement Act of 1989 (FIRREA), Public Law 101–73, Title III, 103 Stat. 353, 12 U.S.C.A. § 1463 note. The goals of section 308 are to preserve the present number of minority institutions, preserve the minority character of minority-owned institutions in cases involving mergers or acquisitions, provide technical assistance, and encourage the creation of new minority institutions. The meeting agenda will be posted to the Office of Thrift Supervision Web site at *http://www.ots.gov.*

Dated: October 2, 2009.

By the Office of Thrift Supervision.

Cassandra E. McConnell,

Designated Federal Official, OTS Minority Depository Institutions Advisory Committee.

[FR Doc. E9–24325 Filed 10–7–09; 8:45 am]

BILLING CODE 6720–01–P

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

[Docket ID: OTS–2009–0019]

Open Meeting of the OTS Mutual Savings Association Advisory Committee

AGENCY: Department of the Treasury, Office of Thrift Supervision.

ACTION: Notice of meeting.

SUMMARY: The OTS Mutual Savings Associations Advisory Committee (MSAAC) will convene a meeting on Wednesday, October 28, 2009, in the Chicago Office of the Office of Thrift Supervision, One South Wacker Drive, Suite 2000, Chicago, Illinois beginning at 8:30 a.m. Central Time. The meeting will be open to the public.

DATES: The meeting will be held on Wednesday, October 28, 2009, at 8:30 a.m. Central Time.

ADDRESSES: The meeting will be held at the Office of Thrift Supervision, One South Wacker Drive, Suite 2000, Chicago, Illinois. The public is invited to submit written statements to the MSAAC by any one of the following methods:

- *E-mail address: mutualcommittee@ots.treas.gov;* or
- *Mail:* To Charlotte Bahin, Designated Federal Official, Office of

APPENDIX D
AGENCY INVOLVEMENT PLAN

INTRODUCTION

The Agency Involvement Plan (AIP) for the Lafayette Metropolitan Expressway (LME) Tier 1 Environmental Impact Statement (EIS) is designed to systematically build a broad basis of support from Federal, State, and local agencies. The HNTB Team will work closely with the Lafayette Metropolitan Expressway Commission (LMEC), Federal Highway Administration (FHWA), and Louisiana Department of Transportation and Development (LADOTD) to ensure effective agency participation. The agency engagement and consensus building process will augment a procedurally complete and technically sound Tier 1 Draft and Final EIS with a Record of Decision (ROD) submitted for FHWA approval.

The key objectives of the Agency Involvement Plan (AIP) activities presented herein are to: 1) provide continuous information flow to agencies; 2) solicit meaningful input representing the diverse points of view; and 3) facilitate problem identification and conflict resolution through consensus-building activities.

This process is designed not only to obtain consensus or informed consent for a unified plan and model agreements, but also to create new networks of communication and set precedents for inter-jurisdictional cooperation.

TARGETED AGENCIES

A Plan Information Network (PIN) was created during the feasibility phase of the project and will be continuously updated to establish this communications network. The PIN is different from a traditional notification list, because it involves cultivating prime contacts in order to engender a dialogue with their larger constituent groups. The contact information includes name, address, phone number and e-mail for agencies.

The PIN will be further updated and maintained by HNTB in a spreadsheet format during the course of the entire project. This will allow sorting by geography and type of contact. The PIN will also serve as the primary mailing list for newsletters and project correspondence. Names and contact information will be added to the PIN as necessary.

The FHWA has agreed to be the Lead Federal Agency, and the LADOTD has agreed to be a Cooperating Agency. Other agencies will be invited to become Cooperating Agencies at the appropriate time. The 1978 Council on Environmental Quality (CEQ) regulations introduced the concepts "lead agency" and "cooperating agency." Effective interagency coordination and cooperation are needed to properly implement these concepts. The Lead Federal Agency supervises the preparation of an environmental impact statement (EIS) if more than one Federal agency is called upon to take an action on the same project. The Lead Federal Agency will request all Federal agencies which have an action to take on the project (for example, permit approval) to be a Cooperating Agency. Other agencies with special expertise may also be requested to be a Cooperating Agency. In accordance with 23 CFR 771, any agency with jurisdiction by law must be requested to be a Cooperating Agency.

The following additional agencies will be considered for either Cooperating Agency or Participating Agency status:

- Corps of Engineers (COE)
- Environmental Protection Agency (EPA)
- US Coast Guard (USCG)
- US Fish and Wildlife Service (USFWS)

- Natural Resources Conservation Service (NRCS)
- Louisiana Department of Natural Resources (LADNR)
- Louisiana Department of Environmental Quality (LADEQ)
- Louisiana Department of Culture, Recreation and Tourism/State Historic Preservation Officer (LADCRT/SHPO)
- Louisiana Department of Wildlife and Fisheries (LADWF)
- Lafayette Consolidated Government/MPO (LCG/MPO)

AGENCY INVOLVEMENT

- **Notice of Intent -** FHWA, LADOTD, and HNTB will collaborate in the preparation of a Notice of Intent that FHWA will submit for publication in the Federal Register. The Notice of Intent informs the agencies and the general public that a Tier 1 Environmental Impact Statement will be prepared for the proposed Lafayette Metropolitan Expressway and informs them of the scope of the project.

- **Solicitation of Views -** A Solicitation of Views letter with accompanying project description and map will be sent to all agencies.

- **Scoping Meeting –** A Scoping Meeting will be held with Cooperating and Participating Agencies invited.

- **Joint Field Reviews –** Joint field reviews will be conducted as necessary or by agency request.

- **Review and Concurrence Milestones –** The Cooperating and Participating Agencies in addition to LMEC, LADOTD, FHWA, and HNTB will comprise the Study Management Group (SMG). Members of the SMG will be supplied the following draft documents and will be asked to provide review comments and then concurrence prior to general circulation and use. Acceptable review times will be established with input from the members of the SMG. The SMG will also establish a conflict resolution process for resolving specific disagreements as they occur.

  - ✓ **Draft Purpose and Need Chapter**
  - ✓ **Draft Reasonable Alternatives**
  - ✓ **Draft Tier 1 Draft Environmental Impact Statement**
  - ✓ **Draft Preferred Alternative Justification**
  - ✓ **Draft Tier 1 Final Environmental Impact Statement**

ADDITIONAL METHODS TO OUTREACH TO AGENCIES

The following additional outreach methods will be used to engage all agencies during the EIS phase of the project. These methods allow for ongoing liaison with all the agencies.

Newsletters

HNTB will prepare and distribute up to four (4) newsletters about the project to the agencies on behalf of LMEC.

Website
Pending authorization from LMEC, the HNTB Team will establish, host and maintain a website. The website will be fully updated twice over the course of the project. In addition to providing general project and contact information, the website will utilize a GIS/internet solution to receive, document and map agency feedback. This will require the user to categorize his or her written input. All input will reside in a database that will be accessible on the Project Network. Other elements of the website may include maps, graphics, text, photography and video. Website users' comments and concerns received by email will be responded to via e-mail if possible. An engineer, planner or other appropriate staff will address technical questions.

Public Library System
The public library system will be also used to make project reports, meeting summaries, transcripts, and EIS documents available to both the public and interested agencies.

Project Information Video
Produce a project information video. CD copies will be distributed to Cooperating and Participating Agencies, key stakeholders, stakeholder groups, libraries and public officials in the corridor

Public Information Network (PIN) List
As mentioned earlier, an electronic mailing list will be maintained and updated throughout the Study. Agencies will be identified appropriately on this list. The list will be delivered to LMEC and the FHWA in electronic form at the conclusion of the study and will be provided upon request during the duration of the study. The PIN will also be a key part of the Administrative Record developed for the project.

Public Information Meetings
The HNTB Team will organize and coordinate two (2) rounds of public information meetings during Phase B-1 of the Study. It is expected that meetings could be conducted at several locations along the corridor for each round of meetings. Exhibits and handouts will be submitted to LMEC, LADOTD, and FHWA for review prior to production for public meetings. The HNTB Team will:

- Prepare project information handouts for informational meetings and news media briefings.
- Conduct public meetings with participation by LMEC, LADOTD, and FHWA.
- Prepare and distribute comment forms for each meeting.
- Prepare written summary of each public meeting to be included in the Study document.
- Provide informal recording services to document public comment for those persons choosing to make oral comments.

Public Hearing
A public hearing after issuance of the Tier 1 Draft EIS will be required by the National Environmental Policy Act (NEPA). It is anticipated that the hearing will be conducted three times at different locations throughout the corridor. The HNTB Team will:

- Organize and coordinate a public hearing at up to three (3) different locations, including meeting arrangements for adequate facilities, advertising the public hearings, mailing pre-meeting postcards or other notice and preparing exhibits for the

open house public hearings. Exhibits and other collateral material will be submitted to LMEC, LADOTD, and FHWA for review prior to production for hearings.

- Conduct the public hearings with participation from LMEC, LADOTD, and FHWA. Have adequate staff in attendance to answer questions about environmental, roadway, bridge, right-of-way requirements and other concerns.
- Prepare and distribute comment forms for the meetings and prepare a written transcript, summary of comments, and responses to comments from the public hearings.
- Provide court reporter services to document oral public comments for all public hearings.
- Provide an official public hearing record that will include hearing transcripts for LMEC, LaDOTD, and FHWA review and approval. The original comments will be provided to LMEC.
- The HNTB Team will prepare a summary of comments including draft responses to substantive comments for inclusion in the Study document for review by LMEC, LADOTD, and FHWA staff. The final responses will be included by the HNTB Team in the final Study document.

Agency Involvement Log

The HNTB Team will incorporate agency concerns and information into the planning process and document these efforts in an Agency Involvement Log.

MANAGEMENT AND COORDINATION

HNTB will provide management and coordination of this task throughout the Tier 1 studies. HNTB will coordinate agency involvement activities with technical activities, including key dates, announcements, and meetings. HNTB will:

- Assure that summaries of these involvement activities are included in the Study document.
- Maintain communication and coordination with LMEC, LADOTD, and FHWA regarding agency involvement activities.
- Maintain an Agency Involvement Log and review and update the Agency Involvement Plan as necessary throughout the project.

APPENDIX E
SOLICITATION OF VIEWS

Lafayette Metropolitan Expressway Commission

December 5, 2005

STATE PROJECT NO.: 700-93-0009
F.A.P. NO.: STP-9305 (500)
PROJECT NAME: LAFAYETTE METROPOLITAN EXPRESSWAY
LOCATION: LAFAYETTE, LOUISIANA
PARISH: LAFAYETTE

RE: SOLICITATION OF VIEWS

Early in the planning stages of an enhancement project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the earliness of this request for your view, very limited data concerning the proposed project exists. We have, however, attached a sketch map showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by January 6, 2006. Replies should be addressed to: Warren Myers, HNTB Corporation, 9100 Bluebonnet Centre Boulevard, Suite 301, Baton Rouge, LA 70809.

Please reference the project name in your reply. If you have any questions or need additional information, please call Warren Myers at 225-368-2812.

In addition, you are invited to attend a Scoping Meeting on Tuesday, January 10, 2006 at 10:00 AM. This meeting will occur in Lafayette, LA at the Lafayette Economic Development Authority, 211 East Devalcourt Street. This coordination session will fully disclose the overall scope of this project and will address the full range of socio-economic and environmental concerns facing the proposed action. The process and procedures contained in the *"Interagency NEPA and 404/10 Concurrent Process Agreement for Transportation Projects"* are appropriate and will be followed during the development of this project. This scoping meeting will aid in project development and increase interagency

P.O. Box 60485 • Lafayette, LA • 70596-0485 • (337) 233-6200

awareness of each other's concerns. The attached location map will assist you in studying this project and outlining issues. If you have any questions prior to the meeting, please feel free to contact Warren Myers at the address given above or by email (wmyers@hntb.com). Your agency's participation and cooperation in this important coordination is encouraged, and Warren Myers would appreciate being notified by January 6, 2006 if your agency will attend the meeting.

Sincerely,

Michael Manghan
Commission Chairperson

Attachments

PRELIMINARY PROJECT DESCRIPTION

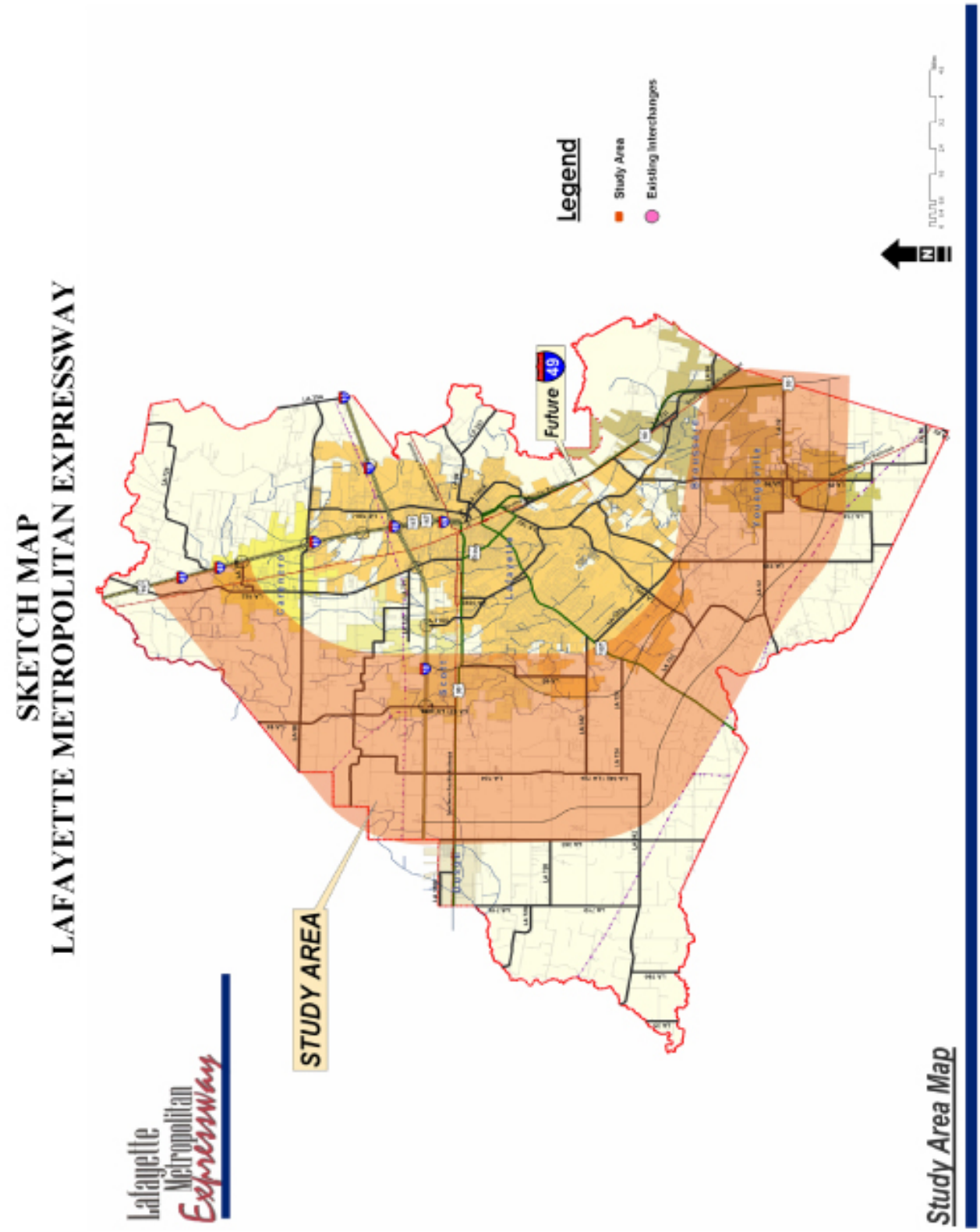
Tier 1 Environmental Impact Statement (EIS)

HNTB completed A preliminary feasibility study (Phase A) for the Lafayette Metropolitan Expressway Commission (LMEC) project was completed in June 2005. After review of this study, the Commission adopted a motion with the intent to proceed into the next phase of the project, which will include the Environmental Impact Statement and Record of Decision. This has been designated Phase B.

After review of the issues associated with this project and preliminary discussions with federal and state agencies, the Commission has identified that the tiered Environmental Impact Statement (EIS) approach would be appropriate to develop the project further. Tiering is an option available within the NEPA process to organize analysis and decision-making in complex circumstances in a way that takes into account the different geographic scope, funding, and implementation timing plans for different parts of a project. According to the regulations, the first tier would focus on broad issues such as general location, logical termini, identification of subsections of independent utility or independent significance, purpose and need, and area-wide air quality and land use implications of the major corridors.

For the LMEC project, this will be invaluable with regard to identifying a corridor for further detailed study. Subsequent tiers of the process for independent segments would address site-specific project details at termini locations, impacts, costs, and mitigation measures. Primarily, the end result of Tier 1 for LMEC will be a Record of Decision that will identify the general total corridor to be implemented for the expressway project, the proposed funding sources (includes toll), and the phased implementation plan for the total corridor (first segment, second segment, etc.). After completion of Tier 1, the stage will be set for Tier 2 to conduct detailed analysis of the selected first segment on the selected corridor.

For the purpose of this study, the study area follows a route from I-49 north of Carencro, south west to a crossing of I-10 between Scott and Duson, south east to a crossing of Johnston Street/US 167 north east of Maurice, then east, terminating at US 90 or the future I-49. The study area is shown on the attached sketch map. The proposed facility would be a controlled access toll road on new location with interchanges with I-10, I-49, and Johnston Street. Interchanges with other connecting cross streets will also be considered. The proposed facility would initially have four lanes with provision to expand to six lanes.


SKETCH MAP
LAFAYETTE METROPOLITAN EXPRESSWAY
Lafayette Metropolitan Expressway
STUDY AREA
Future 49
Legend
Study Area
Existing Interchanges
N
Study Area Map

SIGNED SOV LETTER, NON-SCOPING

Lafayette Metropolitan Expressway Commission

December 5, 2005

STATE PROJECT NO.: 700-93-0009
F.A.P. NO.: STP-9305 (500)
PROJECT NAME: LAFAYETTE METROPOLITAN EXPRESSWAY
LOCATION: LAFAYETTE, LOUISIANA
PARISH: LAFAYETTE

RE: SOLICITATION OF VIEWS

Early in the planning stages of an enhancement project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the earliness of this request for your view, very limited data concerning the proposed project exists. We have, however, attached a sketch map showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by January 6, 2006. Replies should be addressed to: Warren Myers, HNTB Corporation, 9100 Bluebonnet Centre Boulevard, Suite 301, Baton Rouge, LA 70809.

Please reference the project name in your reply. If you have any questions or need additional information, please call Warren Myers at 225-368-2812.

Sincerely,

Michael Mangham
Commission Chairperson

Attachments

P.O. Box 60485 • Lafayette, LA • 70596-0485 • (337) 233-6200

PRELIMINARY PROJECT DESCRIPTION

Tier 1 Environmental Impact Statement (EIS)

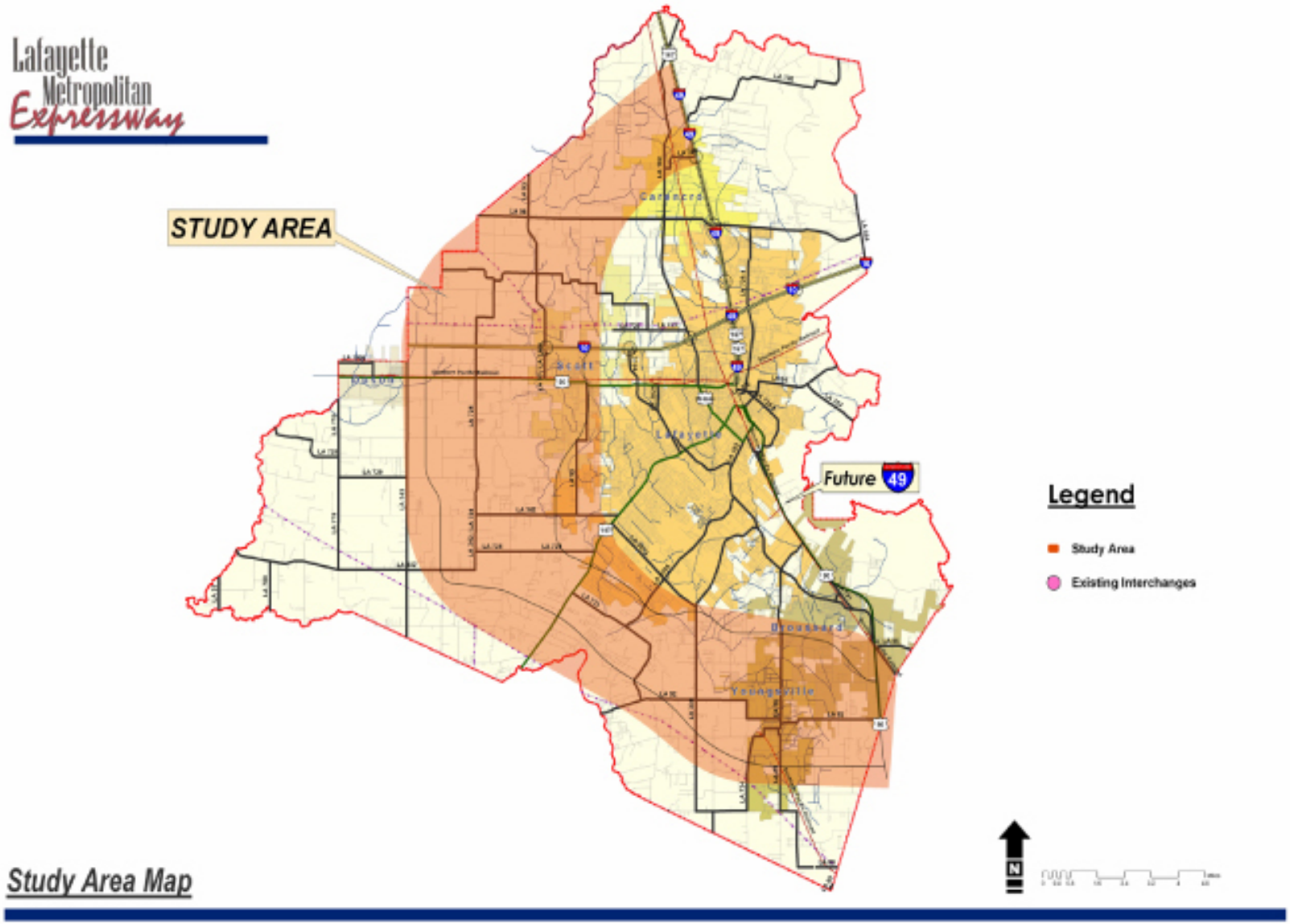
A preliminary feasibility study (Phase A) for the Lafayette Metropolitan Expressway Commission (LMEC) project was completed in June 2005. After review of this study, the Commission adopted a motion with the intent to proceed into the next phase of the project, which will include the Environmental Impact Statement and Record of Decision. This has been designated Phase B.

