

# **Interchange for US 90 and LA 318 Environmental Assessment Finding of No Significant Impact**

**Interchange for US 90/LA 318  
Route US 90  
St. Mary Parish, Louisiana  
State Project No. 700-51-0110  
Federal Aid Project No. DE-5109(501)  
ERP Project No. H.004932**

**Prepared for the:**



**Louisiana Department of Transportation and Development**

**In conjunction with the**



**US Department of Transportation  
Federal Highway Administration**

**October 2013**

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and



and



October 2013

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT

FOR

STATE PROJECT NO.: H.004932 (700-51-0110)  
FEDERAL AID PROJECT NO.: DE-5109(501)  
INTERCHANGE US 90 @ LA 318  
US 90  
ST. MARY PARISH

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

REVIEWED AND RECOMMENDED FOR

APPROVAL

DATE 10/17/13

APPROVED  
Carl M Highsmith  
CARL M. HIGHSMITH  
PROJECT DELIVERY TEAM LEADER  
FEDERAL HIGHWAY ADMINISTRATION  
DATE 10-28-13

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Appendix B	Construction Cost Estimates
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Appendix E	SOV Packet, SOV Agency Responses, Public Meeting Notification, Project Mailing Lists, Public Meeting Responses, Distribution List for Public Meeting Synopsis, Project Meeting Memorandums, Stakeholder Correspondence, Agency Response Letters to Draft EA
Appendix F	Public Notice and Informational Packet for Preferred Alternative

## ENVIRONMENTAL DETERMINATION CHECKLIST

**State Project No. 700-51-0110**  
**Federal Aid Project No. DE-5109(501)**  
**Name: Interchange at US 90 and LA 318**  
**Route: US 90**  
**Parish: St. Mary Parish**

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### 1. General Information

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Status:	<input type="checkbox"/>	Conceptual Layout	<input type="checkbox"/>	Plan-in-Hand
	<input checked="" type="checkbox"/>	Line and Grade	<input type="checkbox"/>	Preliminary Plans
	<input type="checkbox"/>	Survey	<input type="checkbox"/>	Final Design

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### 2. Class of Action

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- Environmental Impact Statement (EIS)
- Environmental Assessment (EA)
- Categorical Exclusion (CE)
- Programmatic CE (as defined in letter of agreement dated 03/15/95, does not require FHWA approval)

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### 3. Project Description (use attachment if necessary)

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The proposed project includes upgrading the existing US 90 and LA 318 signalized intersection to a full control of access, grade-separated interchange including the reconstruction of the US 90 frontage roads to provide local access to LA 318. The proposed action includes a No-Build Alternative and three build alternatives, either a rural diamond interchange with US 90 as an overpass, a partial cloverleaf interchange (one loop ramp) with LA 318 as an overpass, or a partial cloverleaf interchange (one loop ramp) with US 90 as an overpass.

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### 4. Public Involvement

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- Views were solicited on August 2007. Responses are included in Appendix E.
- No adverse comments were received.
- Comments are addressed in attachment.
- Views were not solicited.
- A public hearing (P/H)/Opportunity is not required.
- An opportunity for requesting a P/H will be afforded upon your concurrence.
- Opportunity was afforded, with no requests for P/H.
- A Public Hearing was held on July 17, 2012.
- A Public Meeting was held on March 22, 2011.

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### 5. Real Estate (If yes, use attachment)

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	No	Yes
a. Will additional right-of-way be required? See Appendix A	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Will any relocations be required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Are construction or drainage servitudes required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Will right-of-way be required from a Wetland Reserve Program (WRP) property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<b>6. Cultural and 106 Impacts (If yes, use attachment)</b>		<b>No</b>	<b>Yes</b>
a.	<b>Section 4(f) or 6(f) lands</b>		
	Are any impacted by the project? (if so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
b.	<b>Known Historic sites/structures</b>		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	( )	(X)
c.	<b>Known Archaeological sites</b>		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
d.	<b>Cemeteries</b>		
	Are any impacted by the project? (if so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
e.	<b>Historic Bridges</b>	(X)	( )
<b>7. Wetlands (Attach wetlands finding, if applicable)</b>		<b>No</b>	<b>Yes</b>
a.	Are wetlands being affected?	( )	(X)
b.	Are other waters of the U.S. being affected?	( )	(X)
c.	Can C.O.E. Nationwide Permit be used?	( )	(X)
<b>8. Natural Environment (use attachment if necessary)</b>		<b>No</b>	<b>Yes</b>
a.	Endangered/Threatened Species/Habitat	(X)	( )
b.	Within 100 Year Floodplain?	( )	(X)
	Is project a significant encroachment in Floodplain?	(X)	( )
c.	In Coastal Zone Management Area?	( )	(X)
	Is the project consistent with the Coastal Management Program?	( )	(X)
	Will a Coastal Use Permit be required?	( )	(X)
d.	Coastal Barrier Island (Grand Isle only)	(X)	( )
e.	Farmlands (use form AD 1006 if necessary)	( )	(X)
f.	Is project on Sole Source Aquifer?	( )	(X)
	Is coordination with EPA necessary? <b>(On-going)</b>	( )	(X)
g.	Natural & Scenic Stream Permit required	(X)	( )
h.	Is project impacting a waterway?	( )	(X)
	Has navigability determination been made?	(X)	( )
	Will a U.S. Coast Guard permit or amended permit be required?	(X)	( )
<b>9. Physical Impacts (use attachment if necessary)</b>		<b>No</b>	<b>Yes</b>
a.	Is a noise analysis warranted (Type I project)	( )	(X)
	Are there noise impacts based on violation of the (NAC)?	( )	(X)
	Are there noise impacts based on the 10 dBA increase?	( )	(X)
	Are noise abatement measures reasonable and feasible?	(X)	( )
b.	Is an air quality study warranted?	( )	(X)
	Do project level air quality levels exceed the NAAQS for CO?	(X)	( )
c.	Is project in a non-attainment area for Carbon monoxide (CO), Ozone (O <sub>3</sub> ), Nitrogen dioxide (NO <sub>2</sub> ), or Particulates (PM-10)?	(X)	( )

d.	Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?	( )	(X)
e.	Are construction air, noise, & water impacts major?	(X)	( )
f.	Are there any known waste sites or USTs? ( <b>Site Remediated – not within required right-of-way</b> )	( )	(X)
	Will these sites be tested prior to purchase of right-of-way?	(X)	( )
<b>10. Social Impacts (use attachment if necessary)</b>		<b>No</b>	<b>Yes</b>
a.	<b>Land use changes</b>	( )	(X)
b.	<b>Churches and Schools</b>		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
c.	<b>Title VI Considerations</b>	(X)	( )
d.	<b>Will any specific groups be adversely affected (i.e., minorities, low-income, elderly, disabled, etc.)?</b>	(X)	( )
e.	<b>Hospitals, medical facilities, fire police</b>		
	Are any impacted by the project? (If so, list below)	(X)	( )
	Are any adjacent to the project? (If so, list below)	(X)	( )
f.	<b>Transportation pattern changes</b>	( )	(X)
g.	<b>Community cohesion</b>	(X)	( )
h.	<b>Are short-term social/economic impacts due to construction considered major?</b>	(X)	( )
i.	<b>Do conditions warrant special construction times (i.e., school in session, congestion, tourist season, harvest)?</b> LA 318 shall remain open to traffic during the harvest season	( )	(X)
j.	<b>Were Context Sensitive Solutions considered?</b> (If so, explain below) Frontage Road alignment on NW quadrant shifted to minimize residential impacts	( )	(X)
k.	<b>Will the roadway/bridge be closed? (If yes, answer questions below)</b>	(X)	( )
	Will a detour bridge be provided?	(X)	( )
	Will a detour route be signed?	(X)	( )

---

## 11. Other

---

Preparer: URS Corporation  
Date: October 2013

### Attachments

- (X) S.O.V. and Responses (Appendix E)
- (X) Project Description Sheet (Chapters 1.0, 2.0, & 3.0)
- (X) Conceptual Stage Relocation Plan, November 2011 (Stand-alone document)
- (X) Traffic Study Report, September 2011 (Stand-alone document)
- (X) Noise Technical Report, November 2011 (Stand-alone document)
- (X) Draft Wetland Findings Report, September 2011 (Stand-alone document)
- (X) Exhibits and/or Maps (included in EA Document)
- (X) Map Atlas (Appendix A / Conceptual Plan - Profiles)
- (X) Farmlands Form AD 1006 (Appendix C)
- (X) Standing Structures Survey, September 2011 (Stand-alone document)

- (X) Other Public Meeting Information (April 22, 2011 Public Meeting Record - Stand-alone document on file with LADOTD, April 2011)
- (X) Other Public Hearing Record / Transcript (July 17, 2012 Public Hearing Record – Stand-alone document on file with LADOTD, August 2012)
- (X) Archaeological Survey completed and submitted to the SHPO, a finding of no impact received August 5, 2013.

# EXECUTIVE SUMMARY

## Location of Proposed Project

The Louisiana Department of Transportation and Development (LADOTD) is proposing to construct a grade-separated interchange at the intersection of US Highway 90 (US 90) and Louisiana Highway 318 (LA 318). The proposed project is located in a rural area of St. Mary Parish, Louisiana, near the Cities of Jeanerette and Baldwin (see **Figure ES-1**). Major industry within the project vicinity includes the St. Mary Sugar Cooperative located north of the proposed project on LA 318 at LA 182, and the Port of West St. Mary located approximately 15 miles southwest of the proposed project.

## Purpose and Need

The purpose and need of the project includes:

- Upgrading US 90 to interstate standards as part of the proposed future corridor for Interstate 49 (I-49) South in accordance with legislative direction;
- Improving connectivity and system linkage for industrial and commodities transport to the sugar mill and port-related industries; and
- Decreasing peak hour delay, increasing capacity, and improving overall mobility.

## Alternatives Development and Screening Methodology

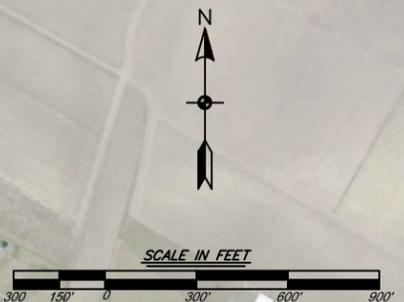
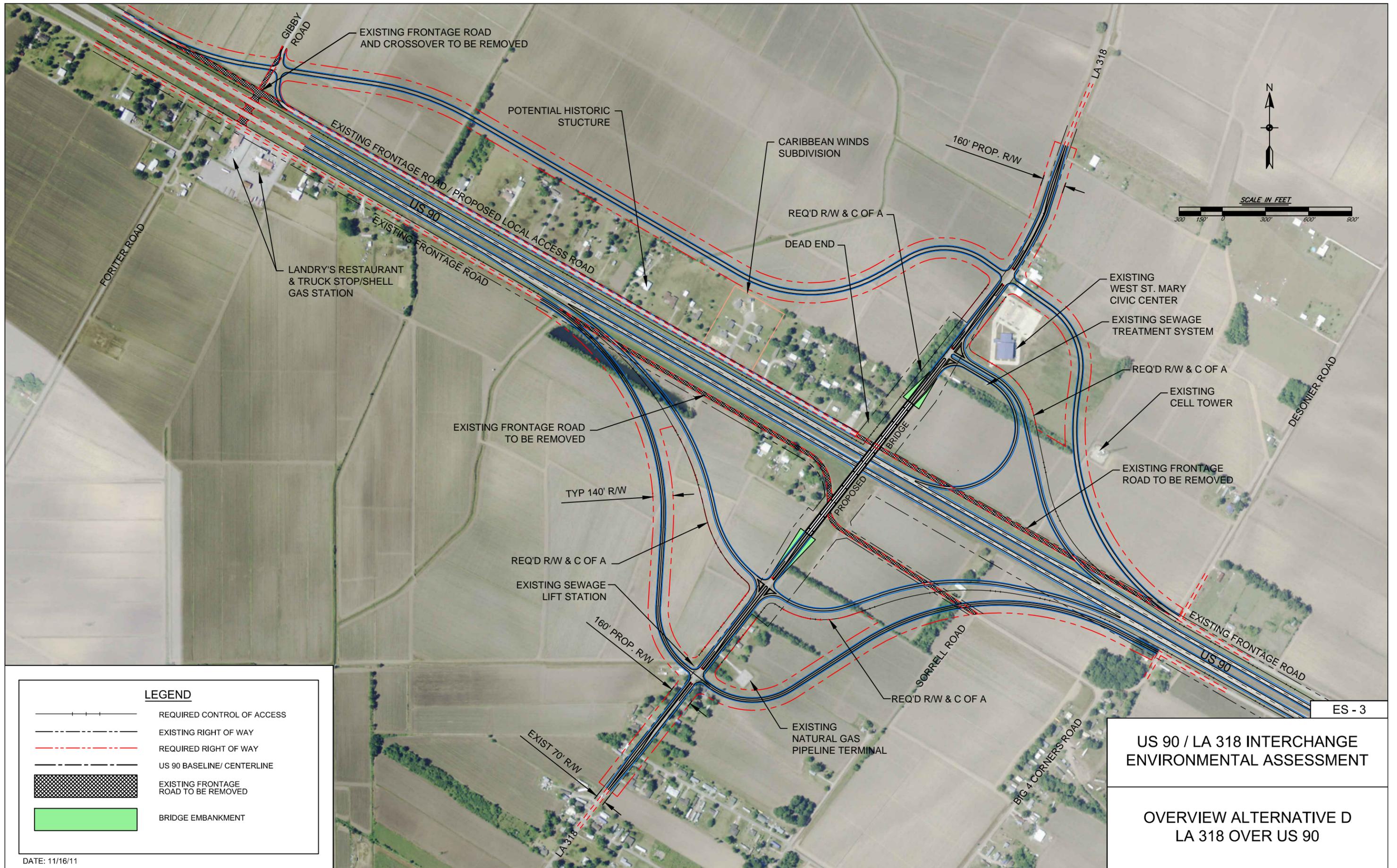
Three preliminary, grade-separated interchange concepts for the proposed interchange were evaluated as part of the *US 90 and LA 318 Overpass Stage 0 Feasibility Study* (May 2007). One of the *Stage 0 Feasibility Study* interchange concepts was retained for further evaluation and two new, grade-separated interchange alternatives were developed as part of this *Stage 1 Environmental Assessment* (EA). Preliminary evaluation of these three Conceptual Alternatives (A, B, and C) included obtaining public input through a March 22, 2011 Public Meeting, from which the Conceptual Alternatives were further refined to minimize residential impacts. Based on agency and public comments, in combination with a preliminary screening evaluation of the Conceptual Alternatives, LADOTD retained one Conceptual Alternative (Alternative B) and determined that it was necessary to develop an additional build alternative (Alternative D).

## Alternatives Evaluated in the Draft EA

Alternative B and Alternative D were the build alternatives selected and subsequently carried forth for further evaluation in the Draft EA, along with the No-Build Alternative. Alternative B consists of providing a full control of access, grade-separated overpass structure along US 90 that spans over LA 318 (see **Figure ES-2**). Alternative B would be constructed as a rural diamond interchange. Alternative D consists of providing a full control of access, grade-separated overpass structure along LA 318 that spans over US 90 (see **Figure ES-3**). Alternative D would be constructed as a combination partial cloverleaf and diamond interchange.







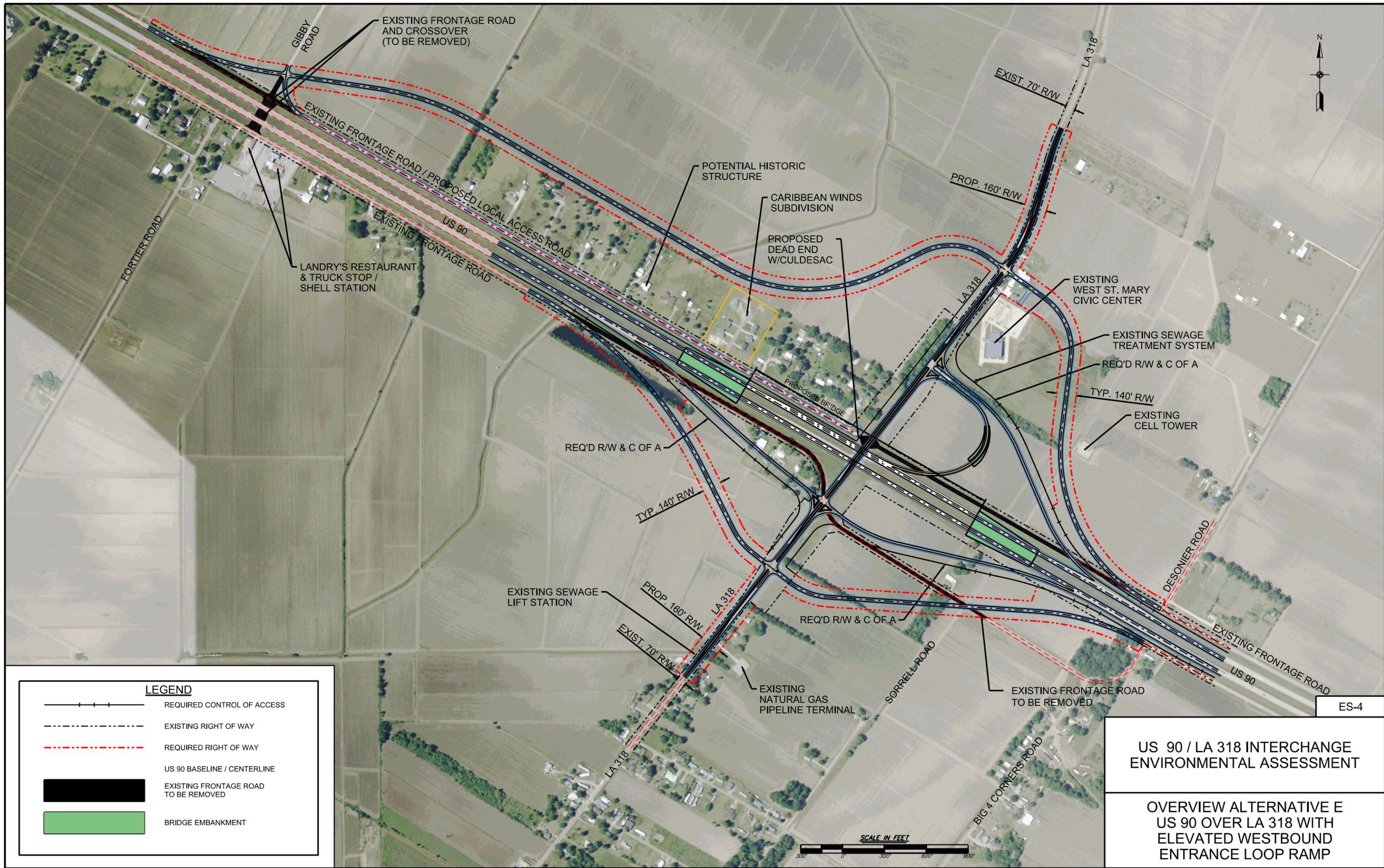
LEGEND	
	REQUIRED CONTROL OF ACCESS
	EXISTING RIGHT OF WAY
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT

DATE: 11/16/11

ES - 3

**US 90 / LA 318 INTERCHANGE  
 ENVIRONMENTAL ASSESSMENT**

**OVERVIEW ALTERNATIVE D  
 LA 318 OVER US 90**



**LEGEND**

-  REQUIRED CONTROL OF ACCESS
-  EXISTING RIGHT OF WAY
-  REQUIRED RIGHT OF WAY
-  US 90 BASELINE / CENTERLINE
-  EXISTING FRONTAGE ROAD TO BE REMOVED
-  BRIDGE EMBANKMENT

**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**OVERVIEW ALTERNATIVE E  
US 90 OVER LA 318 WITH  
ELEVATED WESTBOUND  
ENTRANCE LOOP RAMP**

**Selection of a Preferred Alternative**

The final phase of the alternatives development process is the selection of a preferred alternative by the FHWA and LADOTD. As a result of public input and comments at the Public Hearing and received during the 30-day comment period, a new build alternative was developed. Alternative E (see **Figure ES-4** above) was a combination of both Alternative B and Alternative D, but with fewer overall residential impacts. Since Alternative E achieved all of the positive benefits of either Alternative B or Alternative D but with less residential relocations, it was identified as the preferred alternative by FHWA and LADOTD. Alternative E is being added into this Preliminary Final EA for both citizens and agencies to have an opportunity to see the new build alternative compared against Alternative B and Alternative D. The selection of the preferred alternative took into consideration the environmental effects of each alternative, cost, public opinion, and a number of other factors.

**Summary of Environmental Impacts**

**Table ES-1  
Summary of Project Features and Impacts**

Evaluation Criteria	Unit	No-Build Alternative	Build Alternative <sup>1</sup>		
			B	D	E
<b>Interchange Alignment and Right-of-way Considerations</b>					
Interchange Type - Rural	n/a – not applicable	n/a	Diamond	Combination Partial Cloverleaf and Diamond	Combination Partial Cloverleaf and Diamond
Ramp Configuration	n/a	n/a	Diamond / Diagonal Ramps Constructed in 4 Quadrants	One Loop Ramp and 3 Diamond / Diagonal Ramps Constructed in 3 Quadrants	One Loop Ramp and 3 Diamond / Diagonal Ramps Constructed in 3 Quadrants
Bridge Configuration	n/a	None	US 90 over LA 318	LA 318 over US 90	US 90 over LA 318
Required Right-of-way	acres	0.0	66.9	109.3	83.2
<b>Constructability / Maintenance of Traffic (MOT) During Construction</b>					
MOT on LA 318	n/a	n/a	Construct a detour road or phase traffic and widen roadway	Construct a detour road for traffic diversion	Construct a detour road or phase traffic and widen roadway
MOT on US 90	n/a	n/a	Construct ramps and / or frontage roads first for traffic diversion	Construct ramps and / or frontage roads first for traffic diversion	Construct ramps and / or frontage roads first for traffic diversion
<b>Human Environment Considerations &amp; Estimated Impacts</b>					
Residential Structure Impacts <sup>2</sup>	number	0	29 <sup>4</sup>	17 <sup>4</sup>	11
Mobile Home Structure Impacts <sup>2</sup>	number	0	7	7	4
Commercial Structure Impacts <sup>2,3</sup>	number	0	1	0	0
Caribbean Winds Parcels Impacted <sup>2</sup>	number	0	12	0	0

**Table ES-1  
Summary of Project Features and Impacts**

Evaluation Criteria	Unit	No-Build Alternative	Build Alternative <sup>1</sup>		
			B	D	E
Right-of-Way Acquisition from the West St. Mary Civic Center Parcel	acres	0.0	1.9	5.5	3.4
Maintain Existing Access at Civic Center	Yes/No	Yes	Yes	No <sup>5</sup>	No <sup>5</sup>
NRHP Eligible Standing Structures <sup>6</sup>	number	1	1	1	1
NRHP Eligible Archaeological Sites <sup>7</sup>	number	0	0 <sup>7</sup>	0 <sup>7</sup>	0 <sup>7</sup>
Disproportionate Environmental Justice Impacts	Yes/No	n/a	No	No	No
Access and Travel Time Impacts in Northwest Interchange Quadrant	Yes/No	No	Yes	Yes	Yes
Noise Impacts	Yes/No	No	Yes	Yes	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No	No	No
Air Quality Impacts	Yes/No	No	No	No	No
<b>Physical Environment Considerations &amp; Estimated Impacts</b>					
Water Well Impacted	number	0	0	1	1
Underlain by Chicot Aquifer	Yes/No	Yes	Yes	Yes	Yes
Natural Gas Pipeline Crossings	number	0	6	6	6
Natural Gas Pipeline Terminal Impact	Yes/No	No	No	Yes	No
Maintain Existing Access at Natural Gas Pipeline Terminal	Yes/No	Yes	Yes	No <sup>5</sup>	Yes
Sewer Treatment System at West St. Mary Civic Center	Yes/No	No	Yes	Yes	No
Sewer Lift Station on the West Side of LA 318 South of US 90	Yes/No	No	No	Yes	No
Prime Farmland Impacted	acres	0.0	65.41	107.83	81.71
<b>Natural Environment Considerations &amp; Estimated Impacts</b>					
Upland Habitat Directly Impacted	acres	0.0	2.18	2.52	2.02
Wetlands Directly Impacted	acres	0.0	0.15	0.39	0.39
Aquatic Habitat Directly Impacted	acres	0.0	1.47	1.48	1.47
100-Year Floodplains Impacted	acres	0.0	1.24	2.98	2.98
Other Waters of the US Impacted <sup>8</sup>	number	0	2	2	2

**Table ES-1  
Summary of Project Features and Impacts**

Evaluation Criteria	Unit	No-Build Alternative	Build Alternative <sup>1</sup>		
			B	D	E
Scenic Streams	number	0	0	0	0
Significant Trees	number	0	8	2	2
<b>Estimated Cost Considerations (\$ 2010)</b>					
Right-of-way Cost – Land Only	\$20,000/acre	\$0	\$ 1,338,000	\$ 2,186,000	\$ 1,664,000
Residential Structure Acquisition	\$150,000 ea.	\$0	\$ 4,350,000	\$ 2,550,000	\$ 1,650,000
Mobile Home Structure Acquisition	\$25,000 ea.	\$0	\$ 175,000	\$ 175,000	\$ 100,000
Commercial Structure Acquisition <sup>3</sup>	\$150,000 ea.	\$0	\$150,000	0	0
Residential Relocation Assistance	\$50,000 ea.	\$0	\$ 1,250,000 <sup>9</sup>	\$ 850,000	\$ 550,000
Mobile Home Relocation Assistance	\$50,000 ea.	\$0	\$ 350,000	\$ 350,000	\$ 200,000
Estimated Construction Cost (rounded)	Millions \$	\$0	\$ 39.4 M	\$ 26.0 M	\$ 44.7 M
Total Estimated Cost (rounded)	Millions \$	\$0	\$ 47.0 M	\$ 32.1 M	\$ 48.9 M

Notes:

1. Estimated impacts are based on the interchange layouts as shown in the Appendix A Map Atlas and are subject to change.
2. Structure and relocation impacts consider worst case scenario – a structure may not be directly impacted however the parcel may be rendered unusable or would require acquisition due to control of access.
3. Abandoned commercial structure is zoned for residential development in the future.
4. Includes four vacant structures for Alternative B, three of which are located in the Caribbean Winds subdivision and no vacant structures for Alternative D or Alternative E.
5. The existing Civic Center driveway on LA 318 would be relocated to the Northeast Frontage Road. The existing Natural Gas Pipeline Terminal driveway on LA 318 would be relocated to the Southeast Frontage Road.
6. The potential historic structure is located in the northwest quadrant of the interchange but will not be directly impacted by any of the three build alternatives. An effects determination relative to NRHP eligibility is forthcoming from SHPO.
7. A Phase I Cultural Resource Inventory has been completed for Alternative E and SHPO determined that no historic archaeological properties or historic standing structures would be impacted in a letter received August 5, 2013.
8. Other Waters of the US includes unnamed canals and tributaries.
9. Residential Relocation Assistance for Alternative B does not include the four vacant structures.

***Human Environment Considerations***

All three build alternatives would require the purchase of new right-of-way, but Alternative D (109.3 acres of right-of-way) would require approximately 42 more acres than Alternative B (66.9 acres of right-of-way) and approximately 26 more acres than Alternative E (83.2 acres of right-of-way). Although none of the build alternatives would directly impact the West St. Mary Civic Center building, right-of-way acquisition would impact approximately 1.9 acres under Alternative B, 5.5 acres under Alternative D, and 3.4 acres under Alternative E to the West St. Mary Civic Center parcel. Access to the West St. Mary Civic Center would be maintained under Alternative B, but would need to be relocated to the frontage road under Alternative D or Alternative E.

Alternative B would impact a greater number of structures (29 residences, 7 mobile homes, and 1 abandoned commercial structure) compared to Alternative D (17 residences and 7 mobile homes) or Alternative E (11 residences and 4 mobile homes). It was assumed that except for the abandoned commercial structure and several vacant residences impacted under Alternative B, all residence and mobile home acquisitions would also require relocation assistance. These impacts are due in large part to the fact that Alternative B is a diamond interchange that would impact all four interchange quadrants, whereas Alternative D and Alternative E are both a partial cloverleaf interchange that would only impact three interchange quadrants, thereby avoiding all structures located within the northwest interchange quadrant.

Access to non-relocated properties would be maintained through proposed frontage roads, proposed local access roads, or along portions of LA 318 where control of access restrictions do not apply. Control of access applies to LA 318, not to the same extent as on US 90; however, it still applies. Locations where control of access applies to LA 318 occur between entrance and exit ramps intersections extending to frontage road intersections. Where control of access is required, however, direct access to adjacent parcels would be prohibited. This is primarily an issue for residents in the northwest interchange quadrant under all three build alternatives, where the relocation of the proposed north frontage road would affect residents' travel patterns to LA 318 and US 90. That is, residents would have to travel west on the existing frontage road / proposed access road and then backtrack on the relocated north frontage road to LA 318, thereby increasing their current travel times by 3 to 5 minutes which is considered relatively minor. Travel time for these residents to access LA 318 and US 90 would be slightly greater under Alternative D and Alternative E (approximately 4 minutes for the longest distance traveled) compared to Alternative B (approximately 3 minutes for the longest distance traveled) due to the larger project footprint of Alternative D.

A high concentration of minority population is present within the study area; therefore, environmental justice populations would be impacted by all three build alternatives. However, because the study area is broadly minority (75.1%), and because it is impractical to relocate the proposed project elsewhere, disproportionate impacts to environmental justice populations in comparison to non-environmental justice populations are not anticipated.

The project is located in an area that is in attainment for all NAAQS, and would not have an effect on air quality. Noise impacts are anticipated under all three build alternatives, with traffic noise impacts predicted at fewer structures under Alternative B (nine structures) compared to Alternative D (16 structures, including the Bambi Head Start Center) or Alternative E (21 structures). Noise abatement analysis determined that noise barriers under all three build alternatives were neither feasible and/or reasonable.

### ***Physical Environment Considerations***

Both Alternative B and Alternative D would impact the sewage treatment system at the St. Mary Civic Center; Alternative D would impact the sewer lift station located on the west side of LA 318 south of US 90, with possible avoidance under Alternative B and Alternative E. The Natural Gas Pipeline Terminal located in the southeast interchange quadrant would not be impacted by

either Alternative B or Alternative E, but access control under Alternative D would require the relocation of the terminal driveway to the proposed frontage road. Otherwise, all three build alternatives would require only minor utility relocations.

Prime farmland soils are widespread throughout the study area such that the acreage of prime farmland impacted by the build alternatives is equivalent to their acres of required right-of-way minus the small pond in the northwest quadrant. As such, Alternative D with its greater footprint would impact a larger area of prime farmland (107.833 acres) compared to Alternative B (65.41 acres) or Alternative E (81.71 acres). Alternative B would not directly impact any water wells, whereas Alternative D and Alternative E would directly impact one water well. Although all three alternatives are underlain by the Chicot aquifer, they are not located near the major recharge zones and all necessary USEPA and LDEQ safeguards would be implemented to avoid impacts.