After review of the issues associated with this project and preliminary discussions with federal and state agencies, the Commission has identified that the tiered Environmental Impact Statement (EIS) approach would be appropriate to develop the project further. Tiering is an option available within the NEPA process to organize analysis and decision-making in complex circumstances in a way that takes into account the different geographic scope, funding, and implementation timing plans for different parts of a project. According to the regulations, the first tier would focus on broad issues such as general location, logical termini, identification of subsections of independent utility or independent significance, purpose and need, and area-wide air quality and land use implications of the major corridors.

For the LMEC project, this will be invaluable with regard to identifying a corridor for further detailed study. Subsequent tiers of the process for independent segments would address site-specific project details at termini locations, impacts, costs, and mitigation measures. Primarily, the end result of Tier 1 for LMEC will be a Record of Decision that will identify the general total corridor to be implemented for the expressway project, the proposed funding sources (includes toll), and the phased implementation plan for the total corridor (first segment, second segment, etc.). After completion of Tier 1, the stage will be set for Tier 2 to conduct detailed analysis of the selected first segment on the selected corridor.

For the purpose of this study, the study area follows a route from I-49 north of Carencro, south west to a crossing of I-10 between Scott and Duson, south east to a crossing of Johnston Street/US 167 north east of Maurice, then east, terminating at US 90 or the future I-49. The study area is shown on the attached sketch map. The proposed facility would be a controlled access toll road on new location with interchanges with I-10, I-49, and Johnston Street. Interchanges with other connecting cross streets will also be considered. The proposed facility would initially have four lanes with provision to expand to six lanes.

SKETCH MAP
LAFAYETTE METROPOLITAN EXPRESSWAY



Study Area Map

RESPONSES TO SOLICITATION OF VIEWS

LOUISIANA HOUSE OF REPRESENTATIVES

110 East Kaliste Saloom Road
Lafayette, LA 70508
Email: dogpolly@cox-internet.com
Phone: 337.262.1214
Fax: 337.235.2313

Civil Law and Procedure
Education

ERNIE ALEXANDER
State Representative - District 43

Warren Myers
HNTB Corporation
9100 Bluebonnet Centre Blvd. (Ste. 301)
Baton Rouge, Louisiana 70809

Dear Warren:

I received a letter from Michael Mangum (Commission Chairperson) dated December 5, 2005 in which he requested I contact you regarding the proposed Lafayette Metropolitan Expressway (state project # 700-93-0009).

The proposed route will travel through a less-populated area of Lafayette Parish than does the future I-49 route. It would be of great asset to those who live in this mostly-rural area as another major road. It would also be of benefit to those traveling from west of Scott on I-10 choosing to take I-49 South (and vice-versa).

The proposed road would be a definite asset to the area. I have no expertise in predicting whether tolls would cover cost of the project.

Sincerely,

LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY
BOB ODOM, COMMISSIONER

RANDAL JOHNSON
DEPUTY COMMISSIONER

ASSISTANT COMMISSIONERS

Agricultural & Environmental Sciences
Matthew Keppinger, III
P.O. Box 3596
Baton Rouge, LA 70821
(225) 925-3770
Fax: 925-3760

Agro-Consumer Services
Manning Broussard
P.O. Box 3098
Baton Rouge, LA 70821
(225) 922-1341
Fax: 922-0477

Animal Health Services
Terrel Delphin
P.O. Box 1951
Baton Rouge, LA 70821
(225) 925-3962
Fax: 925-4103

Forestry
Paul D. Frey
P.O. Box 1628
Baton Rouge, LA 70821
(225) 925-4500
Fax: 922-1356

Management & Finance
Skip Rhorer
P.O. Box 3481
Baton Rouge, LA 70821
(225) 922-1255
Fax: 925-6012

Marketing
Bryce Malone
P.O. Box 3334
Baton Rouge, LA 70821
(225) 922-1277
Fax: 922-1289

Soil & Water Conservation
Bradley E. Spicer
P.O. Box 3554
Baton Rouge, LA 70821
(225) 922-1269
Fax: 922-2577

December 12, 2005

Warren Myers
HNTB Corporation
9100 Bluebonnet Centre Blvd. Ste 301
Baton Rouge, LA 70809

RE: Solicitation of Views

SAP No- 700-93-0009
FAP No- STP-9305 (500)
Location-Lafayette, LA
Parish: Lafayette

Dear Mr. Myers:

I have no comment at this time regarding the above referenced project.

Sincerely,

Bradley E. Spicer
Assistant Commissioner
BES: SLM

State of Louisiana

Department of Environmental Quality

KATHLEEN BABINEAUX BLANCO
GOVERNOR

December 19, 2005

MIKE D. McDANIEL, Ph.D.
SECRETARY

DEC 27 2005

Mr. Warren Myers
HNTB Corporation
9100 Bluebonnet Centre Blvd., Ste. 301
Baton Rouge, LA 70809

RE: State Project No. 700-93-0009; Lafayette Metropolitan Expressway Project; Lafayette Parish
Proposed Tier 1 Environmental Impact Statement (EIS) and Record of Decision for the Lafayette Metropolitan Expressway

Dear Mr. Myers:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services recommends that you investigate the following requirements that may influence your proposed project:

1. If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System application may be necessary.
2. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Baker at (225) 219-3111 to determine if your proposed improvements require one of these permits.
3. All precautions should be observed to control nonpoint source pollution from construction activities.
4. If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a Water Quality Certification from LDEQ.
5. All precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT).

State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

January 3, 2006

TO: Mr. Warren Myers
HNTB Corporation
9100 Bluebonnet Centre Boulevard
Suite 301
Baton Rouge, LA 70809

RE: State Project No. 700-93-0009
F. A. P. No. STP-9305 (500)
LAFAYETTE METROPOLITAN EXPRESSWAY
Parish: Lafayette

Dear Mr. Myers:

In response to Mr. Michael Mangham's letter dated December 5, 2005, regarding the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

http://www.dnr.state.la.us/CONS/Conserv.ssi

A review of our computer records for the referenced project area indicates a very large number of oil, gas and water wells (in active and/or inactive status) located in and adjacent to the project area. Therefore, it is recommended that once a final or more detailed corridor is identified, the impact of the wells in the vicinity thereof be reevaluated. Care must be taken to accurately locate water wells that may have been installed before registration was required. The proposed project area is located within several drinking water protection areas as designated by the Louisiana Department of Environmental Quality. Additional information

P. O. BOX 94275 • BATON ROUGE, LOUISIANA 70804-9275 • 617 NORTH THIRD STREET • 9TH FLOOR • BATON ROUGE, LA 70802
PHONE: (225) 342-5540 • FAX (225) 342-3705 • WEB http://www.dnr.state.la.us/conservation
AN EQUAL OPPORTUNITY EMPLOYER

State Project No. 700-93-0009 **Page Two**

about such designation can be obtained from that agency. The prevention of ground water contamination should be considered at all times.

The Office of Conservation maintains records of all activities within its jurisdiction in either paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

Division	Contact	Phone No.	E-mail Address
Engineering	Jeff Wells	225-342-5638	JeffW@dnr.state.la.us
Pipeline	Michael Peikert	225-342-2989	MichaelP@dnr.state.la.us
Injection & Mining	Laurence Bland	225-342-5515	LaurenceB@dnr.state.la.us
Geological	Mike Kline	225-342-3335	MikeKl@dnr.state.la.us
Ground Water	Tony Duplechin	225-342-5528	TonyD@dnr.state.la.us

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting "Help" on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,

for James H. Welsh
Commissioner of Conservation

JHW:MBK

KATHLEEN BABINEAUX BLANCO
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.louisiana.gov
FLOODPLAIN MANAGEMENT
(225) 274-4354

JOHNNY B. BRADBERRY
SECRETARY

December 29, 2005

STATE PROJECT NO. 700-93-0009
F.A.P. NO. STP-9305(500)
LAFAYETTE METROPOLITAN EXPRESSWAY
LAFAYETTE PARISH

Mr. Warren Myers
HNTB Corporation
9100 Bluebonnet Centre Blvd., Ste. 301
Baton Rouge, LA 70809

SUBJECT: SOLICITATION OF VIEWS

Dear Mr. Myers:

It appears that the project area will cover a large portion of Lafayette Parish, along with some surrounding communities, that are both in and out of special flood hazard areas.

During and after the project, consideration must be given for the occurrence of a base flood inundation. At this time, consideration should also be given to the responsibility for clearing debris and keeping the area cleared so as not to interfere with its function.

In order to assure compliance with city, town and parish requirements for the National Flood Insurance Program (NFIP) and so that appropriate permits are obtained please contact the floodplain administrator for Lafayette Parish along with the incorporated areas, Carencro, Scott, Broussard & Youngsville, that are possibly involved. The contact person for Lafayette Parish is: Mr. Brad Duhon, P.O. Box 4017C, Lafayette, LA, 70502, phone (337) 291-8000.

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 274-4354.

Sincerely,

Pamela L. Miller
Flood Insurance Program Coordinator 2

RECEIVED
JAN - 9 2006

pc: Mr. Brad Duhon, Lafayette Parish &
The City of Lafayette
Ms. Bonnie Anderson, City of Carencro
Ms. Sarah Hebert, Town of Broussard
Ms. Tammy Roberts, City of Scott
Ms. Karen Romero, Town of Youngsville

LAFAYETTE CONSOLIDATED GOVERNMENT
CENTRE DE LA CULTURE ACADIENNE ET CREOLE

TRAFFIC & TRANSPORTATION DEPARTMENT

DIRECTOR'S OFFICE
TEL: (337) 291-8545
FAX: (337) 291-5693
1515 UNIVERSITY AVENUE
P. O. BOX 4017-C
LAFAYETTE, LOUISIANA 70502

January 10, 2006

Mr. Warren Myers
HNTB Corporation
9100 Bluebonnet Centre Boulevard, Suite 301
Baton Rouge, LA 70809

Re: Solicitation of Views
State Project No.: 700-93-0009
F.A.P. No.: STP-9305
Project Name: Lafayette Metropolitan Expressway
Location: Lafayette, Louisiana
Parish: Lafayette

Dear Mr. Myers:

This will acknowledge receipt of Mr. Michael Mangham's December 5, 2005 letter requesting we provide views and comments on the Lafayette Metropolitan Expressway, copy attached for ease of reference. It is my understanding one of your staff members will be coming to conduct interviews relating to same. I, therefore, intend to provide the requested information at that time.

However, my primary concern is the economic feasibility and impact this project may or may not have on the transportation network of Lafayette Consolidated Government, as well as its influence on potential urban development sprawl that may be in conflict with the Metropolitan Planning Organization process.

If you need additional information, please contact me at (337) 291-8546.

Yours truly,

Tony R. Tramel, P.E., P.T.O.E.
Director of Traffic and Transportation

TRT:cp

Attachment

c: Joey Durel
Dee Stanley
Mike Hollier

D:\DATA\TO BE MAILED 2006\01-January\06-01-16-HNTB-expressway-solicitation of views.tony.doc

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

January 18, 2006

Mr. Warren Myers
HNTB Corporation
9100 Bluebonnet Centre Boulevard, Suite 301
Baton Rouge, Louisiana 70809

Dear Mr. Myers:

RE: **SP #700-93-0009**
FAP #STP-9305(500)
LAFAYETTE METROPOLITAN EXPRESSWAY
LAFAYETTE PARISH

Thank you for providing our agency with the opportunity to respond to your letter regarding the above project.

NRCS has no objection to this project and it does not appear that it will affect any of our work in the immediate vicinity. Further, we do not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction. However, our Soil Survey indicates that the soils present on the proposed project site contain prime/unique farmland soils. If federal funds are involved, a determination of the "prime" farm land conversion impact, if any, will have to be made in accordance with the provisions of the Farmland Protection Policy Act of 1981. If the area impacted is "urban," there will be no impact. If, on the other hand, it is, then there will be impact and an impact rating will be required. Please contact our offices when a final location has been selected.

Should you have questions regarding the above comments, please feel free to contact Emmett Wilson, District Conservationist in our Lafayette Field Office, at (337) 262-6601.

Sincerely,

E. J. Giering III, P.E.
State Conservation Engineer

cc: Emmett Wilson, District Conservationist, Lafayette Field Office

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

JAN 30 2006

REPLY TO
ATTENTION OF

Operations Division
Operations Manager
Completed Works

Mr. Michael Mangham
Lafayette Metropolitan Expressway Commission
Post Office Box 60485
Lafayette, Louisiana 70596-0485

Dear Mr. Mangham:

This is in response to your Solicitation of Views request dated December 5, 2005, concerning the construction of the Lafayette Metropolitan Expressway project, in Lafayette Parish, Louisiana (State Project Number 700-93-0009).

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers' projects.

Based on review of recent maps, aerial photography, and soils data, we have determined that the study area contains wetlands subject to Corps of Engineers' jurisdiction. A Department of the Army permit under Section 404 of the Clean Water Act will be required prior to the deposition or redistribution of dredged or fill material into these wetlands. Additionally, the study area contains navigable waters subject to Corps' jurisdiction under Section 10 of the Rivers and Harbors Act. A Department of the Army Section 10 permit will be required prior to any work in these waters.

You should apply for said permit well in advance of the work to be performed. The application should include sufficiently detailed maps, drawings, photographs, and descriptive text for accurate evaluation of the proposal. You are encouraged to schedule a pre-application meeting to discuss the permit process early in your planning stage.

FEB - 1 2006

Please contact Dr. John Bruza, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at John.D.Bruza@mvn02.usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements or to set up a pre-application meeting please contact Mr. Ronnie Duke by telephone at (504) 862-2261 or by e-mail at Ronnie.W.Duke@mvn02.usace.army.mil.

This determination of permit requirements is valid for a period of five years from the date of this letter unless new information warrants a revision prior to the expiration date. In addition, any changes or modifications to the proposed project may require a revised determination.

Future correspondence concerning this matter should reference our account number MVN-2006-74-SZ. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

Amy E. Powell
Solicitation of Views Manager

Copy Furnished:

Mr. Warren Myers
HNTB Corporation
9100 Bluebonnet Center Boulevard
Suite 301
Baton Rouge, Louisiana 70809

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE
DALLAS, TEXAS 75202-2733

NOTICE

The Ground Water/UIC Section, Region 6 U.S. Environmental Protection Agency (EPA) has reviewed the proposed changes to the following project and reiterate our earlier statement that we have not identified any problem:

STP No. 700-93-0009
FAP No. STP-9305-(500)
Toll Road Construction
Lafayette Parish
Lafayette, Louisiana

This project is located above the Chicot aquifer system, which has been designated a sole source aquifer by the EPA. Under Section 1424(e) of the Safe Drinking Water Act no federal funds will be committed to a project which may contaminate a sole source aquifer so as to cause a hazard to public health.

The information provided is not sufficient for an evaluation of the ground water quality impacts from the project. The Ground Water/UIC Section, EPA Region 6, has not at this time identified a hazard to ground water quality as a result of the proposed activities. However, we request the opportunity to evaluate any environmental assessment or other environmental review document which may be prepared for the project. If an environmental assessment is prepared, it should include an identification a any known contamination present at the site and should explain the affect of the proposed activities on ground water quality.

This approval of the proposed project does not relieve the applicant from adhering to other State and Federal requirements which may apply. This approval is based solely on the potential impact to the quality of ground water as it relates to the EPA's authority pursuant to section 1424(e) of the Safe Drinking Water Act.

Project evaluated by: Clay Chesney
(214) 665-7128

Date: January 5, 2006

13-FEB-2006 08:31 FROM-LEDA 337-234-3009 T-358 P.013/013 F-485

CHITIMACHA
TRIBE OF LOUISIANA

CULTURAL DEPARTMENT

January 10, 2005

Mr. Michael Mangham
Commission Chairperson
Lafayette Metropolitan Expressway Commission
P.O. Box 60485
Lafayette, Louisiana 70596-0485

Re: State Project No. 700-93-0009
F.A.P. No. STP-9305(500)
Lafayette Metropolitan Expressway
Lafayette Parish, Louisiana

We are in receipt of your letter, dated December 5, 2005, concerning the above-referenced project. The parish where the proposed project is to take place is part of the aboriginal Chitimacha homeland. That is, historically and prehistorically the Chitimacha Tribe of Louisiana was located in this area. This homeland contains many village sites, religious/sacred sites, and burial sites, which must be taken into account in the planning process.

Our records and oral traditions do not indicate that a specific Chitimacha archaeological site or Traditional Cultural Property is in the immediate vicinity of your project, therefore we have no objection to the implementation of the proposed activity. However, if archaeological remains representing a village site and/or burial site are discovered during the process of construction you should stop and contact the tribe and the State Historic Preservation Office immediately, in order to begin consultation regarding the encountered remains.

The Chitimacha Tribe of Louisiana appreciates your compliance with federal and state laws concerning Native American notification and consultation. Should you have any questions, do not hesitate to contact me at (337) 923-9923.

Sincerely,

Kimberly S. Walden,
Director, Cultural Department

KW: JE

105 Houma Drive P.O. Box 661 Charenton, LA 70523 (337) 923-9923 FAX (337) 923-6848

APPENDIX F
AGENCY SCOPING MEETING MINUTES

AGENCY SCOPING MEETING
FEBRUARY 14, 2006 – 10:00AM
FINAL MINUTES

1. **OPENING COMMENTS AND INTRODUCTIONS:** Michael Mangham, Chairman of the LMEC, welcomed everyone to the meeting and asked all attendees to introduce themselves.

   Attendees: Michael Mangham (LMEC), Elaine Abell (LMEC), Phillip Parker (Pensco), Al Martin (Pensco), Raymon Reaux (C.H. Fenstermaker), Fred Dunham (LA Dept. of Wildlife & Fisheries), Kam Movassaghi (C.H. Fenstermaker), Tony Tramel (Lafayette Consolidated Government – Traffic and Transportation), Purvis Marrison (City of Scott), Scott Nelson (Fed. Highway Administration), Bill Farr (Fed. Highway Administration), Michele Deshotels (DOTD), Richard Hudson (DNR/OC), Emmett Wilson (Natural Resources Conservation Service), Colby Guidry (Fed. Highway Administration), Stacey Crevelle (NRCS Acadiana RC & D), Pamela LaFleur (Lafayette Economic Development Authority), Warren Myers (HNTB), Bob Schmidt (HNTB) Mike Jansky (Environmental Protection Agency) via conference call

2. **PROJECT REVIEW (presented by Bob Schmidt):** The history of the project was presented to the attending agencies. The Lafayette Metropolitan Expressway Commission was created to pursue alternative funding sources, including tolls, for a limited access highway system in Lafayette Parish. The first step was to conduct an economic feasibility study; therefore the Commission conducted a competitive selection process to complete the study (Phase A).

   Following the selection process, HNTB Corporation was awarded the contract along with their subcontractors, C.H. Fenstermaker and Associates and PENSCO. HNTB started the process by determining a study area in Lafayette Parish with a 5 mile wide corridor. This study area was shown to the attending agencies on a map labeled "Study Area". Ten corridors within that area were identified, which were later narrowed down to 3. These 3 corridors were used for the feasibility study. These 3 corridors were shown to the attending agencies on a map labeled "Initial Alternatives". These alternatives have been revised numerous times. After consulting with the LMEC, the northeast quadrant was eliminated from the study and a decision was made to concentrate on 2 corridors that were a combination of the Middle Alternative and Outer Alternative. Another alternative was later added that dips into Vermilion Parish. These 3 corridors were shown to the attending agencies on a map labeled "Current Alternatives". The plan is to have free-flow, grade separated interchanges.

   Before Hurricane Katrina, the construction costs were estimated to be around $600 million.

   The purpose of the Tier EIS process is to finalize which corridor will be adopted. This option is available within the NEPA process.

   Tony Tramel (LCG-Traffic & Transportation) questioned the range of miles the expressway will cover. Mr. Schmidt (HNTB) responded that at this time, there is no exact number….it will probably be between 25-35 miles.

3. **ENVIRONMENTAL CONSTRAINTS AND INPUT FROM AGENCIES (presented by Warren Myers):** The Solicitation of Views letter was sent to 68 agencies. Responses have been received from State Representative Ernie Alexander, Louisiana Department of Agriculture & Forestry, Louisiana Department of Environmental Quality, Louisiana Department of Natural Resources, Louisiana DOTD Floodplain Management Section, Lafayette Consolidated Government, Natural Resources Conservation Service (NRCS), Corps of Engineers, Environmental Protection Agency (EPA), and the Chitimacha Tribe of Louisiana. These agencies are contacted to provide information to them regarding the process and to ensure that their input is considered during the planning process. The following is a brief summary of each response:

    - State Representative Ernie Alexander – It would be a great asset to those who live in this mostly rural area as another major road. It would also be of benefit to those traveling from west of Scott on I-10 choosing to take I-49 South (and vice-versa).
    - Louisiana Department of Agriculture & Forestry – No Comment at this time regarding the project.
    - Louisiana Department of Environmental Quality – No objections. Recommend that the following be investigated: Louisiana Pollutant Discharge Elimination System application, control of nonpoint sources of pollution, Corps wetlands permit, Water Quality Certification from LADEQ, and protection of groundwater. Currently, Lafayette Parish is classified as an attainment parish with the National Ambient Air Quality Standards.
    - Louisiana Department of Natural Resources – There are a very large number of oil, gas, and water wells (active and inactive) in the project area. The proposed project area is also located within several drinking water protection areas. Te prevention of groundwater contamination should be considered at all times.
    - Louisiana DOTD Floodplain Management Section – The project area contains special flood hazard areas. Consideration must be given to pre-project and post-project occurrence of base flood inundation. Contact the floodplain administrators involved so that appropriate permits are obtained.
    - Lafayette Consolidated Government – Concerned about the economic feasibility and impact on the existing transportation network and the influence on potential urban development sprawl.
    - Natural Resources Conservation Service (NRCS) – No objection to this project. It does not appear that it will effect any of our work. No adverse effect is foreseen provided appropriate erosion control measures are taken. Prime/unique farmland soils are present and a determination of prime farmland conversion impact will have to be made.
    - Corps of Engineers – No adverse impacts are anticipated to any Corps projects. Impacted wetlands will require a Section 404 permit. Impacted navigable waters will require a Section 10 permit.

- Environmental Protection Agency (EPA) – We have not identified any problem. The project is above the Chicot aquifer system which has been designated a sole source aquifer by EPA. No hazard as a result of this project has been identified at this time. However, EPA requests the opportunity to evaluate any environmental documents prepared for the project.
- Chitimacha Tribe of Louisiana – Our record and oral traditions do not indicate that a specific Chitimacha archaeological site or Traditional Cultural Property is in the immediate vicinity of your project. If archaeological remains are found during construction, construction should stop, and the tribe and the State Historic Preservation Officer should be contacted immediately.

The Federal Highway Administration (FHWA) will be the Lead Federal Agency and the Louisiana Department of Transportation and Development (LADOTD) and Corps of Engineer have already agreed to be Cooperating Agencies. Nine agencies were invited to be Participating Agencies due to their areas of expertise. Those that have accepted include Lafayette Consolidated Government, LA Dept. Of Wildlife and Fisheries, EPA, Natural Resources Conservation Service, 8th Coast Guard District, and LA Dept. of Natural Resources. The US Fish and Wildlife Service declined to be a Participating Agency citing that there are no significant Federal-trust fish and wildlife resource issues associated with the project. They did request to review the draft EIS and related documents. A copy of the minutes of this scoping meeting and a second letter will be sent to those agencies that have not yet responded to the first request to be a Participating Agency. Those include LA Dept. of Culture, Recreation, & Tourism and LA Dept. of Environmental Quality.

The purpose of involving these agencies is to keep them informed during the project and get significant input from them during the planning process.

The attending agency representatives were given an opportunity to make comments regarding the project.

Mike Jansky (EPA) commented that his agency would like to be involved as the project relates to air quality, wetland impact, water quality and agricultural land impact.

Richard Hudson (LADNR) brought up concerns about the abundance of oil and gas wells in the area and the proper plugging of the wells.

Bill Farr (FHWA) commented that his agency is comfortable with following the Tier 1 EIS format. FHWA and LADOTD also expressed concern with the tie-in of the toll road with the interstate system. FHWA further expressed concerned about interstate access approval.

Michele Deshotels (LADOTD) commented that her agency is in an advisory capacity for the EIS.

Purvis Warren (City of Scott, LA – Councilman) commented that he would like to be involved in the planning process to make sure that this project will not make it more difficult for the Scott citizens to drive around the City of Scott. He also stated the City of Scott would prefer that the road go west of Scott.

Tony Trammel (LCG-Traffic & Transportation) commented that he has not seen the MPO involvement which needs to be addressed. He also stated that they will soon be flying new

aerials which can be used for Tier 2. Tony Trammel also questioned whether there was a need for the roadway. He also expressed concerns about traffic and sprawl.

Fred Dunham (LA Wildlife & Fisheries) stated that he would like to stay involved in the project in case issues come up involving his agency. He also stated that LA Wildlife & Fisheries does not have serious concerns about wildlife issues for this project as it is proposed.

Bill Farr (FHWA) asked Warren Myers when HNTB will know the amount of the toll. Mr. Myers and Mr. Schmidt responded that the amount is determined during Tier 2 which involves more detailed impact studies.

Fred Dunham (LA Wildlife & Fisheries) questioned the timetable of the project. Mr. Myers responded that this phase of the project will be concluded in mid-April. Stakeholders meetings, public meetings and additional engineering studies on the revised alternatives will take place between now and mid-April.

Bill Farr (FHWA) questioned the number of public meetings that will be held. Mr. Schmidt responded that a total of 3 meetings will likely be held. Mr. Farr suggested an "open house" format for those meetings. Mr. Schmidt commented that 2 public meetings have been held already. One meeting was to inform the public about toll roads in general and another meeting was to review possible corridors for this project.

Mike Jansky (EPA) requested that he be sent the timeline and a copy of the maps presented to the agencies. He also questioned whether many rivers will be crossed. Mr. Myers said that not many rivers will be crossed, but the Vermilion River is one that will be crossed. The plans show mostly floodplains being crossed.

Meeting ended at 11:00am.

APPENDIX G
AGENCY NOTIFICATION OF RESTART LETTER

December 11, 2015

Mr. O'Neil Darden , Jr.
Chairman of the Chitimacha Tribe Of LA
P.O. Box 661
Charenton, LA 70523

Subject: Lafayette Regional Xpressway
State Project No. 700-28-0222
F.A.P. No. STP-2810(506)

The Lafayette Metropolitan Expressway Commission (LMEC), Louisiana Department of Transportation and Development (LADOTD), and Federal Highway Administration (FHWA) with cooperating agencies U.S. Army Corps of Engineers and U.S. Coast Guard are hereby notifying federal, state, and local agencies of the resumption of the Tier 1 environmental review process for the Lafayette Regional Xpressway (LRX) project. The project proposes to involve the construction of a new four-lane, controlled access highway in Lafayette, Iberia, St. Martin, and Vermilion Parishes, Louisiana. Work on this project began in 2005; the Notice of Intent was originally published in the December 16, 2005 *Federal Register* and modified in the October 8, 2009 *Federal Register*. By 2010, a Tier 1 Pre-Draft Environmental Impact Statement (EIS) had been prepared for the LRX project and was being readied for public circulation and comment.

During 2010, LMEC began detailed investigations of traffic and revenue projections and funding strategies for the conversion of US 90 to interstate standards as I-49 (I-49 Connector), including the possible implementation of tolling to expedite project completion. It was recognized that construction of the I-49 Connector project would have implications for the planning and design of the LRX. To prevent unnecessary expenditure of limited study resources, LMEC and LADOTD agreed to postpone work on the LRX project in 2012 until questions concerning financial feasibility and design of the I-49 Connector project could be addressed. LADOTD completed the I-49 Connector traffic and revenue study in May 2014. Many of the implications of the I-49 Connector project for the LRX corridor, including potential effects on future traffic volumes, toll revenues, and other considerations, have now been identified. Consequently, LMEC has determined that work on the LRX project to complete the environmental review process should be resumed.

The review process being undertaken is a Tier 1 Environmental Impact Statement. Tier 1 consists of the identification and analysis of broad alternative corridors within which specific alternative project alignments

will be developed during subsequent Tier 2 analyses. Potential corridors were developed separately for the northern and southern portions of the LRX study area. A preferred Northern Corridor has been identified from among two options (designated Common 1 and Common 2) along with a preferred Southern Corridor selected from among three options (designated Inner, Middle, and Outer). The corridor alternatives are shown on the graphic included with this correspondence. With continuation of the environmental review process, the previously-prepared Tier 1 Pre-Draft EIS document will be revised, updated, and distributed for public and agency comment as a Tier 1 Draft EIS following internal review. A public hearing will be held and responses to all substantive comments will be prepared and included in a Tier 1 Final EIS and Record of Decision as a single document.

You are invited to attend an agency meeting regarding the project on **January 12th at 10:00 a.m. at the Louisiana Economic Development Authority office located at 211 E. Devalcourt Street**. In the interim, the project team may be contacting your agency to update data that were previously used to prepare the 2010 Pre-Draft EIS. If you have any questions or require clarification of this notification, please do not hesitate to contact Ms. Kate Prejean at HNTB Corporation, (225) 368-2800; kbprejean@hntb.com.

Very truly yours,

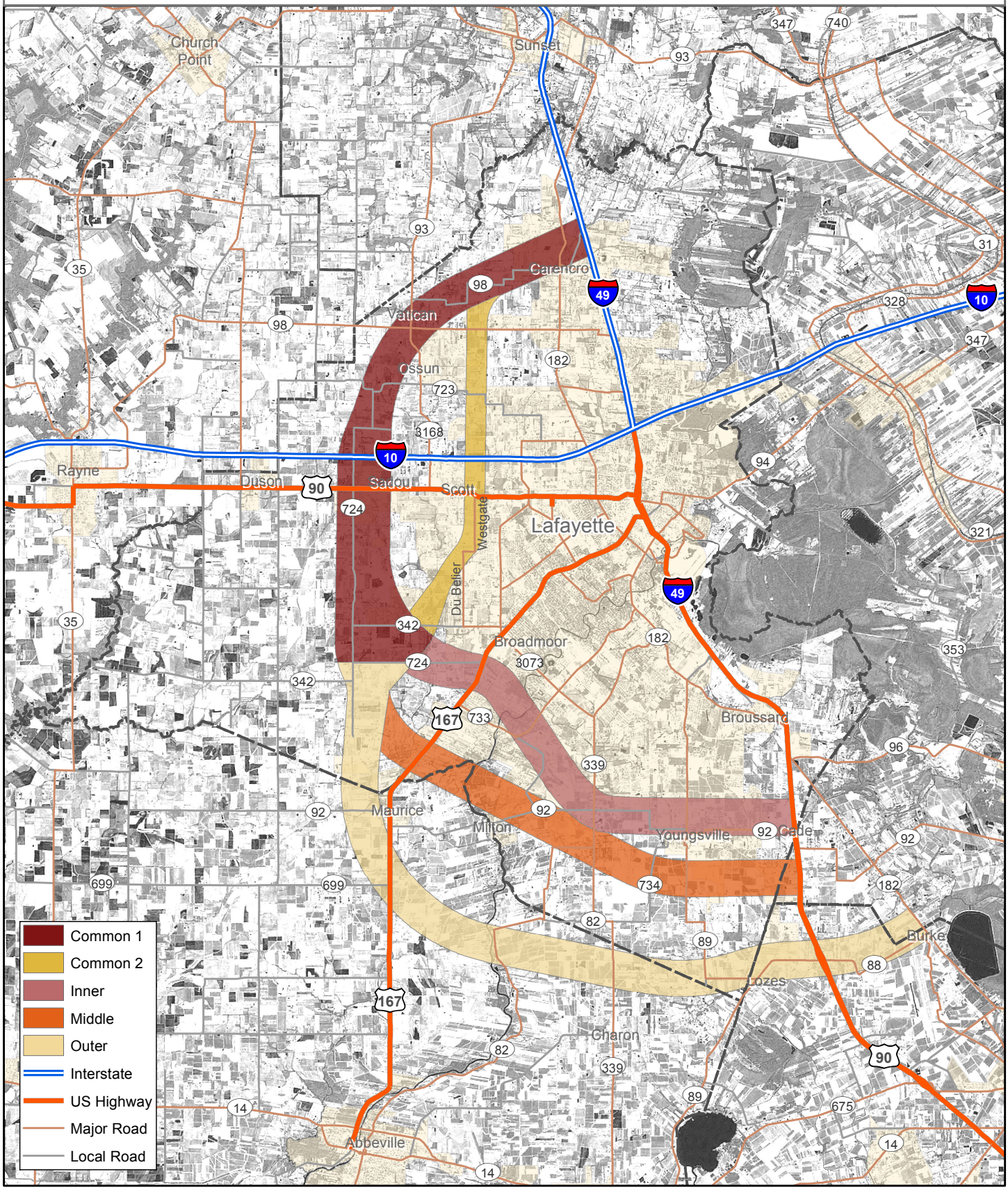
Elaine D. Abell

Elaine D. Abell, Chairperson
Lafayette Metropolitan Expressway Commission

Attachment: LRX Alternative Corridors

Cc: Dr. Kam Movassaghi, LMEC
Jan Grenfell, LADOTD
Robert Mahoney, FHWA
David Flanders, HNTB

LRX Project Area and Corridor Alternatives



This map was compiled by HNTB in February 2008 with data from various sources including, but not limited to: HNTB, ESRI, US Census, and LDEQ. This map is a conceptual tool for project development and is to be used for illustrative purposes only. This map is not self-executing or binding. No warranties as to its accuracy, reliability, utility or completeness are given or implied. HNTB shall not be held liable for improper or incorrect use of the information contained in this map.

N W E S

0 2 4
Miles

HNTB Team

APPENDIX H
AGENCY MEETING LIST OF ATTENDEES

Lafayette Metropolitan Expressway Commission

Lafayette Regional Xpressway
Agency Meeting Sign In - LEDA Conference Room
Tuesday, January 12, 2016

Name	Agency	Email	Phone
BOB MAHONEY	FHWA	robert.mahoney@dot.gov	225-757-7624
Kayn Morassaghi	Morassaghi, LLC	kayn@usfbec.net	337-322-5718
Pat Logan	City of Scott	plogan@cityofscott.org	337-889-5026
Noel Ardoin	DOTD	noel.ardoin@la.gov	225-242-4501
Hunter Hall	Sen. Bill Cassidy	hunter_hall@cassidy.senate.gov	337-237-1156
Monique Boudreaux	APC	moniqueb@planacadiana.org	298-6137
JAY CASTILLE	CITY OF CARENCRO	CITYMANAGER@CARENCRO.ORG	886-7001
Glenn Brasseaux	"	Mayor@carencro.org	896-8481
HARRY WEISS	ONE ACADIANA	harry@oneacadiana.org	408-3668
Bill Oliver	DOTD	bill.oliver@la.gov	262-6101
Jason El Koubi	One Acadiana	jason@oneacadiana.gov	337-412-2128
BRETT MELLINGTON	LEDA	brettm@lafayette.org	337-593-1414
Eileen Abell	LMEC	abelleda@att.net	339-981-3869

APPENDIX I
PUBLIC INVOLVEMENT PLAN

INTRODUCTION

The Public Involvement Plan (PIP) for the Lafayette Metropolitan Expressway (LME) Tier 1 Environmental Impact Statement (EIS) is designed to systematically build a broad basis of support from parish and municipal stakeholders, the general public and other interested parties. The HNTB Team will work closely with the Lafayette Metropolitan Expressway Commission (LMEC) and Stakeholders Committee to ensure effective public participation. The community engagement and consensus building process will be augmented with sound technical analysis to develop an EIS that will be submitted for a Record of Decision (ROD).

The key objectives of the Public Involvement Plan (PIP) activities presented herein are to: 1) provide continuous information flow to stakeholders and the public; 2) solicit meaningful input representing the diverse points of view; 3) Facilitate problem identification and conflict resolution through consensus-building activities.

This process is designed not only to create consensus for a unified plan and model agreements, but also to create new networks of communication and set precedents for inter-jurisdictional cooperation.

TARGETED AUDIENCE

Based on our initial understanding of the dynamics within Lafayette Parish and the goals of this process, we believe there are three primary levels of target audiences that need to be actively engaged in the visioning and planning process:

- Federal and State agencies
- Municipal and Parish staffs and elected officials
- Business owners, developers, environmental interests, other affected parties and the general public

This group can be further defined by geography. During the initial stages of the project, HNTB will conduct town hall meetings and municipal staff interviews to gather information, identify issues and uncover the unique perspectives associated with each municipality, the parish and the unincorporated areas. Each of the outreach strategies described in the following pages will be tailored to one group or the other, and in some cases to both.

HNTB will work with the Stakeholders Committee to identify the target audience and develop a core set of community contacts. A Plan Information Network (PIN) was created during the feasibility phase of the project and will be continuously updated to establish this communications network. The PIN is different from a traditional notification list, because it involves cultivating prime contacts in order to engender a dialogue with their larger constituent groups. The contact information not only includes name, address, phone number and e-mail for a group's representative, but also includes how, when and where the group communicates (e.g., via mailed or e-mailed newsletter, regular meetings, etc.) so we can best make use of established networks in the community to reach a broader audience.

The PIN will be developed and maintained by HNTB in an excel format during the course of the entire project. This will allow sorting by geography and type of contact. We will continually solicit interest in the PIN, and use it to promote town hall meetings, workshops and the public hearing. It will also serve as the primary mailing list for the newsletters and surveys. Names

and contact information will be added to the PIN following town hall meetings and other outreach activities, when appropriate.

OUTREACH METHODS

The following outreach methods will be used to engage the community during EIS phase of the project. These methods allow for ongoing liaison with community residents, business owners, public officials, and news media. Awareness activities will occur periodically during the duration of the Study as appropriate.

Project Identity

The HNTB Team will develop a project identity, including project name, logo, design guidelines and graphic element. The project logo will appear on all project publications. Design guidelines will be distributed to all project team members to ensure consistent use of graphic elements.

Newsletters

The HNTB will prepare and distribute up to four (4) newsletters about the project to area residents and interested parties on behalf of LMEC. Each newsletter will be either four pages in 8.5" x 11" format or two pages in 11 X 17" format, with graphics and/or photographs and study contact information. The consultant will prepare each newsletter for review by staff, and make necessary revisions following receipt of comments. The consultant will perform design, layout, and editing for each newsletter. The consultant will provide the LMEC with an electronic version of each newsletter for its use, and for printing and mailing to the PIN.

- Produce and distribute up to 1,500 copies of each issue, depending on the size of the mailing list. It is anticipated that approximately 1,000 copies of the first issue will be distributed. Every effort will be made to distribute newsletters in electronic form. A newsletter will be considered distributed electronically when it has been posted on the website and a notice of its availability has been e-mailed to the electronic mailing list. Each e-mail will be considered a distributed copy of the newsletter.

Stakeholder Committee

The LMEC has provides HNTB with a list of potential stakeholders to serve on a Stakeholders Committee during the course of the Tier 1 studies. Project engineers or other appropriate staff will conduct briefings. Exhibits and presentation material prepared for these briefings will be submitted for LMEC's review and approval prior to production and distribution. The HNTB Team will:

- Conduct up to 25 one-on-one interviews with potential stakeholders in the early months of the project.
- Conduct up to four (4) group stakeholder committee meetings.
- Conduct up to eight (8) special interest group briefings such as the Greater Lafayette Chamber of Commerce and Lafayette Economic Development Authority.