### *Natural Environment Considerations*

In terms of effects on the natural environment, the three build alternatives are very similar. There are several small unnamed tributaries that will be crossed by all three alternatives, but these crossings are north of US 90 and outside the 100-year floodplain. South of US 90, the impacts to the 100-year floodplain associated with Alternative B, Alternative D, and Alternative E occur in the floodway fringe and would not increase the base-flood elevation to a level that would violate applicable floodplain regulations. While only minor impacts to the floodplain are anticipated, any drainage ditches or culverts affected by the proposed project, as well as new roadway within the 100-year floodplain, would be designed to maintain pre-construction hydrologic conditions and would not result in any substantive effect to base flood elevations of the surrounding area. Although none of the build alternatives would result in substantial impacts, Alternative D would result in slightly more impacts to upland habitat, than both Alternative B and Alternative E. Impacts to wetlands and the 100-year floodplain are the same for both Alternative D and Alternative E, which are slightly higher than Alternative B, as shown in **Table ES-1**. Overall, the impact differences between the three build alternatives are fairly minor and would not affect the overall cost of the project substantially in terms of mitigation.

### *Estimate of Probable Cost*

The estimated cost of Alternative B is approximately \$47.0 million, compared to \$32.1 million for Alternative D and \$48.9 million for Alternative E. These costs are in 2010 dollars and are inclusive of right-of-way, structure acquisition, relocation assistance, and construction costs. Alternative D has the greatest right-of-way cost in terms of land acquisition; however, Alternative B has the greatest right-of-way cost in terms of number of structures impacted and requiring relocation. Alternative E has the greatest estimated construction cost, but has the least expensive right-of-way, acquisition, and relocation costs. A major component of the approximate \$15 million dollar cost difference between Alternative D and Alternatives B and E relates to the bridge structures; Alternative B and Alternative E would require two new bridge structures on US 90, thereby costing more than Alternative D, which would require only one smaller bridge on LA 318.

It is anticipated that federal funds will be utilized for the required survey work and subsequent efforts, including utility work, right-of-way acquisition and associated tasks. The type and availability of funds for these efforts is not known at this time. The project has a scheduled letting date of early 2016. Construction of the proposed project will be funded by a combination of federal monies funds with an appropriate State funding match. At this time, no specific funding source for the construction of the proposed project has been identified.

### **Summary of Benefits**

All three of the build alternatives meet the purpose and need and would provide long-term benefits. All three build alternatives would replace the at-grade signalized intersection with a grade-separated interchange that would enhance emergency evacuation and reduce the potential for turning movement conflicts, which may result in a reduction of crashes. Travel time savings can be realized on US 90 and LA 318 with any of the build alternatives compared to the No-Build Alternative, resulting in reduced vehicular operating costs for both passenger and commercial vehicle operations. Furthermore, the economic vitality of the surrounding communities would likely benefit from the improved access via LA 318 to and from the St. Mary Sugar Cooperative and the Port of West St. Mary resulting from the proposed project. However, Alternative B would likely result in a greater reduction to vehicular operating costs and improved economic vitality compared to Alternative D or Alternative E due to Alternative B's interchange alignment (diamond) and ramp configuration (no loop ramp). Alternative B and Alternative E would be equally more beneficial for truck and tractor-trailer movement than Alternative D due to the bridge configuration (US 90 over LA 318). In terms of community cohesion and potential disruption, Alternative E would only impact 15 residential structures, while Alternative B would require 36 residential relocations and Alternative D would require 24 residential relocations.

### **Summary of Permits and Certifications**

The following permits and/or certifications are required for the proposed project:

- Authorization under the Louisiana Pollutant Discharge Elimination System (LPDES) from LDEQ for Storm Water Discharge for Construction Activities over 5 acres.
- A drainage hydraulic study will be required during design and a development permit will be required prior to commencement of construction.
- Prior to the start of project construction, a Request for a Jurisdictional Determination by the USACE and a Section 404 Permit for temporary and permanent impacts from construction of the proposed project for wetlands determined to be jurisdictional will be obtained. The permit application will include a specific plan to mitigate adverse project impacts on streams and wetlands, including mitigation for unavoidable wetland losses. Commitments to minimize harm to wetlands and streams are as follows:
  1. Dredged or fill materials used for construction will be non-polluting material in accordance with EPA Guidelines for the Discharge of Dredged or Fill material found in 40 CFR 230.

2. All construction activity will be performed in a manner that would minimize increased turbidity of the water in the work area and otherwise avoid adverse effects on water quality and aquatic life.
  3. All dredged material not used as backfill will be placed on land, and no runoff water from the disposal site will be allowed to enter the waterway.
  4. Erosion during and after construction will be controlled as outlined in the latest edition of the LADOTD's *Standard Specifications for Roads and Bridges*.
  5. The project will not significantly disrupt the movement of those species of aquatic life indigenous to the water body.
  6. Temporary work ramps or haul roads, when needed, will provide sufficient waterway openings to allow the passage of expected high flows.
  7. The contractor will take precautions in the handling and storage of hazardous materials, including lubricants and fuels, to prevent discharges or spills that would result in degradation of water quality.
  8. Wetland areas will be avoided to the maximum extent practicable.
  9. Wetlands outside of the construction limits will not be used for construction support activities (borrow sites, waste sites, storage, parking access, etc.) under permit by the USACE.
  10. Heavy equipment working in wetlands will be placed on mats.
  11. Clearing of wetlands will be limited to the minimum amount necessary for the completion of the job.
  12. The contractor will be responsible for the protection of adjacent wetlands.
- Prior to construction, a Coastal Use Permit (CUP) application would need to be completed and submitted to the Coastal Management Division of the Louisiana Department of Natural Resources (LDNR). Submitting an application for a CUP does not imply that one will be required; rather the application is simply one part of the rules and procedures necessary for construction projects within the coastal zone. A prior joint permit application was filed with LDNR as part of the 2007 solicitation of views (SOV); Permit Type - SOV. LDNR had no objection to the SOV permit application (see **Table 6-1, ID No. 1**).
  - Approval by the St. Mary Parish floodplain manager for any modifications to the floodplain.

### **Summary of Commitments and Mitigation Measures**

The following commitments and mitigation measures are required for the proposed project:

- **Best Management Practices (BMPs):** Implementation of BMPs during construction to mitigate non-point source pollution and comply with USEPA Guidance on impacts to a Sole Source Aquifer.
- **Maintenance of Traffic:** A construction sequencing plan will be prepared prior to construction to minimize disruption of traffic on US 90 and LA 318. If Alternative B is selected as the preferred alternative, two lanes of traffic on US 90 in both the eastbound

and westbound directions should be maintained during construction of the overpass bridges. As part of Alternative B, the construction of the ramps and/or frontage roads would be completed first and then used for diversion of traffic. The bridge structures for the US 90 overpass would then be constructed. Similar to Alternative B, the construction of ramps and/or frontage roads for Alternative D would be completed first and then used for diversion of traffic. The bridge structure for the LA 318 overpass would then be constructed. The existing right-of way along LA 318 in the vicinity of US 90 is wide enough to provide a temporary detour road immediately adjacent to the construction of the LA 318 bridge. Similar to portions of Alternative B and Alternative D, the construction of the ramps and/or frontage roads for Alternative E would be completed first and then used for diversion of traffic. The bridge structures for the US 90 overpass and elevated westbound on-ramp would then be constructed. During the sugar cane harvest season (October through December), LA 318 should remain open to traffic at all times. The appropriate sequencing of construction operations and maintenance of traffic would ensure that LA 318 remains accessible. These provisions are necessary in order to avoid construction signed detours that would potentially increase travel time and vehicle operating costs.

- **Permanent Signage:** Channelized medians, pavement markings and signage would be installed to address all movements through the intersection and to manage driver expectancy. Warning signs would be installed to avoid wrong way traffic on the westbound exit ramp. Special illuminated warning signage, using LED's or beacons, could be installed to provide greater visibility at night.
- **Noise:** The mitigation measures that are implemented at the construction site must be determined to be necessary and would be the responsibility of the construction contractor. LADOTD may require that one or more of these measures are included as provisions to the contract documents. All mitigation measures must adhere to the latest version of the *Louisiana Standard Specifications for Roads and Bridges* and comply with state and local laws. The following potential mitigation measures may be implemented during construction to minimize adverse noise impacts:
  - Locate site equipment as far from noise sensitive receptors as possible;
  - Avoid nighttime activities in residential areas where sensitivity to noise increases during the nighttime hours, but nighttime construction work can be considered in commercial areas if deemed necessary to meet project schedules and expedite construction;
  - Avoid impact pile driving where possible in noise sensitive areas by using drilled piles and sonic or quieter vibratory pile drivers where geological conditions permit; and
  - Use specially muffled equipment, such as enclosed air compressors, and mufflers on all engines.

- **Air Quality:** During the construction of the proposed facility, air quality impacts will be minimized, by the project contractor, through a combination of fugitive dust control, equipment maintenance, and compliance with state and local regulations.
- **Hazardous Materials:** During construction, any site that is found to contain hazardous materials will be remediated and all work conducted in conformance with LDEQ, EPA, and OSHA regulations and policy.
- **Right-of-Way Acquisitions and Land Use:** Relocations have been minimized to the maximum extent practicable. All relocation activities would be governed by the *Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act Of 1970*. Construction of the project will not begin until decent, safe, and sanitary replacement housing is in place and offered to all affected persons. Home owners will be eligible for replacement housing and moving expense payments. Owners may also be eligible for an additional payment to provide comparable housing and to assist with the increased costs of a new mortgage and incidental expenses incurred. Displaced persons, businesses, farms, and nonprofit organizations are eligible for reimbursement for actual reasonable moving costs, as well.
- **Utility Relocations:** During the design phase of the project, LADOTD will coordinate the proposed roadway improvements with impacted utility companies.
- **Archaeological Findings:** A Phase I cultural resource survey and inventory was conducted in April 2013, for the Louisiana Department of Transportation and Development (LADOTD) at a proposed grade-separated interchange at the intersection of US Highway 90 (US 90) and LA Highway 318 (LA 318), in St. Mary Parish, Louisiana. The results of the survey were submitted to the SHPO for review and concurrence. URS recommends that no additional cultural resources investigations be required within the remaining surveyed portions of the proposed grade-separated interchange at the intersection of US Highway 90 (US 90) and LA Highway 318 (LA 318), given that no other cultural resources were identified in these areas. In a letter received August 5, 2013, SHPO determined that no historic archaeological properties or historic standing structures would be impacted by Alternative E.
- **Plants and Wildlife Protected by Law:** The threatened Louisiana black bear may occur in the general project area. In its solicitation of views response letter, the US Fish and Wildlife Service (USFWS) recommends the following measures to minimize impacts to the Louisiana black bear and its critical habitat:
  - If construction is to be performed during the denning season (December through April) or if bald cypress or tupelo gum trees with 36 diameter at breast height or greater will be removed or destroyed, further consultation with the USFWS will be necessary; and
  - Construction workers are strongly urged to avoid bears, if work is to be performed during the non-denning season (April through December). Workers should not leave food or garbage in the field and bear proof garbage containers are recommended.

- **Protection of Trees:** During construction care should be taken to avoid damage to significant trees located in the northwest and southwest quadrants of the interchange in order to prevent tree mortality. The two significant trees located in the southwest quadrant are located between the future exit ramp and US 90 overpass under Alternative E. The two trees are located far enough from the proposed travel lanes that they could be left in place. However, during the final design phase of the project, the LADOTD will make a determination on whether to leave the trees in place, relocate them, or remove them based on design standards and safety requirements.

# CHAPTER 1.0

# 1.0 INTRODUCTION AND PURPOSE AND NEED

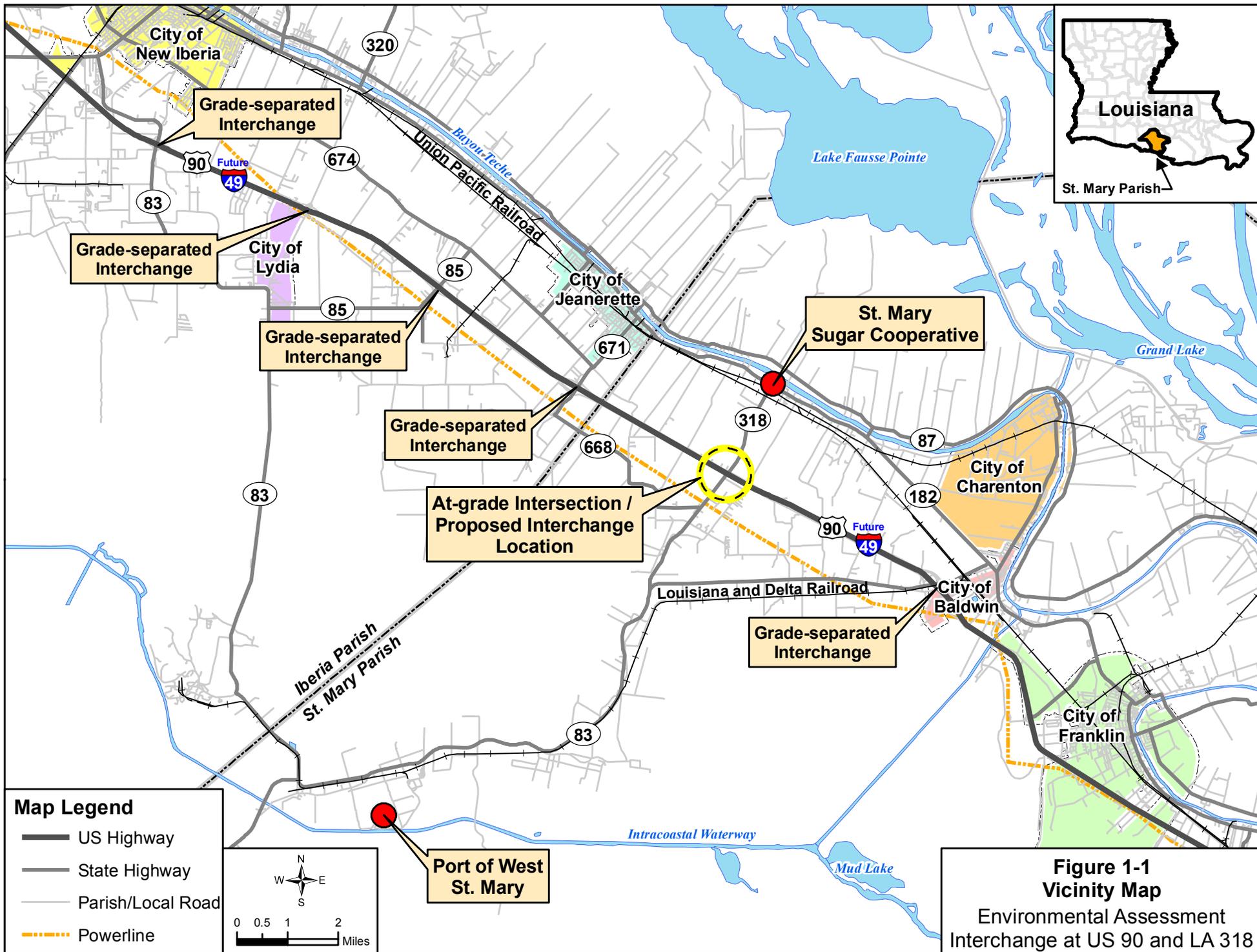
## 1.1 Project Description

The Louisiana Department of Transportation and Development (LADOTD) is proposing to construct a grade-separated interchange at the intersection of US Highway 90 (US 90) and Louisiana Highway 318 (LA 318). This line and grade study and environmental assessment (EA) were prepared to develop potential interchange concepts and to determine the environmental impacts associated with the proposed project. The Federal Highway Administration (FHWA) is the lead Federal agency for the project.

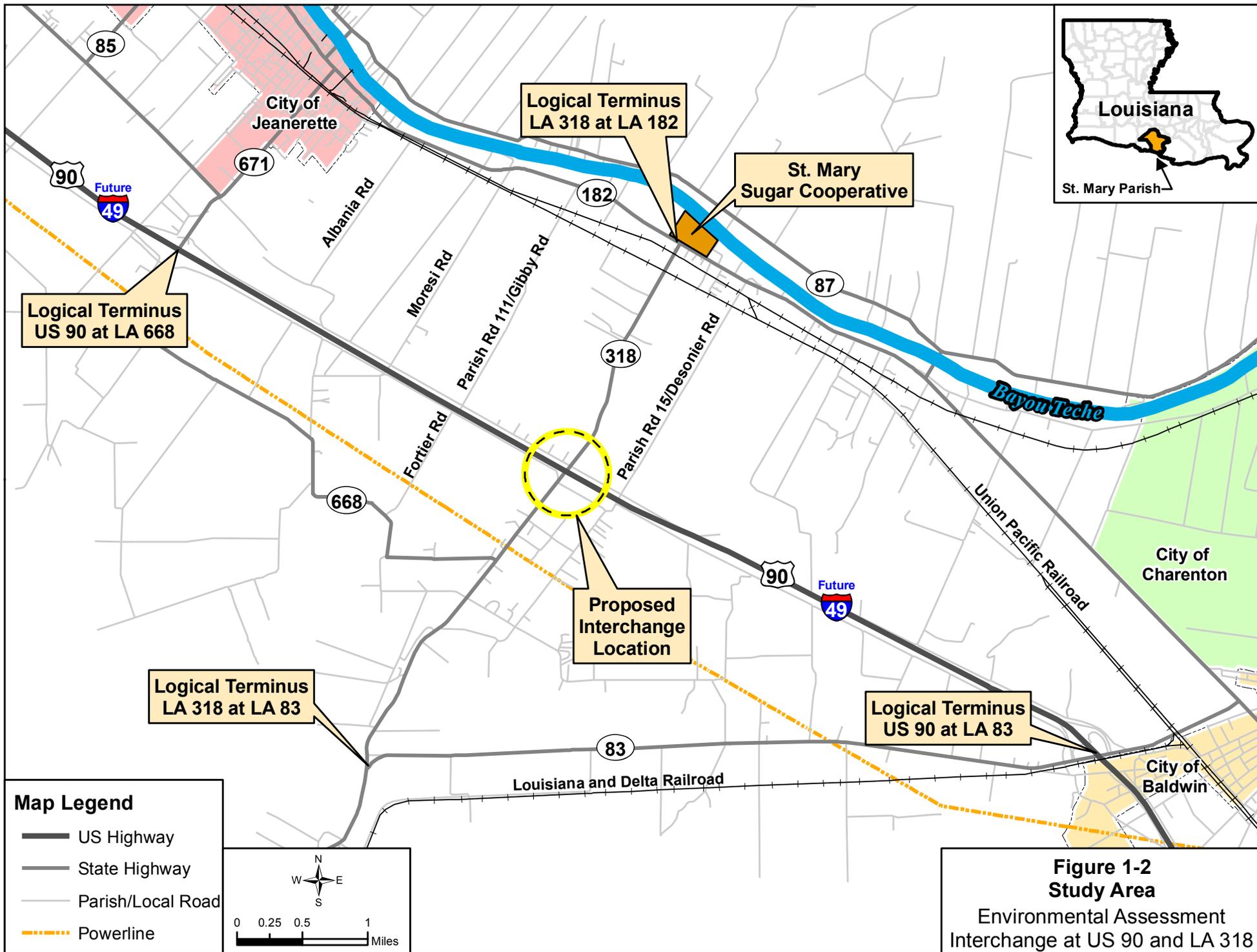
The proposed US 90 and LA 318 interchange improvement project is located in a rural area of St. Mary Parish, Louisiana. As shown in **Figure 1-1**, the intersection of US 90 and LA 318 is located approximately mid-way between the City of New Iberia in Iberia Parish and the City of Franklin in St. Mary Parish. The City of Jeanerette and the City of Baldwin are also located in close proximity to the intersection. Major industry within St. Mary Parish consists of agriculture, carbon black plants, ship builders/marine transport, diving services, oil and gas extraction services, sugar mills, and seafood processors. As shown in **Figure 1-1**, the St. Mary Sugar Cooperative, Inc. is located north of the proposed project on LA 318 at LA 182, and the Port of West St. Mary is located approximately 15 miles southwest of the proposed project. Vehicular access to the port is provided by way of LA 83.

Between the Interstate 10 (I-10) and I-49 interchange in Lafayette extending to the I-10/US 90 Business interchange in New Orleans, US 90 is designated as High Priority Corridor 37 on the National Highway System (NHS). The NHS designation for US 90 is contingent upon upgrading the corridor to interstate standards with full control of access. Locally referred to as Future I-49 and/or the I-49 South Extension, this 156-mile portion of US 90 is part of a larger plan to link New Orleans with Interstate 29 in Kansas City, Missouri and continue north to Canada. The upgrading of US 90 to interstate standards is in various stages of implementation. The existing highway includes segments with no control of access and at-grade intersections, as well as segments where interchanges and frontage roads have been constructed. The current status of intersections and interchanges along US 90 in the vicinity of the proposed project are shown in **Figure 1-1**. As shown, all US 90 intersections with major cross streets are grade-separated interchanges with the exception of the subject intersection. US 90 at LA 318 is currently an at-grade, signalized intersection. Two-way frontage roads are located on the north and south side of US 90 both east and west of LA 318.

The study area is graphically presented in **Figure 1-2**. The project limits extend to the logical termini that were identified by the LADOTD and approved by the FHWA. The eastern and western logical termini on US 90 are located at LA 668 and LA 83, respectively. On LA 318, the northern and southern project limits extend to LA 182 and LA 83, respectively.



**Figure 1-1**  
**Vicinity Map**  
 Environmental Assessment  
 Interchange at US 90 and LA 318



Logical Terminus  
 LA 318 at LA 182

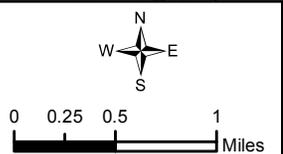
St. Mary  
 Sugar Cooperative

Logical Terminus  
 US 90 at LA 668

Proposed  
 Interchange  
 Location

Logical Terminus  
 LA 318 at LA 83

Logical Terminus  
 US 90 at LA 83

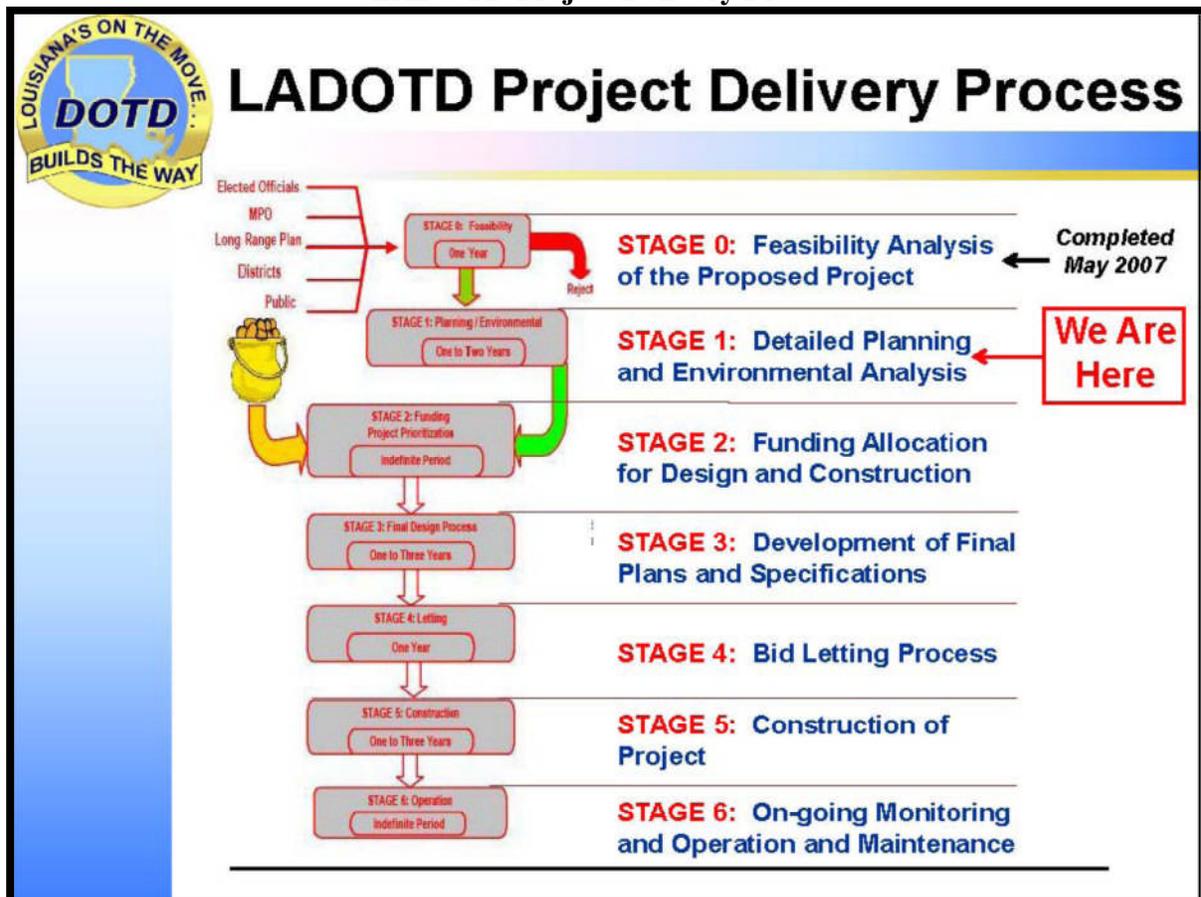


## 1.2 Project History

As previously shown in **Figure 1-1**, the intersection of US 90 and LA 318 is the only intersection spanning the US 90 Corridor within the vicinity of the proposed project that has not been upgraded to an interchange. In 2006, the LADOTD initiated a *Stage 0: Feasibility Study* for the project to determine the preliminary environmental and engineering feasibility of the project. The *Stage 0: Feasibility Study* is a requirement of LADOTD’s Program Development and Project Delivery Process for a proposed project. The *US 90 and LA 318 Overpass Stage 0 Feasibility Study* was completed in May 2007 (C.H. Fenstermaker and Associates).

Following the completion of the *Stage 0 Feasibility Study*, the project was recommended for advancement into the next stage of the LADOTD Project Delivery Process, *Stage 1: Detailed Planning and Environmental Analysis*. Stage 1 is the environmental phase of the LADOTD Project Delivery Process, with the goal of refining the Stage 0 concepts and further evaluating the effects of the alternatives on the environment. The stages of the Project Delivery Process are illustrated in **Figure 1-3**.

**Figure 1-3**  
LADOTD Project Delivery Process



### 1.3 Requirements for this Study

This EA was prepared as a requirement of the National Environmental Policy Act (NEPA). NEPA was enacted in 1969 to encourage sustainable development and informed decision-making in a manner acceptable to the United States' citizens and government agencies. US Code of Federal Regulations (CFR), 40 CFR Parts 1500-1508, are the regulations implementing NEPA and are commonly known as the CEQ regulations. They require all Federal agencies to develop guidelines to implement NEPA. Specifically, these regulations require that every Federal action or Federally funded project be evaluated on its merits by the Federal sponsor agency. Public involvement is identified as a key component of the NEPA planning process governed by these regulations. Project alternative impacts to the human, physical, and natural environment, as well as the project alternative benefits, must be evaluated. Results must be presented to the public, Indian tribes, resource agencies having jurisdictional interests in the project, and to decision-makers.

The FHWA developed regulations titled *Environmental Impact and Related Procedures*, (23 CFR Part 771) and the FHWA guidance document T6640.8A, *Guidance for Preparing Environmental and Section 4(f) documents* (FHWA, 1987), provide the guidance for this EA. Other Federal and state laws, regulations, and executive orders provide additional requirements. Relevant regulatory requirements are noted throughout this document, where appropriate.

Based on the environmental analysis that has been conducted to-date, the LADOTD and FHWA have identified a preferred alternative. Selection of a preferred alternative was identified following agency and public review of the Draft EA, and upon the review and evaluation of public hearing comments received on the Draft EA. A Finding of No Significant Impact (FONSI) will be issued by the FHWA if it is determined that the preferred alternative will not have significant environmental impacts. The FONSI will include commitments and mitigation measures that are intended to reduce or mitigate any unavoidable adverse impacts.

### 1.4 Proposed Action

The proposed project includes upgrading the existing US 90 and LA 318 signalized intersection to a full control of access, grade-separated interchange, including the reconstruction of the US 90 frontage roads, to provide local access to LA 318. The No-Build Alternative and two build alternatives were evaluated as part of the Draft EA. The build alternatives include:

- Alternative B: A rural diamond interchange with US 90 overpass; and
- Alternative D: A combination partial cloverleaf (one loop ramp) and diamond interchange with LA 318 overpass.

As a result of the comments received at the Public Hearing, a new build alternative was developed to further reduce impacts to residences in the study area. The new build alternative is a combination of the two build alternatives previously considered.

- Alternative E: A combination partial cloverleaf (one loop ramp) and diamond interchange with US 90 overpass.

An overview of the alternatives analysis process and a detailed description of the build alternatives are presented in **Chapter 2**.

## **1.5 Purpose and Need**

Upgrading US 90 as part of the proposed future corridor for I-49 South, improving connectivity and system linkage, and improving mobility are all key aspects of the proposed project's purpose and need, as described below.

### **Legislative Direction**

The importance of the proposed project is demonstrated by its designation as High Priority Corridor 37 on the NHS. Enacted under the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), this portion of US 90 would be upgraded as part of the proposed future corridor for I-49 South.

US 90 is part of the NHS and is described in the *Louisiana Statewide Transportation Plan* (LADOTD, 2003) and its more recent supplemental long-range planning document entitled *Louisiana Statewide Transportation and Infrastructure Plan – Review and Status Report* (LADOTD, 2008) as a state highway of significance and “megaproject.” As a gateway to the Gulf of Mexico, US 90 serves as the link between the energy industry and the rest of the nation. In fact, as detailed in the *Interstate 49 South - America's Energy Corridor* study (LEDA, accessed January 2011), the proposed improvements are located along a stretch of US 90 from Lafayette to the Westbank Expressway in New Orleans that has the highest density of energy workers in the United States (four percent of all the nation's energy laborers work along this portion of US 90). The high concentration of energy infrastructure along the US 90 corridor establishes it as one of the top industrial corridors in the nation, thus emphasizing the need for upgrading US 90 to interstate status as an issue of national importance.

In order for US 90 to achieve interstate status, it would have to be upgraded to a full control of access highway throughout its limits. The sections of US 90 immediately east and west of the project currently have full control of access and this proposed intersection improvement would satisfy the intersection requirements for interstate corridor criteria within the project study area.

### **Improve Connectivity and System Linkage**

US 90 is currently classified as a rural principal arterial that generally runs east-west from Lafayette to New Orleans, connecting several cities, towns, and communities. Within the study area, US 90 is a four-lane divided highway. LA 318 is a two-lane undivided roadway and is classified as a rural major collector that connects LA 182 and US 90.

The location of the intersection of US 90 and LA 318 is a key factor in its use by heavy traffic involved in industrial and commercial commodities transport. The Port of West St. Mary is located south of US 90. The Port of West St. Mary is categorized as a shallow-draft coastal port, which is strategically located adjacent to the Louisiana and Delta Railroad. Port infrastructure includes a 150-foot channel (bottom width) that connects the port to the US Gulf Intracoastal Waterway.

The port is accessible by several modes of transportation including marine, rail, air, and highways. The 1,500-acre port is home to more than eight businesses including oil and gas related companies, fabrication and manufacturing plants, and wholesale seafood companies. LA 318 is one of three routes to US 90 from the Port of West St. Mary via LA 83. The other two routes to US 90 are both along LA 83 and include one to the northwest and one to the northeast. However, the shortest route from the port to US 90 is by way of LA 318.

The St. Mary Sugar Cooperative, Inc. is located at the intersection of LA 318 and LA 182, approximately two miles north of US 90. This sugar mill processes sugarcane that is grown throughout the region, including, but not limited to, the municipalities of Kaplan, Duson, Lake Charles, Youngsville, and adjacent parishes such as Vermillion Parish. The transport of sugarcane from these areas to the mill is by large truck and tractor-trailers via US 90 by way of LA 318. According to St. Mary Sugar Cooperative representatives (September 2006 letter to LADOTD contained in the Stage 0 Feasibility Study), in 2005 during the 100-day harvest season, approximately 25,000 to 30,000 cane trucks travelled through the US 90 and LA 318 intersection. St. Mary Sugar Cooperative representatives also noted that mud debris on roadways, a general condition resulting from the sugarcane harvesting and grinding process, tended to increase during the 100-day harvest season. In addition, traffic flow operating conditions slow down as more trucks and tractor-trailers travel the roadways during the 100-day harvest season.

By improving the US 90 and LA 318 intersection, large truck and tractor-trailer traffic would continue to utilize LA 318 rather than use adjacent routes to the east or west that would divert traffic through school zones or along two-lane frontage roads in the communities of Jeanerette and Baldwin that are not designed to accommodate heavy truck traffic.

### **Improve Mobility**

An existing condition (2010) and future design year (2035) intersection capacity analysis was conducted for the existing at-grade signalized intersection of US 90 and LA 318 as part of this EA. Under existing conditions, as well as the future year No-Build Alternative, which consists of existing geometry with projected 2035 traffic volumes, certain approaches to the intersection are projected to experience significant delays during the morning and afternoon peak hours, with poor operating levels of service anticipated.

Level of service (LOS) represents a qualitative evaluation of the traffic operational characteristics of a given intersection using procedures developed by the Transportation Research Board and contained in the *Highway Capacity Manual (HCM), Special Report 209*

(1994). The Highway Capacity Manual procedures have been adapted to computer based analysis packages such as *HCS+*. Levels of service range from LOS A, a condition of little or no delay, to LOS F, a condition of capacity breakdown represented by heavy delay and congestion. LOS B is characterized as stable flow. LOS C is considered to have a stable traffic flow, but is becoming susceptible to congestion with general levels of comfort and convenience declining noticeably. LOS D approaches unstable flow as speed and freedom to maneuver are severely restricted and LOS E represents unstable flow at or near capacity levels with poor levels of comfort and convenience.

Under existing conditions, the northbound and southbound approaches on LA 318 at US 90 currently operate at LOS D during the morning (AM) peak hour. During the afternoon (PM) peak hour, the northbound approach on LA 318 is at LOS D. The overall signalized intersection at US 90 and LA 318 operates at LOS C for the 2010 base year condition.

By the year 2035 under the No-Build Alternative, the northbound and southbound approaches on LA 318 are projected to operate at LOS E during the AM peak hour; for an overall intersection LOS D during the morning peak hour. During the PM peak hour, the northbound and southbound approaches on LA 318 are projected to operate at LOS D, while the eastbound and westbound through movement approaches on US 90 are projected to operate at LOS E; for an overall intersection LOS E during the afternoon peak hour. Level of service D through F are generally unacceptable on the rural highway system. Consequently, additional vehicular delay is projected in the future without the proposed project. The proposed project would seek to decrease peak hour delay, increase capacity, and improve overall mobility.

# CHAPTER 2.0

## 2.0 ALTERNATIVES CONSIDERED

NEPA requires that all reasonable alternatives that could achieve the purpose and need for the project be considered. This chapter describes the alternatives development process including the development of conceptual alternatives, refinement of the build alternatives, and selection of a preferred alternative. The no action alternative, herein referred to as the No-Build Alternative, must also be considered.

### 2.1 Alternatives Development Methodology

A tiered approach was utilized in the development of the build alternatives to meet the purpose and need. The methodology reduced the range of alternatives through consecutively more detailed analyses that included an engineering and environmental screening evaluation process. The following steps were undertaken as part of the tiered alternatives development process:

1. Review of Stage 0 Alternatives.
2. Development of preliminary engineering layouts for the conceptual alternatives.
3. Public review and comment on the conceptual alternatives. This was accomplished as part of the March 22, 2011 Public Meeting and comment period.
4. Preliminary evaluation of conceptual alternatives.
5. Elimination of one alternative that led to the identification of two build alternatives.
6. Refinement of the build alternatives that are the subject of this EA.
7. Public review and comment on the build alternatives and their associated impacts and benefits. This was accomplished as part of the July 17, 2012 Public Hearing and comment period.
8. Selection of a preferred alternative.

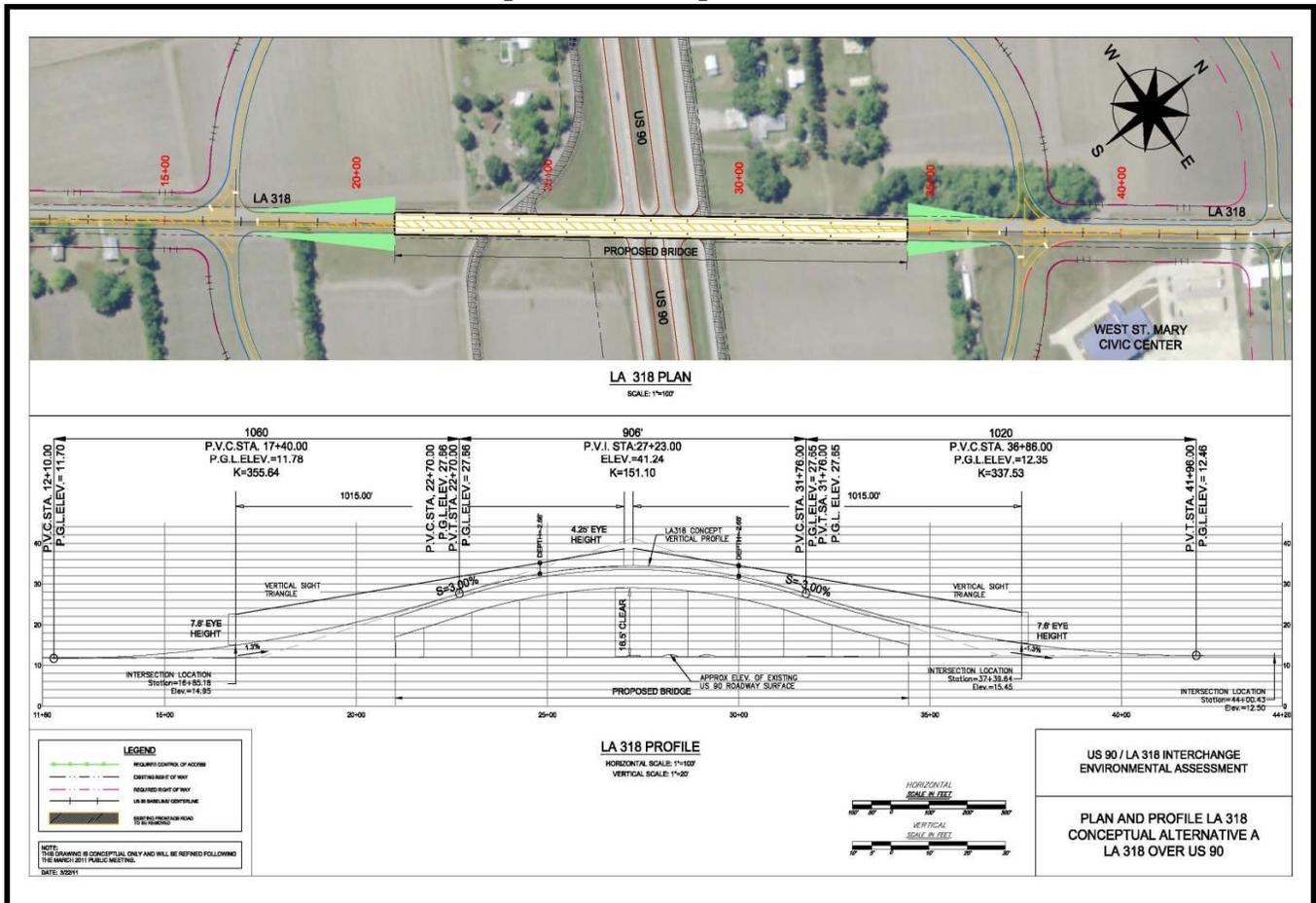
### 2.2 Stage 0 Alternatives

The *US 90 and LA 318 Overpass Stage 0 Feasibility Study* evaluated three preliminary, grade-separated interchange concepts for the US 90 and LA 318 intersection improvements. The three preliminary concepts all included a grade-separated overpass structure along LA 318 spanning over US 90. Only one concept developed as part of the *Stage 0 Feasibility Study* was a full interchange, which was configured as a partial cloverleaf interchange with two loop ramps on the east side of LA318 in the northeast and southeast quadrants of the interchange. This concept was identified as Concept Number (No.) 1 and also included reconfiguring the existing frontage roads. The two other concepts developed as part of the *Stage 0 Feasibility Study* were grade separations without ramps. These concepts did not provide direct access from US 90 to LA 318, and consisted of elevating LA 318 over US 90 with a bridge structure and providing varying levels of geometric modifications to the existing frontage roads to improve local connectivity. These concepts were identified as Concept No. 2 and Concept No. 3 and were eliminated from further consideration because they did not meet the purpose and need for the project.



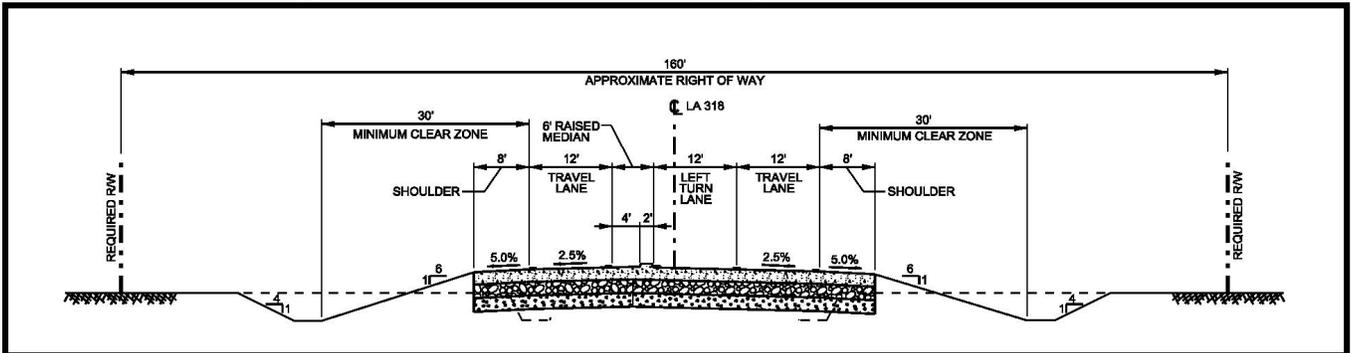
As part of Conceptual Alternative A, LA 318 would be elevated over US 90 with a bridge structure. The limits of the proposed bridge and a profile view of the LA 318 overpass and its associated vertical geometry are presented in **Figure 2-2**. As shown, the interchange ramps would intersect with LA 318 at the point where LA 318 transitions back to grade.

**Figure 2-2**  
**LA 318 Overpass for Conceptual Alternative A**



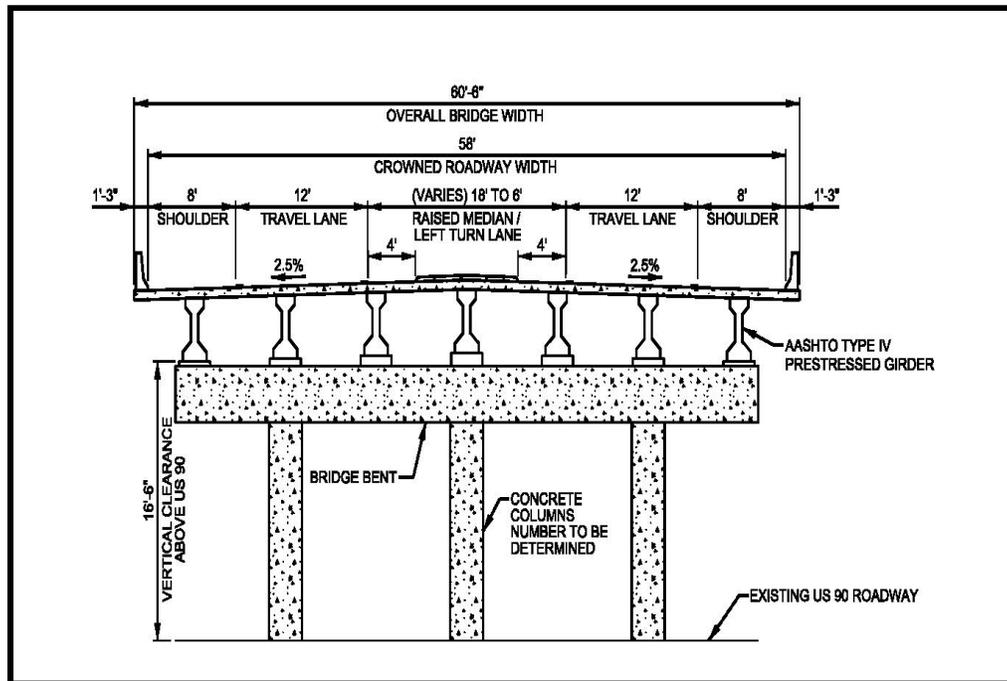
The proposed preliminary right-of-way width associated with the widening of LA 318 would be approximately 160 feet. The widening of LA 318, including the overpass, includes two, 12-foot travel lanes, 8-foot shoulders, and raised median/exclusive left-turn lanes varying in width between 6-foot and 18-foot wide. A typical section of the proposed widening of LA 318 is presented in **Figure 2-3**. This typical section represents LA 318 near the interchange ramp intersections where exclusive left-turn lanes would be provided to access the entrance ramps. The entrance and exit ramps for Conceptual Alternative A would consist of one, 15-foot travel lane, a 6-foot wide inside shoulder, and a 10-foot wide outside shoulder.

**Figure 2-3**  
**Typical Section of LA 318 Widening with Left Turn Lanes**



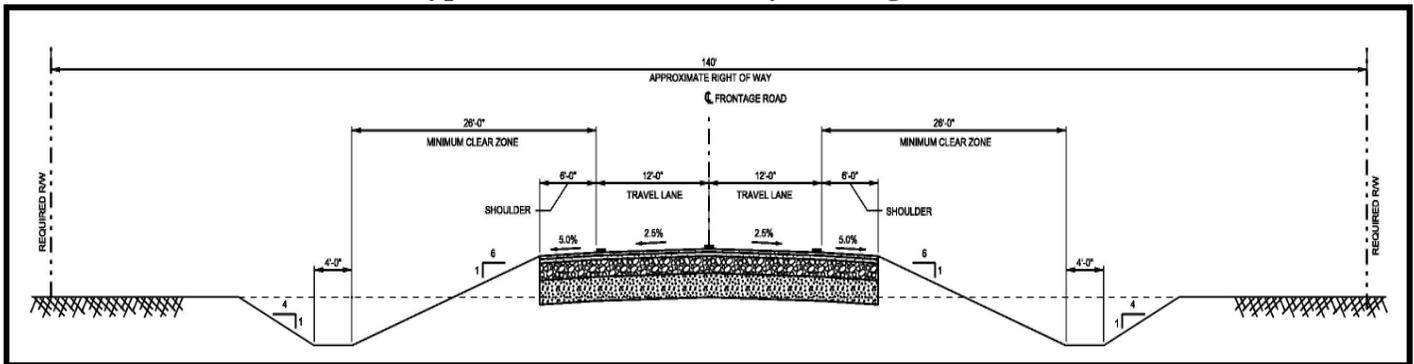
**Figure 2-4** illustrates a typical section of the LA 318 bridge structure over US 90. A 14-foot, painted center lane would transition to a left-turn lane to access the entrance ramps.

**Figure 2-4**  
**Typical Section of LA 318 Bridge Over US 90**



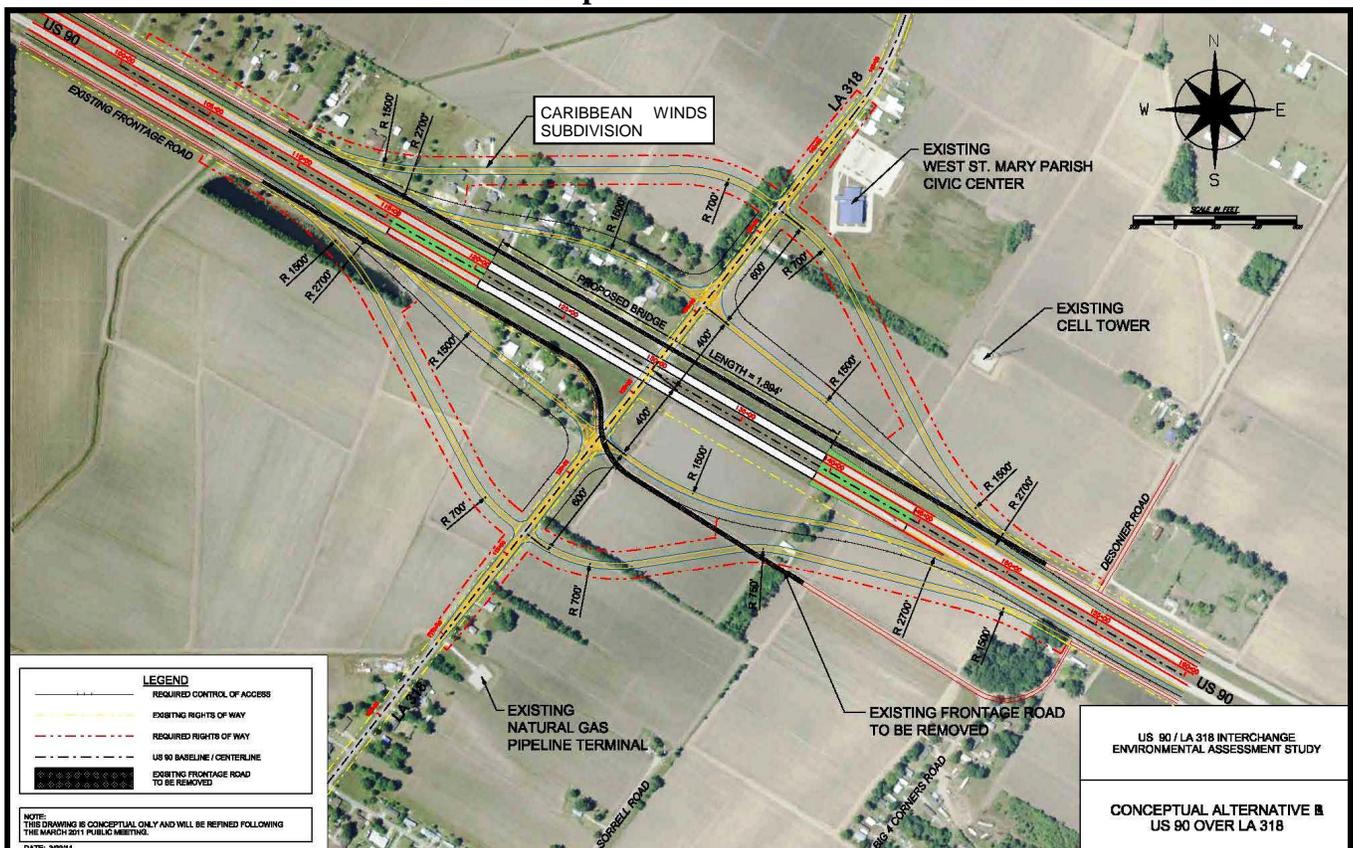
Within the proposed interchange limits, the existing frontage roads would be removed and reconstructed on new alignment. As shown in **Figure 2-5**, the two-way frontage roads would be constructed with two, 12-foot travel lanes and 6-foot shoulders. The proposed ROW associated with the relocated frontage roads would be approximately 140 feet wide. As previously shown in **Figure 2-1**, on the north side of US 90, the frontage roads would be relocated north of the West St. Mary Civic Center. South of US 90, the frontage road would intersect with LA 318 near an existing Natural Gas Pipeline Terminal that is located on the east side of LA 318.

Figure 2-5  
Typical Section of Two-way Frontage Road



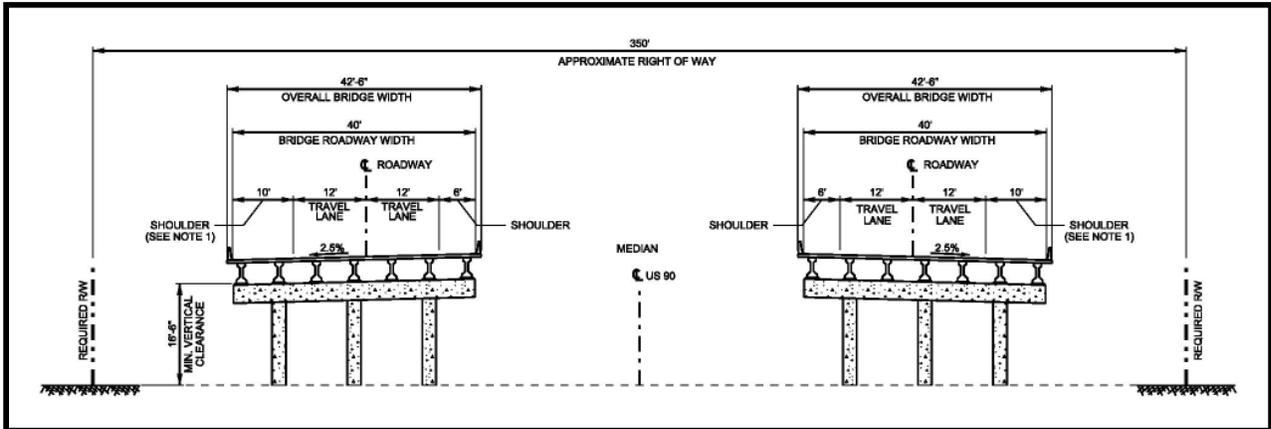
**Conceptual Alternative B** consists of a rural diamond interchange with an overpass on US 90 spanning over LA 318. The difference between Conceptual Alternative A and Conceptual Alternative B is that LA 318 would remain at-grade and US 90 would be elevated to carry traffic over LA 318. With LA 318 being at-grade, the entrance and exit ramps would intersect with LA 318 closer to US 90 on both the north and south side, thus minimizing right-of-way. A layout of Conceptual Alternative B is shown in **Figure 2-6**.

Figure 2-6  
Conceptual Alternative B

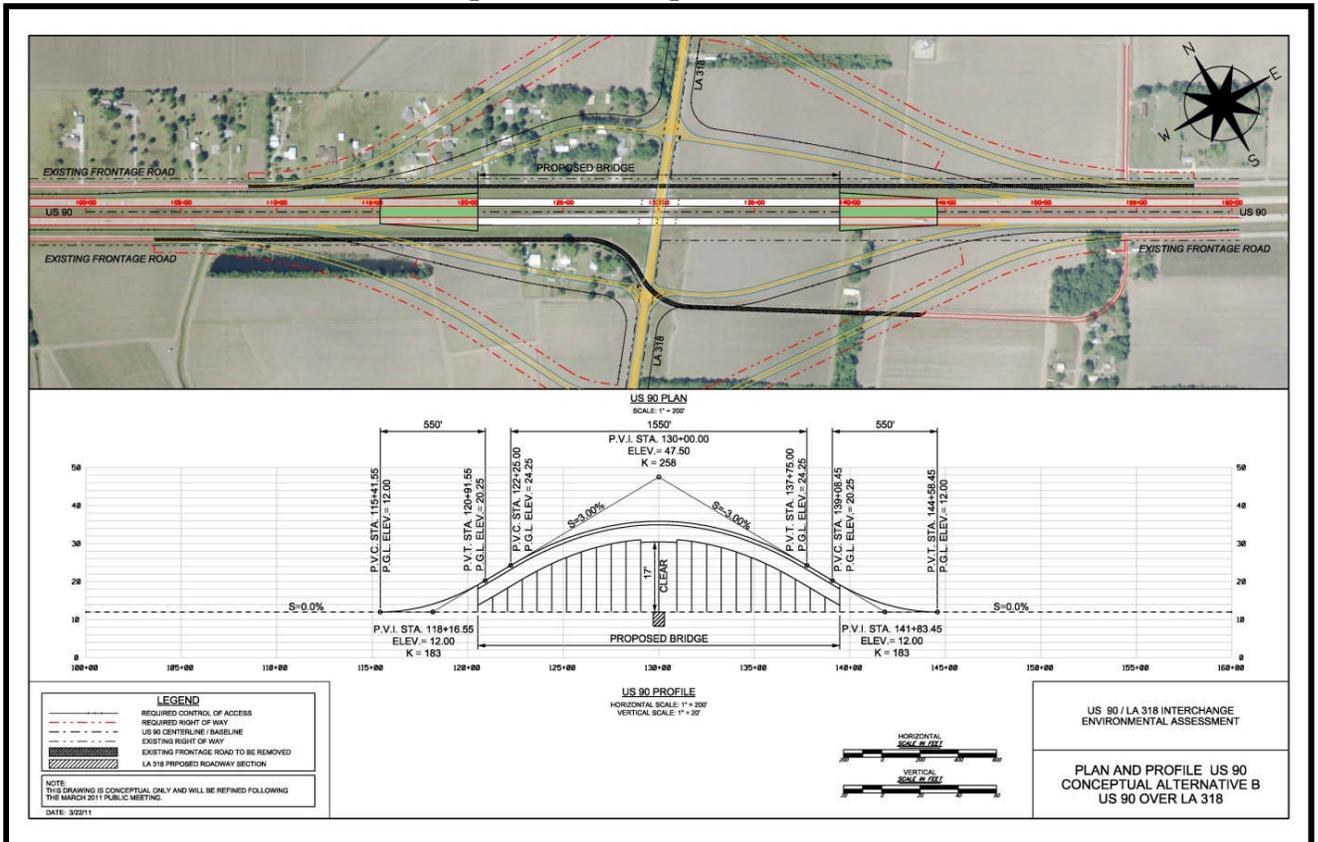


As part of Conceptual Alternative B, US 90 would be elevated over LA 318. **Figure 2-7** illustrates a typical section of the separate bridges required for the US 90 eastbound and westbound travel lanes over LA 318. **Figure 2-8** depicts the limits of the proposed bridge and a profile view of the US 90 overpass and its associated vertical geometry.

**Figure 2-7**  
**Typical Section of US 90 Bridge Over LA 318**



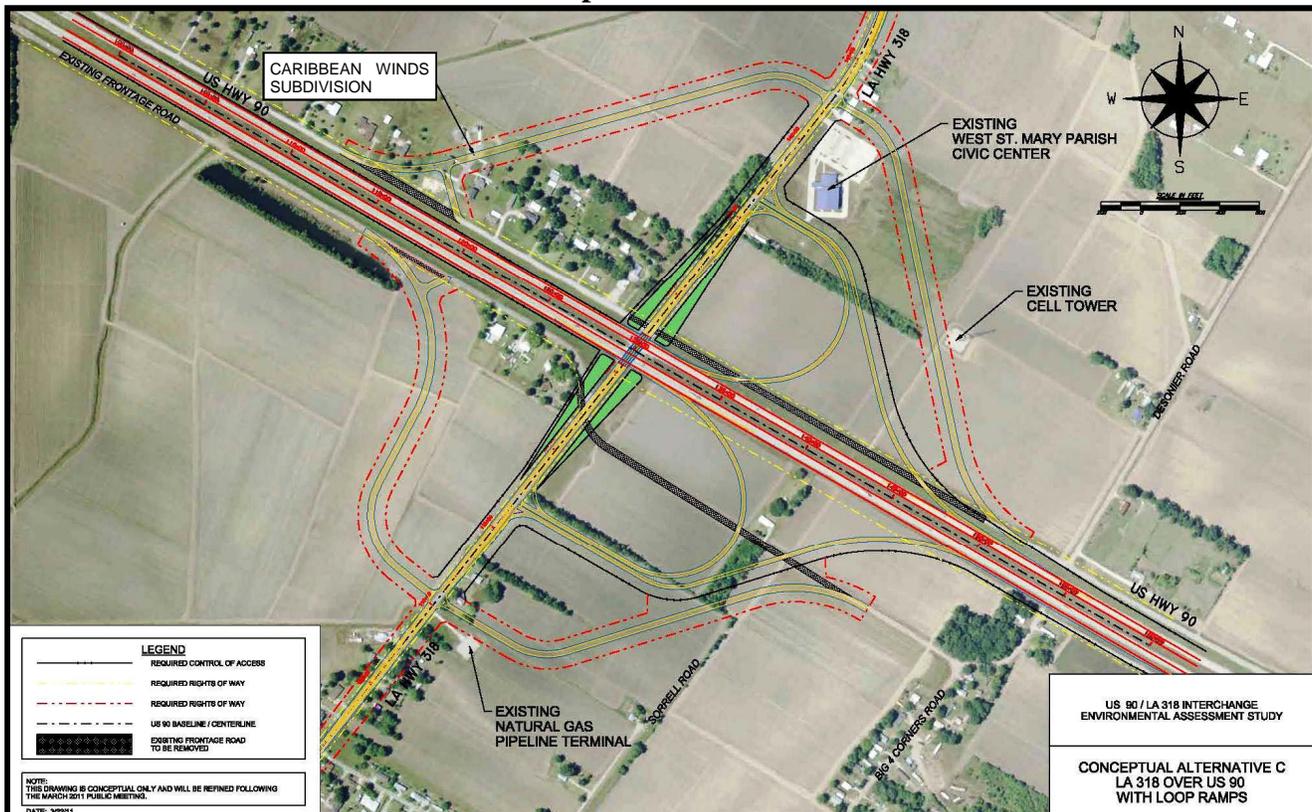
**Figure 2-8**  
**US 90 Overpass for Conceptual Alternative B**



The US 90 overpass would be constructed within the existing right-of-way. Each directional bridge structure would consist of two 12-foot travel lanes, a 6-foot inside shoulder, and a 10-foot outside shoulder. Other proposed improvements associated with Conceptual Alternative B include the widening of LA 318 (see **Figure 2-3** for typical section) and relocating frontage roads (see **Figure 2-5** for typical section). As previously shown in **Figure 2-6**, the entrance and exit ramps would intersect with LA 318 a closer distance to US 90 on both the north and south side in comparison to Conceptual Alternative A. Subsequently the relocated frontage roads would not extend as far north and south along LA 318, with the north frontage road located south of the West St. Mary Civic Center.