Website

Pending authorization from LMEC, the HNTB Team will establish, host and maintain a website. The website will be fully updated twice over the course of the project. In addition to providing general project and contact information, the website will utilize a GIS/internet solution to receive, document and map public feedback. This will require the user to categorize his or her written input. All input will reside in a database that will be accessible on the Project Network. Other elements of the website may include maps, graphics, text, photography and video.

Website users' comments and concerns received by email will be responded to via e-mail if possible. An engineer, planner or other appropriate staff will address technical questions.

Public Library System

The public library system will be also used to make project reports, meeting summaries, transcripts, and EIS documents available to both the public and interested agencies.

Project Information Video

Produce a project information video. Up to 250 CD copies will be distributed to key stakeholders, stakeholder groups, agencies, libraries and public officials in the corridor. Videos will be used as support material during presentations and public meetings/hearings.

Public Information Network (PIN) List

An electronic mailing list will be maintained and updated throughout the Study. Key stakeholders and public officials will be identified appropriately on this list. All interested parties will also be added to this list. The list will be delivered to LMEC in electronic form at the conclusion of the Study and will be provided upon request during the duration of the study.

Media Relations

A media list will be maintained and updated throughout the Study. This list will be delivered to LMEC in electronic form at the conclusion of the Study.

- Prepare and distribute up to 50 introductory media kits. Media kits will contain an overview of the project, a fact sheet and key contact information.
- Prepare and distribute media releases as appropriate.
- Serve as a resource and conduct ongoing liaison with media throughout Study.

All material distributed to the media will be submitted to LMEC for review prior to distribution.

Public Information Meetings

The HNTB Team will organize and coordinate two (2) rounds of public information meetings during Phase B-1 of the Study. It is expected that meetings could be conducted at several locations along the corridor for each round of meetings. Services will include making arrangements for adequate facilities, advertising the meetings, mailing pre-meeting post cards or other notice, preparing exhibits for the meetings, and preparing and giving an oral presentation. An open house format will be utilized for the public meetings. Exhibits and handouts will be submitted to LMEC for review prior to production for public meetings. The HNTB Team will:

- Prepare project information handouts for informational meetings and news media briefings.
- Conduct public meetings with participation by LMEC.
- Prepare and distribute comment forms for each meeting.
- Prepare written summary of each public meeting to be included in the Study document.
- Provide informal recording services to document public comment for those persons choosing to make oral comments.

Public Hearing

A public hearing after issuance of the Tier 1 Draft EIS will be required by the National Environmental Policy Act (NEPA). It is anticipated that the hearing will be conducted three times at different locations throughout the corridor. The HNTB Team will:

- Organize and coordinate a public hearing at up to three (3) different locations, including meeting arrangements for adequate facilities, advertising the public hearings, mailing pre-meeting postcards or other notice and preparing exhibits for the open house public hearings. Exhibits and other collateral material will be submitted to LMEC for review prior to production for hearings.
- Conduct the public hearings with participation from LMEC. Have adequate staff in attendance to answer questions about environmental, roadway, bridge, right-of-way requirements and other concerns.
- Prepare and distribute comment forms for the meetings and prepare a written transcript, summary of comments, and responses to comments from the public hearings.
- Provide court reporter services to document oral public comments for all public hearings.
- Provide an official public hearing record that will include hearing transcripts for LMEC, LaDOTD, and FHWA review and approval. The original comments will be provided to LMEC.
- The HNTB Team will prepare a summary of comments including draft responses to substantive comments for inclusion in the Study document for review by LMEC, LaDOTD, and FHWA staff. The final responses will be included by the HNTB Team in the final Study document.

Public Involvement Log

The HNTB Team will incorporate public concerns and information into the planning process and document these efforts in a Public Involvement Log.

AGENCY INVOLVEMENT AND COORDINATION PLAN

The HNTB Team will prepare an Agency Involvement and Coordination Plan for the proposed action with the approval of LMEC, LaDOTD, and FHWA. The plan will outline the agency involvement and coordination program, identifying key contacts with public agencies. The various methods of involvement will be outlined.

MANAGEMENT AND COORDINATION

HNTB will provide management and coordination of this task throughout the Tier 1 studies. HNTB will coordinate community involvement activities with technical activities, including key dates, announcements, and meetings with LMEC. HNTB will:

- Assure that summaries of these involvement activities are included in the Study document.
- Attend a kick-off meeting with all project public involvement staff, including subconsultants to HNTB Corporation, and LMEC.
- Maintain communication and coordination with LMEC regarding community involvement activities.

- Maintain a Public Involvement Log and review and update the Public Involvement Plan as necessary throughout the project.

APPENDIX J
APRIL 2006 PUBLIC MEETING SERIES COMMENT SUMMARY

SUMMARY OF COMMUNITY MEETINGS

SUMMARY

HNTB staff, on behalf of the Lafayette Metropolitan Expressway Commissioners (LMEC) held a series of community meetings in April in different areas of Lafayette Parish to discuss the Lafayette Metropolitan Expressway (LME) Tier 1 Environmental Impact Statement (EIS). The meetings held included: 1) Carencro Community Center – Wednesday, April 5, 2006, 2) Youngsville Town Hall – Tuesday, April 18, 2006, and 3) Scott City Hall – Wednesday, April 19, 2006. The purpose of the community meetings was to present the three proposed corridors that are being studied during the Tier 1 EIS. Community members were encouraged to view aerial maps of the three corridors and provide written or oral comments. Public comments are summarized by meeting below.

MEETING FORMAT

The meeting format consisted of an open house with several aerial maps showing the proposed corridors. opening remarks from HNTB staff, followed by a presentation on the environmental constraints summary, preliminary cost estimates, a preliminary traffic and toll revenue study, preliminary financing analysis, and possible funding options. After the presentation, attendees were able to visit with study team members to ask individual questions. After a 15 minute break, attendees were able to ask questions from the floor.

CARENCRO COMMUNITY CENTER – APRIL 5, 2006

The April 5 community meeting was attended by approximately 28 Carencro residents, LMEC members, LCG representatives and mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Lloyd Rochon (LMEC), Glenn Brasseaux (Mayor-Carencro), J.L. Richard (Carencro Alderman), Bill Fontenot (LMEC-DOTD), Dale Bourgeois (LCG Councilman), and Bruce Conque (LCG Councilman).

COMMENTS

Approximately nine (9) public comments were made during the question and answer session and three comment forms were turned into facilitators. Unless noted otherwise, Bob Schmidt of HNTB answered the oral questions. The oral comments and written comments are below:

QUESTION/ANSWER SESSION

QUESTION: Is the common corridor length in the northern portion of the parish included in mileage for each corridor? ANSWER: Yes

QUESTION: Will tolls be collected until the bonds are paid off or forever? Would the collection of tolls end at some time in the future? ANSWER: The LMEC will decide whether to continue tolling the expressway once the bonds have been paid off. Many other toll roads in the country will decide to continue tolling and use the revenue generated to expand the transportation system.

QUESTION: What percentage of toll revenue would be dedicated for maintenance of the facility? ANSWER: First call off of revenue collected is dedicated to O&M.

QUESTION: What is the time table for picking the final alignment? ANSWER: Depends on continued project funding; earliest estimate – two years.

QUESTION: Please clarify whether the toll road will be paid for by public or private participation? ANSWER: Mickey M. (LMEC) explained the commission decision process; traffic updates underway which may help to spur private investment; goal is to keep project "active" until additional funding sources can be identified.

QUESTION: Would potential hurricane evacuation route status help with additional federal funding? ANSWER: Mickey M. did not think so; good idea but so far the federal government has not been responsive in this option.

QUESTION: Who has Record of Decision responsibility? ANSWER: LMEC, FHWA and DOTD as required by NEPA process (in the event federal funding could be secured at later date).

QUESTION: Who determines the Record of Decision (ROD)? ANSWER: FHWA as the lead federal agency will approve and issue the ROD. As a cooperating agency, DOTD will be part of the review process. HNTB will prepare the ROD.

COMMENT: Appears that the location of west corridor heading to the north should be shifted to the west away from Amb. Caffery leaving land for development and avoiding an alternate "free" route.

COMMENT: Future generations will worry more about their "time" spent in traffic than the cost of a toll.

COMMENT: There will need to be education of public on the how and why of toll roads. Mickey M. – through a good PR campaign.

COMMENT: Should advertise thru TV rather than just newspaper.

WRITTEN COMMENTS
See Attached.

YOUNGSVILLE TOWN HALL – APRIL 18, 2006

The April 18 community meeting was attended by approximately 34 residents, LMEC members, LCG representatives and mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Wilson Viator (Mayor-Youngsville), Jessie Vallot (Youngsville Alderman), and A.J. Bernard, Jr. (Youngsville Alderman).

COMMENTS

Approximately nine (9) public comments were made during the question and answer session and five comment forms were turned into facilitators. Mickey Mangham of LMEC and Bob Schmidt of HNTB answered the oral questions. The oral comments and written comments are below:

QUESTION/ANSWER SESSION

COMMENT: The inner loop would affect my subdivision.

COMMENT: If you did the outer loop, you could grow into it. There are the cane fields available for development.

QUESTION: Is the outer loop feasible if it is so far out? ANSWER: The outer loop is still going to cross all your major roads so it depends how much traffic it will attract.

QUESTION: If and when the Lafayette Parish or State government decides to complete the I-49 Connector, will it have an impact on the toll road? ANSWER: That is being looked at right now. If you have to wait on the government, you are going to have wait for 20 years.

QUESTION: What about the North-South Beltway, will it affect it? ANSWER: Probably not.

QUESTION: Will the federal government match the funds? ANSWER: There are several federal programs available to make up the difference in the funding gap including TIFIA Loans.

COMMENT: The New York Banker said that toll roads tend to work where users save 15 minutes in travel time.

QUESTION: Who is sponsoring the Louisiana Mobility Fund legislation? ANSWER: Representative William Daniel and Representative Don Trahan.

COMMENT: I want to mention that the City of Maurice and Vermilion Parish are in favor of a toll road located in Vermilion Parish near the City of Maurice.

WRITTEN COMMENTS

See Attached.

SCOTT CITY HALL – APRIL 19, 2006

The April 19 community meeting was attended by approximately 33 residents, LMEC members, LCG representatives and mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Hazel Myers (Mayor-Scott), Norwood Menard (Councilman), and Bill Young (Councilman). Fourteen (14) written comment sheets were turned in.

COMMENTS

Several public comments were made during the question and answer session and fourteen (14) comment forms were turned into facilitators and faxed to the project team. Mickey Mangham of LMEC and Bob Schmidt of HNTB answered the oral questions. The oral comments and written comments are below:

QUESTION/ANSWER SESSION

QUESTION: Is an economic study to be done for Scott? ANSWER: Yes it will be done as part of the Tier 2 EIS.

QUESTION: What would it take to kill this project?

QUESTION: Wouldn't it be cheaper to build the road between Scott and Duson than right on top of Scott? ANSWER: We don't disagree with you.

COMMENT: You could use the existing interchange at Scott or one between Scott and Ambassador Caffrey.

COMMENT: Move the corridor a few miles to the west.

QUESTION: Lake Charles has a loop from Federal funds. Why doesn't Lafayette have one? ANSWER: Rumor has it that Lafayette could not make a decision on the location of the loop, so the money was taken to Lake Charles.

QUESTION: What is the major use of the road?

WRITTEN COMMENTS

See Attached.

April 5, 18, and 19 Public Comment Form – Responses

1. Do you think an expressway is needed in Lafayette Parish? Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, No, Yes, Yes, Yes, Yes, Yes, Yes, Yes, Yes, No, Yes

Why?

- Traffic is really getting congested. A toll road might eliminate some of the traffic bound for I-49. We use I-10 west a great deal and would likely use the toll road to get to it.
- However, long overdue – perhaps too late – by the time of completion of construction.
- Traffic congestion going through Lafayette is only going to get worse. An expressway would allow people to bypass that congestion during normal day to day travel, as well as, emergency evacuation, etc.
- Realize congestion of traffic especially in case of a hurricane evacuation.
- I think it would help solve some of our bad traffic problems.
- Extreme traffic problems. Need it now and also for future growth.
- Lack of traffic congestion may be considered a luxury by some, but the greatest concern is for Emergency/Rescue vehicles.
- Mostly for safety and reduce time involved during evacuations.
- But the proposed corridor is short-sighted – including the main corridor north of Ridge Road. The infused population resulting from the hurricanes of 2005 plus normal growth add to area traffic congestion within the City of Lafayette. Of particular concern is the mobility factor to support evacuation routes.
- Since the hurricanes more people have moved here, so that means more people on the roads. Therefore we need more roads.
- To help with heavy traffic.
- Ease traffic congestion and foster economic development.
- Because of traffic flow and hurricane evacuation routes and also emergency vehicles.
- To help move traffic around Lafayette more freely.
- Present road system cannot support the infrastructure of the growth of South Lafayette.
- More traffic.
- Because of the congestion.

2. Would you be willing to use the expressway as a tolled facility?

- Yes, Yes, Don't know, Yes, Yes, Yes, Yes, No, Yes, Absolutely, Yes, Yes, Yes, Yes, Yes, No, Yes
- No – another tax on the public – an example of government excess not taking care of its responsibility to serve the people – taking but not producing – when it's finally crunch time – tax the people additionally to provide needs
- No, for my traveling needs are very minimum and within a 5-7 mile radius.
- Yes, but only when pressed for time when normal traffic flow experiences unusual delays. I would not want the road's main corridor to flow through the City of Scott as shown but rather to the west of this path from Sunset, LA to Ridge Road.

3. Of the three possible corridors that were presented at the Open House, which seems to be the best option for further study:

Outer Corridor	12	Middle Corridor	2	Inner Corridor	1

- There are no 3 possible corridors in Scott.
- Outside city limits of Scott

4. Why do you feel this corridor is the best option for further study?

- Not for this project
- I would choose the middle or outer. Inner corridor I think is too close in to congestion that exists now. The outer corridor may be too far out to attract more use of a tollway. However, in years to come with the expansion and growth of the Youngsville area, the outer corridor may be the way to go as that area grows. I'd choose Outer.
- The inner corridor would be closer to Acadiana Mall and should alleviate the awful traffic situation on Ambassador Caffery. It is shorter and might be less expensive to build unless the rate of development in the path makes it more expensive to acquire right of way. (Sorry, I just saw the projected cost which is more.) Youngsville is growing rapidly. The inner corridor could handle some of its traffic to I-10.
- A lot of possibility for growth.
- I think it would displace less people and create more property for business that would use the express toll road.
- Serves needs of Lafayette Parish. Shorter and less expensive than #3.
- I live and work in Scott. The entire city was within the corridor. There was no option offered for that area.
- The corridors which would go through less residential/commercial areas, so each town could reap the benefits of the economical impact it would have without destroying existing developments and residential areas.
- The inner "alternative" is short-sighted in relation to city growth. The outer "alternative" will not address the majority of traffic congestion already burdening the city's roads. The outer loop would be better than the inner to relieve commercial transportation, but would slow recovery of toll income.
- I do not think Mills Rd. could be used because it would be too close to Hwy 93 exit under Federal rules. Also there is a lot of new development going up in that area.
- Lesser impact on developed areas, greater potential for storm evacuation routes, opportunities to foster planned development.
- I don't want it going right through Scott, for one thing the cost & disadvantages.
- As long as it bypasses LA 93N and move the toll road further west between Scott and Duson w/ another interchange on Interstate 10.
- West of Scott Hwy 93.
- Would provide a better evacuation route for people from Vermilion Parish.
- 2 1/2 miles further west.

- If they would have money, they may as well go all the way around the area, because we are so far behind the times it will take another 100 years to do anything else.

5. If you do not feel that any of the three possible corridors seem to be the best option for further study, please tell us why:

- N/A
- Placement at any point within the proposed area would have a negative impact on the Scott community. One mile west of the proposed area would be better.
- Please keep in mind each community has been working towards the Smart Growth concept, and I would recommend Smart Land usage could be more beneficial to us all.
- Do not omit the need to modify the course of main corridor from Carencro to Ridge Road! The route needs to be just west of the one on this HNTB map as it splits the City of Scott within its highly populated & commercially heavy growth areas. The flow of traffic will not suffer, only the people unless it goes west of this route.
- All three of them seem to go right through the middle of Scott. It is a nice quiet town that doesn't need an expressway going through the middle of it.
- This goes through the center of Scott. There is plenty of room – fields and non-developed areas – west of Scott.
- It needs to be out of the city limits.
- Need to pass to the west of Scott. You will create another Evangeline Thruway if you do that.

6. Do you know of any major property concerns located within the three proposed corridors?

- None I know of.
- No, other than schools
- No
- Again, the proposed corridor completely covers the City of Scott. No other community is so negatively affected.
- No. Not for the south direction. But for Scott this plan looks disastrous for us as a small city USA.
- No, but while Scott would benefit from access to the west of this route, the five mile study area completely fails to honor the commercial & residential concentration of the city. It needs to start to the west of your path.
- There is a lot of development in the Scott corridor.
- City of Scott – we have lots of history here.
- Yes. Going through Scott – hope not. Go on outside of Scott in open land.
- Limited access.

Do you have other comments or concerns that were not addressed during the Open House? Please include your comments below. (Enclose additional pages as necessary.)

- I agree that people will pay to use a toll road to save time. Many people today would avoid Ambassador Caffery if they had another way to get across Lafayette.

- My name is Bob Ferguson, and I represent a contingency of concerned citizens, including the Mayor and Alderman from, Maurice and Vermilion Parish area. We totally agree with the concept of a Toll Road loop in and around Lafayette Parish, and would like to offer our suggested route, which will benefit not only Lafayette Parish, but Vermilion Parish and other parts of the state as well, in an effort to expediously travel around Lafayette, and provide several alternate Hurricane Evacuation routes not presently offered.

  Our suggestion agrees with the commencement at I-10 (Duson Exit) traveling south to intersect and continue down S. Richfield Rd (Hwy 343) all the way to Vermilion Parish line and continue south down Hwy 343, creating an intersection at Hwy 92. This intersection would allow for traffic to turn east into Maurice, as well as turn west and intersect with Hwy 35 from Kaplan. Continuing with the toll loop south down Hwy 343 to the intersection past Hwy 699 and continuing a few hundred yards past Hwy 699 into the cane fields and turning east to intersect with Hwy 167 (Johnston St.). This intersection would also allow for traffic coming from the south to flow easterly to Hwy 90 (future I-49) or west and north to I-10, this route would aid in moving traffic during emergency or evacuation conditions. Our next suggestion would be to continue through rural properties of Vermilion Parish (cane fields, etc.) and intersect at Woodlawn Bridge. This intersection would allow traffic on Hwy 82 (N. State St.) coming from Abbeville to create another evacuation route, but also in addition, with the construction of a new road, again in the rural properties connecting to Kirk Rd., which is the same road as Robley Dr. in Lafayette, this would allow for another infrastructure route to give access to Ambassador Caffery Pkwy at Mall of Acadiana (provided you connect the two Robley Streets in Lafayette Parish). Our suggestion would then be to continue an easterly route with the toll loop, as straight as possible, to final intersection at Hwy 90 (future I-49), with intersections in Lafayette Parish at Verot School Rd., which would be lined up with Hwy 339 to Erath, as well as intersecting with Hwy 89 to Delcambre, creating again, emergency evacuation routes not presently accessible.

  This route would not only become a less expensive alternative, but will provide routes which will allow for travel around Lafayette Parish, as well as allow Vermilion Parish residents to have direct access to the toll loop.

- I appreciate the genuine concern expressed by those making the presentation and answering questions. I do believe that you will do what you can to address our concerns.

- I have been living in Scott nearly all of my 48 years of my life. With the love and pride I Have for this little city, I have watched grow from the Village to the Town and now the City of Scott.

  If this map indicates what lies for Scott's future, then our city will die.

  Please consider going at least 1-2 miles west of our city limits. Do no destroy my home town. I travel to and from work nearly 45 miles away to the west one way each day, but would not move from my home. You know what gas prices are, and how time is money. But I love Scott so much, that I work far away, but come home to Scott each & every night. I also do lots of volunteer work for Scott. I know I am only a pebble to most. But pebbles should also be counted.

- The current economic and environmental issues need to prompt planners to think out-of-the-box and not just copy the typical highway mold. Larger cities have had expensive modifications to existing highway/expressways because of failure to anticipate growth on the front-end with needs to incorporate contra-flows. Build in this ability from the start.

  Also, let's think ahead. Incorporate some way to use alternative transport/mobility. How much more would it be to build in a walking/bicycle path. We all saw the problems caused when motorists were stranded in flight from Katrina. We saw how those without cars were left to drown and die. The cost of gas is prohibitive. If we go and make a better plan for mobility it will put Lafayette Parish on the forefront of progressive communities and give us national attention for our wisdom!