**Conceptual Alternative C** was the retained Interchange Concept No. 1 that evolved from the *Stage 0 Feasibility Study* and is depicted in **Figure 2-9**. This interchange configuration consists of a partial cloverleaf interchange, with an overpass on LA 318 spanning over US 90. All entrance and exit ramps would be located on the east side of LA 318. As part of the cloverleaf concept, a loop ramp would service the westbound on movement of traffic in the northeast quadrant and a loop ramp would service the eastbound off movement in the southeast quadrant. The westbound off ramp located in the northeast quadrant and the eastbound on ramp located in the southeast quadrant are configured in a diamond alignment. Just east of LA 318, a portion of each loop ramp parallels an adjacent ramp where the traffic flow would be in the opposite direction.

**Figure 2-9**  
**Conceptual Alternative C**



The north frontage road would extend north of the West St. Mary Civic Center and the south frontage road would extend to the property line of an existing Natural Gas Pipeline Terminal. As part of Conceptual Alternative C, LA 318 would be elevated over US 90 with a bridge structure. The limits of the proposed bridge and a profile view of the LA 318 overpass and its associated vertical geometry are presented in **Figure 2-10**.

**Figure 2-10**  
**LA 318 Overpass for Conceptual Alternative C**

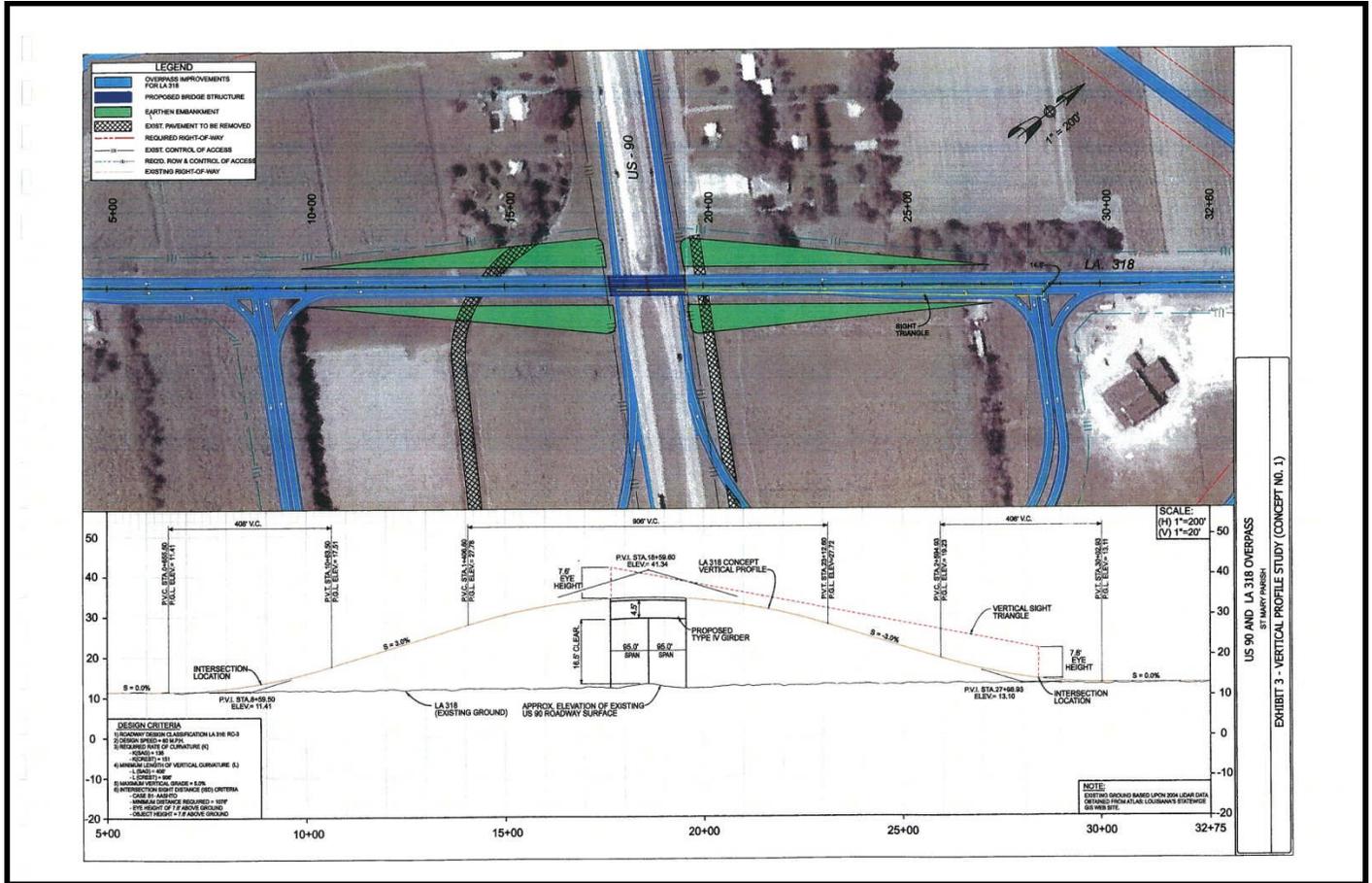
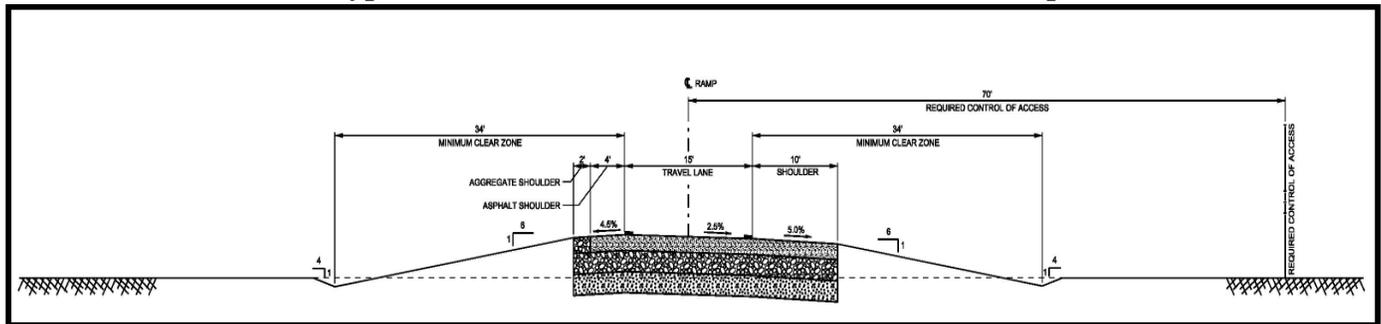


Figure Source: *US 90 and LA 318 Overpass Stage 0 Feasibility Study, May 2007*

Conceptual Alternative C would also include the upgrading of LA 318 (see **Figure 2-3** and **Figure 2-4** for roadway and bridge typical sections, respectively) and relocating frontage roads (see **Figure 2-5** for typical section). The proposed typical section for all entrance and exit ramps for each of the conceptual alternatives is similar and is shown in **Figure 2-11**. The ramps include one, 15-foot travel lane, a 6-foot inside shoulder, and a 10-foot outside shoulder.

Figure 2-11  
Typical Section of One-Lane Entrance and Exit Ramp



## 2.4 Preliminary Evaluation of Conceptual Alternatives

An open forum Public Information Meeting was held at the West St. Mary Civic Center on March 22, 2011 to provide citizens an opportunity to view the conceptual alternatives being considered for the project (see **Chapter 6**; Agency, Public, and Tribal Coordination and Involvement). In addition to presenting the conceptual alternatives, other goals of the Public Meeting were to identify concerns and to identify public preference for an alternative. This would then assist LADOTD and FHWA in selecting two of the three conceptual alternatives for further analysis in the EA. Comments received, as well as the preferences expressed by the public for each of the conceptual alternatives were as follows:

- 4% preferred the No-Build Alternative;
- 3% preferred Conceptual Alternative A;
- 65% preferred Conceptual Alternative B;
- 11% preferred Conceptual Alternative C; and
- 17% did not make a preference selection.

Commenters generally preferred Conceptual Alternative B, US 90 grade-separated over LA 318, because it would provide port-related traffic and sugar cane trucks and tractors easier access to LA 318 than if LA 318 was grade separated over US 90. The primary reason given for preference for Conceptual Alternative C was fewer residential displacements.

Prior to LADOTD's selection of two alternatives to be carried forward in the EA, the conceptual alternatives were evaluated in terms of impacts to the surrounding community, feasibility, design considerations, constructability, cost, and public support. The evaluation screening was performed through the use of the project developed geographical information system (GIS) analysis and through field reconnaissance. **Table 2-1** provides a summary of the conceptual alternative screening evaluation.

**Table 2-1  
Conceptual Alternative Screening Evaluation <sup>1</sup>**

Evaluation Criteria	Unit	Conceptual Alternative		
		A	B	C
<b>Interchange Alignment and Right-of-way (ROW) Considerations</b>				
Interchange Type - Rural	n/a	Diamond	Diamond	Partial Cloverleaf
Ramp Configuration	n/a	4 quadrants, diamond	4 quadrants, diamond	2 quadrants, 2 loop ramps
Bridge Configuration	n/a	LA 318 over US 90	US 90 over LA 318	LA 318 over US 90
Estimated Required Right-of-way	acres	121	64	83
<b>Roadway Geometry Considerations</b>				
Bridge Fill Height	feet	11	7.5	22
Ramp Geometry:				
Design Speed at Gore	MPH	50	50	50
Design Speed on Ramp	MPH	40	40	40
Design Speed at Intersection	MPH	35	35	35
<b>Constructability / Maintenance of Traffic (MOT) During Construction</b>				
MOT on LA 318	n/a	Construct a detour road for traffic diversion	Construct a detour road or phase traffic and widen roadway	Construct a detour road for traffic diversion
MOT on US 90	n/a	Construct ramps and / or frontage roads first for traffic diversion	Construct ramps and / or frontage roads first for traffic diversion	Construct ramps and / or frontage roads first for traffic diversion
<b>Human Environment Considerations &amp; Estimated Impacts</b>				
Residential Relocations <sup>2,3</sup>	number	37	24	19
Mobile Home Relocations <sup>2,3</sup>	number	11	7	6
Impacts to One Potentially Eligible NRHP Structure	Yes/No	Yes	No	No
Impacts to Caribbean Winds	Yes/No	Yes	Yes	Yes
<b>Physical Environment Considerations &amp; Estimated Impacts</b>				
Natural Gas Pipeline Crossings	number	2	3	3
Natural Gas Pipeline Terminal Impact	Yes/No	No	No	Yes
Sewage Treatment System Impact at West St. Mary Civic Center	Yes/No	Yes	Yes	Yes
Prime Farmland Impacted <sup>2</sup>	Yes/No	Yes	Yes	Yes
<b>Natural Environment Considerations &amp; Estimated Impacts</b>				
Wetlands Directly Impacted <sup>2</sup>	acres	0	0	0
100-Year Floodplains Impacted <sup>2</sup>	acres	0	0	< 1
Streams Impacted <sup>2</sup>	acres	0	0	0
Aquatic Habitat Impacts	Yes/No	Yes	Yes	No
<b>Estimated Cost Considerations (\$2010)</b>				
Right-of-way Cost – Land only	\$20,000/acre	\$ 2,420,000	\$ 1,280,000	\$ 2,420,000
Residential Structure Acquisition	\$150,000 ea.	\$ 5,550,000	\$ 3,600,000	\$ 2,850,000
Mobile Home Structure Acquisition	\$25,000 ea.	\$ 275,000	\$ 175,000	\$ 150,000
Estimated Construction Cost	Millions \$	\$ 18 M	\$ 31 M	\$ 11 M <sup>4</sup>

Notes:

1. Estimated impacts are based on conceptual alternative interchange layouts dated March 22, 2011 and are subject to change.
2. Impacts will be quantified upon further development of required right-of-way.
3. Residential impacts assume worst case scenario; a structure may not be directly impacted but the parcel may be rendered unusable.
4. Construction cost estimate source: *Stage 0 Feasibility Study* (May 2007) adjusted to 2010.

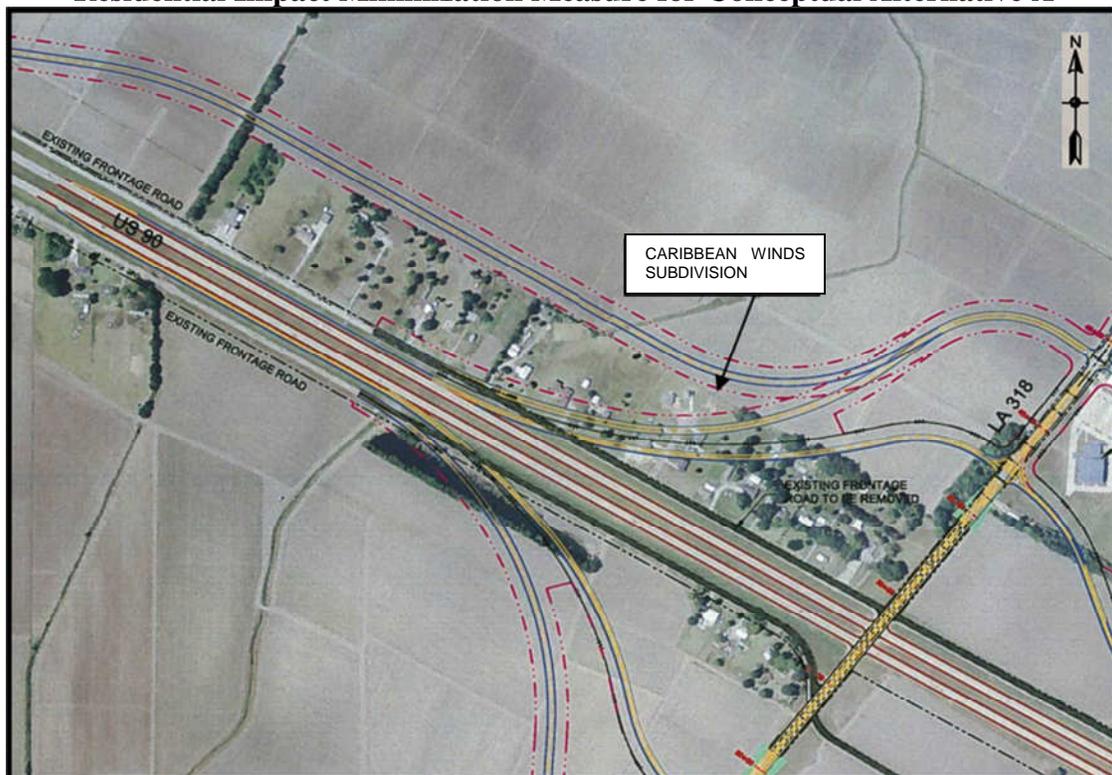
## 2.5 Conceptual Alternatives Refinement to Minimize Residential Impacts

In response to public comments regarding concerns about residential impacts, modifications of highway design features were evaluated for the conceptual alternatives. Recognizing the potential adverse impact to the residential community on the northwest quadrant of each interchange, and without compromising highway safety, it was determined that relocating the proposed two-way frontage road to the north of the residential area could potentially avoid and minimize residential relocations. The residential impact minimization evaluation consisted of the review of existing residential structures, existing parcel boundary limits, and control of access limits for the proposed interchange ramps. It should be noted that the reduction in impacted residential structures does not include potential structure impacts or additional relocations due to control of access criteria that would prohibit access to the US 90 westbound entrance ramp for Conceptual Alternatives A and B. Control of access is further defined in **Section 2.9** and residential impacts due to control of access are described in **Section 4.1**.

### Residential Minimization Measure for Conceptual Alternative A

As shown in **Figure 2-12**, the original alignment of the frontage road bisected the Caribbean Winds subdivision and impacted four residences located to the west of the subdivision. Relocating the proposed frontage road to the north avoids impacts to residential structures located west of the Caribbean Winds subdivision; thus four residential structures can be retained.

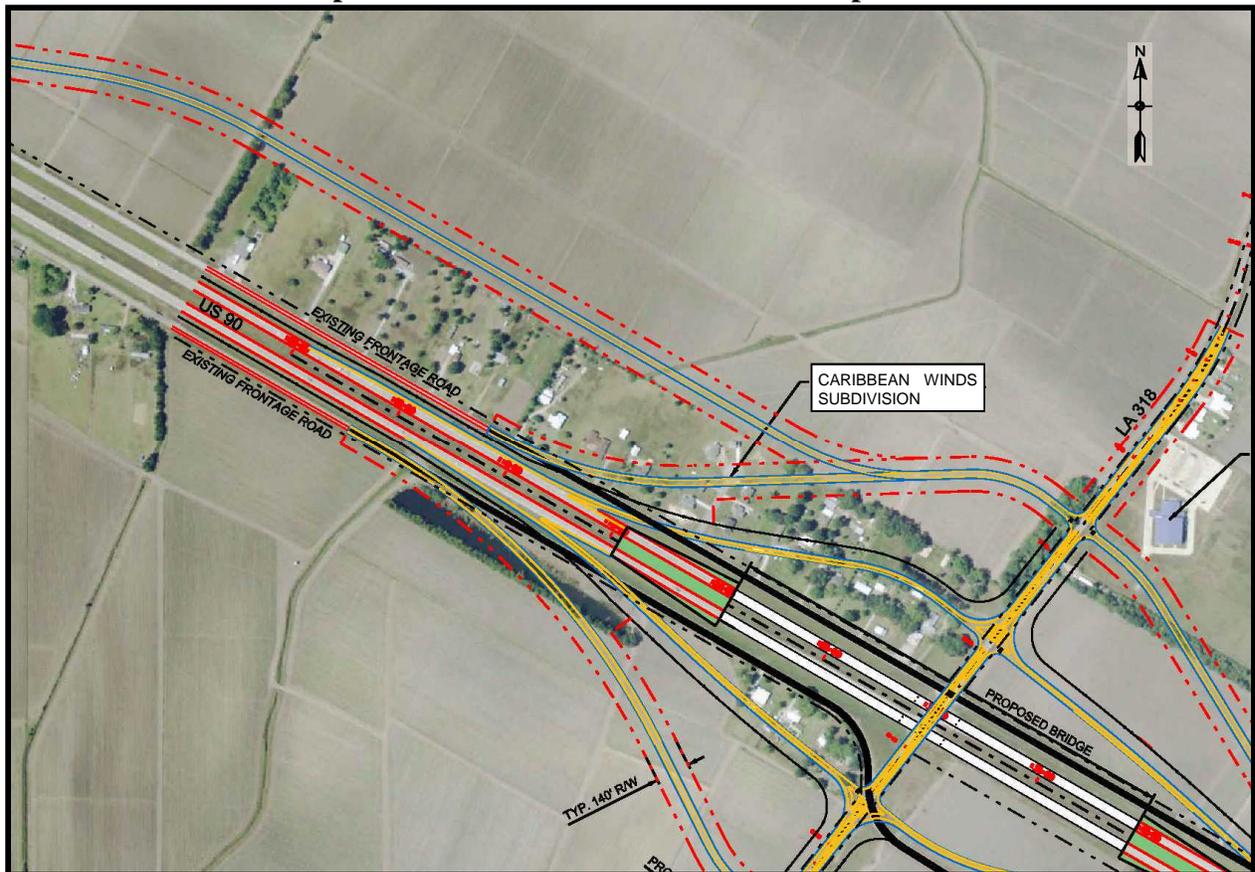
**Figure 2-12**  
**Residential Impact Minimization Measure for Conceptual Alternative A**



**Residential Minimization Measure for Conceptual Alternative B**

As shown in **Figure 2-13**, the original alignment of the frontage road bisected the Caribbean Winds subdivision and impacted five residences located to the west of the subdivision. Relocating the proposed frontage road to the north avoids impacts to five residential structures that are located west of the Caribbean Winds subdivision; thus five residential structures can be retained.

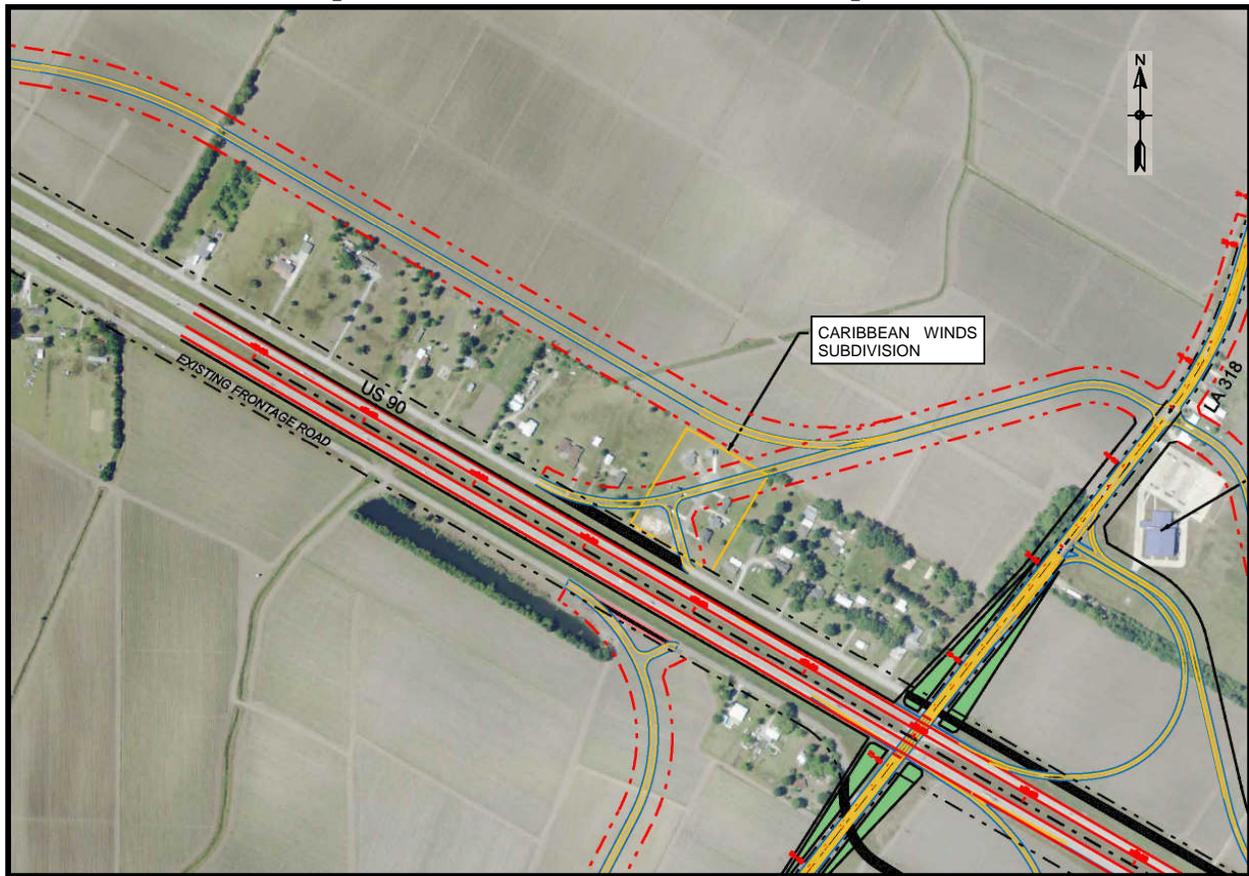
**Figure 2-13**  
**Residential Impact Minimization Measure for Conceptual Alternative B**



**Residential Minimization Measure for Conceptual Alternative C**

As shown in **Figure 2-14**, the original alignment of the frontage road bisected the Caribbean Winds subdivision and impacted four residences located to the west of the subdivision. Relocating the proposed frontage road to the north completely avoids the taking of residential structures that are located in the northwest quadrant of the interchange.

**Figure 2-14**  
**Residential Impact Minimization Measure for Conceptual Alternative C**



**Summary of Residential Minimization Measures**

**Table 2-2** provides a summary of the residential impact minimization evaluation for structures located within the northwest quadrant of each interchange alternative. As shown, the avoidance of 4 to 5 residential structures would result from relocating the frontage road to the north.

**Table 2-2**  
**Summary of Residential Structure Impact Minimization Evaluation**

Number of Structures Impacted	Conceptual Alternative		
	A	B	C
Structures Impacted by Original / South Frontage Road Alignment Only	4	5	4
Structures Impacted by Revised / North Frontage Road Alignment Only	0	0	0
Reduction in Structures Impacted Through Minimization Measure	4	5	4

Note: This evaluation did not consider structure impacts or additional relocations due to control of access criteria.

## 2.6 Identification of Build Alternatives

Based on agency and public comments received as part of the March 22, 2011 Public Meeting regarding impacts to residences and traffic operational concerns, in combination with the preliminary screening evaluation that was conducted for the conceptual alternatives, LADOTD determined that there was sufficient justification to eliminate Conceptual Alternative A.

Conceptual Alternative C was eliminated for similar reasons, with traffic operational concerns being the primary reason for elimination. As shown in **Figure 2-9**, the loop ramp located in the southeast quadrant of the interchange would serve as the US 90 eastbound exit ramp. During the sugar cane harvest season, large trucks and tractor-trailers loaded with sugar cane destined for the St. Mary Sugar Cooperative, would have to exit US 90, then traverse the loop ramp at a relatively low speed eventually stopping at the LA 318 intersection. These vehicles would then turn right and travel northward along the proposed LA 318 bridge over US 90 where the vertical approach grades would further impede traffic conditions.

Due to public preference, in addition to overall engineering and environmental feasibility, it was determined that Conceptual Alternative B would be retained. For purposes of this EA, Conceptual Alternative B was simply renamed Alternative B.

Upon further review of interchange geometric layouts and preliminary environmental impacts, LADOTD determined it was necessary to develop an additional build alternative for evaluation within the Draft EA. The new concept, identified as Alternative D, consists of a combination of interchange design features from both Conceptual Alternative A and Conceptual Alternative C.

## 2.7 Alternatives Evaluated in this EA

Alternative B and Alternative D were the build alternatives selected and subsequently carried forth for further evaluation in the Draft EA. The No-Build Alternative and build alternatives, Alternative B and Alternative D, are described below. Subsequent refinements to the build alternatives are also discussed.

As a result of public input and comments received at the July 17, 2012 Public Hearing, a new build alternative was developed. Alternative E was evaluated in terms of impacts and compared against Alternative B and Alternative D in this EA and is described below.

### **No-Build Alternative**

The first possible alternative considered is the No-Build Alternative. This alternative would leave the US 90 at LA 318 intersection as it exists; no major reconstruction would be undertaken. Only minor repairs or improvements and routine annual maintenance would be performed. The No-Build Alternative serves as a benchmark to allow for the meaningful comparison of the magnitude of environmental effects associated with the build alternatives.

## **Alternative B**

The interchange configuration for Alternative B is presented in **Figure 2-15**. Alternative B consists of a grade-separated, rural diamond interchange with an overpass structure along US 90 that spans over LA 318. Diamond interchanges are the simplest and most common type of interchange.

The diamond or diagonally configured entrance and exit ramps would provide relatively high speed access from US 90 to LA 318 consistent with the posted speed limit for all vehicle types. Based on LADOTD design guidelines, the ramps would intersect with LA 318 approximately 400 feet to the north and south of the existing centerline of US 90. The minimum distance between the ramps and proposed frontage roads is approximately 600 feet. Based on the 400-foot and 600-foot distances, the north frontage road would intersect LA 318 south of the West St. Mary Civic Center.

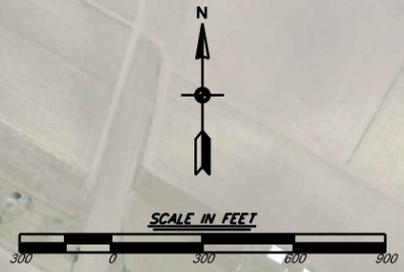
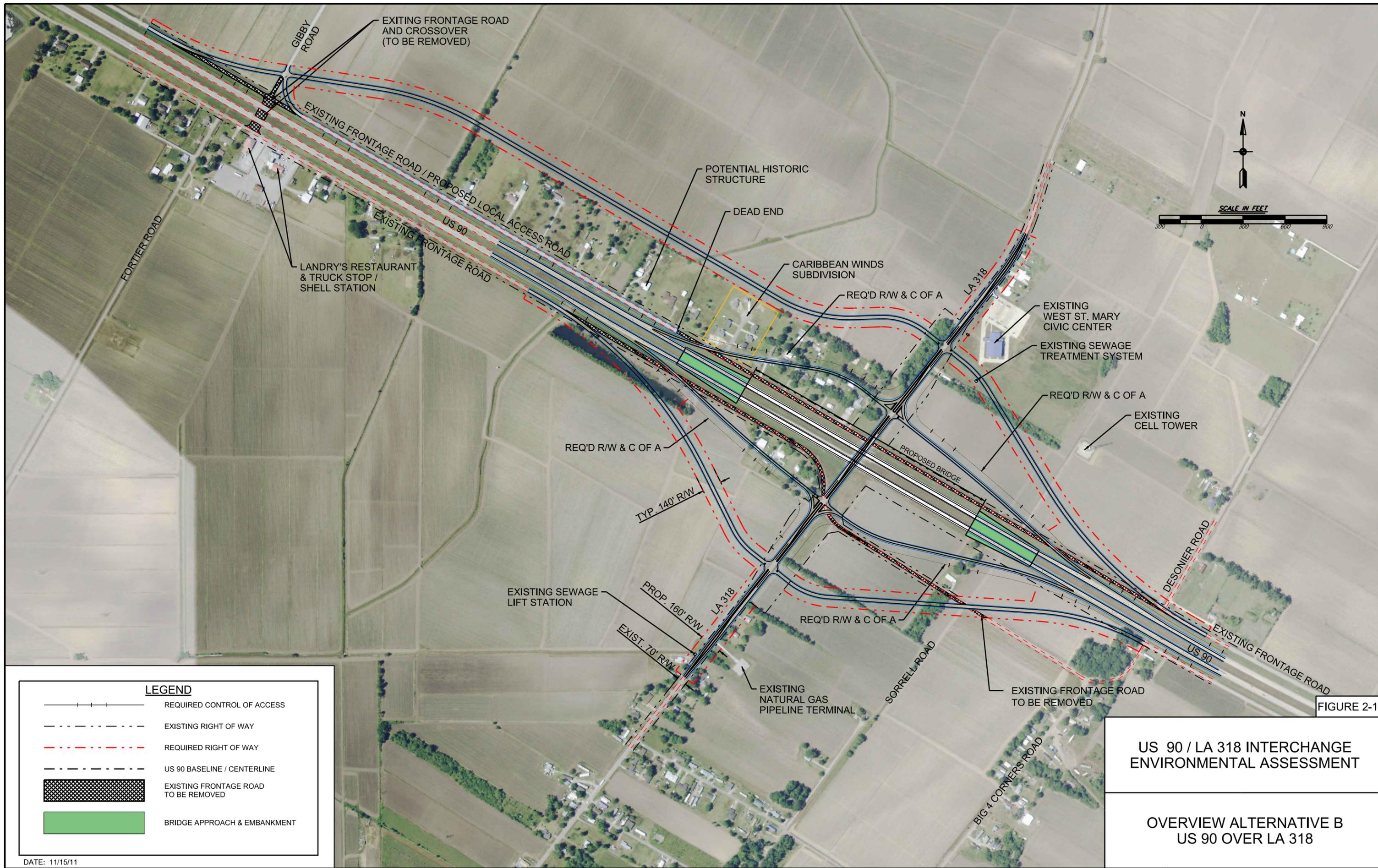
As part of Conceptual Alternative B, US 90 would be elevated over LA 318. As previously shown in **Figure 2-7**, separate bridges would be required for the US 90 eastbound and westbound travel lanes over LA 318. Each bridge would be 40-feet wide and approximately 1,894-feet long. The bridges would be constructed within the existing US 90 right-of-way.

The proposed two-way frontage road located in the northwest quadrant of the interchange was realigned from the original conceptual alternative concept as previously discussed in **Section 2.5**. The proposed alignment for the two-way frontage road is located to the north of the existing residential area that fronts the existing frontage road. The new frontage road would extend approximately 1 mile to the west of LA 318 before connecting to the existing frontage road. The existing frontage road that would serve as a proposed local access road would tie into the proposed two-way frontage road on the west end, forming a “T” intersection. On the east end, the existing frontage road / proposed local access road would terminate just west of the Caribbean Winds subdivision at a proposed dead end. The existing median crossover on US 90 located near Landry’s Seafood House, the Silver Fox Casino, and Landry’s Auto Truck Stop would be removed to provide full control of access on US 90.

Both of the US 90 ramp junctions and frontage road intersections at LA 318 would operate under stop-controlled conditions. Additional improvements include widening LA 318 in the vicinity of the proposed interchange and providing exclusive left-turn lanes at the frontage road and ramp intersections. Portions of the existing frontage roads located north and south of US 90 would be removed.

## **Alternative D**

The interchange configuration for Alternative D is presented in **Figure 2-16**. Alternative D consists of a combination partial cloverleaf (one loop ramp) and diamond interchange. LA 318 would be grade-separated over US 90 with a bridge, as previously shown in **Figure 2-4**. The LA 318 bridge would be 52 feet wide and approximately 1,158 feet long.



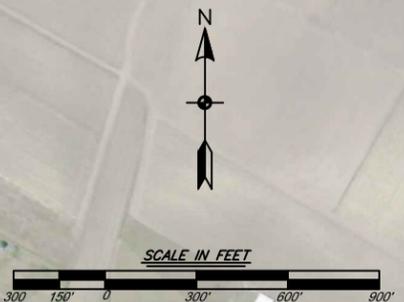
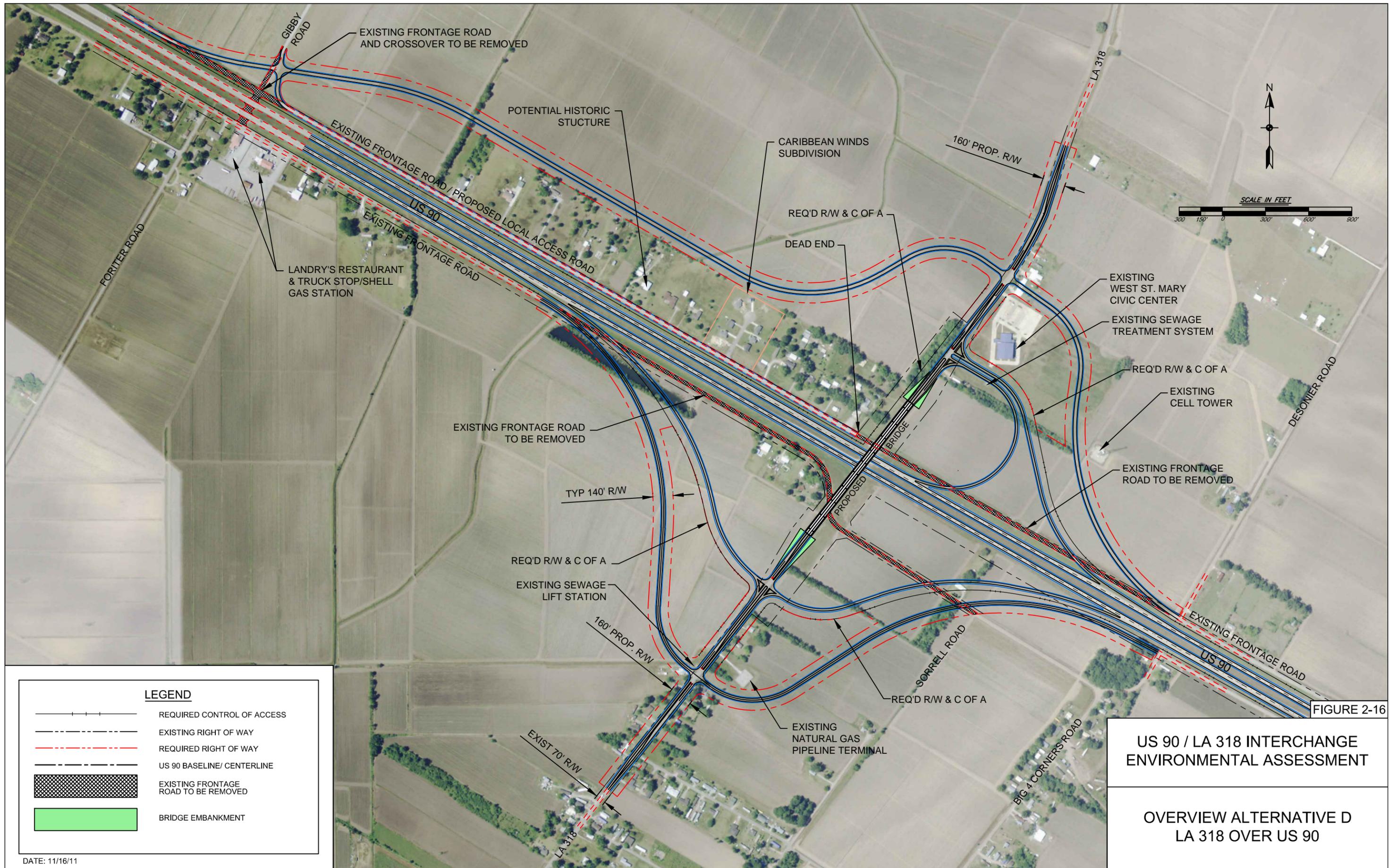
LEGEND	
	REQUIRED CONTROL OF ACCESS
	EXISTING RIGHT OF WAY
	REQUIRED RIGHT OF WAY
	US 90 BASELINE / CENTERLINE
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE APPROACH & EMBANKMENT

DATE: 11/15/11

FIGURE 2-15

US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT

OVERVIEW ALTERNATIVE B  
US 90 OVER LA 318



LEGEND	
	REQUIRED CONTROL OF ACCESS
	EXISTING RIGHT OF WAY
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT

DATE: 11/16/11

FIGURE 2-16

**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**OVERVIEW ALTERNATIVE D  
LA 318 OVER US 90**

As part of the interchange configuration, the loop ramp would be constructed in the northeast quadrant of the interchange. The loop ramp would serve as the US 90 westbound entrance ramp and would be accessed by way of LA 318 just south of the West St. Mary Civic Center. A diagonal westbound exit ramp from US 90 to LA 318 is also proposed in this quadrant of the interchange. At LA 318, the loop entrance ramp and diagonal exit ramp would form a “T” intersection with LA 318.

Just east of LA 318, the loop entrance ramp and diagonal exit ramp would be constructed parallel to each other, where opposing ramp traffic movements would be separated by a 14-foot depressed median (measured from edge of shoulder to edge of shoulder). The distance between edge of travel lane to edge of travel lane is 30 feet. The parallel ramp alignment configuration would extend approximately 600 feet east of LA 318 until a point where the ramps begin to diverge. On the south side of US 90, diagonal exit and entrance ramps would be located on the southwest and southeast quadrants of the interchange, respectively.

LA 318 would be elevated over US 90. The location where the entrance and exit ramps would tie into LA 318 is based on the vertical alignment of LA 318 and would occur at the point when the vertical profile meets existing grade. Based on LADOTD design guidelines, the ramps would intersect with LA 318 approximately 900 feet to the north of the existing centerline of US 90 and approximately 1,000 feet to the south of the existing centerline of US 90. The minimum distance between the ramps and relocated frontage roads is approximately 600 feet. Based on the 900-foot and 600-foot distances, the north frontage road would intersect LA 318 north of the West St. Mary Civic Center.

Similar to Alternative B, the proposed two-way frontage road located in the northwest quadrant of the interchange was realigned from the original conceptual alternative concept as previously discussed in **Section 2.5**. The proposed alignment for the two-way frontage road is located to the north of the existing residential area that fronts the existing frontage road. The new frontage road would extend approximately 1 mile to the west of LA 318 before connecting to the existing frontage road. The existing frontage road, which would serve as a proposed local access road, would tie into the proposed two-way frontage road on the west end, forming a “T” intersection. On the east end, the existing frontage road / proposed local access road would extend to just west of LA 318 and terminate at a turnaround or cul-de-sac. The existing crossover on US 90 located near Landry’s Seafood House, the Silver Fox Casino, and Landry’s Auto Truck Stop would be removed to provide full control of access on US 90.

This concept also includes reconfiguring the existing frontage roads to resemble a spread diamond layout in each quadrant of the interchange. Both of the US 90 ramp junctions and frontage road intersections at LA 318 would operate under stop-controlled conditions. Additional improvements associated with Alternative D include the following:

- Widening LA 318 in the vicinity of the proposed interchange and providing exclusive left-turn lanes at ramp and frontage road intersections;
- Providing an exclusive right-turn lane for northbound LA 318 traffic turning right onto the US 90 westbound entrance loop ramp;

- Relocating the West St. Mary Civic Center driveway from LA 318 to the northeast quadrant frontage road due to control of access on LA 318; and
- Relocating the existing Natural Gas Pipeline Terminal driveway from LA 318 to the southeast quadrant frontage road due to control of access on LA 318.

### **Alternative E**

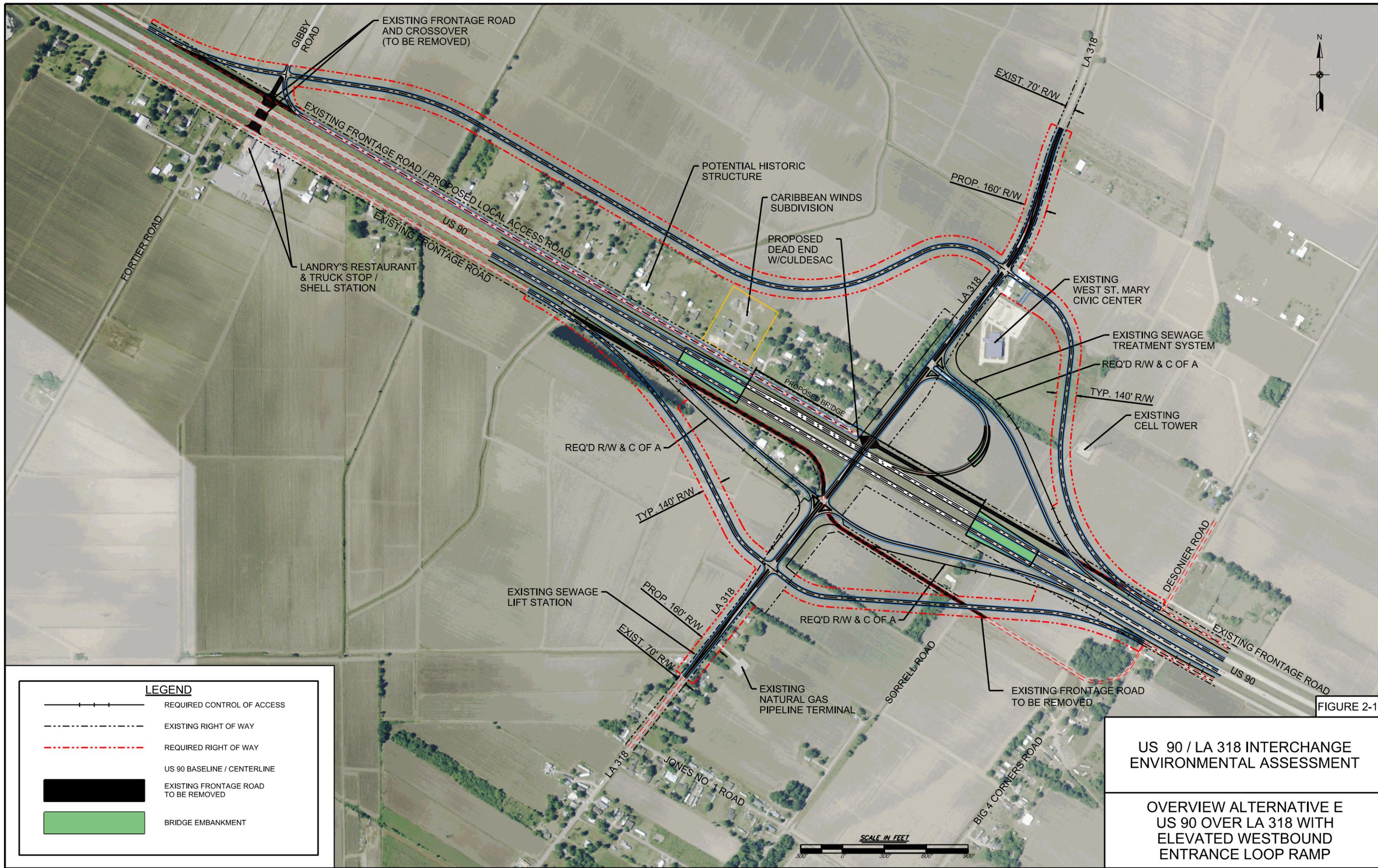
The interchange configuration for Alternative E is presented in **Figure 2-17** and combines design elements from Alternatives B and D. Alternative E consists of an overpass structure along US 90 that spans over LA 318, as presented in Alternative B, in combination with the grade-separated, partial cloverleaf (one loop ramp) and diamond interchange as presented in Alternative D.

Under Alternative E, US 90 would be elevated over LA 318. As previously shown in **Figure 2-7**, separate bridges would be required for the US 90 eastbound and westbound travel lanes over LA 318. Each bridge would be 40-feet wide and approximately 1,894-feet long. The bridges would be constructed within the existing US 90 right-of-way.

As part of the interchange configuration, the loop ramp would be constructed in the northeast quadrant of the interchange. The loop ramp would serve as the US 90 westbound entrance ramp and would be accessed by way of LA 318 just south of the West St. Mary Civic Center. A diagonal westbound exit ramp from US 90 to LA 318 is also proposed in this quadrant of the interchange. At LA 318, the loop entrance ramp and diagonal exit ramp would form a “T” intersection with LA 318.

The proposed two-way frontage road located in the northwest quadrant of the interchange was realigned from the original conceptual alternative concept as previously discussed in **Section 2.5**. The proposed alignment for the two-way frontage road is located to the north of the existing residential area that fronts the existing frontage road. The new frontage road would extend approximately 1 mile to the west of LA 318 before connecting to the existing frontage road. The existing frontage road would serve as a proposed local access road and would tie into the proposed two-way frontage road on the west end, forming a “T” intersection. On the east end, the existing frontage road / proposed local access road would extend to just west of LA 318, on the east side of Caribbean Winds subdivision, and terminate at a turnaround or cul-de-sac. The existing median crossover on US 90 located near Landry’s Seafood House, the Silver Fox Casino, and Landry’s Auto Truck Stop would be removed to provide full control of access on US 90.

Due to intersection spacing requirements, direct access from LA 318 to the properties along the existing frontage road will be removed. The existing frontage road/proposed local access road will terminate with a cul-de-sac that will accommodate both local traffic and garbage collection vehicles. Emergency responders and residents will access the subdivision by turning west from LA 318 onto the new frontage road, then turning onto the proposed access road.



LEGEND	
	REQUIRED CONTROL OF ACCESS
	EXISTING RIGHT OF WAY
	REQUIRED RIGHT OF WAY
	US 90 BASELINE / CENTERLINE
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT

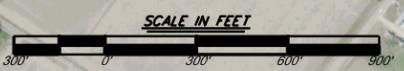


FIGURE 2-17

**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**OVERVIEW ALTERNATIVE E  
US 90 OVER LA 318 WITH  
ELEVATED WESTBOUND  
ENTRANCE LOOP RAMP**

Just east of LA 318, the loop entrance ramp and diagonal exit ramp would be constructed parallel to each other, where opposing ramp traffic movements would be separated by a 14-foot depressed median (measured from edge of shoulder to edge of shoulder). The distance between edge of travel lane to edge of travel lane is 30 feet. The parallel ramp alignment configuration would extend approximately 600 feet east of LA 318 until a point where the ramps begin to diverge. On the south side of US 90, diagonal exit and entrance ramps would be located on the southwest and southeast quadrants of the interchange, respectively.

In the southeast quadrant of the interchange, the existing frontage road will be removed, thus eliminating access to Sorrell Road from the frontage road. This portion of Sorrell Road is an unpaved farm road, and there will be no connection to the new frontage road under the build alternatives. The paved portion of Sorrell Road, which parallels LA 318, ends east of the existing gas pipeline terminal. For local traffic and emergency vehicles, Sorrell Road can be accessed from LA 318 via Jones No. 1 Road or from Big 4 Corners Road.

In Alternate E, both of the US 90 ramp junctions and frontage road intersections at LA 318 would operate under stop-controlled conditions. Additional improvements include widening LA 318 in the vicinity of the proposed interchange, providing exclusive left-turn lanes at the frontage road and ramp intersections, and an exclusive right-turn lane for northbound LA 318 traffic turning right onto the US 90 westbound entrance loop ramp. Portions of the existing frontage roads located north and south of US 90 would be removed. The existing driveway from LA 318 to the Natural Gas Pipeline Terminal will remain at its existing locations. The existing driveway for the West St. Mary Civic Center will be relocated from LA 318 to the northeast quadrant frontage road due to control of access on LA 318.

**Interchange Design Features**

**Table 2-3** provides a brief summary of interchange design features and operational characteristics associated with Alternative B, Alternative D, and Alternative E.

**Table 2-3  
Comparison of Build Alternative Interchange Design and Operational Features**

Evaluation Criteria	Build Alternative		
	B	D	E
<b>Interchange Alignment and Right-of-way Considerations</b>			
Interchange Type - Rural	Diamond	Combination Partial Cloverleaf and Diamond	Combination Partial Cloverleaf and Diamond
Ramp Configuration / Location	Diamond / Diagonal Ramps Constructed in 4 Quadrants	One Loop Ramp and 3 Diamond / Diagonal Ramps Constructed in 3 Quadrants	One Loop Ramp and 3 Diamond / Diagonal Ramps Constructed in 3 Quadrants
Grade- Separation	US 90 over LA 318	LA 318 over US 90	US 90 over LA 318
Bridge Configuration	US 90 – Double Structure	LA 318 – Single Structure	US 90 – Double Structure
Bridge Length (approximate)	1,894 feet each	1,158 feet	1,894 feet each
Bridge Width <sup>1</sup>	40 feet each	52 feet	40 feet each
Estimated Bridge Cost (\$ 2010) <sup>2</sup>	\$18.2 million	\$7.2 million	\$18.2 million
Estimated Construction Cost (\$	\$39.4 million	\$26.0 million	\$44.7 million

**Table 2-3  
Comparison of Build Alternative Interchange Design and Operational Features**

Evaluation Criteria	Build Alternative		
	B	D	E
2010) <sup>2</sup>			
Comparison of Magnitude of Right-of-way	Moderate	Greater Due To Loop Ramp Geometry	Greater Due To Loop Ramp Geometry
Estimated Required Right-of-way	66.9 acres	109.3 acres	83.2 acres
<b>Operational Features</b>			
Driver Expectancy Relative to Entrance & Exit Ramp Locations	More Common	Less Prevalent With Loop Ramp	Less Prevalent With Loop Ramp
Ramp Speed for Vehicle Types <sup>3</sup>	Diamond Ramp: Relatively High Speed For All Vehicles	Loop Ramp: Lower Speed For Large Trucks and Tractor-Trailers	Loop Ramp: Lower Speed For Large Trucks and Tractor-Trailers
LA 318 at Ramp Intersection Turning Movement Conflicts	One-Way Ramp: 1 Turning Movement Conflict <sup>4</sup>	Two-Way Ramp: 2 Turning Movement Conflicts <sup>5</sup>	Two-Way Ramp: 2 Turning Movement Conflicts <sup>5</sup>

Notes:

1. Bridge width is from face to face of bridge rails and equal to roadway width.
2. Bridge construction cost estimate presented for order of magnitude informational purposes only. Estimated construction cost does not include right-of-way or relocations. See **Section 2.11** for total interchange cost estimate.
3. Ramp speed would be consistent with the posted speed limit.
4. For one-way ramp, turning movement conflict would consist of through movement traffic on LA 318 opposed by left-turn movement traffic onto the entrance ramp.
5. For two-way ramp, turning movement conflicts would consist of: 1) southbound through movement traffic on LA 318 opposed by left-turn movement traffic from the exit ramp, and 2) northbound through movement traffic on LA 318 opposed by left-turn movement traffic onto the entrance ramp.

## 2.8 Preferred Alternative

The final phase of the alternatives development process is the selection of a preferred alternative by the FHWA and LADOTD. As a result of public input and comments at the Public Hearing and received during the 30-day comment period, a new build alternative was developed. Alternative E was a combination of both Alternative B and Alternative D, but with fewer overall residential impacts. Since Alternative E achieved all of the positive benefits of either Alternative B or Alternative D but with less residential relocations, it was identified as the preferred alternative by FHWA and LADOTD. Alternative E is being added into this Preliminary Final EA for both citizens and agencies to have an opportunity to see the new build alternative compared against Alternative B and Alternative D. The selection of the preferred alternative took into consideration the environmental effects of each alternative, cost, public opinion, and a number of other factors that are summarized in **Chapter 5**.

## 2.9 Roadway Design Guidelines

The Louisiana Department of Transportation and Development's current roadway design guidelines associated with the proposed improvements are presented in **Table 2-4**. Design guidelines are presented for a rural freeway (F-3), rural freeway entrance and exit ramps, and rural collectors (RC-2 for LA 318 and RC-3 for frontage roads). In addition to the design

guidelines presented in **Table 2-4**, LADOTD speed-lane change standard plans SC-01 and/or SC-02 shall govern the design of the entrance and exit ramps.

### **Control of Access and Associated Access Impacts**

For informational purposes “Control of access refers to the regulation of public access rights to and from properties abutting the highway. With full control of access, preference is given to through traffic by providing access connections with selected public roads only and by prohibiting crossings at-grade and direct private driveway connections.” (*A Policy on Geometric Design of Highways and Streets*, AASHTO, 2004).

Control of access is important because it defines where vehicular access can and cannot connect to a portion of an interchange roadway system, including entrance and exit ramps. The location of the westbound entrance ramp control of access limit in the northwest quadrant of Alternative B will restrict access to all parcels of land / residential property beginning at the Caribbean Winds subdivision and extending eastward to LA 318.

**Table 2-4  
Roadway Design Guidelines**

Route		US 90	US 90 Ramps	US 90 Ramps	LA 318	Frontage Road
Item	Units	Rural Freeway F-3 <sup>1</sup>	Freeway Entrance and Exit Ramps	Loop Ramp	Rural Collector RC-3	Rural Collector RC-2
Design Speed	MPH	70	40-50 <sup>21</sup>	30 <sup>21</sup>	60	50-60 <sup>17, 21</sup>
Level of Service		B	N/A	N/A	N/A	N/A
Average Daily Traffic		N/A	N/A	N/A	Over 2,000 <sup>13</sup>	400 – 2,000 <sup>13</sup>
Number of Travel Lanes		4	1	1	2 to 4 <sup>14</sup>	2
Width of Travel Lane	Feet	12	15	15	12	11 – 12 <sup>18</sup>
Width of Shoulders (Where Used)						
Inside on multilane facilities	Feet	6 <sup>2</sup>	6 <sup>22</sup>	6 <sup>22</sup>	4	N/A
Outside	Feet	10 <sup>3</sup>	10	10	8	4 – 5 <sup>19</sup>
Type of Shoulders		Paved	Paved <sup>22</sup>	Paved <sup>22</sup>	Aggregate (2' min paved) <sup>15</sup>	Aggregate (2' min paved)
Width of Median (minimum)						
(A) Depressed		72 (min) <sup>25</sup> – 100	N/A	N/A	42 (min) – 60 (des)	N/A
(B) Raised		(des)	N/A	N/A	N/A	N/A
(C) Two Way Left Turn Lanes	Feet	N/A	N/A	N/A	N/A	N/A
(D) Continuous Barrier (4 lane)		N/A	N/A	N/A	N/A	N/A
Continuous Barrier (6 lane)		15 <sup>4</sup>	N/A	N/A	N/A	N/A
		27 <sup>4</sup>	N/A	N/A	N/A	N/A
Fore Slope (vertical – horizontal)		1:6	1:6	1:6	1:6	1:4
Back Slope (vertical – horizontal)		1:4	1:4	1:4	1:4	1:4
Pavement Cross Slope	(%)	2.5	2.5	2.5	2.5	2.5
AASHTO K-Value (Crest – Minimum) /(speed)		247 (min)	44 / (40); 84 / (50)	19	151	84/ (50); 151 / (60)
AASHTO K-Value (Crest – Desirable)		436 (des) <sup>24</sup>	-	-	-	-
ASSHTO K-Value (Sag - Minimum) /(speed)		181	64/ (40); 96 / (60)	37	136	96/ (50); 136 / (60)
Maximum Superelevation <sup>5</sup>	%	10	8	8	10	10
Minimum Radius <sup>6</sup> (With 10% Superelevation)	Feet	1,700			1,100	700 <sup>20</sup>
Minimum Radius <sup>23</sup> (With 8% Superelevation)	Feet		444 (40 mph) <sup>23</sup> 758 (50 mph) <sup>23</sup>	214 (30 mph) <sup>23</sup>		
Maximum Grade	(%)	3 <sup>7</sup>	3	3	5	6 (50 mph) 5 (60 mph)
Minimum Vertical Clearance	Feet	16.5	16.5	16.5	16.5	16.5

**Table 2-4  
Roadway Design Guidelines**

Route		US 90	US 90 Ramps	US 90 Ramps	LA 318	Frontage Road
Item	Units	Rural Freeway F-3 <sup>1</sup>	Freeway Entrance and Exit Ramps	Loop Ramp	Rural Collector RC-3	Rural Collector RC-2
Width of Right-of-Way (A) Depressed Median (B) Median Barrier (C) Min. from Edge of Bridge Structure	Feet	Varies <sup>9</sup> As Needed 15 – 20 <sup>10</sup>	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A
Minimum Clear Zone (From Edge of Travel Lane)	Feet	34 <sup>11</sup>	34 <sup>11</sup>	34 <sup>11</sup>	30	26 (50 mph) 32 (60 mph)
Bridge Design Live Load <sup>12</sup>		AASHTO	AASHTO	AASHTO	AASHTO	AASHTO
Width of Bridge (Min.) (Face to Face Bridge Rail)		Roadway Width	Roadway Width	Roadway Width	Roadway Width	Roadway Width

Source: LADOTD Minimum Design Guidelines, December 2009

1. These guidelines may be used in urban areas.
2. Four feet to be paved, 10 feet to be paved on 6-lane facilities, 12 feet to be paved on 6-lane facilities with truck DDHV greater than 250.
3. Twelve feet paved when truck DDHV is greater than 250.
4. For larger medians two barriers may be required. The maximum offset of 15 feet from barrier to edge of travel lane shall not be exceeded.
5. In Districts 04 and 05, where ice is more frequent, superelevation should not exceed 8 percent from the ASSHTO  $e_{max} = 10\%$  table.
6. It may be necessary to increase the radius of the curve and/or increase shoulder width (maximum of 12 feet) to provide adequate stopping sight distance on structure.
7. Grades 1 percent higher may be used in urban areas.
8. An additional 6 inches should be added for additional future surfacing. Seventeen feet is required for trusses and pedestrian overpasses.
9. As needed for urban projects: 300 feet to 330 feet for rural projects depending on median width.
10. Twenty-five feet shall generally be provided in accordance with EDMS II.1.1.1.
11. For 1:6 Fore Slope.
12. LRFD for bridge design.
13. Current traffic may be used to determine the appropriate classification.
14. For rolling terrain, limited passing sight distance and high percentage trucks, further analysis should be made to determine if additional lanes are required when ADT is above 7,000.
15. For ADT of 5,000 or greater, a minimum of 4-foot must be paved.
16. Where the roadway dips to pass under a structure, a higher vertical clearance may be necessary. An additional 6 inches should be added for additional future surfacing.
17. The design speed may not be less than the posted speed of the overall route.
18. For design speeds greater than 50 mph and ADT greater than 1,500, use 12-foot lanes.
19. For ADT greater than 1,500, use 6-foot shoulders.
20. Radius based on 50 mph. The radius for 60 mph is shown under the RC-3 classification.
21. A design speed of 50 mph is used for the ramp gore areas, a design speed of 40 mph is used along ramp alignments, and a design speed of 30 mph is used for ramp and frontage road intersection approaches.
22. For entrance and exit ramps, the inside shoulder should consist of 2 feet of paved shoulder from the inside edge of the ramp travel lane. The remaining 4 feet of the inside shoulder should consist of aggregate.
23. The maximum superelevation on the entrance and exit ramps is based on the ASSHTO  $e_{max} = 8\%$  tables per LADOTD request.
24. The desirable K-Value of 436 is for US 90 Roadway only, use the minimum K-Value of 247 for Bridge vertical geometry.
25. A design exception may be required if the median is less than 72 feet.

As shown in **Figure 2-15**, only those parcels that directly front the existing frontage road / proposed local access road west of the proposed turnaround will be able to connect with the existing roadway network. The impacts resulting from control of access restrictions are further described in **Section 4.3**, **Section 4.4** and **Section 4.5**.

### **Context Sensitive Solutions and Design**

Context sensitive solutions (CSS) and context sensitive design (CSD) are collaborative, interdisciplinary approaches that involve all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while maintaining safety, mobility, and infrastructure conditions.

Public comments and information acquired from the public and key stakeholders enhanced the Project Team's awareness of environmental conditions in the project area and the desire to select an acceptable alternative for this project. Consideration of CSS and CSD were given during the development of the conceptual alternatives. Frontage road alignment revisions were included in the refinement of the conceptual alternatives that were intended to minimize or avoid residential impacts, and to maintain community cohesion by minimizing the subdivision of property, or segregation of neighborhoods.

## **2.10 Conceptual Engineering Design Layouts**

Typical roadway sections and plan / profile sheets were developed for the build alternatives. **Appendix A**, which contains an engineering **Map Atlas**, presents the conceptual engineering details for all three build alternatives. Based on the proposed typical roadway and bridge sections, in combination with LADOTD design guidelines, geometric details of interchange components are presented in the Map Atlas including the US 90 and LA 318 bridges, ramps, frontage roads, and widening of LA 318. The horizontal geometry for interchange components are presented within the plan / profile sheets that were developed at a scale of 1 inch = 100 feet.