  Also, do not split the City of Scott. A city is promised respect to its historic district. A city should be able to respond to emergencies. This path through Scott blankets our commercial and residential area rather than wisely benefiting us by proceeding to the west of Hwy 93.

- When the toll way is built and complete, the Parish/State should consider making it available without charge for a period of time (possibly 3 months) so that potential users who might not use the road otherwise, will be able to test the road, recognize its benefits, and expose them to the time savings and value of using the toll way.

  Also, whatever contract may be needed with regard and use of the toll way, some stipulation should be made where in the event of an emergency (e.g., evacuation), tolls will be temporarily suspended and access open for efficient use of the route by the masses.

  Frequent users should have the availability of some type of quick pass that allows for non-stop use of the toll way. Some cities have tags for the cars that allow a sensor to detect the existence of an easy pass rather than visual recognition by the toll clerk. Passes can be purchased on an annual basis.

  Tolls need to be reasonable to make the most efficient and cost effective availability of the road.

- No other city or town was split like Scott. I feel the Andrus Rd. study is the best one.

  Going back, years ago a study was made to do a loop using Apollo Rd., Hwy 93 as part of it. It provided no service road and would have killed Early's and KOA's, etc. business.

  Later a study for a loop using Andrus Rd. was done. There were stakes in the ground for proposed right of way. Project died. Not sure why.

  Then a study of Hwy 724 was made. That was put on hold or dropped. I was told there were oil & gas wells in the way.

  In trying to use the corridor that was presented. I can see perhaps a road could be built on eastern edge, but I would need to see another map with names. Seeing the Hwy numbers did not help. First, I could not make out the numbers and second I keep running into obstacles. At this point, I would like to see a large map a little more detailed. Last night you had maps, but this was the first that we had heard of it going through Scott and I think we were all in shock.

- Please do not allow local narrow-minded, political concerns to impede the selection of the route which would benefit the entire Parish the most.

- It does not seem very feasible to go along Mills St. and right over Scott City limits – The cost seems very astronomical to me. I know I am no engineer or anyone with a degree, but I am not a dummy. When taking off of 182, it would seem they would curve more to go through unincorporated areas like near 723. A little less cost, it would seem, as there would be less subdivisions, less business. I know I live on Mills Street, but I do not live in a subdivision. There are much bigger pieces of property which seems to me that there would be less owners to deal with; less houses to pay for; less businesses. Scott is finally prospering and you all propose to go through it. How stupid. You do not have enough money. Make sense and do something a little more affordable. If I am not mistaken this is a 1940 study.

APPENDIX K
APRIL 2007 COMMUNITY MEETING SUMMARY

SUMMARY OF CITY OF SCOTT COMMUNITY MEETING

SUMMARY

HNTB staff, on behalf of the Lafayette Metropolitan Expressway Commissioners (LMEC) held a community meeting on April 2nd, 2007 in Scott, Louisiana regarding the Lafayette Metropolitan Expressway Tier 1 Environmental Impact Statement (EIS). The purpose of the meeting was to present refined corridors for the Lafayette toll road near the City of Scott. The corridors were refined to address concerns of the location of the previously presented corridors during the round of public meetings held in April 2006. The refined corridors presented are located to the west of Scott and to the east of Scott and may cause minor changes to alternative corridors south of Scott.

The community meeting followed an open-house format and members of the public were encouraged to view aerial maps of the two proposed corridors around the City of Scott and discuss the project with study team members and offer suggestions. Public comments are summarized below.

MEETING FORMAT

The meeting format consisted of an open house with several aerial maps showing the proposed corridors. A map of the revised corridors is included in the appendix. Several members of the project team were on hand to discuss the corridors with attendees and answer questions.

MEETING ATTENDANCE

The community meeting was attended by approximately 74 residents, LMEC members, LCG representatives, mayors, and consultants. Public officials in attendance included: Mickey Mangham (LMEC), Bill Rucks (LMEC), Hazel Myers (Mayor of Scott), Glenn Brasseaux (Mayor of Carencro), J.L. Richard (Carencro Alderman), Bill Fontenot (LMEC and DOTD), Bruce Conque (LCG Councilman), Representative Don Trahan (LA House of Representatives), and Bob Ferguson (Mayor of Maurice).

SUMMARY OF COMMENTS

Twenty one (21) comment forms were submitted by attendees. A majority of the comments received were in favor of a tolled expressway in Lafayette. Each comment form that answered Question 3 (19 forms) had selected the "West of City of Scott" corridor as the best option for further study. No forms had selected the "East of City of Scott" option. The written comments are compiled below.

City of Scott Public Comment Form – Responses

1. Do you think an expressway is needed in Lafayette Parish?

Why?

- Yes – Our traffic volume has increased dramatically over the past 5 years. I now travel to Acadia Parish not only for work but also shop. I have seen an increase of other Lafayette people doing the same due to traffic problems in Lafayette.
- Yes – Traffic problems and evacuation routes.
- No – I believe over and under passes would handle traffic better.
- No – I-49 will be built.
- Yes – 1) Population increase and 2) traffic increase without road expansion.
- Yes – To relieve traffic congestion. Provide alternate routes for those who are going either north or south but do not need to stop.
- Yes – Too much traffic within city limits, and can not travel. Can walk the streets faster.
- Yes – To create a major alternative or loop such as the one in Houston for the purpose of minimizing congestion.
- Yes – To alleviate traffic in the city.
- Yes – Traffic problems will only increase as the area grows in population.
- Yes – I-10 eighteen wheelers and other commercial traffic be diverted to toll road and south to Hwy 90 to New Orleans and other ports. Exits 100 through Breaux Bridge congested. Parish growth to west and south.
- If this was being built to help out with evacuating the area then I am all for it, however it seems that it is being built just to get around the city faster.
- Yes – Commercial trucks could get to highway near the airport going towards New Orleans and the Gulf. Evacuation route would be improved immediately to exit traffic to I-10 West and I-49 North.
- Yes – To plan for future traffic growth.
- Yes – For helping traffic especially during hurricane season and other emergencies. All in all it would be helpful to alleviate traffic congestions.
- Yes – Traffic congestion.
- Yes – To accommodate through traffic of commercial 18 wheelers and to help response to isolated evacuations around the city and to ease bottlenecks within the metropolitan area. At the same time we should consider the fact that expanding gas motor vehicle network may be exacerbating problems related to gas shortages and environmental concerns. Also be sure to make sure the planned road will not end up stranding people/motorist/etc. from escaping highway flooding which has happened in Houston! Nor do we want cars isolated on overpasses or roads without an option of walking to safety.
- Yes – Traffic flow improvement. Positioning for growth and access.
- No – Traffic through Lafayette is mainly east and west not north and south.
- Yes – The growth of Lafayette Parish is in desperate need of better roadways and thoroughfares, such as Baton Rouge and Lake Charles

2. Would you be willing to use the expressway as a tolled facility?

- I am not sure, due to I have never had to in the past. Have no experience.
- Sometimes
- No
- No
- Yes
- Yes
- Yes, if that is the only choice.
- Yes, as my personal & business needs require.
- Yes
- Yes
- Yes, cheaper than stop and go traffic.
- Yes if you are allowed to buy an express card or whatever it is that you pay monthly as they do up north.
- I may not be alive to see this improvement. It will take time to do it. This should have been done already. Acquisition of property and cost in the future for development will be unbelievable. The toll will eventually pay for it.
- No – would use the back roads – as we do now – we avoid Amb. Caffery whenever possible.
- If it would help me to get to point A in a more orderly fashion.
- Yes
- Yes
- No
- Yes

3. Of the two possible corridors near the City of Scott that were presented at the Open House, which seems to be the best option for further study:

West of City of Scott	19

East of City of Scott	0

- West of the west of City of Scott
- The far west side of the west corridor – Fieldspan Road.
- Look at future growth.

4. Why do you feel this corridor is the best option for further study?

- West – 1) More of a rural area, less people, less cost; 2) would bring more economic development to that area; and 3) protect our small historical area.

- West – Because of increased economic development and residential growth on east side, this is better than the first proposal but not the best.
- West – It wouldn't affect me.
- West – It would not affect me.
- West – 1) least costly and 2) economic development opportunities (build it and they will come).
- West – West of the city would take into effect future growth. It would also attract more businesses and customers. The customers would come from some of the smaller towns, who avoid Lafayette due to the traffic problems.
- West – Yes. But time is now. Don't take 20 years! Too many studies don't work.
- West – Lower cost, allows for continuing inner city growth in Scott and Lafayette. The City of Scott and Lafayette are growing and will soon reach west of Scott. A toll road west of Scott would connect I-10 to I-49 North and South.
- West – Affects less household residences.
- West – Fewer population, less destruction to a historical city.
- West – This west loop would assist the commercial trucks to bypass all city traffic each way. Also the Hurricane Evacuation routes would be a great asset when the time comes for a mass vehicle movement at a time of emergency.
- West – Because by the time the road is built the west end of the parish will be more populated. Traffic flows more easily on an outer loop.
- West – Less residential.
- West – Does not go through City of Scott.
- Because it is the only option that will keep the line ahead of the growth and will not divide our metropolis nor agitate the ire of the people. The line to the east will make emergency response more difficult as well as strand community members.
- West – 1) Does not interrupt City of Scott and 2) more raw land available.
- West – Does not split the City of Scott in half and less homes involved.
- West – Yes

5. If you do not feel that any of the three possible corridors seem to be the best option for further study, please tell us why:

- I would prefer it be just a little west of Hwy 724 so Scott can continue to grow.
- Economic impact would be detrimental.
- I am undecided.
- "East" is too late.
- There are too many historical houses in the area and the value of property would plummet. The noise and air pollution would also be too destructive for this city.
- The question asks about the corridors around the City of Scott. The options west of Scott are all excellent choices.
- Maybe a little further out.
- West of Scott option – nix the path to the East!

6. Do you know of any major property concerns located within the three proposed corridors?

- I worry about the disruptions on the Mills Street options not only for the people, but also our schools, churches, grave sites. Maybe in some arms reach of the high volume of traffic it would bring.
- East side – a school and many more residents.
- There are a lot of homes and businesses east of Scott. Many of these businesses are relatively new and may not survive a location change. Some may choose to move out of Scott.
- The yellow path will border Scott Middle School.
- No
- No
- Yes, our property.
- Yes – our home property.
- None
- Population, housing values would drop.
- Yes – a toll road near or in the Scott City limits would effectively destroy the growth of the city unless frontage roads will be built at the same time.
- Historic homes & once again going through City of Scott.
- All of the East option is a property concern. To the West, look at schools, Gotreau Family Farms – organic food source.
- No
- No

Do you have other comments or concerns that were not addressed during the Open House? Please include your comments below. (Enclose additional pages as necessary.)

- I just want to say thank you! I spoke to two of the nicest gentlemen from I think the name tags said Pensco, the engineers working on the project. They were very kind to us all, very patient, very informative to answer our questions. They said you would listen to us as a community. We would appreciate the dedication to continue in us communicating together. Community support is very important to us all. I feel the more we talk, the less problems this project will have. I would love to see this project happen in my lifetime.
- A toll road would be great for truckers and residents commuting to southeast Lafayette. Too close to Scott would hamper our growth. Hwy 724 would be okay, but a little further to west would be better. This proposal is better than last one.
- Although Lafayette has major traffic problems, I don't feel a loop is the answer. Perhaps over/under passes, more turning lanes where they can be added. If the corridor is to ease traffic flow, I don't see it. Perhaps it will make a good speedway.
- Do not take too long. Growth is happening now!
- This city has a long history and it would be as lame to destroy historical houses and create chaos for the elder families that still live here. The families in this city keep their property to hand down and this would be the end of their inheritance. The noise level and the air quality will be horrible. The businesses in this area would close. If you look at Houston, New Orleans and Baton Rouge

and notice the houses and businesses under these highways then it is obvious how devastating this could be for any city. The town dies. It should be moved to an area with the least population.

- Was very disappointed that this time was not used in a better way. We should have been able to ask questions as a group so all could hear answers.
- Why was this not addressed as a forum? Just curious.

APPENDIX L
MARCH 2008 PUBLIC MEETING SERIES SUMMARY

LRX Public Meeting Comment Summary

Public Meetings - March 11, 2008 - Lafayette, LA
Public Meetings - March 12, 2008 - Scott, LA
Public Meetings - March 13, 2008 - Youngsville, LA

Comments are summarized below into categories.

Meeting Comments Received on Public Comment Form	Total
1a. Expressway needed in Lafayette region? (see more comments below)	
Y	68
N	8
2. Willing to use expressway as tolled facility	
Y	52
N	18
3a. Preferred corridor combination (see more comments below)	
Common1-Inner	5
Common1-Middle	11
Common1-Outer	40
Common1-Neither	2
Common2-Inner	1
Common2-Middle	2
Common2-Outer	1
Common2-Neither	1
Neither-Inner	0
Neither-Middle	5
Neither-Outer	9
Neither-Neither	5
4. If no corridor combination is preferred, why?	
Toll roads are too costly	1
Outer proposal might create more red tape and has less population	1
Expressway would serve better if it would go further south into Vermillion Parish	1
Middle corridor would displace facilities	1
Inner corridor would go through too much development	1
Does not want tolls	1
Further out is better	2
The wider the road the better	2
Too close to Lafayette/Youngsville areas	1
Middle corridor should be the LAST option	1
Inner corridor negatively impacts my residence (on NRHP)	1
Inner southern corridor is the worst	1
Inner is too close to newly constructed highways	1
Toll roads separate neighbors/communities	1
Inner route would displace high-end homes	1

Meeting Comments Received on Public Comment Form	Total
4. If no corridor combination is preferred, why?	
Use 92 to Chemin Metarie to 89 instead	2
Extend Ambassador Caffery via LaNeuval and Laverson parkway instead	1
Does not go through their city/property	1
Would not create as much construction traffic	1
Toll roads could delay emergency vehicles	1
Each option not outside city enough	2
5. Additional Comments/questions?	
Wish it were already done	3
Do not want another Ambassador Caffery - want traffic to move!	1
What about drainage?	2
Maps should have current major road construction represented	1
Service roads are not shown/will they take up more property	2
Meeting not well publicized	1
Who will pay for displaced schools?	1
Why are we not allowed to vote in public election on routes	1
Will affected property owners be notified at some point?	1
Make sure you accommodate for southern growth	1
How would out of state people pay for their tolls?	1
No middle corridor - it will affect my property	1
On/off ramps areas would also need to be updated/improved	1
There must be frontage roads to provide easy access	1
Concerned about access to roads cut off by expressway	1
Why does the Parish grant builders the right to build where roadways are planned?	1
If we have "consolidated" government why don't the road planners talk to the zoning people?	1
Use existing projects being constructed instead	1
Improve existing infrastructure instead	1
What are the economic impacts of each alternative?	1
How much will this cost?/Financing will be difficult	2
Need more information on environmental impacts (other than maps)	1
What are the lengths in miles of each alternative?	1
What are the plans for maintenance?	1
How will contractors be chosen to build this project?	1
Funding, time tables on development and acquisition?	1
Money from tolls should ONLY be used on this expressway	1

Meeting Comments Received on Public Comment Form	Total
5. Additional Comments/questions?	
Taxes should ONLY be used on existing streets that need repair	1
Displace as little homes as possible	1
If toll booths are necessary, place on ramps so there isn't multiple collections	1
Adequate crossing must be provided so that property access is not limited	1
Need to explore alternative modes of transportation	1
Willing to pay a toll	1
Heavier vehicles that cause more wear on roads should pay more	1
When will this happen	1
Use income from this project to fix 20-foot-deep ditch by Rue de Bellier	1
Inform public of "open house" style meetings	1
Waiting to see where crossovers/service roads are located	1
Loop would serve more people/provide better access	1
Why was Robert Daigle so prominent in video presentation	1
Corridor needs to be further out	1
Thank you for meetings/cooperation/good job	4

Web Site Comments Received	Total
When will it be completed	1
Needed to relieve congestion	1
Nice job on web site	1
Where exactly will this expressway be?	5
Simulation and/or online map does not provide needed information	1
Need more advertising for public meetings	1
Request for general information/mailings	5
How does ETC work	1
Shows support of loop	1
Shows support of tolling the loop	1

LRX Public Meeting Comment Summary

Public Meetings - March 11, 2008 - Lafayette, LA
Public Meetings - March 12, 2008 - Scott, LA
Public Meetings - March 13, 2008 - Youngsville, LA

Comments are summarized below into categories.

Additional Comments on Comment Form Part 1, 2 and 3	Total
1b. Y Comments	
Growing population/sprawl	9
It is needed	1
Too much traffic/ease congestion/reduce travel time	39
Would make roads/travel safer	1
Would save businesses money (their emplyees sit in traffic now)	1
Expressway would provide another alternative/divert traffic from existing streets	5
Improve economic development/growth	4
Make it easier for visitors to get around	1
South would be better than middle for Youngsville	1
Existing roads are insufficient/in disrepair/cannot handle traffic	8
Would provide emergency vehicles with faster routes	1
Needed to reroute 18-wheeler traffic/traffic around Lafayette	3
Would provide adequate exits	1
Needed for better hurricane evacuation	6
Put expressway where it is least populated	1
Expedite north-south traffic	3
Reroute traffic around neighborhoods	2
Reroute I-10 to New Orleans traffic around city	1
1b. N Comments	
Prefer to see more short collaterals to Evangeline Thruway	1
Because it would affect personal property	3
Existing infrastructure is sufficient	2
Displacements would not be worth it	1
No toll road, just a 4-lane loop	1
Outer corridor is the worst location	1
Could just expand existing infrastructure	2
Toll road would be too expensive	1

Additional Comments on Comment Form Part 1, 2 and 3	Total
3b. Corridor Combination Comments	
Common1-Inner	
Helps traffic get to 90 quicker	1
More people would use it	1
Would help traffic flow	1
More people work in the Broussard area	1
Allow for greater economic development/growth	2
This roadway is needed on Kaliste Saloom and East Brousssard	1
Common1-Middle	
Maurice, Milton, and Youngsville could use middle loop	1
Allow for greater economic development/growth	3
Least expensive	1
Needed for better hurricane evacuation	1
Fewer "high-end" homes	1
Shorter distance	2
Least displacements/impacts	2
It runs along already expanding areas	1
Redirect traffic from Scott area to give faster alternatives to Duson/Milton	1
Common1-Outer	
Declining agricultural jobs/increasing urban jobs	1
Allow for greater economic development/growth	16
Lafayette Parish will continue to grow further south	1
Would move/improve traffic/improved transit time	3
Raise the expressway so that it could still be used to raise cattle	1
Least displacements/impacts	23
Bring more attention to smaller communities	1
Loop placed further out would be less expensive	2
Does not go through their city/property	2
Needed for better hurricane evacuation	3
Less expensive	1
Would not create as much construction traffic	1
Least opposition	1
Most access to roadway	1

Additional Comments on Comment Form Part 1, 2 and 3	Total
3b. Corridor Combination Comments	
Common1-Neither	
Build further out so that growth will be outward	1
An inner loop would cause too many displacements	1
Common2-Inner	
Common2-Middle	
Greater the economic development/growth	1
Would be utilized more	1
Easier to access	1
Least displacements/impacts	1
Common2-Outer	
Not needed/existing structure is sufficient	1
Common2-Neither	
It does not affect us	1
Neither-Inner	
Neither-Middle	
Does not go through their city/property	2
Ideal for economic development	2
Allows industry to access manufacturing on Hwy 90	1
Neither-Outer	
Less displacements	2
Needed for better hurricane evacuation	1
Offers southern communities better access to Lafayette jobs	1
Allow for growth of Lafayette area	2
Least expensive	1
Neither-Neither	
Northern alternative is too close to serve as a true outer loop	1
Southern loop too close to populated areas	1
Move loop to just north of Jefferson Island/closer to Abbeville and Duson	1
Common 1 area is too developed/would be too expensive	1

APPENDIX M
JULY 2017 PUBLIC MEETING SERIES SUMMARY

Agency and Public Meeting Summary

Agency Meeting

June 6, 2017 – 1:30 PM at the South Region Library, Lafayette, LA

Fifteen attendees including:

City of Scott Councilman
LA State Police
LA DOTD
FHWA
City of Carencro
U.S. Senator Bill Cassidy's Office
LMEC Chairwoman
LMEC Consultant – Movassaghi, Inc

A presentation was delivered by the HNTB Team that reviewed the history of the project, the purpose and need, the corridors being evaluated, the project process and some environmental impact analysis. This meeting was held in order to brief all agencies on the status of the project and to re-engage them in the project as it has been on hold. The meeting was scheduled ahead of the public meetings in order to provide agencies the ability to answer any questions their constituents and stakeholders may have about the project.

Questions/Discussion:

1. The timeline for the project until opening date was discussed. It was noted that no funding is currently programed for future phases of the project so a date could not be determined at this time. However – it was noted that the items to be completed before opening were the NEPA process, design, right-of - way acquisition and construction. Funding strategies might also impact the project duration.
2. Discussed the need for an implementation plan as the project is a large undertaking at one time. This will be included in the EIS at a high level.
3. Is corridor preservation being considered? This will need to be set up moving forward and will be important for the success of the project.
4. What funding source has supported the project to date? Capital Outlay monies
5. Project and resource priorities should be considered throughout the state as resources are limited. LMEC Chairwoman, Elaine Abell explained that the LMEC is eager to get the project ready should any big funding packages become available at a state or federal level.
6. What will be the biggest issue for the public? Right-of-way and whether their home is within a project corridor. The Uniform Relocation Act is in place to protect owners.
7. Control of Access should be reviewed with the public so that they understand there isn't a driveway at all buildings on the corridor.
8. How do we get the public on board with paying tolls when they aren't in support of gas taxes? They do have an option in this case, to either use the facility or not use it. Also, once the project is built, people will get used to it and will begin to use the system as the factor of time is influential.
9. Who benefits from the toll revenue stream? The tolls will pay for construction bonds, operations and maintenance and after construction bonds are paid, it could become a funding source for projects within the region.
10. Are their on-going activities to receive funding for Tier 2? Yes.

Agency and Public Meeting Summary

Public Meetings

June 6, 2017 – 5:00 – 7:00 PM at the East Region Library, Youngsville, LA
8 attendees including:

- Members of the public
- LA DOTD
- LMEC Chairwoman
- LMEC Consultant – Movassaghi, Inc

June 7, 2017 – 5:00 – 7:00 PM at the City of Scott - City Hall Scott, LA
28 attendees including:

- Members of the public
- LA DOTD
- FHWA
- City of Scott Councilman
- LMEC Chairwoman
- LMEC Consultant – Movassaghi, Inc

The meeting was held as an informal open house. Seven stations were set-up around the room. As attendees entered the meeting, they were asked to sign-in and were given a station checklist (Attachment A) to guide them through the meeting. At each stations, relevant boards and or handouts were available for the attendees to review. Stations were attended by HNTB Team members who described the information relevant to the station, answered questions and provided additional project information. The stations were as follows:

- Station 1: Registration
- Station 2: Project Corridors and EIS Process
- Station 3: Purpose and Need
- Station 4: Corridor Features
- Station 5: Environmental Resource Maps
- Station 6: Tolling Locations
- Station 7: Comments and Preliminary ID of Property owners
  - At this station, attendees were encouraged to complete a comment card or leave a recorded verbal comment. They were also able to provide the address of their property to a Team member who could map the location to identify the vicinity to the project corridors. A representative from the DOTD Right-of-Way services department was also available to discuss the acquisition and relocation process.

The boards and handouts available at the meeting are provided as Attachment B to this document.

Twelve comment forms were completed by those in attendance at the public meetings. The comments summarized by question are provided in the attachment. Generally, the public comments noted support of the project and most preferred the Common 1 and Outer alternative corridors based on their review of the information and discussions with Team members. Two commenters indicated that they did not believe an expressway was need in Lafayette. All comment forms are provided in Attachment C.

Agency and Public Meeting Summary

Attachment A

PUBLIC INFORMATION MEETING STATION CHECKLIST

☐ STATION 1 – REGISTRATION

Sign-in and receive a station checklist. We will use your contact information to inform you of the upcoming Public Hearing and availability of the Draft EIS document to review.

☐ STATION 2 – EIS PROCESS AND SCHEDULE

Make sure you pick up an overview handout on the Lafayette Regional Xpressway (LRX). Learn what the EIS process considers and the schedule for the project.

☐ STATION 3 – PURPOSE AND NEED

Review the purpose and need for the proposed LRX project.

☐ STATION 4 – CORRIDORS AND FEATURES

Examine the project corridors being analyzed as part of the project. View the proposed typical section and the features associated with each corridor. Pick up a copy of the corridor map for your review.

☐ STATION 5 – ENVIRONMENTAL RESOURCE MAPS

Review enlarged maps with some environmental resources highlighted.

☐ STATION 6 – TOLLING LOCATIONS

Talk with project team members about where tolls will be paid.

☐ STATION 7 – COMMENTS!

Take an opportunity to fill out a written comment form or provide verbal record comments. You are also welcome to mail, fax or E-mail your comment form to the project team. Contact details are provided on the bottom of the comment form.

Agency and Public Meeting Summary

Attachment B

Purpose and Need

Purpose

Effectively and expeditiously enhance the regional and national transportation system by improving system linkage, increasing capacity and accommodating transportation demand, and responding to economic development within the greater Lafayette area.

Need

Roadway Capacity:

Inadequate capacity exists to accommodate existing heavy travel demand and anticipated travel demand caused by considerable ongoing population growth and expanding economic development within the Lafayette Regional area.

North-South Mobility:

An integral part of the region's long-range transportation plan is improvement of north-south mobility.

Tier 1 Environmental Impact Statement Process and Schedule

SCOPING	ALTERNATIVES DEVELOPMENT	EIS ANALYSIS	DRAFT EIS	FINAL EIS/ROD
Confirm study area Define purpose & need Public meetings	Identify alternatives Define methodology for further study Public meetings	Evaluate range of reasonable alternatives Public meetings	Document analysis Identify recommended alternative Publish document for review and comment Public Hearing	Identify preferred/selected alternative Publish document for comment
Through June 2017			**June 2017 Through September 2017**	**Through December 2017**

Note: Following the Tier 1 FEIS/ROD, the project will move into the Scoping process for Tier 2

Tier 1 and Tier 2 Process

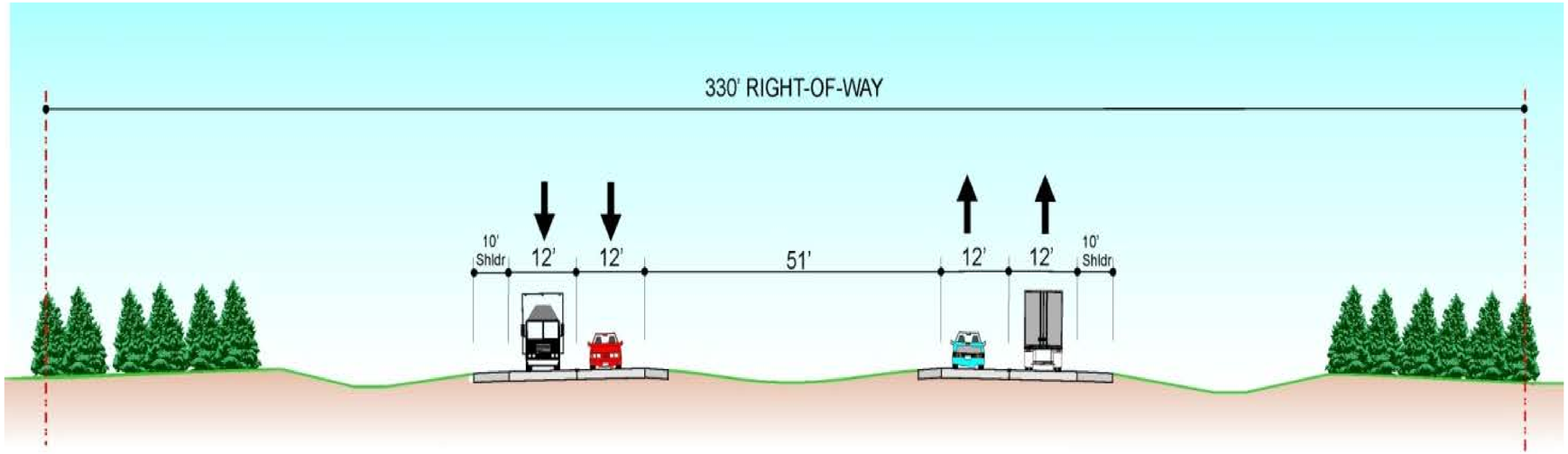
Tier 1 EIS – broad scale

- Studies wide corridors to evaluate potential impacts and fatal flaws
- Evaluation is high level with only minor field work
- Identifies preferred corridor

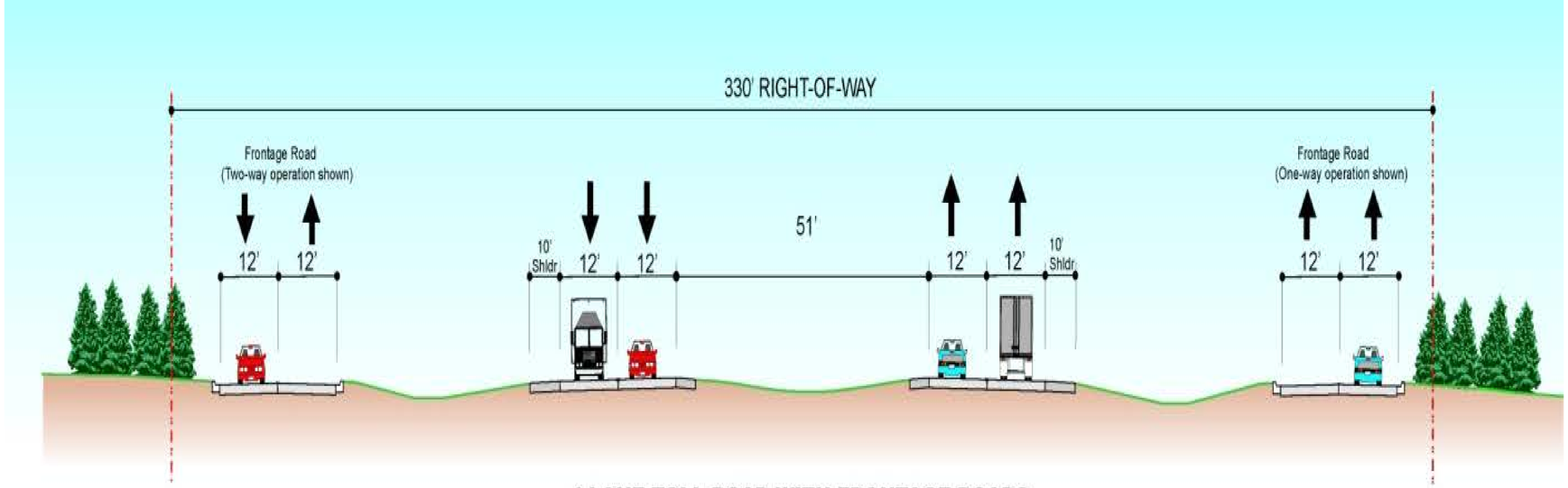
Tier 2 EIS – greater detail

- Studies preferred corridor in greater depth
- Identifies alignments within the corridor
- Evaluates impacts within each specific alignment
- Identifies preferred alternative alignment

LRX Proposed Typical Section



4-LANE TOLL ROAD

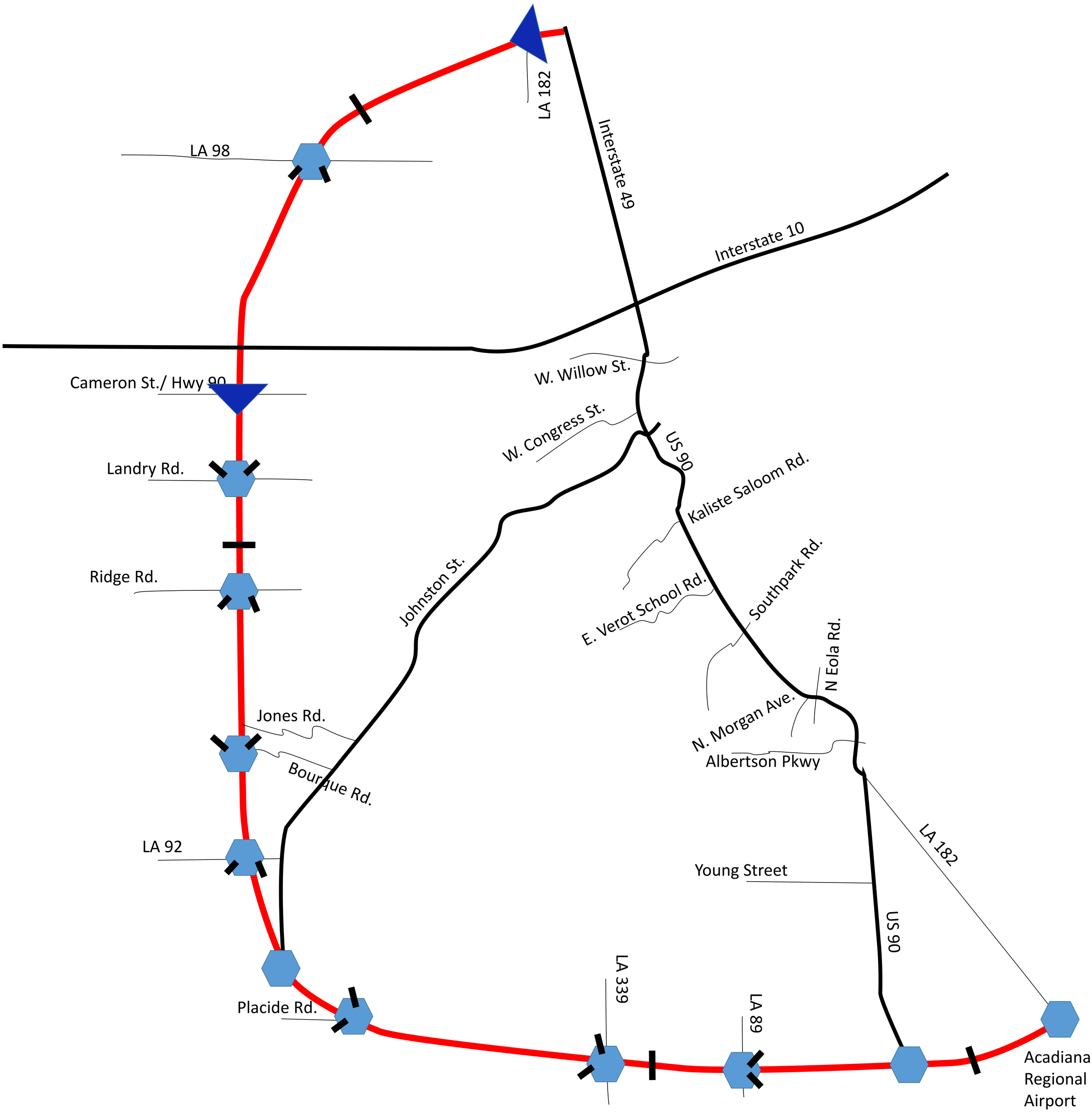


4-LANE TOLL ROAD WITH FRONTAGE ROADS

LRX Proposed Corridor Features

Feature	Southern Corridor Alternatives			Northern Corridor Alternatives	
	Inner	Middle	Outer	Common 1	Common 2
Approximate Length (Miles)	12.7	14.2	21.1	15.1	14.2
Approximate ROW (acres)	541	602	895	639	602
Planned Improvements	4-lane toll expressway with a portion of frontage roads	4-lane toll expressway with a portion of frontage roads	4-lane toll expressway with a portion of frontage roads	4-lane toll expressway with a portion of frontage roads	4-lane toll expressway with a portion of frontage roads
Number of Diamond Interchanges	2	3	5	3	3
Number of Split Diamond Interchanges	1	1	-	1	1
Number of Mid-level system to system interchanges	1.5	1.5	2	1.5	1.5
New Vermillion River Bridge Crossing	Yes	Yes	Yes	No	No
Number of Major Bridge/Coulee crossings	6	4	2	1	4
Number of Railroad bridge overpasses	None	None	None	1	1
Number of Cross Street Bridge Overpasses	7	6	6	5	3

Tolling Locations



*Toll rate of 13 cents per mile (2016 dollars)

Lafayette Regional Xpressway Public Meeting

Lafayette Metropolitan Expressway Commission

LAFAYETTE REGIONAL XPRESSWAY
Less driving. More living.

Attachment C

Agency and Public Meeting Summary

PUBLIC COMMENT FORM SUMMARY
PUBLIC MEETING JUNE 6 AND 7, 2017

Do you think an expressway is needed in the Lafayette region? (10) YES (2) NO

Why or why not?

Needed

- *Needed, will alleviate traffic*
- *Trucks and Hazardous materials should be required to use LRX*
- *Costs less than the I-49 Connector*
- *Combine efforts into one project – no I-49 Connector*
- *North/South capacity is needed*
- *Need to bypass city streets*
- *Help economic development*
- *Those going towards TX need this.*
- *Outlying cities that are growing can use this rather than Ambassador Caffery*
- *Build LRX and won't need I-49*
- *Ideal for Hurricane Evacuation*
- *Movement of traffic is #1 priority*
- *Funding by toll is necessary to make this a first class project*
- *Lafayette has not adequately planned for its growth – opportunity to focus and management development and growth to control and reduce sprawl*
- *Alternative to I-49 not a supplement*
- *Needed to avoid traffic jams*
- *Bring Lafayette into 21st Century*
- *Traffic in southern and western part of parish is heavy and growing – LRX will relieve this congestion*
- *Hazardous cargo off urban center*
- *Preferred alternative to I-40 Connector*

Not Needed

- *No traffic demand*
- *Where is funding coming from?*

Would you be willing to use the expressway as a tolled facility? (8) YES (2) NO (2) NO RESPONSE

Of the possible corridors presented, which northern and southern corridor combination do you think is the best option for further study? Please select one northern and one southern corridor.

NORTHERN (7) COMMON 1 (2) COMMON 2 (2) NEITHER (1) NO PREFERENCE

SOUTHERN (0) INNER (1) MIDDLE (9) OUTER (2) NEITHER NO PREFERENCE

Why do you feel this corridor combination is the best option for further study?

Either/Outer

- *Iberia Airport Connection*

Common 2/Outer

- *Project will be less costly than I-49 Connector with less impact on community*

Common 1/Outer

- *Lafayette is growing to the outside*
- *Growth*
- *Appear to cause less interference with existing development, less disruption and better option for carefully planned, controlled development*
- *Further from City center*
- *Lowest density of buildings*

Common 1/Middle

- *Prefer middle slightly over outer because may induce more local commuters to use LRX in addition to thru traffic from north/south.*

If you do not feel that any of the possible corridor combinations are the best option for further study, please tell us why.

- *Like airport connection*

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

- *I want to see the proposed LRX corridor replace, not supplement, plans for an elevated I-49 Connector through town. Is there any way that the LRX project could serve as an alternative route, still serving the goal of connecting I-49 above I-10 to the current Highway 90/proposed I-49 route below the airport? I would like to see I-49 bypass Lafayette, not bi-sect it. The LRX route looks like it could do that.*
- *You have a great group handling. Let's get this done.*
- *The LRX is a highway project that better solves the needs of Lafayette traffic and regional mobility. The LRX places an interstate-quality roadway outside of the congested center of Lafayette. The LRX provides north-south connectivity to complete I-49 for business and for hurricane evacuation. Building the LRX instead of the I-49 Connector through the center of Lafayette would allow for Evangeline Thruway to be converted to a center city boulevard, with truck access limited to local delivery only. The LRX draws traffic outside of the city and solves multiple mobility problems for the region.*
- *Sterling Grove Neighborhood Association supports 100% Lafayette Regional Xpressway. This project, combined with the landscaping and improvement of Evangeline Thruway through downtown Lafayette, into a Grand Boulevard, will be the most positive project for the community. It will preserve the integrity of the communities along Evangeline in Lafayette, and rapidly serve the traffic needs. This loop and the Lafayette Grand Boulevard on Evangeline will be two evacuation routes for hurricane evacuation. To efficient evacuation routes.*
- *Money! Where does this project rank with other projects?*
- *The I-49 Connector is unlikely to ever be constructed. This is a better alternative.*

LRX PROJECT TEAM
10000 Perkins Rowe, Ste. 640, Baton Rouge, LA 70810
225.368.2801 (fax), kbprejean@hntb.com (Email)

APPENDIX N
PROJECT NEWSLETTER

LAFAYETTE REGIONAL XPRESSWAY

Less driving. More living.

www.lrxpressway.com
January 2008

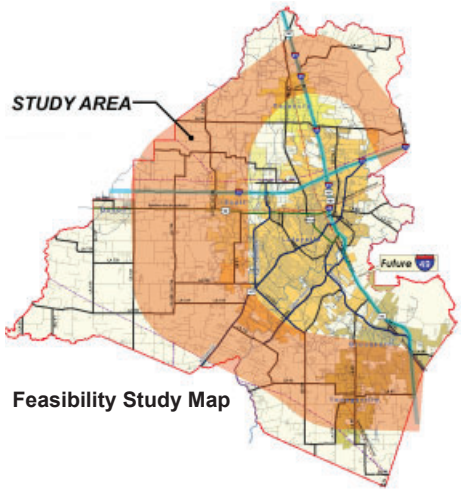
Lafayette Regional Xpressway NEWSBRIEF

Plans for Moving Forward...