## **2.11 Preliminary Implementation Cost Estimates**

Conceptual construction and right-of-way costs were developed for the build alternatives. **Table 2-5** provides a summary of estimated project implementation costs, which are in 2010 dollars (\$ 2010). It should be noted that project costs could increase in the future due to potential price increases in construction materials, labor, and real estate prices. Such adjustments cannot be made accurately until the date of construction is known.

**Appendix B** contains a summary of the assumptions used in developing the construction cost estimates and includes items such as contingencies and roadway pavement sections. In addition, individual spreadsheets are included for each of the interchange components along with unit costs and estimated quantities. Right-of-way (land cost only) is assumed to be \$20,000 per acre.

Unit costs have been applied to potential structure takings / relocations; residences were estimated at \$150,000 each and mobile homes were estimated at \$25,000 each.

Structure acquisition costs and relocation assistance costs are detailed within **Section 4.1** and a stand-alone report entitled *Conceptual Stage Relocation Plan, US 90 and LA 318 Interchange, St. Mary Parish, Louisiana* (C-Del and URS, November 2011). Below is a summary of the structure acquisition costs and relocation assistance costs that have also been incorporated into the total implementation cost estimate. As shown in **Table 2-5**, the total estimated cost for Alternative B is approximately \$47.0 million, approximately \$32.1 million for Alternative D, and approximately \$48.9 million for Alternative E.

**Table 2-5  
Preliminary Project Implementation Cost Estimate (\$ 2010)**

<b>Cost Component</b>	<b>Alternative B</b>	<b>Alternative D</b>	<b>Alternative E</b>
Right-of-way Cost – Land only	\$ 1,338,000	\$ 2,186,000	\$ 1,664,000
Residential Structure Acquisitions <sup>1</sup>	\$ 4,350,000	\$ 2,550,000	\$ 1,650,000
Mobile Home Structure Acquisitions <sup>1</sup>	\$ 175,000	\$ 175,000	\$ 100,000
Commercial Structure Acquisitions <sup>1</sup>	\$ 150,000	\$ 0	\$ 0
Relocation Assistance <sup>1</sup>	\$ 1,800,000	\$ 1,200,000	\$ 750,000
Estimated Construction Cost	\$ 39,412,000	\$ 25,988,000	\$ 44,735,000
Total Estimated Cost	\$ 47,025,000	\$ 32,099,000	\$ 48,899,000
<b>Total Estimated Cost (rounded)</b>	<b>\$ 47.0 Million</b>	<b>\$ 32.1 Million</b>	<b>\$ 48.9 Million</b>

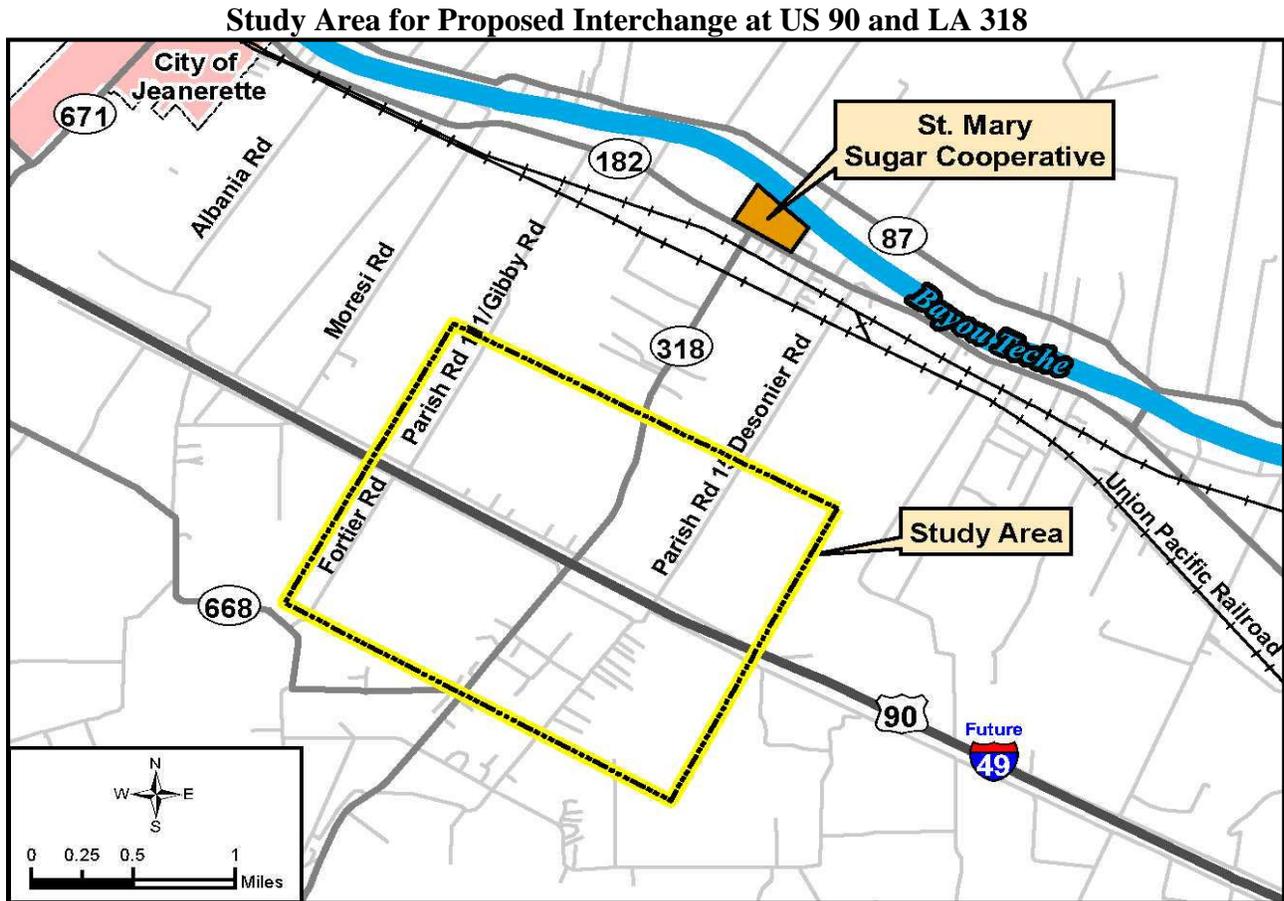
Notes:

1. As summarized within the *Conceptual Stage Relocation Plan* for the project.

# CHAPTER 3.0

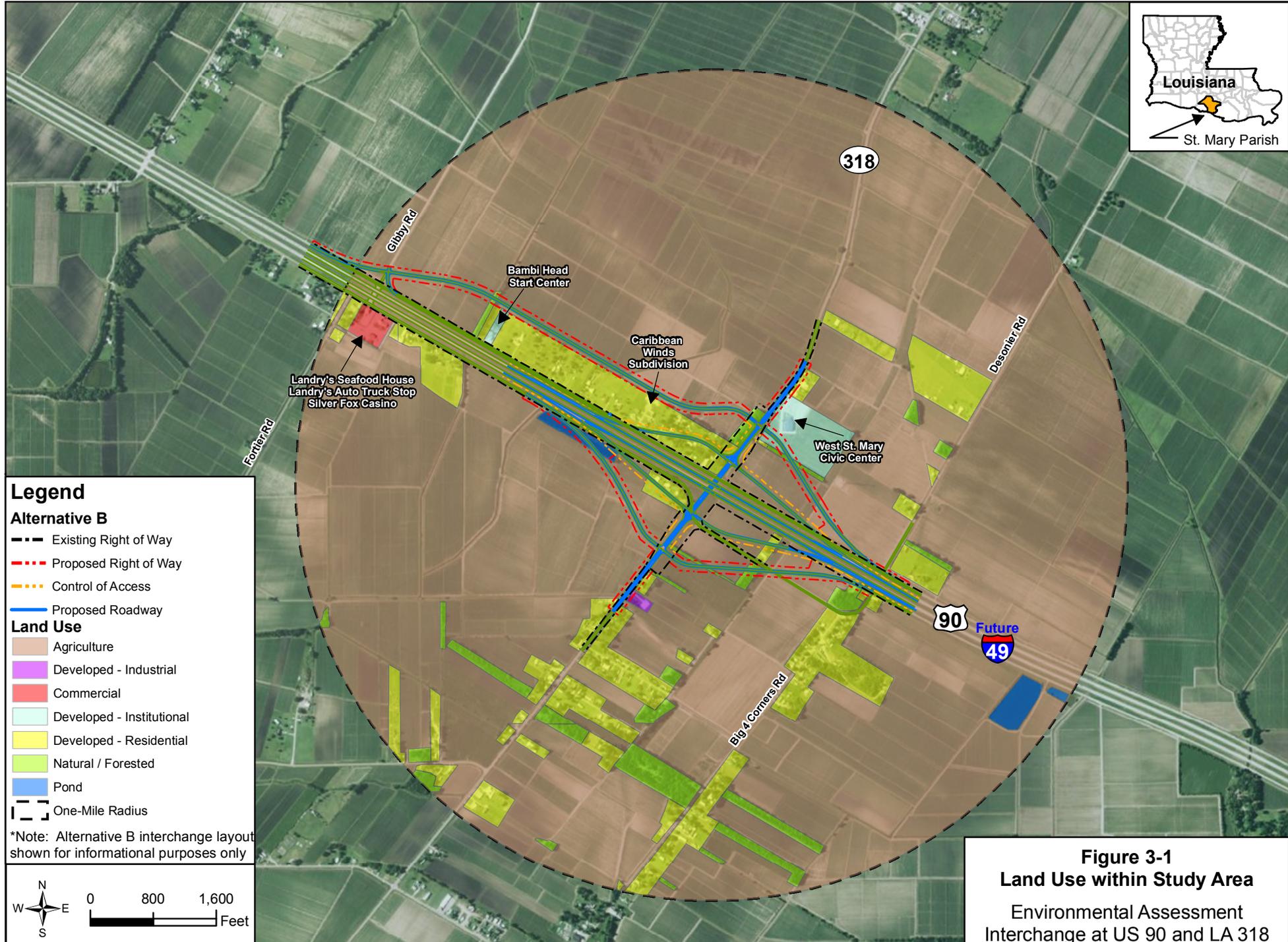
### 3.0 AFFECTED ENVIRONMENT

For the purpose of the affected environment, the study area is delineated in the graphic below, unless otherwise defined.



#### 3.1. Land Use

A one-mile radius surrounding the US 90 and LA 318 intersection was used as the study area for the purposes of the land use analysis, shown in **Figure 3-1**. Land uses were delineated using geographic information system (GIS) analysis into the following categories: developed lands, naturally wooded / forested lands, agricultural lands, and lands containing open water (pond). Developed lands include lands used for residential, commercial, institutional (the West St. Mary Civic Center), and industrial (Natural Gas Pipeline Terminal) purposes, along with major roadways in the study area, US 90 and LA 318. **Figure 3-1** shows the different land use types within the study area and **Table 3-1** presents their approximate acreages.



**Alternative B**

- Existing Right of Way
- - - Proposed Right of Way
- . . Control of Access
- Proposed Roadway

**Land Use**

- Agriculture
- Developed - Industrial
- Commercial
- Developed - Institutional
- Developed - Residential
- Natural / Forested
- Pond
- One-Mile Radius

\*Note: Alternative B interchange layout shown for informational purposes only

**Figure 3-1**  
**Land Use within Study Area**  
 Environmental Assessment  
 Interchange at US 90 and LA 318

**Table 3-1  
Existing Land Use**

Land Use	Acres <sup>2</sup>	Percent
Developed <sup>1</sup>	232	11.5%
Natural	44	2.2%
Agricultural	1,725	85.8%
Pond	10	0.5%
Total	2,011	100%

Notes:

1. Includes residential, commercial, institutional, industrial, and major roadways.
2. Acreage total is based on a one-mile radius surrounding the US 90 and LA 318 intersection.

Land use within this study area is predominantly agricultural (85.8%), with small groupings of residences generally located adjacent to US 90 and LA 318. Caribbean Winds subdivision, located in the northwest intersection quadrant, is the only named subdivision within the study area (includes 12 plats and eight residential structures, of which three are currently occupied). The only existing commercial land use within the one-mile study area includes the Landry’s Seafood House restaurant, Landry’s Auto Truck Stop, and Silver Fox Casino all located outside of the project limits near the western project terminus.

### **Land Use Plans and Other Plans**

Land use planning within the study area is governed through zoning and review by the St. Mary Parish Government, Department of Planning and Zoning. Land use objectives and management patterns are outlined within the *St. Mary Parish Comprehensive Plan*, adopted on December 18, 2002. No updates have been made to the comprehensive plan since that time (St. Mary Parish Government, 2002). The upgrading of US 90 to interstate standards is accounted for within the *St. Mary Parish Comprehensive Plan*. Economic development is facilitated by the Acadiana Regional Development District, which serves as the regional planning and resource center for St. Mary Parish, as well as Acadia, Evangeline, Iberia Lafayette, St. Landry, St. Martin, and Vermillion Parishes. US 90 is described as a highway of significance and a “megaproject” within the *Louisiana Statewide Transportation and Infrastructure Plan – Review and Status Report* (LADOTD, 2008), a long-range planning document that helps guide the investment of public resources in Louisiana.

## **3.2 Demographics / Environmental Justice**

### **Population, Race, and Ethnicity**

**Table 3-2** presents regional population trends in the State of Louisiana, St. Mary Parish, and Census tracts 410 and 411, which encompass the study area to the north and south, respectively (see **Figure 3-2**). Overall, population within these geographic locations has either decreased or increased only slightly over the 20-year period of 1990 - 2010. Whereas Louisiana experienced a 5.9% increase in population from 1990 to 2000, St. Mary Parish and Census tracts 410 and 411 all experienced population decreases from 1990 to 2000. In contrast, Louisiana,



St. Mary Parish, and Census tract 411 all experienced slight population increases from 2000 to 2010; however, Census tract 410 continued to experience a slight population decrease from 2000 to 2010.

**Table 3-2**  
**Regional Population Trends: 1990 to 2000**

Location	Population			Percent Change 1990-2000	Percent Change 2000-2010
	1990	2000	2010		
Louisiana	4,219,973	4,468,976	4,533,372	5.9%	1.4%
St. Mary Parish	58,086	53,500	54,650	- 7.9%	2.1%
Census Tract 410	4,422	4,253	4,190	- 3.8%	- 1.5%
Census Tract 411	2,412	1,877	1,898	- 22.2%	1.1%

Source: U.S. Census Bureau, Summary File 1, 1990, 2000 and 2010.

For a more localized demographic analysis, 2010 population, race, and ethnicity data were collected for the Census blocks located within a one-mile radius of the US 90 and LA 318 intersection. These project-level data, along with regional race and ethnicity data are presented in **Table 3-3**.

**Table 3-3**  
**Total Population, Race, and Ethnicity**

Category	Louisiana		St. Mary Parish		Census blocks within the Study Area <sup>1</sup>	
	Number	Percent	Number	Percent	Number	Percent
Total Population	4,533,372		54,650		877	
<b>Race and Ethnic Origin</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
White Alone	2,734,884	60.3%	31,267	57.2%	218	24.9%
Black or African American Alone	1,442,420	31.8%	17,648	32.3%	616	70.2%
American Indian and Alaskan Native Alone	28,092	0.6%	933	1.7%	1	0.1%
Asian Alone	69,327	1.5%	935	1.7%	8	0.9%
Native Hawaiian and Other Pacific Islander Alone	1,544	0.0%	11	0.02%	0	0.0%
Some Other Race Alone	6,779	0.1%	83	0.2%	4	0.5%
Two or More Races	57,766	1.3%	853	1.6%	8	0.9%
Hispanic or Latino	192,560	4.2%	2,920	5.3%	22	2.5%
Total Racial Minority <sup>2</sup>	1,798,488	39.7%	23,383	42.8%	659	75.1%

Source: U.S. Census Bureau, Summary File 1, 2010.

Notes:

1. Study area includes the Census blocks within a one-mile radius of the US 90 and LA 318 intersection (see **Figure 3-2**).
2. Racial Minority = Black or African American alone, American Indian and Alaskan Native alone, Asian alone, Native Hawaiian and Other Pacific Islander alone, Some Other Race alone, Two or More Races, and Hispanic or Latino.

As shown in **Table 3-3**, 2010 racial minority composition of 39.7% and 42.8% were reported for Louisiana and St. Mary Parish, respectively. At the project level, a 2010 racial minority composition of 75.1% was reported within a one-mile radius of the US 90 and LA 318 intersection, of which approximately 70.2% of the population is Black or African American

alone. **Figure 3-2** depicts the minority composition within a one-mile radius of the intersection, with the highest racial minority percentages reported south of US 90.

**Income and Poverty**

Median household income and percent of the population below poverty level are indicators of economic conditions. As of September 2011, 2010 median household income and low-income data have not yet been released by the U.S. Census Bureau. As such, two alternative sources of median household income and low-income data are presented in **Table 3-4** including:

- U.S. Census 2000 data for Louisiana, St. Mary Parish, and at the Census block groups within a one-mile radius of the US 90 and LA 318 intersection (i.e., Census tract 410 – block group 2 and Census tract 411 – block group 1); and
- 2005 – 2009 American Community Survey 5-Year Estimates for the Census tracts encompassing the US 90 and LA 318 intersection (i.e., Census tracts 410 and 411), available through the U.S. Census Bureau.

**Table 3-4  
Poverty Status and Median Household Income**

Category	US Census 2000 <sup>1</sup>				2005 – 2009 American Community Survey <sup>2</sup>	
	Louisiana	St. Mary Parish	Census Tract 410	Census Tract 411	Census Tract 410	Census Tract 411
	--	--	Block Group 2	Block Group 1	--	--
Median Household Income	\$32,566	\$28,072	\$28,819	\$18,594	\$34,229	\$31,683
% Families Below Poverty Level	15.8%	20.6%	27.4%	34.8%	14.6%	19.7%
% People Below Poverty Level	19.6%	23.6%	31.6%	33.8%	20.2%	24.3%

Sources:

1. U.S. Census Bureau, Summary File 3, 2000.
2. 2005-2009 American Community Survey 5-Year Estimates, available through the U.S. Census Bureau.

As shown in **Table 3-4**, although median household incomes in both Census tract 410 – block group 2 (\$28,819) and Census tract 411 – block group 1 (\$18,594) were lower than statewide (\$32,566), they were both above the 2000 poverty guideline for a four person family as defined by the U.S. Department of Health and Human Services (USHHS). Expanding outward at the Census tract level, the median household incomes reported from 2005 to 2009 as part of the American Community Survey for both Census tracts 410 and 411 were greater than the HHS poverty guidelines for 2005 through 2009 for a four person family.

According to Census 2000 data shown in **Table 3-4**, approximately 31.6% and 33.8% of people were reported below the 2000 poverty level in Census tract 410 – block group 2 and Census tract 411 – block group 1, respectively. Although these percentages (31.6% and 33.8%) are greater

than the percentage of people reported below the poverty level for Louisiana as a whole (19.6%) and St. Mary Parish (23.6%), the majority of individuals within these block groups were reported to be above the 2000 poverty level. The percentage of people below the poverty level reported from 2005 to 2009 as part of the American Community Survey at the Census tract level are only slightly higher than the percentage of people below the poverty level reported for Louisiana and St. Mary Parish.

As detailed below in **Section 3.3**, the Bambi Head Start Center, located in the northwest US 90 and LA 318 intersection quadrant (see **Figure 3-1**), can service, but is not limited to, students from low-income families. It is unknown, however, whether these students reside within or outside the study area.

**Persons with Disabilities**

Individuals with disabilities for the civilian non-institutionalized population (five years and older) were surveyed based on Census 2000 data at the Census block group level. Similar to median household income and low-income data, 2010 Census data on disabled populations have not yet been released by the U.S. Census Bureau. **Table 3-5** presents the population within the Census block groups encompassing the US 90 and LA 318 intersection reporting a disability. In 2000, approximately 41.5% of the total population within the study area Census blocks reported a disability.

**Table 3-5  
Study Area Population Reporting a Disability**

<b>Total Population</b>	<b>2,541<sup>1</sup></b>	
<b>Disability</b>	<b>Number</b>	<b>Percent of Total Population</b>
Sensory Disability	111	4.4%
Physical Disability	300	11.8%
Mental Disability	173	6.8%
Self-Care Disability	51	2.0%
Go-Outside-Home Disability	201	7.9%
Employment Disability	218	8.6%
<b>Total Disabilities Tallied</b>	<b>1,054</b>	<b>41.5%</b>

Source: U.S. Census Bureau, Summary File 3, 2000.

Note:

1. Total population in 2000 of Census block groups encompassing the US 90 and LA 318 intersection (Census tract 410 – block group 2 and Census tract 411 – block group 1).

The previously discussed Bambi Head Start Center (see **Figure 3-1**) can service, but is not limited to, students from families reporting a disability. It is unknown, however, whether these students reside within or outside the study area.

**Limited English Proficiency**

Executive Order (EO) 13166, *Improving Access to Services for Persons with Limited English Proficiency* (LEP), requires Federal agencies to examine the services they provide and identify any need for services to LEP populations. This EO requires Federal agencies to work to ensure that recipients of Federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Failure to ensure that LEP persons can effectively participate in or benefit from federally assisted programs and activities may violate the prohibition under Title VI of the Civil Rights Restoration Act of 1987 and Title VI regulations.

LEP populations were determined using Census block group level data from the 2000 Census because 2010 LEP population data has not yet been released by the U.S. Census Bureau. Within the population that is five years of age and older, persons who speak English less than “very well” are considered to have a limited English proficiency. There are two block groups encompassing the US 90 and LA 318 intersection that were assessed for LEP populations. No LEP populations were reported for Census tract 411 – block group 1 in 2000. The populations that speak English less than “very well” for Census tract 410 – block group 2 according to the 2000 Census are presented in **Table 3-6**. Approximately 2.6% of the block group’s population speaks English less than “very well.” Of this LEP population, approximately 2.2% speaks Spanish and 0.4% speaks an Indo-European language.

**Table 3-6  
LEP Populations within Census Tract 410 – Block Group 2**

Languages Spoken by LEP Populations	Percent LEP Populations
Percent Spanish	2.2%
Percent Indo-European Languages	0.4%
Percent Asian and Pacific Island Languages	0
Percent Other Languages	0
<b>Total Percent LEP Population</b>	<b>2.6%</b>

Source: U.S. Census Bureau, Summary File 3, 2000.

**Age**

Age distribution data from the 2010 Census for the Census blocks within a one-mile radius of the US 90 and LA 318 intersection is presented in **Table 3-7**, which shows that within this radius, approximately 33% of the population is aged 21 or under, approximately 55% is aged 22 to 64, and approximately 12% of the population is aged 64 and older.

**Table 3-7  
Study Area Population Age Distribution**

Age Range	Population <sup>1</sup>	Percent
0 to 9	110	12.5%
10 to 17	114	13.0%
18 to 21	64	7.3%
22 to 34	128	14.6%

**Table 3-7  
Study Area Population Age Distribution**

Age Range	Population <sup>1</sup>	Percent
35 to 49	177	20.2%
50 to 64	175	20.0%
64 to 74	71	8.1%
75+	38	4.3%
<b>Total Population<sup>1</sup></b>	<b>877</b>	<b>100%</b>

Source: U.S. Census Bureau, Summary File 1, 2010.

Note:

1. Population total is based on a one-mile radius surrounding the US 90 and LA 318 intersection.

### **Economics**

As shown in **Figure 1-1**, the US 90 and LA 318 intersection provides access to the St. Mary Sugar Cooperative and the Port of West St. Mary. The sugar cane industry and port-related industry are tied closely to the economic vitality of the St. Mary Parish communities. Further, and as described in **Section 1.5**, the US 90 and LA 318 intersection is located along a stretch of US 90 that provides a direct link to the energy industry of southern Louisiana and the Gulf Coast. The proposed improvement of the US 90 and LA 318 intersection to a full control of access interchange is a necessary component to the ultimate upgrading of US 90 as part of the proposed future I-40 corridor. Future economic benefits resulting from eventual upgrading of US 90 to interstate standards would likely accrue to all segments of the local and regional populations.

### **Environmental Justice**

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), requires that Federal agencies consider and address disproportionate adverse environmental and human health effects of proposed Federal projects and programs on minority and low-income populations. EO 12898 reinforces the importance of fundamental rights and legal requirements contained in Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act of 1969. EO 12898 states:

- To the greatest extent practicable and permitted by law “...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations ...” and
- Each Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits

of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color, or national origin.

On April 15, 1997, the U.S. Department of Transportation (USDOT) issued DOT Order 5610.2 on Environmental Justice with the intention of integrating the goals of EO 12898 into USDOT actions. The following definitions were included in the DOT Order:

- **Minority** was defined as a person who is: (1) Black (a person having origins in any of the black racial groups of Africa); (2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture, regardless of race); (3) Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or (4) American Indian and Alaskan Native (a person having origins in any of the original people of North American and who maintains cultural identification through tribal affiliation or community recognition). Minority population was defined as any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity.
- **Low-income** was defined as a person whose median household income is at or below the U.S. Department of Health and Human Services' poverty guidelines. Low-income population was defined as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity. For this evaluation, the term "low-income" is equivalent to, and used interchangeably with, "persons/populations below the poverty level."

The Federal Highway Administration has developed an environmental justice strategy designed to assess potential impacts among minority and low-income population groups, and to instill effective public involvement strategies as to ensure substantive outreach to, and participation of, environmental justice populations (FHWA, 2006). This FHWA strategy was utilized in the determination of potential disproportionately high and adverse human health or environmental effects on environmental justice populations, as detailed in **Section 4.2**.

### 3.3 Community Facilities

Libraries, churches, cemeteries, hospitals, schools, government facilities, recreational facilities, and public service providers are all considered community facilities. Community facilities within the study area include the West St. Mary Civic Center and the Bambi Head Start Center.

The West St. Mary Civic Center is located within the northeast US 90 and LA 318 intersection quadrant (see **Figure 3-1**) and consists of a gymnasium, game room, computer room, and four classrooms / meeting rooms. Basketball and volleyball practices and games of local school and

community teams are often held at the facility, as well as other activities such as tutoring and bingo for seniors. The West St. Mary Civic Center is also available for rent, having hosted weddings, funerals, and other various functions for the nearby communities. Existing access to the West St. Mary Civic Center is from LA 318. The West St. Mary Civic Center parking lot is immediately adjacent to the north of the building, and the building is also encircled by a paved driveway. The West St. Mary Civic Center is located on approximately 15.8 acres that is zoned “Community Action Center”, of which approximately 2.5 acres account for the building, parking lot, and driveway footprint.

The Bambi Head Start Center is located within the northwest US 90 and LA 318 intersection quadrant (see **Figure 3-1**) on land zoned single-family residential. The Bambi Head Start Center services approximately 40 students, aged three to five years old, and operates three classes during traditional school hours. Head Start program students are generally, but not exclusively, from low-income families or families reporting a disability.

### **3.4 Transportation and Traffic**

A complete analysis of existing and projected traffic operations is detailed within the stand-alone report entitled *Draft Traffic Study Report, US 90 and LA 318 Interchange, St. Mary Parish, Louisiana* (Neel-Schafer, 2011). Below is a summary of the study area roadway network, and traffic operational conditions. **Section 4.4** summarizes the report findings for the build alternatives.

#### **Existing Roadway Network Characteristics**

US 90 is a four-lane divided roadway with 12-foot lanes and LA 318 is a two-lane undivided roadway with 12-foot lanes. According to the LADOTD Rural Functional Class System, US 90 is classified as a rural principal arterial and LA 318 as rural major collector. The posted speed limit on US 90 is 65 miles per hour (MPH) and 55 MPH on LA 318. An existing two-lane, two-way frontage road parallels US 90 on both the north and south side of the highway that provides local access within the study area.

The intersection of US 90 at LA 318 is signalized. The traffic signal at US 90 and LA 318 operates as a semi-actuated isolated intersection. Two unsignalized intersections exist on LA 318 at the north and south frontage roads and are controlled by side street stop signs. In addition to the intersection at LA 318, an existing median crossover is located on US 90 approximately 1 mile west of LA 318. The median opening serves several commercial establishments including Landry’s Seafood House, the Silver Fox Casino and Shell Gas Station.

#### **Existing and Projected Traffic Conditions**

In order to identify existing roadway capacity constraints and to define future capacity requirements, an estimate of base year and design year traffic volumes were necessary. Both roadway link Average Daily Traffic (ADT) and intersection AM and PM peak hour turning movement volumes were determined.

Historical traffic counts on both US 90 and LA 318 were obtained from LADOTD and analyzed using linear regression statistical analysis. Based on the regression analysis results, a 2% annual growth rate was calculated. This growth rate was applied to existing 2006 traffic volumes to develop the 2010 base year volumes, as well as future year 2015 and 2035 volumes for the No-Build Alternative. As shown in **Table 3-8**, the 2010 Average Daily Traffic volume on US 90 is approximately 20,800 vehicles per day (vpd); the ADT on LA 318 is approximately 2,500 vpd.

**Table 3-8  
Existing and Projected Average Daily Traffic Volumes**

Year	Highway				
	US 90 Eastbound	US 90 Westbound	US 90 Total	LA 318 (North of US 90)	LA 318 (South of US 90)
2006	9,950	9,200	19,150	1,185	2,345
2010	10,800	10,000	20,800	1,200	2,540
2015	11,930	11,010	22,940	2,200	2,800
2035	17,730	16,360	24,090	3,270	4,165

Vehicle classification counts along US 90 indicate that the ADT is composed of approximately 18% heavy vehicles. On LA 318 north of US 90, the ADT is composed of approximately 38% heavy vehicles. On LA 318 south of US 90, the ADT is composed of approximately 10% heavy vehicles. The high percentage of truck traffic on LA 318 north of US 90 is contributed to the location of the St. Mary Sugar Cooperative facility located at LA 318 and LA 182.

**No-Build Alternative Intersection Capacity Analyses**

Intersection analyses were performed at each of the study area intersections. The analyses included geometry, peak hour turning movement volumes, and traffic control measures. Based on these criteria, level of service (LOS) was determined at each location.

The analyses of signalized and unsignalized intersection were performed utilizing the Highway Capacity Software Plus (HCS+), Version 5.5. This computer program models the methodologies described in the *2000 Highway Capacity Manual*. These analyses were performed for 2010, 2015, and 2035 No-Build conditions.

As described within the *2000 Highway Capacity Manual*, “vehicle capacity represents the maximum number of vehicles that can pass a given point during a specified period under prevailing roadway, traffic and control conditions,” for a given facility. “Levels of service identify ranges of operational conditions. The concept of levels of service is defined “as a qualitative measure that characterizes operational conditions within a traffic stream and their perception by motorists and passengers. These operational conditions include such factors and travel time, freedom to maneuver, traffic interruption, comfort and convenience, and safety.”

“Six levels of service are defined for each type of facility. They are given letter designations, from A to F, with level-of-service A (LOS A) representing the best operating conditions and level-of-service F (LOS F) the worst.” Utilizing the HCS+ computer program, capacity and

levels of service analyses were performed at each intersection. The intersection level of service results for the No-Build Alternative are presented in **Table 3-9**.