Over the years, numerous transportation studies have been performed to address increasing development and population concerns in the Lafayette region. After local government consolidation in 1996, the North/South Beltway project, as it became known, became a priority for the Lafayette Consolidated Government. In December 2001, a Joint Metropolitan Planning Organization (MPO) Subcommittee was formed to review previous North/South Beltway studies, analysis and options. In November 2002 the MPO Subcommittee submitted a final report acknowledging that a "limited-access interstate highway design standard" expressway was desirable; however, it was beyond the financial capability of local government. Given the funding shortfall, the MPO Subcommittee recommended that the North-South Beltway be pursued as a four-lane divided roadway using existing Lafayette Parish roads. Even with this modified design, a public funding source for the North-South Beltway was never identified.

By passage of Act No. 893 in 2003, the Louisiana State Legislature authorized the creation of the Lafayette Metropolitan Expressway Commission (LMEC) to promote, plan, finance, develop, construct, control, regulate, operate and maintain limited access tollways or transit ways within its jurisdiction. The enacting legislation declared that available public revenue sources, including federal funding, had not kept pace with Lafayette's growing transportation system needs. Therefore, the legislation directed the LMEC to pursue innovative and alternative funding sources to be used to improve the Lafayette regional transportation system through development of an efficient, safe, and well-maintained limited access highway system. If feasible, the legislation tasked LMEC with implementation of the facility.

To fulfill this directive, the LMEC commissioned a Feasibility Study for the Lafayette Regional Xpressway (LRX). Completed in July 2005, the Feasibility Study evaluated a potential toll road loop corridor starting at US 90 south near Broussard and Youngsville running west around the City of Lafayette, across I-10, north around Carencro, across I-49 North and back around to I-10 east of Lafayette. Following review of the study results, the Louisiana Department of Transportation and Development (LDOTD) and Federal Highway Administration (FHWA) recommended eliminating the portion of the loop from I-49 North east to I-10 corridor due to environmental concerns and low feasibility.



Feasibility Study Map

Plans to develop the remaining expressway corridor and facility have progressed to the National Environmental Policy Act (NEPA) phase. NEPA requires evaluation of the potential environmental impacts posed by the project. This evaluation will be performed using a Tiered Environmental Impact Statement (EIS) process. This process divides the EIS development into two tiers; a more general evaluation of project area-wide potential impacts and corridor selection (Tier 1) followed by more detailed examination of impacts posed by specific

(continued on page 2)

THE Contents

LAFAYETTE REGIONAL XPRESSWAY
Less driving. More living.

LMEC Mission

The Lafayette Metropolitan Expressway Commission (LMEC) was formed in 2003 by Act No. 893 of the Regular Session of the Louisiana Legislature. The Act recognized the importance of a limited access highway
(continued on page 3)

(continued from page 1)
alignments within the selected corridor (Tier 2). The Tier 1 EIS is currently examining a set of potential corridors identified in the Feasibility Study. At the end of Tier 1, a Record of Decision (ROD) will be issued and the selected corridor will be carried forward into a Tier 2 EIS.

PURPOSE & NEED

The purpose and need was developed through public involvement and agency coordination. The following agencies have been involved with developing the purpose and need for the Lafayette Regional Xpressway:

a) Lafayette Consolidated Government, City-Parish President;
b) Corps of Engineers - New Orleans District;
c) LA Department of Wildlife & Fisheries;
d) US Environmental Protection Agency;
e) Natural Resources Conservation Service;
f) US Coast Guard; and
g) LA Department of Natural Resources.

Purpose: **The proposed LRX project is to effectively and expeditiously enhance the regional and national transportation systems by improving system linkage, increasing capacity and accommodating transportation demand, and responding to economic development within the greater Lafayette area.**

Need: **The existing Lafayette transportation system has been determined to have inadequate capacity to accommodate existing heavy travel demand and anticipated increased travel demand caused by considerable on-going population growth and expanding economic development. An integral part of the region's long-range transportation plan is improvement of north-south mobility.**

Feasibility Study Completed in July 2005

The preliminary feasibility study focused on three general corridors – Outer, Middle, Inner - and researched potential environmental constraints, preliminary design, preliminary cost estimates, preliminary traffic and revenue estimates and potential funding mechanisms. A feasibility study was completed in July 2005.

Consultants Begin Environmental Evaluations

The feasibility study provides the groundwork for further evaluation of the project as required by the National Environmental Policy Act. The United States Congress passed the National Environmental Policy Act, 42 United States Code 4321-4347, (NEPA) in 1969 to establish a national policy for consideration and communication of impacts to the environment from actions of the federal government.

The regulations implementing NEPA require federal agencies to consider the environmental impacts of major federal actions prior to executing the action. Communication of the impacts to the public and solicitation of input and comment on the impacts are also required. Federally-funded transportation projects, such as the LRX, are subject to these requirements. NEPA requires LMEC to include consideration of the environmental impacts and the comments received from the public and other stakeholders in the action eventually taken. In order to ensure opportunities to achieve the purpose of the action and minimize impacts to the environment, NEPA requires consideration of reasonable alternatives to achieve the goal of the action. Where impacts to the environmental cannot be avoided, the federal agency is required to take measures to reduce or mitigate the environmental impacts.

The environmental evaluation for the LRX is being conducted using a tiered approach. Tier(ing) is often used for complex projects because it allows planners to conduct analysis and decision-making in a phased fashion – from broader to narrower focus. This allows for evaluation on issues that are most critical for a particular stage of the process. For the LRX project, the Tier 1 Environmental Impact Statement (EIS) is examining five potential corridors for the loop facility (Common 1, Common 2, Outer, Inner, and Middle) and the potential impacts of pursuing the project as a toll facility. The corridor identified as preferable in the Tier I EIS will be documented in a Record of Decision (ROD). The Tier 2 EIS will focus on potential alignments and facilities within the selected corridor to develop more refined analysis of project details and potential impacts. The Tier 2 EIS will be used to identify a selected alignment, detailed facility design, and right of way requirements within the corridor. This determination will also be documented in a ROD.

NEPA evaluations are intended to ensure that public opinion and comment on the purpose and environmental impacts of federal actions are incorporated into the decision making process. The process of providing information to the public and soliciting input is called Public Involvement and is a critical aspect of the NEPA phase of this project.

Innovative Financing

By passage of Act No. 685 of the 2006 Regular Session, the Louisiana State Legislature created a state Transportation Mobility Fund (TMF). Act 685 establishes the structure of the TMF including its purpose, the field of qualifying projects, how the program is administered, and how a particular project/toll agency can qualify for a financing grant. In conjunction with toll enabling legislation previously passed, the TMF will provide funding alterna-
(continued on page 3)

LRX Corridor Alternatives

Lafayette Regional Xpressway Corridor Alternatives

Through the Feasibility Study and preliminary environmental documentation phases, corridors have been studied and presented to the public for community input. Through this process, five (5) potential corridors for the LRX loop facility have been identified for additional study and documentation in the Tier 1 EIS being conducted at this time. The potential corridors consist of two (2) northern alternatives (Common 1 and Common 2) and three (3) southern alternatives (Inner, Middle and Outer) that form the loop facility around the western side of Lafayette - beginning at US 90 between Lafayette and New Iberia, crossing I-10, and ending at I-49 north (near Carencro). The goal of the Tier 1 EIS is to identify one corridor, a combination of one of the northern corridors and one of the southern corridors, for further study and development of reasonable alternatives within the selected corridor during the Tier 2 EIS phase. The selected corridor would vary from 27 miles to 35 miles in length, depending on the combination of the northern and southern corridors, and approximately 2 miles in width. Once a corridor is selected, the Tier 2 EIS will study reasonable alignments within that 2 mile wide corridor for a predominantly 300-foot wide right-of-way facility. The potential corridors presented on the map (please see other side of insert) consist of the following:

Common 1

Potential corridor Common 1 is one of the two northern alternatives and begins about 3 miles northwest of US 167 / Johnston Street, proceeds north parallel with and near LA 724, crossing I-10 west of the City of Scott, proceeding in a northeasterly direction, and ending at I-49 north of the city of Carencro. The potential corridor length is approximately 16 miles.

Common 2

Potential corridor Common 2 is one of the two northern alternatives and begins about 3 miles northwest of US 167 / Johnston Street, proceeds in a northeasterly direction, crossing I-10 east of the City of Scott, proceeding in a northeasterly direction, and ending at I-49 north of the city of Carencro. The potential corridor length is approximately 15 miles.

Inner

Potential corridor Inner is one of the three southern alternatives and begins at US 90 north of the St Martin Parish line, proceeds westerly and passes north of the City of Youngsville, proceeding northwesterly crossing US 167 / Johnston Street and Kaliste Saloom, and ending at the northern corridors starting point, about 3 miles northwest of US 167 / Johnston Street. The potential corridor length is approximately 12 miles.

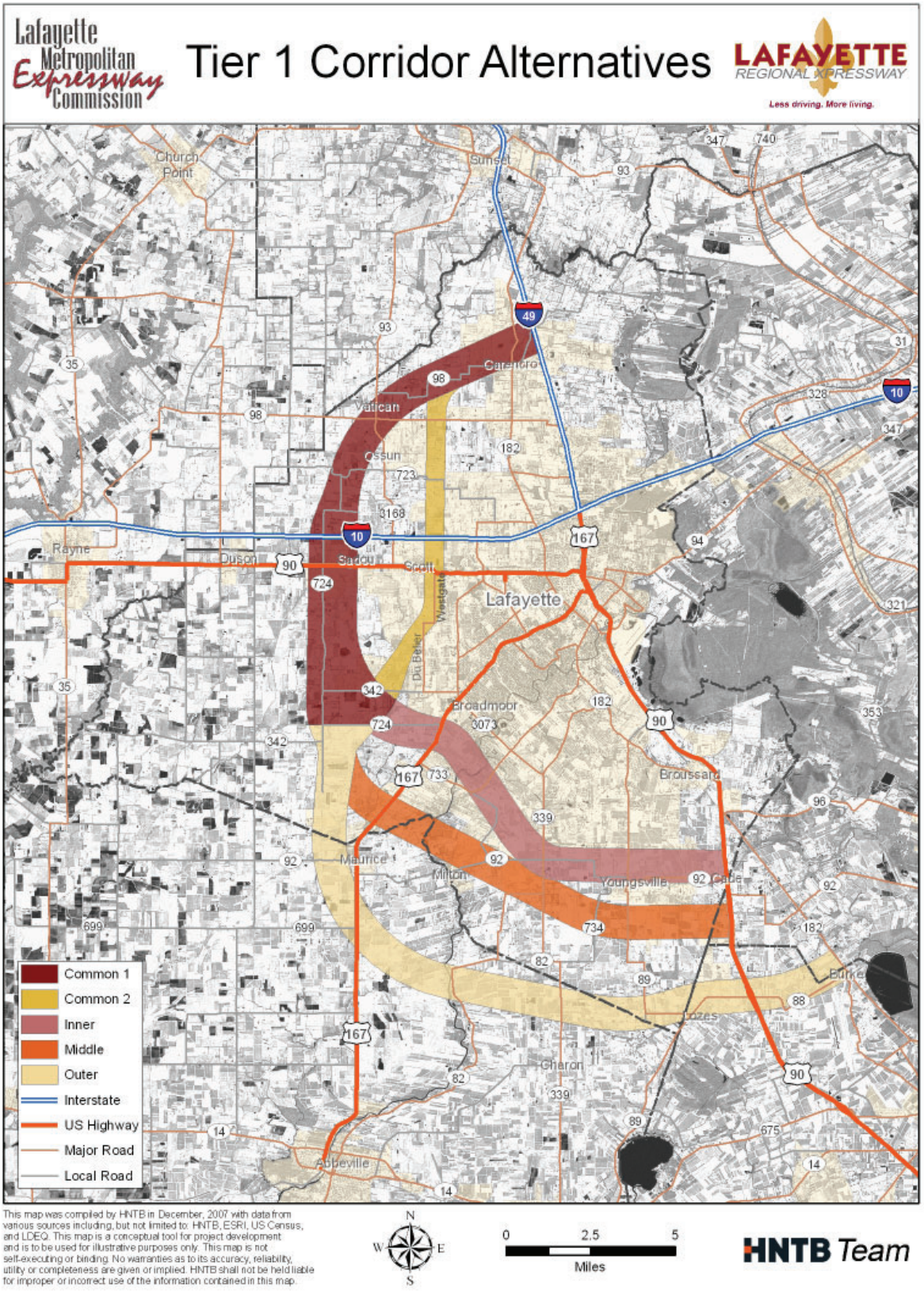
Middle

Potential corridor Middle is one of the three southern alternatives and begins at US 90 north of the Iberia Parish line, proceeds westerly and passes south of the City of Youngsville, proceeding northwesterly crossing US 167 / Johnston Street and Kaliste Saloom, and ending at the northern corridors starting point, about 3 miles northwest of US 167 / Johnston Street. The potential corridor length is approximately 13 miles.

Outer

Potential corridor Outer is one of the three southern alternatives and begins at US 182 north of the Acadiana Regional Airport, proceeds westerly and crossing US 90 in Iberia Parish, proceeding northwesterly crossing US 167 in Vermilion Parish, and ending at the northern corridors starting point, about 3 miles northwest of US 167 / Johnston Street. The potential corridor length is approximately 19 miles.

A


Lafayette Metropolitan Expressway Commission
Tier 1 Corridor Alternatives
LAFAYETTE REGIONAL XPRESSWAY
Less driving. More living.
Church Point
Sunset
Carencro
Vatican
Ossun
Rayne
Duson
Scott
Lafayette
Broadmoor
Broussard
Maurice
Milton
Youngsville
Cade
Charon
Abbeville
Common 1
Common 2
Inner
Middle
Outer
Interstate
US Highway
Major Road
Local Road
This map was compiled by HNTB in December, 2007 with data from various sources including, but not limited to: HNTB, ESRI, US Census, and LDEQ. This map is a conceptual tool for project development and is to be used for illustrative purposes only. This map is not self-executing or binding. No warranties as to its accuracy, reliability, utility or completeness are given or implied. HNTB shall not be held liable for improper or incorrect use of the information contained in this map.
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Miles
HNTB Team

B

(continued from page 2)

to promoting continued local economic development and meeting growing transportation needs. The Act also tasked the LMEC with pursuing alternative and innovative funding sources, including but not limited to tolls, to supplement public revenue sources for the construction, maintenance, and operation of a safe and efficient limited access highway system.

(continued from page 2)

tives for transportation mega-projects throughout the state. The TMF may also allow for the issuance of bonds against the Fund itself and supplement the anticipated toll revenues expected from a project to fund the project construction. The next step legislation will be for the purpose of generating and collecting a new annual revenue stream dedicated to the TMF.

Mobility Program Description

The TMF is targeted for urban area mega-projects where communities help themselves by accepting the toll method of delivery for their facilities. The toll-funded nature of a project indicates a faster delivery of the tollway will be accomplished than a roadway funded by traditional means. The LRX and Baton Rouge Loop are examples of urban area projects that will be good candidates as toll projects and therefore would qualify for financial assistance from the TMF. Projects in the New Orleans, Lake Charles, Shreveport, and Monroe urban areas, the Highway 1 extension to Grand Isle, and the Zachary Taylor Parkway are examples of other projects that may also qualify to participate in the TMF opportunities. In addition, the TMF can potentially assist in completion of I-49 and perhaps other interstate facilities if tolls are deemed as the most acceptable way to finance these facilities.

As initial Mobility Fund bonds and project level toll revenue bonds are paid off in 15 to 30 years, the Mobility Program will become an ongoing economic engine for Louisiana. Unencumbered project level toll revenues will be reinvested into expanded or new transportation facilities in Louisiana. State level revenues dedicated to the Mobility Fund bonds can either continue to be invested in Louisiana transportation or could be rededicated to some other use.

Public Private Partnership

By passage of Act No. 304 of the 2006 Regular Session, the Louisiana State Legislature authorized the Louisiana Transportation Authority (LTA) to enter into Public Private Partnership (PPP) agreements to construct toll transportation facility projects. Louisiana's PPP legislation allows the LTA to receive proposals from private investment firms for the construction, maintenance and operation of transportation facilities.

New financing models have become commonplace across the nation to meet the demand for additional capacity transportation systems. Traditional public funding continues to fall behind this demand. It has become necessary for leadership in providing innovative, creative and multiple financing approaches to build much needed transportation systems and not rely on any single financing model. The Louisiana State Legislature continues to search for initiatives to identify new revenue sources and provide economic development.

Public Involvement

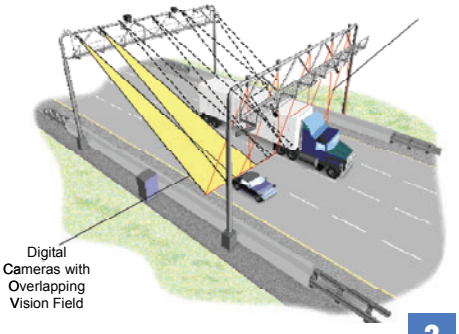
Public Involvement is an ongoing process from the project conceptual stage through construction and it encourages and solicits community input. With community input, better transportation decisions can be made that benefit the community. The process provides opportunities for interactive participation throughout the planning, environmental, preliminary and final design, right-of-way (ROW) acquisition and construction phases. Early interaction with the public and stakeholders helps the project team to: a) Build trust and partnerships; b) Allow collaborative discussions to improve decisions; c) Avoid, minimize, and mitigate impacts in the community; d) Narrow the field of alternatives and alignments; and e) Provide a project that is supported by the community and meets current and future mobility needs for the region.

During the environmental documentation phase of the project, public involvement is critical to developing an understanding of community needs. A Public Involvement Plan (PIP) was developed prior to beginning the EIS process. The PIP is an important element in ensuring that project and community needs are identified and addressed. The plan investigates the needs of the project and community, outlines opportunities for sharing information with the interested stakeholders, identifies methods of communication and tools that can be used in communicating, and details the times and dates of specific public interactions. For the Tier 1 EIS, public involvement to date has included three public meetings, public meeting purpose and need survey, agency scoping meetings, solicitation of views, media briefings, stakeholder interviews, and a newsletter. The summary of Tier 1 EIS public involvement to date can be found on the LMEC website: www.lrxpressway.com.

Why a Toll Road...

Toll roads offer a financial alternative for funding needed transportation improvements that would likely never be built under the traditionally funded transportation programs. With toll roads, the users of the highway system pay the cost of its construction, operation and maintenance. Toll roads will not replace the existing tax funded highway infrastructure but will supplement those roads by providing an option for motorists who choose to use them.

(continued on page 4)



LMEC Board of Commissioners

Next Steps

Winter 2008 - Public Information Meetings
Winter 2008 - Complete the Tier 1 Draft EIS
Spring 2008 - Recommend a Corridor Alternative
Spring 2008 - Public Hearings
Spring 2008 - Prepare the Tier 1 Final Environmental Impact Statement
Summer 2008 - Obtain Environmental Approval - Record of Decision
Summer 2008 - Begin Tier 2 EIS - Study Selected Corridor

Lafayette Metropolitan Expressway Commission
P.O. Box 60485
Lafayette, LA 70596

HNTB Team

To learn more about the LMEC and the LRX project, visit the website: www.lrxpressway.com; or contact Mr. Mickey Mangham, LMEC Chair, P.O. Box 60485, Lafayette, Louisiana 70596, Phone: (337) 233-6200; or contact Courtney Gay, HNTB Corporation, 9100 Bluebonnet Centre Boulevard, Suite 301, Baton Rouge, Louisiana 70809, Phone: (225) 368-2800, Fax: (225) 368-2801, E- Mail Address: lrx@hntbmail.org.

(continued from page 3)

Open Road Tolling

The LRX is intended to be a “closed system” with a series of mainline and ramp toll collection points. Open Road Tolling (ORT) is the future of toll collection on expressways across the country. ORT gives you the freedom to drive straight through a toll collection point without having to stop or slow down. There is no need to search for change to pay the toll or decrease your speed as you approach the tolling area. The future of tolling is an open road expressway that automatically deducts your user fee without you have doing to anything beyond driving straight through it. Nation averages show that 400 vehicles can pass through a manned toll booth per hour per lane versus ORT which allows over 2000 vehicles per hour per lane. It is just a matter of time before all toll plazas join the dinosaurs and systems across the country exist without any tollbooths or congested toll plazas.

Not only will this make your travels on the expressways more free-flowing and improve air quality, it will also save you money by only tolling you for the portion of the road you travel. All of LRX's expressways will have gantries that will span the roadway at predetermined points and only toll you for the sections of the expressway you use. This will move the Lafayette region forward in an innovative and equitable way to all its users.