**Table 3-9**  
**Intersection Level of Service Results for the No-Build Scenario**

Intersection	Control	2010		2015		2035	
		Critical Movement	LOS AM/PM	Critical Movement	LOS AM/PM	Critical Movement	LOS AM/PM
US 90 at LA 318	S	Overall	C/C	Overall	C/C	Overall	D/E
LA 318 at South Frontage Rd	U	EB	B/A	EB	B/A	EB/WB	B/B
LA 318 at North Frontage Rd	U	EB/WB	A/A	EB/WB	B/A	EB/WB	B/B

*Overall - indicates the level of service for the entire intersection*

*S - Signalized Control*

*U - Unsignalized Control*

*EB - Eastbound*

*WB - Westbound*

In summary, the level of service for the northbound approach of LA 318 at the existing signalized intersection of US 90 at LA 318 operates at a level of service LOS C for the 2010 base year condition. By the year 2035, the LOS at US 90 and LA 318 is projected to operate at LOS D during the AM peak hour. During the PM peak hour, the intersection would experience heavy delays and is projected to operate at LOS E.

All unsignalized intersections operate at a LOS B or better for existing conditions. The LOS of these intersections will remain at B or better for the No-Build condition in 2015 and 2035.

### **No-Build Alternative Roadway Segment Capacity Analyses**

Roadway segment analyses were conducted to evaluate existing conditions, identify operational deficiencies, and to define future facility requirements. These analyses include the identification of peak hour traffic volumes, capacity, and level of service. US 90 and LA 318 roadway segments were evaluated with respect to 2010 base year, 2015 and 2035 future year No-Build conditions.

The analyses of roadway segments were performed using the *Highway Capacity Software Plus (HCS+)*, Version 5.5. Utilizing *HCS+* computer program, capacity and levels of service analyses were performed along US 90 and LA 318. The *HCS+ Multilane* software module was used to calculate the level of service on US 90 and *HCS+ Two-Lane Highway* software module was used to calculate the level of service on LA 318.

The US 90 segments east and west of LA 318 currently operate at a LOS A. The No-Build Year 2015 and 2035 roadway analyses indicate a LOS A and LOS B respectively, for the segments on US 90.

The LA 318 segments north and south of US 90 currently operate at a LOS C. LOS C is also projected on LA 318 in 2015 and 2035 for the segment north and south of US 90.

### 3.5 Utilities

The majority of the local roadways throughout the study area contain both buried communication and gas distribution lines, in addition to overhead transmission and distribution lines. St. Mary Parish operates water and sewer utilities throughout the area; however, there are several residences that have private water wells and/or septic systems.

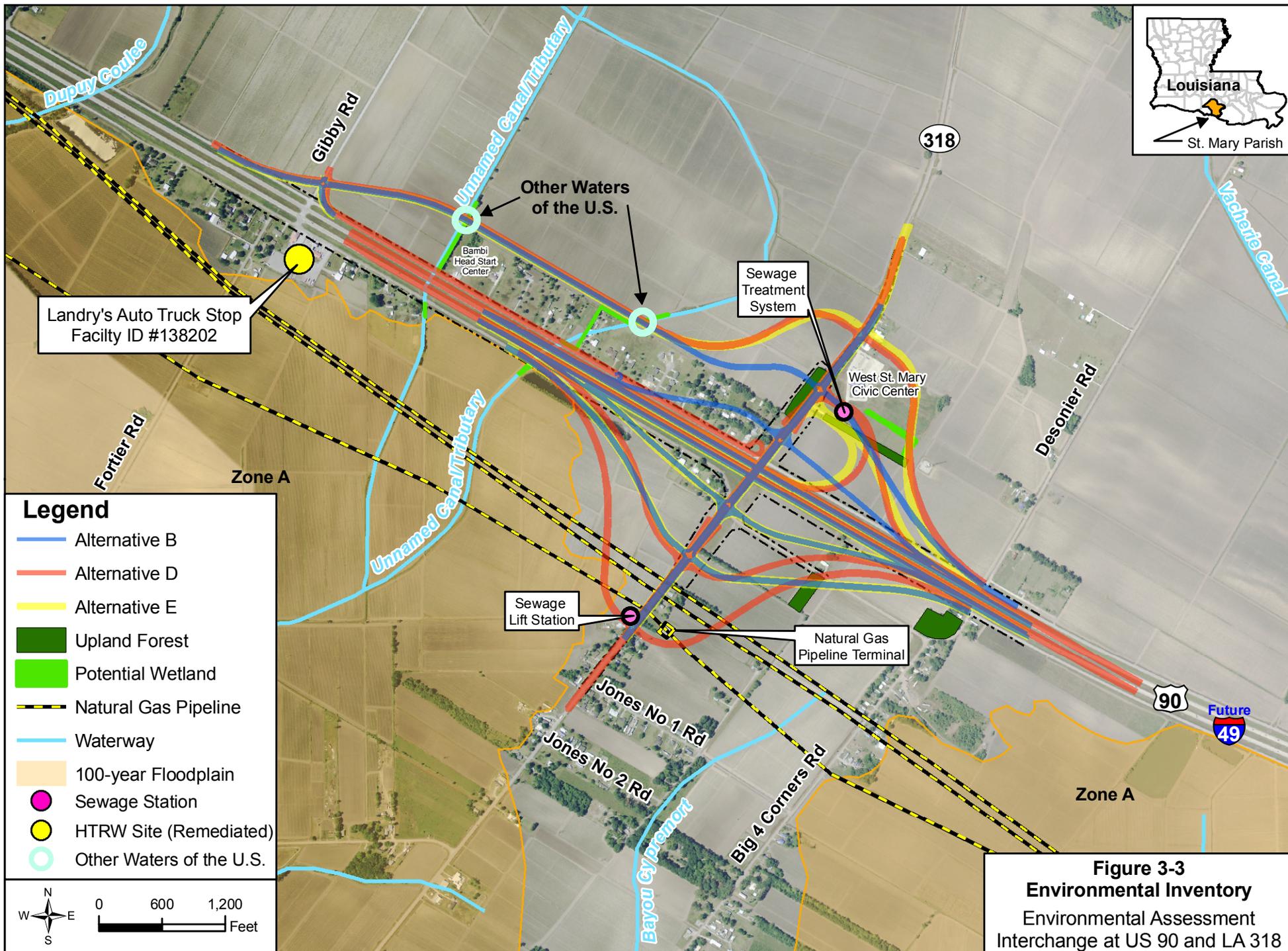
There are no utilities directly adjacent to US 90 in the study area, the utilities parallel the frontage roads located on both the east and west sides of the highway and also parallel LA 318. Cleco provides electrical service throughout the study area. Overhead low voltage distribution lines are located adjacent to the local streets to provide power to local residences and businesses. A few minor electrical lines that connect from the poles to the local customers are located underground. Bellsouth provides communications services through buried fiber optic and/or copper cable communication lines below ground in the study area. These electrical and communication utilities parallel the frontage roads located on both the east and west sides of the highway and also run along the east side of LA 318 north of US 90 and along the west side of LA 318 south of US 90.

St. Mary Parish operates a sewage lift station on the southwest side of LA 318. The lift station is located approximately 1,500 feet from the intersection of the Frontage Road and LA 318. There is also a sewage treatment system at the St. Mary Civic Center located in the southern portion of the property (See **Figure 3-3**).

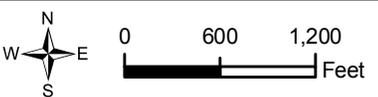
Several natural gas pipelines cross the study area south of US 90. These pipelines run parallel to US 90 and cross LA 318 in three separate pipeline corridors (See **Figure 3-3**). On the south side of US 90 approximately 1,000 feet south of the intersection of LA 318 with the Frontage Road is the first corridor in which there are two gas pipelines operated by Gulf South. A second corridor parallels the first approximately 50 feet to the south and contains a single natural gas pipeline. Approximately 200 feet further south is the third pipeline corridor in which there are three natural gas pipelines operated by Columbia Gulf Transmission and they also parallel the other pipelines and US 90. There is also a terminal associated with these pipelines located on the east side of LA 318.

### 3.6 Visual Environment

The visual landscape surrounding the existing at-grade US 90 and LA 318 intersection is characterized by small groupings of residential structures, the West St. Mary Civic Center, and large areas of vacant land. With few exceptions, the land throughout the study area is flat, with



- Legend**
- Alternative B
  - Alternative D
  - Alternative E
  - Upland Forest
  - Potential Wetland
  - Natural Gas Pipeline
  - Waterway
  - 100-year Floodplain
  - Sewage Station
  - HTRW Site (Remediated)
  - Other Waters of the U.S.



**Figure 3-3**  
**Environmental Inventory**  
 Environmental Assessment  
 Interchange at US 90 and LA 318

the only major visual interruptions coming from the scatterings of fencerow trees, the residential structures themselves, the various above ground utility lines described in **Section 3.5**, and the overhead hanging signal lights located at the US 90 and LA 318 intersection. One cell phone tower is located in the northeast quadrant of the intersection, approximately 650 feet northeast of the existing frontage road.

### 3.7 Cultural Resources

A preliminary historic standing structure field reconnaissance was conducted in March 2011 for those built resources located within, or immediately adjacent to, the US 90 and LA 318 intersection. A complete analysis of the field reconnaissance is detailed within the stand-alone report entitled *Preliminary Historic Standing Structure Field Reconnaissance Survey, US Hwy 90 and LA Hwy 318 Interchange, St. Mary Parish, Louisiana* (URS, 2011). Coordination with the State Historic Preservation Officer (SHPO) is on-going to assess the eligibility of any identified structures for listing in the National Register of Historic Places (NRHP). Below is a summary of the surveyed existing conditions, and **Section 4.7** summarizes the report findings.

All of the standing structures within the Area of Potential Effects (APE) visible from the public rights-of-way were surveyed and the buildings were recorded and grouped together according to building typology or architectural style. They were further broken down by estimated date of construction, condition, integrity, and significance (see **Table 3-10**; **Figure 3-4** and **Figure 3-5** for Alternative B and Alternative D, respectively). The recording procedures for architectural resources generally followed the guidelines established by the National Park Service in *National Register Bulletin 24: Guidelines for Local Survey – A Basis for Preservation Planning*. Straight-on photographs were taken and preliminary information related to building material, foundation type, structural form, architectural style, and observed alterations, was collected. The houses within the immediate view shed of the study area included:

- Twelve Ranch houses (ca. 1950s to the present day);
- Eleven mobile homes (ca. 1960s to the present day);
- Four Bungalow cottages (ca. 1920s to the present day);
- Two manufactured homes (ca. 1990s to the present day);
- Two Neo-Mediterranean houses (ca. 1970s to the present day);
- Two vernacular houses (ca. 1960s to the 1980s);
- One Contemporary Modern house (ca. 1970s to the 1980s);
- One Neo-French house (ca. 1990 to the present day);
- One civic center (ca. 1990s to the present day); and,
- The Caribbean Winds subdivision (ca. 2000s).

Cultural resources background for previously completed cultural resources surveys, previously recorded historic and prehistoric archaeological sites, historic standing structures, cemeteries, and listed National Register of Historic Places (NRHP) properties within or immediately adjacent to the build alternatives was also collected. For the purposes of this EA, the background

review encompassed a 0.5 mile (0.8 kilometer) radius surrounding the project alternatives (i.e., APE); however, none were identified following this review.

**Table 3-10**  
**Summary of Historic Standing Structures**

Historic Standing Structure	Type	Date	Recommended Significance	Affected by Alternative
1	Ranch House, Hipped Roof	1960-1970s	None	-
2	<b>Ranch House, Hipped Roof</b>	<b>1960-1970s</b>	<b>None</b>	<b>D</b>
3	<b>Vernacular Side-Gabled Linear Plan</b>	<b>1970-1980s</b>	<b>None</b>	<b>D</b>
5	<b>Mobile Home</b>	<b>1970s</b>	<b>None</b>	<b>B</b>
7	<b>Mobile Home</b>	<b>1990s-Present</b>	<b>None</b>	<b>B</b>
8	<b>Neo-French</b>	<b>1990s-Present</b>	<b>None</b>	<b>B</b>
10	<b>Ranch House, Cross Gable</b>	<b>1980-1990s</b>	<b>None</b>	<b>B</b>
11	<b>Mobile Home</b>	<b>1990s-Present</b>	<b>None</b>	<b>B</b>
13	<b>Ranch House, Hipped Roof</b>	<b>1990s-Present</b>	<b>None</b>	<b>B, D</b>
14-21	Caribbean Winds Subdivision	2000s-Present	None	-
22	Ranch House, Cross Gable	1970-1980s	None	-
23	Neo-Mediterranean	1970s-Present	None	-
<b>24</b>	<b>Bungalow</b>	<b>1920-1930s</b>	<b>High</b>	<b>-</b>
25	<b>Manufactured Home</b>	<b>2000s-Present</b>	<b>None</b>	<b>B</b>
<b>26</b>	<b>Ranch House, Cross Gable</b>	<b>1950-1960s</b>	<b>Moderate</b>	<b>B</b>
27	Mobile Home	1960-1970s	None	-
28	<b>Vernacular Side-Gabled Linear Plan</b>	<b>1960-1970s</b>	<b>None</b>	<b>D</b>
29	Ranch House, Hipped Roof	1960-1970s	None	-
30	Ranch House, Hipped Roof	1960-1970s	None	-
31	Neo-Mediterranean	1970s-Present	None	-
32-33	Mobile Home	1970s	None	-
<b>37</b>	<b>Modified Bungalow</b>	<b>1940-1950s</b>	<b>Moderate</b>	<b>-</b>
<b>38</b>	<b>Ranch House, Cross Gable</b>	<b>1950-1960s</b>	<b>Moderate</b>	<b>-</b>
39A	Mobile Home	1970s	None	-
<b>40</b>	<b>Ranch House, Hipped Roof</b>	<b>1950-1960s</b>	<b>Moderate</b>	<b>D</b>
<b>41</b>	<b>Modified Bungalow</b>	<b>1930-1940s</b>	<b>Moderate</b>	<b>-</b>
<b>42</b>	<b>Modified Bungalow</b>	<b>1930-1940s</b>	<b>Moderate</b>	<b>-</b>
43	<b>Manufactured Home</b>	<b>1990s</b>	<b>None</b>	<b>D</b>
44	<b>Mobile Home</b>	<b>1970s</b>	<b>None</b>	<b>B</b>
45	<b>Mobile Home</b>	<b>1960-1970s</b>	<b>None</b>	<b>B, D</b>
46	Mobile Home	1970s	None	-
47	Mobile Home	1970-1980s	None	-
48	Civic Center	1990s-Present	None	-
49	<b>Ranch House, Hipped Roof</b>	<b>1980-1990s</b>	<b>None</b>	<b>D</b>
50	<b>Ranch House, Hipped Roof</b>	<b>1980-1990s</b>	<b>None</b>	<b>D</b>
51	Contemporary Modern, Gable Roof	1970-1980s	None	-
52	Mobile Home	1960-1970s	None	-

Notes:

**Bold** = Within or immediately adjacent to the specified alternative; **Blue** = Moderate Significance; **Red** = High Significance

Figure 3-4  
Standing Structures within Proximity of Alternative B

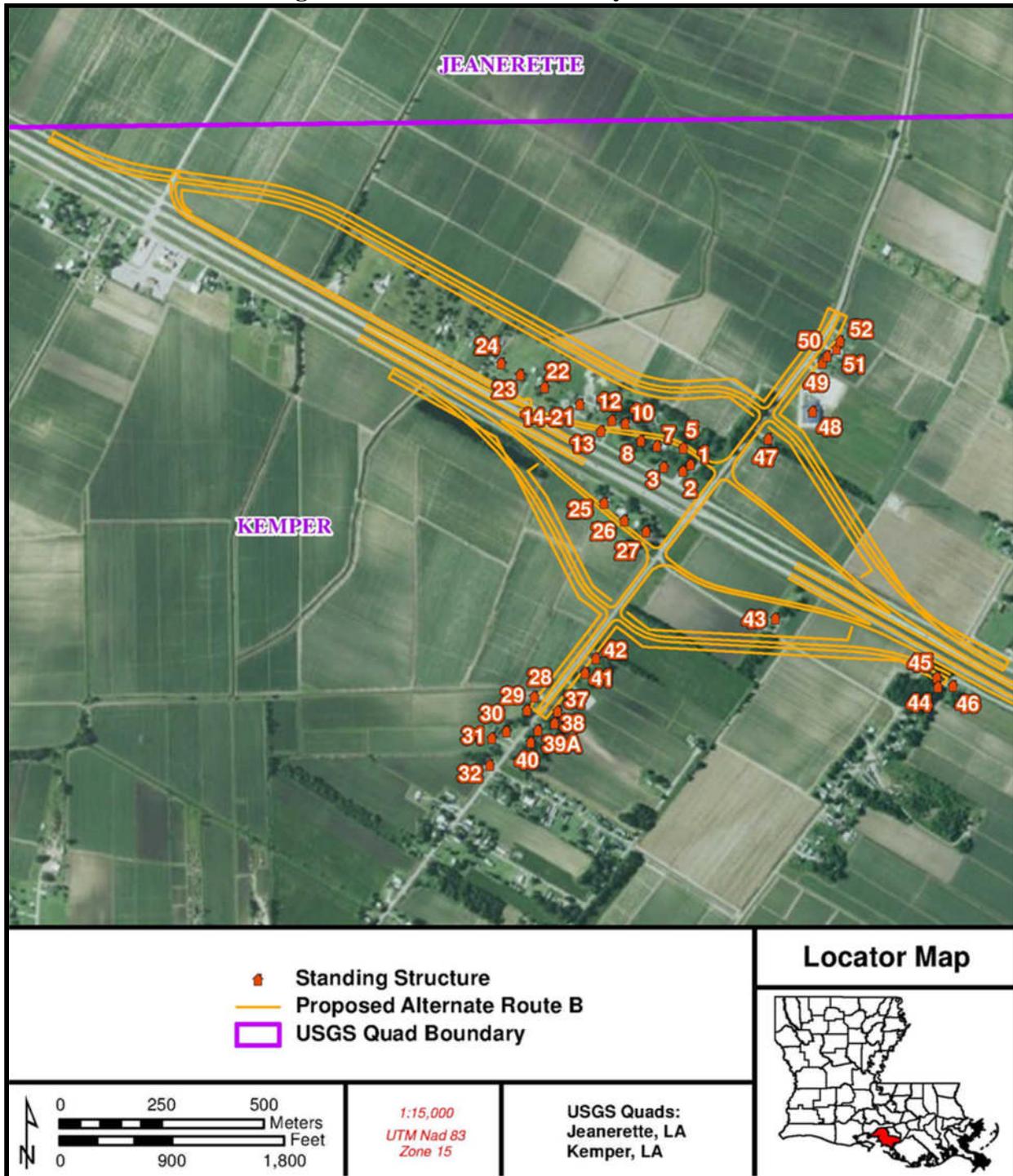
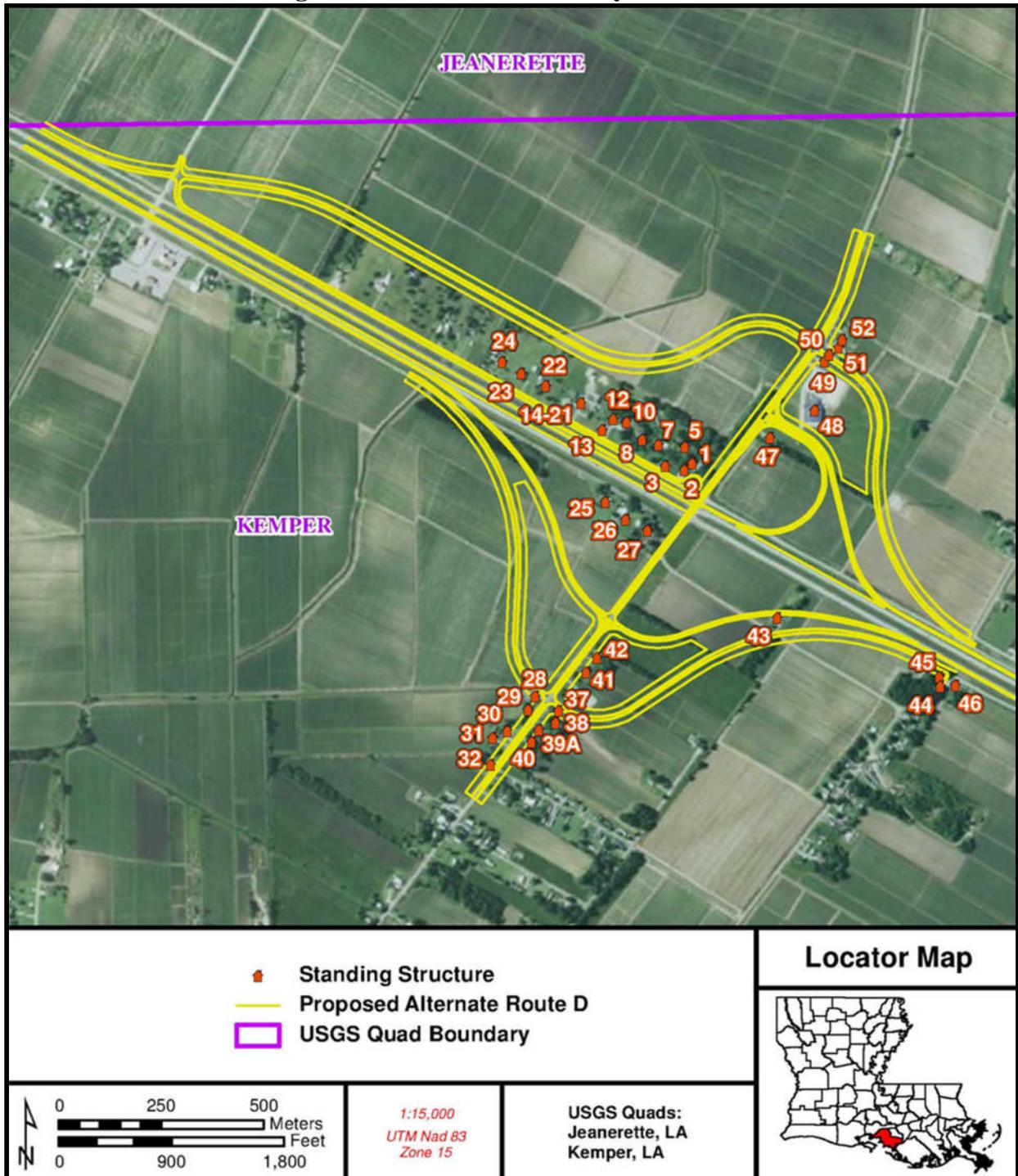


Figure 3-5  
Standing Structures within Proximity of Alternative D



A Phase I cultural resource survey and inventory was conducted in April 2013, for the Louisiana Department of Transportation and Development (LADOTD) at a proposed grade-separated interchange at the intersection of US Highway 90 (US 90) and LA Highway 318 (LA 318), in St. Mary Parish, Louisiana. Cultural resources background research for previously completed cultural resources surveys, previously recorded historic and prehistoric archaeological sites, historic standing structures, cemeteries, and listed National Register of Historic Places (NRHP) properties within or immediately adjacent to the proposed grade-separated interchange was also collected. For the purposes of this EA, the background review encompassed a 1.0-mile (1.6-kilometer) radius surrounding the project interchange; however, no previously recorded surveys or cultural resources were identified following this review.

URS previously completed a preliminary standing structure field reconnaissance in March 2011 for those built resources located within, or immediately adjacent to, the US 90 and LA 318 intersection (Handly and Grismore 2011). The 2013 fieldwork consisted primarily of visual inspection, systematic pedestrian survey, and systematic shovel testing within 112.2 acres (45.4 hectares) proposed for the grade-separated interchange. Coordination with the State Historic Preservation Officer (SHPO) is ongoing to assess the eligibility of the identified cultural resources for listing in the National Register of Historic Places (NRHP). Below is a summary of the surveyed existing conditions, and **Section 4.7** summarizes the report findings.

### **Archaeological Survey Results**

Approximately 50.4% of the project area was considered to display high archaeological site potential, as these areas were associated with elevated, well-draining natural levee and terrace soils. These areas were assessed through shovel tests excavated at 98.4 ft (30 m) intervals along parallel survey transects spaced approximately 98.4 ft (30 m) apart. The remainder of the study area (49.6%) was associated with lower-lying, poorly draining clay soils; these areas were assessed through shovel tests excavated at 164 ft (50 m) intervals along transects spaced 164 ft (50 m) apart. In total, 400 shovel tests were excavated in the survey areas.

Shovel tests displayed an excavated diameter of 30 cm (12 in) and they were excavated to at least 50 cm (20 in) below surface (bs). All shovel tests were excavated in 10 cm (4 in) levels and all excavated soils was screened through ¼-inch mesh. When cultural resources were identified, they were systematically assessed to determine the integrity, association, and research potential of the cultural deposits. Delineation of the cultural resources involved the excavation of shovel tests at close intervals, oriented in a cruciform (cross) pattern along cardinal directions. These shovel tests were excavated at to 33 to 50 ft (10 to 15 m) intervals. The shovel tests were excavated from every positive shovel test until two (2) consecutive negative shovel tests were encountered. As a result of this investigation, two (2) historic period archaeological sites were identified and 33 standing structures inventoried and evaluated.

### ***Historic Archaeological Site 16SMY201***

Site 16SMY201 is located 0.25 miles (0.40 km) northeast of the intersection of LA 318 and US 90, along the northern boundary of the surveyed property; it was identified as a historic artifact surface scatter within a recently plowed agricultural field. The site is irregular in planview, measuring approximately 590 ft (180 m) long by 131 ft (40 m) wide and covering 1.8 ac (0.73 ha).

Forty-eight (48) delineation shovel tests were excavated within the boundaries of the surface scatter; however, none of these tests recovered cultural materials. An additional 80 surface collection grid points were surveyed at 10 m (33 ft) intervals across the surface scatter; 60% of these encountered 815 artifacts. The surface collection materials were comprised of glass (58%), ceramics (31%), construction materials (7%), metal (4%), and miscellaneous (>0.1%). By function, these were associated with indeterminate domestic activities (50%), kitchen-related activities (35%), architecture (10%), and personal activities, miscellaneous activities, indeterminate hardware, and unknown functions (5%).

The recovered artifacts at Site 16SMY201 suggest an occupation period from the mid-nineteenth to the early twentieth century (ca. 1860s to 1940s). Of interest, a historic 1937 topographic map for the study area clearly identifies a structure in this portion of the proposed corridor. The recovered materials are interpreted as being associated with this building, since demolished.

### ***Historic Archaeological Site 16SMY202***

Site 16SMY202 is located 0.75 mi (1.2 km) southwest of the intersection of Fortier Road and US 90, along the northern boundary of the surveyed property; it was identified as a historic artifact surface scatter within a recently plowed agricultural field. The site is irregular in planview, measuring approximately 492 ft (150 m) long by 344 ft (105 m) wide and covering 3.9 ac (1.6 ha) in extent.

Seventy-two (72) delineation shovel tests were excavated within the boundaries of the surface scatter; however, only three (3) these tests recovered cultural materials. An additional 80 surface collection grid points were surveyed at 50 ft (15 m) intervals; 59% of these collection locations encountered a total of 678 artifacts. The collected materials were comprised of glass (52%), ceramics (32%), construction materials (11%), metal (4%), and miscellaneous (1%). By function, these artifacts were associated with indeterminate domestic activities (44.7%), kitchen-related activities (33.2%), architecture (18.3%), and personal activities, miscellaneous activities, indeterminate hardware, and unknown functions (3.8%).

The recovered artifacts at Site 16SMY202 suggest an occupation period from the mid-nineteenth to the early twentieth century (ca. 1840s to 1940s). The historic 1937 topographic map for the study area clearly identifies several structures in this portion of the proposed corridor. The recovered materials are interpreted as being associated with these buildings, since demolished.

### ***Standing Structures***

URS conducted a standing structure inventory of the general area surrounding the proposed U.S. Hwy 90 and LA Hwy 318 interchange layout for Alternative E. The standing structure field

reconnaissance was conducted by URS staff members Jason Grismore (MA – Architectural Historian) and Patricia Hutchins (BA) on March 15, 2011. All of the structures were surveyed from public rights-of-way, therefore, some structures outside of the direct project area, such as outbuildings, were not recorded due to the lack of visibility. Thirty-three (33) structures located within 50 m (164 ft) of the edge of the proposed project corridor for Alternative E were photographed; they were considered to fall within the direct Area of Potential Effects for this project (APE) (**Figure 3-6**).

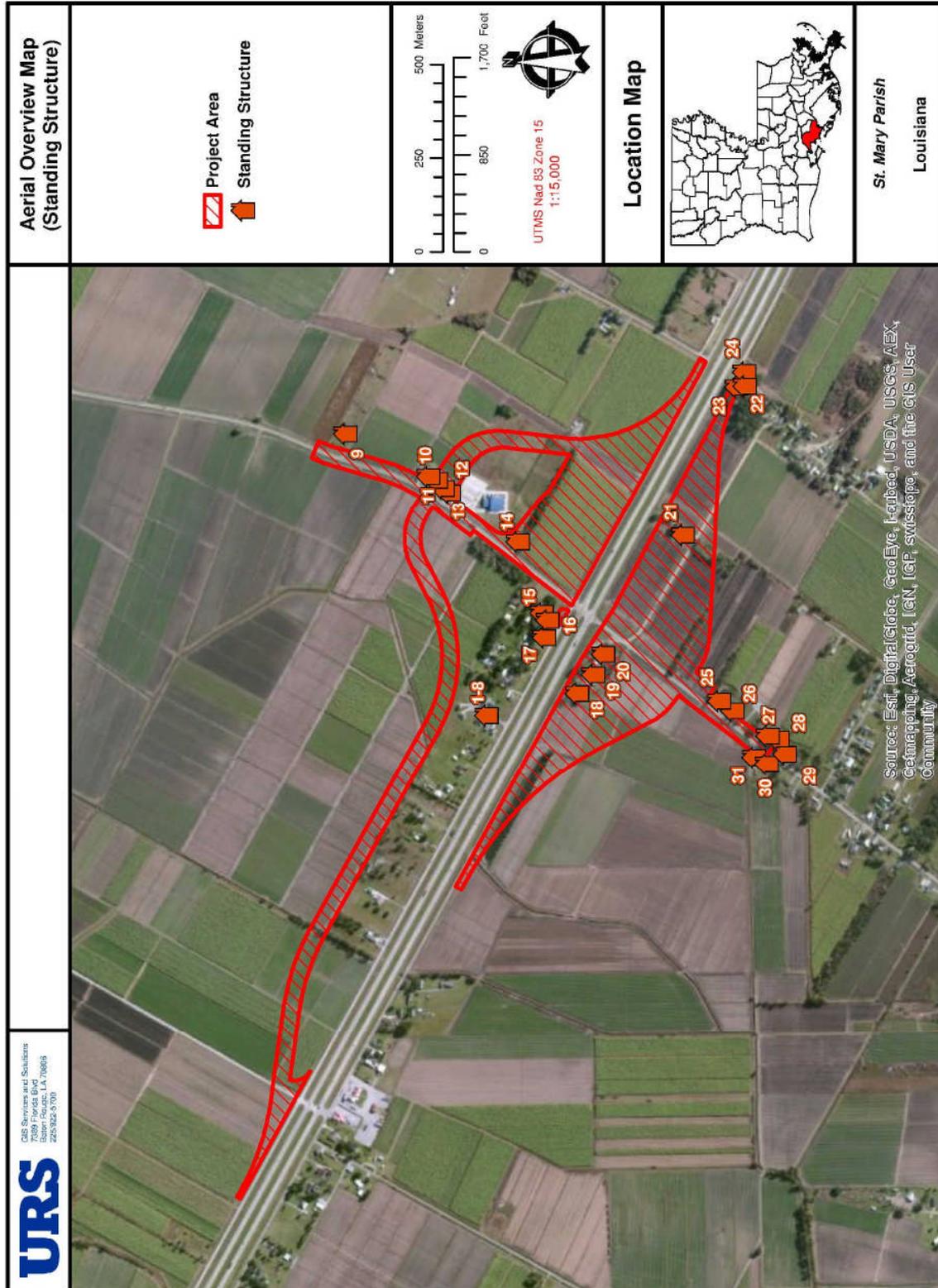
The buildings were recorded and grouped according to building typology or architectural style and were further broken down by estimated date of construction, condition, integrity, and significance (**Table 3-11** and **Figure 3-6**).