APPENDIX O
COST ESTIMATES BY CORRIDOR ALTERNATIVE

LAFAYETTE REGIONAL EXPRESSWAY
INNER CORRIDOR
PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--LOWER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
US 90 Interchange	3-Leg System Interchange	$16,545,000
US 90 to LA 89	Expressway	$39,712,000
LA 89 Interchange	Split Diamond Interchange	$13,296,600
LA 89 to LA 92/Bonin Road	Expressway w/Fr Rds	$8,628,000
LA 92/Bonin Road Interchange	Split Diamond Interchange	$13,296,600
LA 92/Bonin Road to LA 339	Expressway	$23,255,000
LA 339 Interchange	Diamond Interchange	$14,774,000
LA 339 to Kaliste Saloom	Expressway	$21,178,000
Kaliste Saloom Interchange	Diamond Interchange	$14,774,000
Kaliste Saloom to Vermilion River	Expressway	$1,300,000
Vermilion River Crossing	River Crossing	$29,952,000
Vermilion River to US 167	Expressway w/ Fr Rds	$8,598,000
US 167 Interchange	Multi-Level Interchange	$115,000,000
US 167 to LA 724	Expressway w/Fr Rds	$34,528,000
LA 724 Overpass	Overpass	$4,374,000
Excavation and Embankment	Expressway	$24,138,000
	Subtotal Segment Costs	***$383,349,200***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$13,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$5,603,000
	Subtotal Other Facility Costs	***$20,203,000***
	Subtotal Construction Costs	***$403,552,200***
Agency Costs		
	Administrative	$8,071,044
	Engineering / Architectural Design	$28,248,654
	Legal Fees	$4,035,522
	Construction Support	$28,248,654
	Utility Relocation	$21,011,250
	Subtotal Agency Costs	***$89,615,124***
R.O.W./Mitigation Costs		
	R.O.W.	$84,580,425
	Wetland Mitigation	$3,240,000
	Subtotal R.O.W./Mitigation Costs	***$87,820,425***
	Subtotal Project Cost	***$580,988,000***
	Project Contingency (15%)	$87,148,000
	Total Inner Corridor Cost	***$668,136,000***
	Inner Corridor Cost Per Mile	**$52,468,292**

LAFAYETTE REGIONAL EXPRESSWAY
INNER CORRIDOR
PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--UPPER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
US 90 Interchange	1/2 Multi-Level Interchange	$62,500,000
US 90 to LA 89	Expressway	$41,366,000
LA 89 Interchange	Split Diamond Interchange	$16,767,900
LA 89 to LA 92/Bonin Road	Expressway w/Fr Rds	$8,383,000
LA 92/Bonin Road Interchange	Split Diamond Interchange	$16,767,900
LA 92/Bonin Road to LA 339	Expressway	$24,931,000
LA 339 Interchange	Diamond Interchange	$18,631,000
LA 339 to Kaliste Saloom	Expressway	$21,815,000
Kaliste Saloom Interchange	Diamond Interchange	$18,631,000
Kaliste Saloom to Vermilion River	Expressway	$1,177,000
Vermilion River Crossing	River Crossing	$29,952,000
Vermilion River to US 167	Expressway w/ Fr Rds	$8,476,000
US 167 Interchange	Multi-Level Interchange	$125,000,000
US 167 to LA 724	Expressway w/Fr Rds	$36,123,000
LA 724 Overpass	Overpass	$4,860,000
Excavation and Embankment	Expressway	$21,943,531
	Subtotal Segment Costs	***$457,324,331***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$13,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$5,603,000
	Subtotal Other Facility Costs	***$20,203,000***
	Subtotal Construction Costs	***$477,527,331***
Agency Costs		
	Administrative	$9,550,547
	Engineering / Architectural Design	$33,426,913
	Legal Fees	$4,775,273
	Construction Support	$33,426,913
	Utility Relocation	$21,011,250
	Subtotal Agency Costs	***$102,190,896***
R.O.W./Mitigation Costs		
	R.O.W.	$84,580,425
	Wetland Mitigation	$3,240,000
	Subtotal R.O.W./Mitigation Costs	***$87,820,425***
	Subtotal Project Cost	***$667,538,652***
	Project Contingency (15%)	$100,130,798
	Total Inner Corridor Cost	***$767,669,000***
	Inner Corridor Cost Per Mile	**$60,284,554.70**

LAFAYETTE REGIONAL EXPRESSWAY

MIDDLE CORRIDOR

PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--LOWER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
US 90 Interchange	3 Leg System Interchange	$16,545,000
US 90 to LA 89	Expressway	$32,061,000
LA 89 Interchange	Diamond Interchange	$14,774,000
LA 89 to LA 339	Expressway	$30,263,000
LA 339 Interchange	Diamond Interchange	$14,774,000
LA 339 to LA 733	Expressway	$18,213,000
LA 733 Interchange	Diamond Interchange	$14,774,000
LA 733 to Vermilion River	Expressway	$17,612,000
Vermilion River Crossing	River Crossing	$29,952,000
Vermilion River to US 167	Expressway w/ Fr Rds	$8,303,000
US 167 Interchange	Multi-Level Interchange	$115,000,000
US 167 to Bourque Rd.	Expressway w/ Fr Rds	$5,502,000
Bourque Rd. Interchange	Split Diamond Interchange	$13,296,600
Bourque Rd. to Jones Rd.	Expressway w/ Fr Rds	$3,636,000
Jones Rd. Interchange	Split Diamond Interchange	$13,296,600
Jones Rd. to LA 724	Expressway	$16,203,000
LA 724 Overpass	Half-Overpass	$4,374,000
Excavation and Embankment	Expressway	$26,571,000
	Subtotal Segment Costs	***$395,150,200***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$20,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$6,240,000
	Subtotal Other Facility Costs	***$27,840,000***
	Subtotal Construction Costs	***$422,990,200***
Agency Costs		
	Administrative	$8,459,804
	Engineering / Architectural Design	$29,609,314
	Legal Fees	$4,229,902
	Construction Support	$29,609,314
	Utility Relocation	$15,600,000
	Subtotal Agency Costs	***$87,508,334***
R.O.W./Mitigation Costs		
	R.O.W.	$59,899,000
	Wetland Mitigation	$2,400,000
	Subtotal R.O.W./Mitigation Costs	***$62,299,000***
	Subtotal Project Cost	***$572,798,000***
	Project Contingency (15%)	$85,920,000
	Total Middle Corridor Cost	***$658,718,000***
	Middle Corridor Cost Per Mile	***$46,448,064***

LAFAYETTE REGIONAL EXPRESSWAY
MIDDLE CORRIDOR
PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--UPPER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
US 90 Interchange	1/2 Multi-Level Interchange	$62,500,000
US 90 to LA 89	Expressway	$30,399,000
LA 89 Interchange	Diamond Interchange	$18,631,000
LA 89 to LA 339	Expressway	$28,181,000
LA 339 Interchange	Diamond Interchange	$18,631,000
LA 339 to LA 733	Expressway	$17,049,000
LA 733 Interchange	Diamond Interchange	$18,631,000
LA 733 to Vermilion River	Expressway	$16,571,000
Vermilion River Crossing	River Crossing	$29,952,000
Vermilion River to US 167	Expressway w/ Fr Rds	$8,181,000
US 167 Interchange	Multi-Level Interchange	$125,000,000
US 167 to Bourque Rd.	Expressway w/ Fr Rds	$5,257,000
Bourque Rd. Interchange	Split Diamond Interchange	$16,767,900
Bourque Rd. to Jones Rd.	Expressway w/ Fr Rds	$3,392,000
Jones Rd. Interchange	Split Diamond Interchange	$16,767,900
Jones Rd. to LA 724	Expressway	$15,117,000
LA 724 Overpass	Half-Overpass	$3,960,000
Excavation and Embankment	Expressway	$24,155,603
	Subtotal Segment Costs	***$459,143,403***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$20,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$6,240,000
	Subtotal Other Facility Costs	***$27,840,000***
	Subtotal Construction Costs	***$486,983,403***
Agency Costs		
	Administrative	$9,739,668
	Engineering / Architectural Design	$34,088,838
	Legal Fees	$4,869,834
	Construction Support	$34,088,838
	Utility Relocation	$15,600,000
	Subtotal Agency Costs	***$98,387,179***
R.O.W./Mitigation Costs		
	R.O.W.	$59,899,000
	Wetland Mitigation	$2,400,000
	Subtotal R.O.W./Mitigation Costs	***$62,299,000***
	Subtotal Project Cost	***$647,669,582***
	Project Contingency (15%)	$97,150,437
	Total Middle Corridor Cost	***$744,820,000***
	Middle Corridor Cost Per Mile	***$52,519,359***

LAFAYETTE REGIONAL EXPRESSWAY

OUTER CORRIDOR

PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--LOWER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
LA 182 TO US 90	Expressway w/Fr Rds	$33,318,000
US 90 Interchange	3-Leg / Loops Interchange	$34,306,000
US 90 to LA 89	Expressway w/Fr Rds	$48,161,000
LA 89 Interchange	Diamond Interchange	$14,774,000
LA 89 to LA 339	Expressway w/Fr Rds	$19,974,000
LA 339 Interchange	Diamond Interchange	$14,774,000
LA 339 to Vermilion River	Expressway w/Fr Rds	$27,824,000
Vermilion River Crossing	River Crossing	$29,952,000
Vermilion River to Placide Road	Expressway w/Fr Rds	$19,522,000
Placide Road Interchange	Diamond Interchange	$14,774,000
Placide Road to US 167	Expressway	$10,027,000
US 167 Interchange	Multi-Level Interchange	$115,000,000
US 167 to LA 92	Expressway	$22,490,000
LA 92 Interchange	Diamond Interchange	$14,774,000
LA 92 to Bourque Road	Expressway	$10,955,000
Bourque Road Interchange	Diamond Interchange	$14,774,000
Bourque Road to LA 724	Expressway w/ Fr Rds	$13,780,000
LA 724 Overpass	1/2 Overpass	$4,374,000
	Subtotal Segment Costs	***$463,553,000***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$23,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$12,490,341
	Subtotal Other Facility Costs	***$37,090,341***
	Subtotal Construction Costs	***$500,643,341***
Agency Costs		
	Administrative	$10,012,867
	Engineering / Architectural Design	$35,045,034
	Legal Fees	$5,006,433
	Construction Support	$35,045,034
	Utility Relocation	$14,572,064
	Subtotal Agency Costs	***$99,681,432***
R.O.W./Mitigation Costs		
	R.O.W.	$47,979,480
	Wetland Mitigation	$1,156,800
	Subtotal R.O.W./Mitigation Costs	***$49,136,280***
	Subtotal Project Cost	***$649,461,000***
	Project Contingency (15%)	$97,419,000
	Total Outer Corridor Cost	***$746,880,000***
	Outer Corridor Cost Per Mile	***$35,877,964***

LAFAYETTE REGIONAL EXPRESSWAY

OUTER CORRIDOR

PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--UPPER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
LA 182 TO US 90	Expressway w/Fr Rds	$34,248,000
US 90 Interchange	3-Leg / Loops Interchange	$34,306,000
US 90 to LA 89	Expressway w/Fr Rds	$50,020,000
LA 89 Interchange	Diamond Interchange	$18,631,000
LA 89 to LA 339	Expressway w/Fr Rds	$19,974,000
LA 339 Interchange	Diamond Interchange	$18,631,000
LA 339 to Vermilion River	Expressway w/Fr Rds	$28,705,000
Vermilion River Crossing	River Crossing	$29,952,000
Vermilion River to Placide Road	Expressway w/Fr Rds	$20,403,000
Placide Road Interchange	Diamond Interchange	$18,631,000
Placide Road to US 167	Expressway	$7,201,000
US 167 Interchange	Multi-Level Interchange	$125,000,000
US 167 to LA 92	Expressway	$23,420,000
LA 92 Interchange	Diamond Interchange	$18,631,000
LA 92 to Bourque Road	Expressway	$10,955,000
Bourque Road Interchange	Diamond Interchange	$18,631,000
Bourque Road to LA 724	Expressway w/ Fr Rds	$13,780,000
LA 724 Overpass	1/2 Overpass	$4,860,000
	Subtotal Segment Costs	***$495,979,000***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$23,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$9,263,750
	Subtotal Other Facility Costs	***$33,863,750***
	Subtotal Construction Costs	***$529,842,750***
Agency Costs		
	Administrative	$10,596,855
	Engineering / Architectural Design	$37,088,993
	Legal Fees	$5,298,428
	Construction Support	$37,088,993
	Utility Relocation	$11,579,688
	Subtotal Agency Costs	***$101,652,955***
R.O.W./Mitigation Costs		
	R.O.W.	$48,522,480
	Wetland Mitigation	$1,156,800
	Subtotal R.O.W./Mitigation Costs	***$49,679,280***
	Subtotal Project Cost	***$681,174,985***
	Project Contingency (15%)	$102,176,248
	Total Outer Corridor Cost	***$783,351,000***
	Outer Corridor Cost Per Mile	***$37,206,794***

LAFAYETTE REGIONAL EXPRESSWAY

COMMON 1 CORRIDOR

PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--LOWER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
LA 724 Overpass	1/2 Overpass	$4,374,000
LA 724 to LA 342	Expressway	$6,552,000
LA 342 Interchange	Diamond Interchange	$14,774,000
LA 342 to Landry Road	Expressway	$20,763,000
Landry Road Interchange	Diamond Interchange	$14,774,000
Landry Road to US 90	Expressway	$9,891,000
US 90 Interchange	Diamond Interchange	$14,774,000
US 90 to I-10	Expressway w/Fr Rds	$15,668,000
I 10 Interchange	3 Leg / Loops Interchange	$34,306,000
I-10 to LA 98	Expressway	$37,845,000
LA 98 (Gloria Switch Road) Interchange	Diamond Interchange	$14,774,000
LA 98 to LA 182	Expressway	$46,867,000
LA 182 Interchange	Diamond Interchange	$14,774,000
LA 182 to I-49	Expressway w/ Fr Rds	$4,753,000
I-49 Interchange	3-Leg System Interchange	$16,545,000
	Subtotal Segment Costs	***$271,434,000***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$17,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$6,620,500
	Subtotal Other Facility Costs	***$25,221,000***
	Subtotal Construction Costs	***$296,655,000***
Agency Costs		
	Administrative	$5,933,100
	Engineering / Architectural Design	$20,765,850
	Legal Fees	$2,966,550
	Construction Support	$20,765,850
	Utility Relocation	$12,413,438
	Subtotal Agency Costs	***$62,844,788***
R.O.W/Mitigation Costs		
	R.O.W.	$47,811,290
	Wetland Mitigation	$519,600
	Subtotal R.O.W./Mitigation Costs	***$48,331,000***
	Subtotal Project Cost	***$407,830,788***
	Project Contingency (15%)	$61,175,000
	Total Common 1 Corridor Cost	***$469,005,788***
	Common 1 Corridor Cost Per Mile	***$31,170,236***

LAFAYETTE REGIONAL EXPRESSWAY

COMMON 2 CORRIDOR

PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--LOWER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
LA 724 Overpass	1/2 Overpass	$4,374,000
LA 724 to LA 342	Expressway	$6,233,000
LA 342 Interchange	Diamond Interchange	$14,774,000
LA 342 to Dulles Road	Expressway	$25,903,000
Dulles Road Interchange	Diamond Interchange	$14,774,000
Dulles Road to US 90	Expressway	$10,878,000
US 90 Interchange	Diamond Interchange	$14,774,000
US 90 to I-10	Expressway w/Fr Rds	$17,077,000
I 10 Interchange	3 Leg / Loops Interchange	$34,306,000
I-10 to LA 98	Expressway	$35,616,000
LA 98 (Gloria Switch Road) Interchange	Diamond Interchange	$14,774,000
LA 98 to LA 182	Expressway	$38,813,000
LA 182 Interchange	Diamond Interchange	$14,774,000
LA 182 to I-49	Expressway w/ Fr Rds	$4,307,000
I-49 Interchange	3 Leg System Interchange	$16,545,000
	Subtotal Segment Costs	***$267,922,000***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$16,150,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$6,243,667
	Subtotal Other Facility Costs	***$23,994,000***
	Subtotal Construction Costs	***$291,916,000***
Agency Costs		
	Administrative	$5,838,320
	Engineering / Architectural Design	$20,434,120
	Legal Fees	$2,919,160
	Construction Support	$20,434,120
	Utility Relocation	$19,511,458
	Subtotal Agency Costs	***$69,137,178***
R.O.W/Mitigation Costs		
	R.O.W.	$55,763,980
	Wetland Mitigation	$1,011,600
	Subtotal R.O.W./Mitigation Costs	***$56,776,000***
	Subtotal Project Cost	***$417,829,178***
	Project Contingency (15%)	$62,674,377
	Total Common 2 Corridor Cost	***$480,504,000***
	Common 2 Corridor Cost per mile	***$33,861,795***

LAFAYETTE REGIONAL EXPRESSWAY

COMMON 1 CORRIDOR

PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--UPPER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
LA 724 Overpass	1/2 Overpass	$4,860,000
LA 724 to LA 342	Expressway	$6,384,000
LA 342 Interchange	Diamond Interchange	$18,631,000
LA 342 to Landry Road	Expressway	$21,399,000
Landry Road Interchange	Diamond Interchange	$18,631,000
Landry Road to US 90	Expressway	$9,646,000
US 90 Interchange	Diamond Interchange	$18,631,000
US 90 to I-10	Expressway w/Fr Rds	$20,047,000
I 10 Interchange	Multi-level Interchange	$125,000,000
I-10 to LA 98	Expressway	$39,485,000
LA 98 (Gloria Switch Road) Interchange	Diamond Interchange	$18,631,000
LA 98 to LA 182	Expressway	$48,385,000
LA 182 Interchange	Diamond Interchange	$18,631,000
LA 182 to I-49	Expressway w/ Fr Rds	$4,631,000
I-49 Interchange	1/2 Multi-level Interchange	$62,500,000
	Subtotal Segment Costs	***$435,492,000***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$17,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$6,620,500
	Subtotal Other Facility Costs	***$25,221,000***
	Subtotal Construction Costs	***$460,713,000***
Agency Costs		
	Administrative	$9,214,260
	Engineering / Architectural Design	$32,249,910
	Legal Fees	$4,607,130
	Construction Support	$32,249,910
	Utility Relocation	$12,413,438
	Subtotal Agency Costs	***$90,734,648***
R.O.W/Mitigation Costs		
	R.O.W.	$47,811,290
	Wetland Mitigation	$519,600
	Subtotal R.O.W./Mitigation Costs	***$48,331,000***
	Subtotal Project Cost	***$599,778,648***
	Project Contingency (15%)	$89,967,000
	Total Common 1 Corridor Cost	***$689,745,648***
	Common 1 Corridor Cost Per Mile	***$45,840,659***

LAFAYETTE REGIONAL EXPRESSWAY

COMMON 2 CORRIDOR

PLANNING ESTIMATE OF PROBABLE PROJECT COSTS--UPPER RANGE

SEGMENT	FACILITY TYPE	SEGMENT COST
LA 724 Overpass	1/2 Overpass	$4,860,000
LA 724 to LA 342	Expressway	$6,065,000
LA 342 Interchange	Diamond Interchange	$18,631,000
LA 342 to Dulles Road	Expressway	$24,542,000
Dulles Road Interchange	Diamond Interchange	$18,631,000
Dulles Road to US 90	Expressway	$8,875,000
US 90 Interchange	Diamond Interchange	$18,631,000
US 90 to I-10	Expressway w/Fr Rds	$27,095,000
I 10 Interchange	Multi-level Interchange	$125,000,000
I-10 to LA 98	Expressway	$35,447,000
LA 98 (Gloria Switch Road) Interchange	Diamond Interchange	$18,631,000
LA 98 to LA 182	Expressway	$38,232,000
LA 182 Interchange	Diamond Interchange	$18,631,000
LA 182 to I-49	Expressway w/ Fr Rds	$4,185,000
I-49 Interchange	1/2 Multi-level Interchange	$62,500,000
	Subtotal Segment Costs	***$429,956,000***
Other Facility Costs		
	ITS Equipment	$600,000
	Electronic Tolling Equipment	$17,000,000
	Customer Service Center	$1,000,000
	Landscaping/Aesthetics	$6,243,667
	Subtotal Other Facility Costs	***$24,844,000***
	Subtotal Construction Costs	***$454,800,000***
Agency Costs		
	Administrative	$9,096,000
	Engineering / Architectural Design	$31,836,000
	Legal Fees	$4,548,000
	Construction Support	$31,836,000
	Utility Relocation	$19,511,458
	Subtotal Agency Costs	***$96,827,458***
R.O.W/Mitigation Costs		
	R.O.W.	$55,763,980
	Wetland Mitigation	$1,011,600
	Subtotal R.O.W./Mitigation Costs	***$56,776,000***
	Subtotal Project Cost	***$608,403,458***
	Project Contingency (15%)	$91,260,519
	Total Common 2 Corridor Cost	***$699,664,000***
	Common 2 Corridor Cost per mile	***$49,306,309***