The 33 structures within the immediate view shed of the project area for Alternative E included:

- nine (9) Ranch houses constructed approximately from 1950s to the 1990s;
- nine (9) mobile homes built approximately from 1960 to the present day;
- eight (8) modern buildings in the Caribbean Winds subdivision built in the 2000s;
- two (2) modified Bungalow cottages constructed approximately from the 1930s to 1940s;
- two (2) manufactured homes built from 1990 to the present day;
- two (2) plain vernacular houses built from the 1960s up to the 1980s; and,
- one (1) Contemporary Modern house built between the 1970s to the 1980s.

In addition, the local civic center, located between HSS-13 and HSS-14, was identified; it was constructed between the 1990s and the present day (**Figure 3-6**).

Figure 3-6  
Standing Structures within Proximity of Alternative E



**Table 3-11  
Identified Standing Structures within Proximity of Alternative E**

Standing Structure No.	Type	Date	Condition	Structural Integrity	Historical Integrity
1-8	Caribbean Winds Subdivision	2000s-Present	Good	Good	None
9	Ranch House, Side Gable	1970s-1980s	Good	Good	None
10	Mobile Home	1960-1970s	Poor	Fair	None
11	Contemporary Modern, Gable Roof	1970-1980s	Good	Fair	None
12	Ranch House, Hipped Roof	1980-1990s	Good	Good	None
13	Ranch House, Hipped Roof	1980-1990s	Good	Good	None
14	Mobile Home	1970-1980s	Fair	Poor	None
15	Ranch House, Hipped Roof	1960-1970s	Fair	Fair	None
16	Ranch House, Hipped Roof	1960-1970s	Poor	Fair	None
17	Vernacular Side-Gabled Linear Plan	1970-1980s	Poor	Poor	None
18	Manufactured Home	2000s-Present	Good	Good	None
19	Ranch House, Cross Gable	1950-1960s	Good	Good	Moderate
20	Mobile Home	1960-1970s	Poor	Poor	None
21	Manufactured Home	1990s	Good	Good	None
22	Mobile Home	1970s	Poor	Poor	None
23	Mobile Home	1960-1970s	Fair	Poor	None
24	Mobile Home	1970s	Poor	Poor	None
25	Modified Bungalow	1930-1940s	Fair	Fair	Moderate
26	Modified Bungalow	1930-1940s	Poor	Poor	Moderate
27	Ranch House, Hipped Roof	1950-1960s	Good	Good	Moderate
28	Mobile Home(s) (n=3)	1970s	Poor	Poor	None
29	Ranch House, Cross Gable	1950-1960s	Fair	Fair	Moderate
30	Ranch House, Hipped Roof	1960-1970s	Good	Good	None
31	Vernacular Side-Gabled Linear Plan	1960-1970s	Fair	Fair	None

### 3.8 Section 4(f) and 6(f)

Section 4(f) of the Department of Transportation Act of 1966 prohibits agencies within the USDOT from using land from any significant publicly-owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site, unless: (1) there are no feasible and prudent alternatives to the use of such land; and (2) the proposed action or use includes all possible planning to minimize harm to the property. In addition to Section 4(f) requirements, additional protection of recreational sites is afforded by Section 6(f) of the Land and Water Conservation Fund Act (LWCF) of 1965. The provisions of the LWCF Act specify that any land or facility planned, developed, or improved with funds from this program cannot be converted to other uses unless replacement land of equal market value and roughly equivalent usefulness is provided. No resources protected by Section 4(f) or 6(f) are present within the study area.

## 3.9 Water Resources

### Surface Water Resources

The study area is located between Jeanerette and Baldwin in southwest Louisiana, approximately 11 miles from West Cote Blanche Bay. Bayou Teche is the major waterway that flows southeast through the project area 2 miles north of US 90. While Bayou Teche does provide storm water drainage for the area, the majority of surface water in the study area flows south to the coastal marshes along West Cote Blanche Bay, which connects to the Gulf of Mexico.

Surface water resources located in the study area include slow moving watercourses, namely Bayou Cypremort, Dupuy Coulee, and Vacherie Canal along with unnamed canals and tributaries, herein identified as Other Waters of the U.S. **Figure 3-3** shows the location of these water bodies. These natural and modified drainage channels connect to each other as they flow south into West Cote Blanche Bay. The Louisiana Department of Environmental Quality (LDEQ) 2010 *Water Quality Integrated Report* designates waters throughout the State of Louisiana with the following uses: *primary contact recreation*, *secondary contact recreation*, and *fish and wildlife propagation*.

- *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. Examples include swimming, water skiing and skin diving.
- *Secondary contact recreation* is a use where the probability of ingesting appreciable quantities of water is minimal, such as fishing, boating and wading.  
The use of *fish and wildlife propagation* applies to waters used 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 aquatic environment. It also includes maintenance of water quality at a level that prevents contamination of aquatic biota consumed by humans.

Bayou Teche and West Cote Blanche Bay are the only watersheds that are listed in the report for the study area. Bayou Teche is listed as fully supporting both primary and secondary contact recreation. The waterway is listed as not supporting fish and wildlife propagation with the suspected causes of impairment including dissolved oxygen, phosphorus, and nitrate/nitrite. The suspected sources of these impairments include crop production and municipal point source discharges. West Cote Blanche Bay is listed as fully supporting all three uses listed by the state. The report does not give specific data for the canals within the study area mainly due to the fact that they are not large enough to support the above referenced activities. However, due to the intensive sugar cane cultivation activity in the area, the potential for detrimental runoff (i.e., fertilizers or other wastes) is present.

The Clean Water Act makes it unlawful to discharge storm water from construction sites into waters of the U.S. unless authorized by the U.S. Environmental Protection Agency's (USEPA's)

National Pollutant Discharge Elimination System (NPDES) General Permit. A construction project that affects greater than 5 acres is required to file a Notice of Intent (NOI) and have a Storm Water Pollution Prevention Plan (SWPPP) on site. A construction project that affects 1 to 5 acres is required to have a SWPPP on site.

### **Scenic Streams**

The National Wild and Scenic Rivers Act of 1968 (16 USC 1271) was adopted to preserve certain rivers with outstanding natural, cultural, or recreational features in a free-flowing condition. The Act classifies designated rivers as Wild, Scenic, or Recreational. The state of Louisiana implemented the Louisiana Scenic Rivers Act (RS 56:1956) which became law on July 27, 1988. The Act works to preserve, protect and enhance those unique and diverse free-flowing rivers, streams, and bayous within the state.

### **Ground Water Resources**

Fresh ground water in St. Mary Parish comes from the coastal lowlands aquifer system which consists largely of sediments deposited in a deltaic to marginal marine environment. The aquifer system, therefore, contains a highly layered mix of sand and clay. Two main aquifers within this system underlie the study area and include the Lower Mississippi River Alluvial Aquifer and the Chicot Aquifer. The Lower Mississippi River Alluvial Aquifer consists of layers of gravel, sand, silt, and clay which are recharged by direct infiltration of rainfall over river valleys, lateral and upward movement from adjacent and underlying aquifers, and overbank stream flooding. Water levels fluctuate seasonally and the water tends to be hard to very hard with dissolved calcium and magnesium. Treatment may be necessary for certain application, but the primary use is for agriculture.

The Chicot Aquifer is a name commonly applied to the upper part of this coastal lowlands aquifer system, and large quantities of fresh ground water is available from this aquifer on St. Mary Parish. The US Environmental Protection Agency (USEPA) has designated it as a sole source aquifer, indicating that the aquifer is the sole or principal drinking water source for the designated area. Consequently, the Federal government requires that a project not pose a contamination hazard to the aquifer before it agrees to participate in that project. The Chicot Aquifer slopes gulfward with its primary recharge areas north of the study area in Allen, Beauregard, Evangeline, and Rapides Parishes. Water quality in the aquifer is excellent with depth of wells typically ranging from 50 to 800 feet (LDEQ, 2011).

The St. Mary Parish Water District operates several wells in the parish which provide potable water to residents and communities in the area. No public wells are located in the study area; however, several residences obtain their water through the St. Mary Parish Water District distribution system. The remaining residences in the study area appear to have private water wells on their properties to provide potable water.

### 3.10 Floodplains

Protection of floodplains and floodways is required by EO 11988, Floodplain Management; 23 CFR Part 650, *Location and Hydraulic Design of Encroachments of Floodplains*; and USDOT 5650.2, Floodplain Management and Protection. These regulations were designed to minimize roadway encroachments within the 100-year floodplain and to avoid land use development inconsistent with floodplain values. During periods of high water, floodplains serve to moderate flood flow, provide water quality maintenance, and serve as temporary habitat for a number of plant and animal species. The Flood Insurance Rate Maps (FIRM) available for the study area were reviewed to determine if any regulated floodplains or floodways are located within the study area. These maps included Federal Emergency Management Agency (FEMA) 1992 FIRM map 220192 0125C and the 2006 Advisory Base Flood Elevation Map LA-Z73 revised after Hurricane Rita.

Based on these maps, the majority of the study area, including everything north of US 90, is located within Zone C as classified by FEMA. Zone C denotes areas of minimal flood hazard and above the 500-year flood level. Zone C may have ponding or local drainage problems that don't warrant a detailed study or designation as a base floodplain. A portion of the southwest quadrant of the study area west of LA 318 and south of US 90 is within Zone A. **Figure 3-3** shows the location of the area designated as Zone A. The current recommended base flood elevation in this area is 11 feet. The area classified as Zone A is in the 100-year floodplain meaning it has a 1 percent chance of flooding annually.

### 3.11 Geology and Mineral Resources

Most of St. Mary Parish lies within the south-central region of the Mississippi River Delta Plain. It is made up of three distinct land types including the Southern Mississippi Valley Alluvium, the Gulf Coast Marsh, and the Southern Mississippi Valley Silty Uplands. The Southern Mississippi Valley Silty Uplands are found at some of the highest elevations in the parish and on salt domes and make up around one percent of the soils in the parish. These loamy soils formed in loess and are very low in sand content.

Over half of the parish is composed of the Southern Mississippi River Alluvium. Loamy soils are dominant on the high and intermediate parts of the natural levees, and clayey soils are dominant on the lower parts of the natural levees and backswamps. The soils of the natural levees formed in sediments deposited by former channels of the Mississippi River and its distributaries on the Teche, Atchafalaya, and Lafourche Delta Complex. Depending on elevation and location, these soils rarely flood or experience occasional to frequent flooding. The remaining land area of the parish consists mainly of ponded, frequently flooded, and very frequently flooded, mucky and clayey, fluid soils in marshes and swamps. The Gulf Coast Marsh land type is general classification given to these soils.

Elevations in the parish range from about 16 feet above mean sea level along the natural levee of Bayou Teche in the northern part of the parish, to about 5 feet below sea level in the former marshes and swamps that have been drained.

Crude oil and natural gas are the predominant mineral products in St. Mary Parish; however, the production of salt is also an important mineral resource for the parish. Cote Blanche Island salt dome is mined by North American Salt Company and produces 9 tons of salt every minute. The salt dome is located along the coast approximately nine miles from the study area. The study area is located within the Jeanerette Oil and Gas Field. According to information obtained from the Louisiana Department of Natural Resources (LDNR) Strategic Online Natural Resources Information System (SONRIS), there are 412 oil and gas wells in the Jeanerette Field (LDNR, 2011). Of these 412 oil and gas wells, there are 66 which are listed as active by the LDNR.

### 3.12 Prime Farmland and Other Soils

The study area is comprised mainly of Loess-covered alluvial deposits. Soils developed in three distinct parent materials including clayey alluvium, loamy alluvium and loess. The study area is composed of six soils which are briefly described in the **Table 3-12**.

**Table 3-12**  
**Soils within the Study Area**

Soil	% Slope	Description	Hydric	Prime Farmland
Baldwin silty clay loam	0 to 1	Found on natural levees in delta plains, poorly drained with high shrink-swell potential, rarely flooded.	Yes	Yes
Coteau silt	0 to 1	Found on terrace uplands, somewhat poorly drained, moderate shrink-swell potential, not flooded.	No	Yes
Galvez silt loam	0 to 1	Found on natural levees in delta plains, somewhat poorly drained, moderate shrink-swell potential, not flooded.	No	Yes
Iberia clay	0 to 1	Found in backswamps on delta plain, poorly drained, very high shrink-swell potential, rarely flooded.	Yes	Yes
Jeanerette silt loam	0 to 1	Found on meander scrolls on coastal plains, somewhat poorly drained, moderately high shrink-swell potential, not flooded.	No	Yes
Patoutville silt	0 to 1	Found on terraces in uplands, somewhat poorly drained, moderate shrink-swell potential, not flooded.	No	Yes

Source: USDA NRCS Soil Survey for St. Mary Parish, 2007.

The Farmland Protection Policy Act (7 USC 4201, *et seq*) and its regulations (7 CFR Part 658) establish criteria for identifying and considering the effects of federal programs on the conversion of farmland to non-agricultural uses. Prime farmland soils are widespread throughout the parish and include all of the soils found within the study area.

### 3.13 Hazardous Material Sites

A preliminary investigation was conducted to determine the possible impact of potential hazardous, toxic and radioactive waste (HTRW) sites on the proposed project within the study area. The purpose of this investigation was to identify sites that may pose an adverse effect on the local environment due to hazardous materials or petroleum contamination that could be released by earth-moving activities during construction of the project. Because of the generally high cost and complicated procedures required to mitigate impacts when constructing a highway over or through contaminated sites, avoidance of these areas is usually the most prudent and feasible course of action.

A review of publically available regulatory records was conducted by searching on-line databases maintained by the USEPA and the LDEQ. Under the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the USEPA maintains databases for the regulation of hazardous materials and waste sites. The purpose of the records review was to assess the potential for hazardous substance contamination from past or current activities on properties that are adjacent to the existing US 90 and LA 318 right-of-way or that would be located within the proposed right-of-way for the project. Only one regulated facility was identified on property adjacent to the existing US 90 south frontage road within the study area. The findings for all database searches are summarized in **Appendix D** and this facility is shown on **Figure 3-3**.

The LDEQ UST (Underground Storage Tank) Division maintains records of UST facilities located throughout the state and also identifies those that have had a confirmed petroleum release. There is only one facility within the study area that was previously listed in the UST database, which was Landry's Auto Truck Stop (LDEQ ID # 138202) located at 20355 Highway 90 Frontage Road in Jeanerette. This site had two citations, one on April 23, 2007 when it was given a Notice of Potential Penalty and the second, on December 4, 2009 when a penalty was assessed by LDEQ. Following site remediation on June 14, 2011 a No Further Action Notification was issued by the LDEQ. Landry's Auto Truck Stop is therefor considered a de minimus risk to the project. (See **Section 4.13** and **Appendix D** for further discussion).

### 3.14 Air Quality

The USEPA has set National Ambient Air Quality Standards (NAAQS) for six principal air pollutants (also referred to as criteria pollutants): Carbon monoxide (CO), lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. The State of Louisiana has adopted the Federal standards for these criteria pollutants. St. Mary Parish is currently in attainment for all NAAQS (USEPA, 2011).

### 3.15 Noise

#### Human Perception of Noise

“Noise” is defined as unwanted sound. Sounds are described as noise if they interfere with an activity or disturb the person hearing them. Sound is measured in a logarithmic unit called a decibel (dB). The human ear is more sensitive to middle and high frequency sounds than it is to low frequency sounds, so sound levels are weighted to more closely reflect human perceptions. These “A-weighted” sounds are measured using the decibel unit dBA. Because the dBA is based on a logarithmic scale, a 10 dBA increase in sound level is generally perceived as twice as loud, while a 3 dBA increase is just barely perceptible to the human ear. Sound levels fluctuate with time depending on the sources of the sound audible at a specific location. In addition, the degree of annoyance associated with certain sounds varies by time of day, depending on other ambient sounds affecting the listener and the activities of the listener. The time-varying fluctuations in sound levels at a fixed location can be quite complex, so they are typically reported using statistical or mathematical descriptors that are a function of sound intensity and time. A commonly used descriptor of the equivalent sound level is Leq, which represents the equivalent of a steady, unvarying level over a defined period of time containing the same level of sound energy as the time varying noise environment. Leq(h) is a sound level averaged over one hour. For highway projects, the Leq(h) is commonly used to describe traffic-generated sound levels at locations of outdoor human use and activity.

#### Noise Evaluation Criteria

The LADOTD *Highway Traffic Noise Policy* (July 2011) was used to analyze potential project-related noise impacts. The LADOTD has assigned Noise Abatement Criteria (NAC) to seven categories of land use organized according to their sensitivity to noise as shown in **Table 3-13**. The NAC levels are Leq levels above which noise would begin to intrude on the corresponding land use. Consistent with LADOTD policy, highway traffic noise impacts occur when:

1. The Design Year 2035 Build Condition sound levels predicted by the FHWA Traffic Noise Model 2.5 (TNM) equal or exceed the LADOTD Noise Abatement Criteria (presented in **Table 3-13**) at any receiver; or
2. The Design Year 2035 Build Condition sound levels exceed the measured Existing Condition sound levels by 10 dBA or more (i.e., a “substantial” increase).

**Table 3-13**  
**LADOTD Noise Abatement Criteria<sup>1, 2</sup>**

Activity Category	Leq(h) (dBA) <sup>3</sup>	Description of Activity Category
A	56 (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	66 (Exterior)	Residential (includes undeveloped lands permitted for residential).
C	66 (Exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship,

**Table 3-13**  
**LADOTD Noise Abatement Criteria<sup>1,2</sup>**

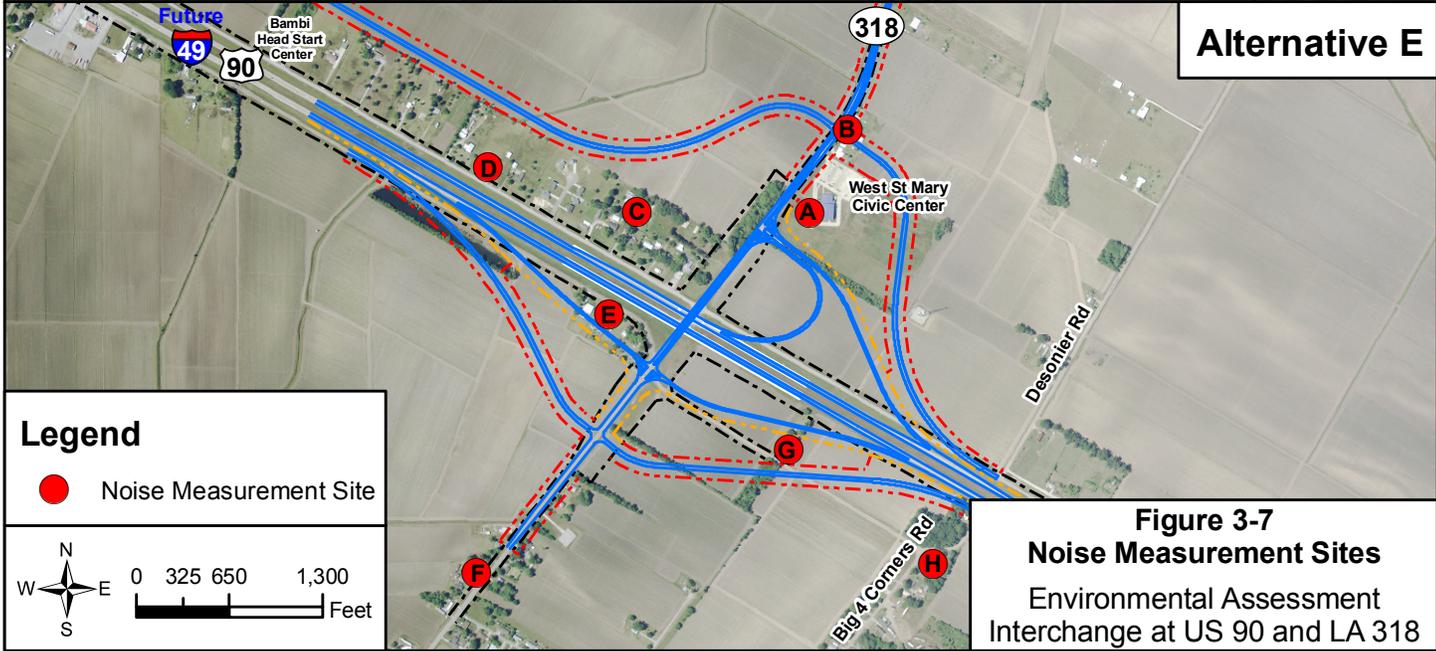
Activity Category	Leq(h) (dBA) <sup>3</sup>	Description of Activity Category
		playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped land permitted for these activities).
D	51 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studio, schools, and television studios.
E	71 (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, minoring, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-----	Undeveloped lands that are not permitted.

Notes:

1. Source: *LADOTD Highway Traffic Noise Policy* (July 2011).
2. These criteria are consistent with the FHWA Noise Abatement Criteria (23 CFR Part 772) allowing for consideration of traffic noise impacts 1 dBA below the FHWA criteria.
3. Hourly A-weighted sound level in decibels (dBA).

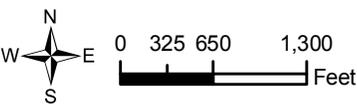
**Existing Conditions**

Existing condition noise levels were measured in May 2011 at a total of eight sites that are identified in **Figure 3-7**. The sites were selected to be generally representative of noise-sensitive, ground-level, outdoor human use or activity areas in proximity to the US 90 and LA 318 intersection. The procedures associated with the collection of the existing traffic noise levels are further described in the stand-alone *US 90 and LA 318 Interchange Improvements Noise Technical Report* (URS, November 2011). The noise levels measured at the sites are summarized in **Table 3-14**.



**Legend**

● Noise Measurement Site



**Figure 3-7**  
**Noise Measurement Sites**  
 Environmental Assessment  
 Interchange at US 90 and LA 318

**Table 3-14  
Existing Ambient Noise Levels**

Measurement Site <sup>1</sup>	General Location	Existing Noise Level Leq(h) (dBA)
Site A	West St. Mary Civic Center	57.0
Site B	Residence located adjacent to LA 318 in the northeast quadrant of the intersection.	60.1
Site C	Residence located along the proposed US 90 westbound entrance ramp for Alternative B in the northwest quadrant of the intersection.	57.9
Site D	Residence located along the existing frontage road / local access road for Alternative B in the northwest quadrant of the intersection.	67.0
Site E	Residence located adjacent to the proposed US 90 eastbound exit ramp for Alternative B in the southwest quadrant of the intersection.	66.7
Site F	Residence located adjacent to LA 318 in the southwest quadrant of the intersection, just north of Jones No. 1 Road.	64.4
Site G	Residence located between the proposed US 90 eastbound entrance ramp and frontage road for Alternative B in the southeast quadrant of the intersection.	57.3
Site H	Residence located along Big 4 Corners Road in the southeast quadrant of the intersection.	54.0

Note:

1. Measurement sites are shown in **Figure 3-6** relative to their proximity to Alternative B, Alternative D, and Alternative E.

Generally, the occupied structures in the study area consist of single-family residences, mobile homes, and the West St. Mary Civic Center. The lowest existing noise measurement taken in the study area was 54.0 dBA and the highest measurement recorded was 67.0 dBA. Of the eight occupied structures, two residences were identified that have existing noise levels that approach or exceed applicable NAC (Site D and Site E, see **Figure 3-7**).

### 3.16 Upland, Wetland and Aquatic Communities

Vegetative communities within the study area historically consist of bottomland hardwood forest and cypress-tupelo swamp with upland ridges along active or abandoned riverine systems. Most of the natural habitat within the study area has been replaced by agricultural and other development including residential, commercial, and industrial. There are only a few small tracts of undeveloped land remaining within the study area. These tracts are covered with natural vegetation associated with upland hardwood forests including Chinese Tallow (*Sapium sebiferum*), Hackberry (*Celtis laevigata*), Water Oak (*Quercus nigra*), and Pecan (*Carya illinoensis*), and several vine and herbaceous species. These tracts are generally one acre or less in area, with most consisting simply of wooded fence rows. In terms of wildlife habitat potential, these small tracts are very limited due to size and isolation. The only species that may have the potential to be found within these tracts include various songbirds and a few small mammal species including gray squirrel (*Sciurus carolinensis*), rabbit (*Sylvilagus floridanus*), raccoon (*Procyon lotor*), or opossum (*Didelphis virginiana*).

The only current existing aquatic habitat within the study area is associated with the man-made drainage ditches used to channel and remove rainwater from the area and an agricultural pond. The larger ditches have the potential to support aquatic habitat, but they are highly degraded due to the surrounding agricultural setting. The pond covers approximately 2.5 acres and is long and linear adjacent to the US 90 frontage road. Animal species likely to occur in these aquatic habitats would include several types of minnows and frogs.

Wetland communities in the study area include two channelized canals containing emergent wetland vegetation and one emergent wetland area that is located in the open field southeast of the St. Mary Parish Civic Center. These emergent wetland areas total approximately 0.94 acres within the project area and are shown on **Figure 3-3**. A complete analysis of the field reconnaissance is detailed within the draft stand-alone report entitled *Wetland Findings Report, Proposed US Highway 90 / LA 318 Interchange, St. Mary Parish, Louisiana* (T. Baker Smith, September 2011).

### **3.17 Plants and Wildlife Protected by Law**

The *Endangered Species Act* (ESA) of 1973 (7 USC 136; 16 USC 460 *et seq*), as amended, provides for the US Department of the Interior, Fish and Wildlife Service (USFWS) to manage for rare plants and wildlife. The USFWS maintains lists of rare plants and wildlife known to be potentially present in each county/parish of the United States. This list is based on historical siting records and existing preferred habitat. Federally-protected species known to potentially occur in St. Mary Parish include the endangered West Indian Manatee (*Trichechus manatus*), Pallid Sturgeon (*Scaphirhynchus albus*), Hawksbill Sea Turtle (*Eretmochelys imbricata*), Kemp's Ridley Sea Turtle (*Lepidochelys kempii*), and Leatherback Sea Turtle (*Dermochelys coriacea*) along with the threatened Louisiana Black Bear (*Ursus americanus luteolus*), Piping Plover (*Charadrius melodus*), Gulf Sturgeon (*Acipenser oxyrinchus desotoi*), Green Sea Turtle (*Chelonia mydas*), and Loggerhead Sea Turtle (*Caretta carretta*).

The five sea turtle species, Gulf Sturgeon, and West Indian Manatee are all species found in the bays and open waters off the coast of the parish. The Piping Plover is another species which inhabits the sand bars and mud flats along the coast line of the parish. Due to the location of the study area over 11 miles from the coast, none of these species occur or would be likely to occur in the study area. The Pallid Sturgeon is mainly found in large freshwater river systems including the Mississippi River and associated tributaries such as the Atchafalaya River, Red River, and Bayou Teche. Bayou Teche is two miles north of the study area and this species would not occur in the study area.

Louisiana Black Bears are known to occur in the Atchafalaya Basin located to the east of the study area. The bears typically inhabit bottomland hardwood forests but also utilize other types of forested habitat. Remoteness is an important spatial feature of black bear habitat relative to forest tract size and the presence of roads. The study area consists mainly of large open agricultural fields interspersed with roads and residential development. There are only a few small tracts of wooded areas in the study area, none of which are more than a few hundred square feet in size. Due to the non-existence of critical habitat in the study area, black bears are

not likely to occur. There is the possibility of movement of an individual through the study area; however, due to the lack of suitable habitat it would not be expected to linger.

### **Significant Trees**

The LADOTD Engineering Directives and Standards Manual (EDSM) under directive number I.1.1.21 establishes a general policy governing the treatment of significant trees by the Department within the highway right-of-way, zone of construction or operational influence. For the purposes of this policy, a significant tree is a Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (dbh) (4'-6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic. Furthermore, significant trees must be in good health and not in a declining condition. There are nine live oak trees located in the yards of several residences within the study area that have a dbh of 18 inches or more.

### **3.18 Coastal Zone Management**

The *Coastal Zone Management Act of 1972* (16 USC 1451-1456), as amended, provided for the effective management, beneficial use, protection, and development of a coastal zone. This led the State of Louisiana to implement the Coastal Resources Management Act. The Coastal Management Division (CMD) of the Louisiana Department of Natural Resources (LDNR) is charged with implementing the Louisiana Coastal Resources Program (LCRP) under authority of the State and Local Coastal Resources Management Act, as amended (Act 361, La. R.S. 49:214.21 et seq.). This law seeks to protect, develop, and restore or enhance the resources of the state's coastal zone. The CMD regulates development activities and manages the resources of the Coastal Zone. A Coastal Use Permit (CUP) Program has been established by the Act as part of the LCRP to help ensure the management and reasonable use of the state's coastal wetlands. The purpose of the CUP process is to make certain that any activity affecting the Coastal Zone is performed in accordance with guidelines established in the LCRP.

Approximately half of St. Mary Parish is within coastal zone for the state. The boundary line for the coastal zone basically runs north of US 90 roughly following Bayou Teche and all parts of the parish south of this boundary are within the coastal zone. After review of the coastal zone boundary for St. Mary Parish, the study area is located wholly within the coastal zone.

# CHAPTER 4.0

## 4.0 IMPACTS TO THE ENVIRONMENT

### 4.1 Land Use and Relocation Impacts

Implementation of Alternative B, Alternative D, or Alternative E would result in the conversion of existing land uses into transportation right-of-way. Conversion from naturally wooded lands, agricultural lands, pond, and developed lands used for residential, institutional, and industrial purposes to transportation right-of-way was evaluated for all three build alternatives, and the results are summarized in **Table 4-1**.

**Table 4-1**  
**Land Use Impacts by Alternative and Type**

Land Use	Alternative B		Alternative D		Alternative E	
	Acres	Percentage of Proposed Right-of-Way	Acres	Percentage of Proposed Right-of-Way	Acres	Percentage of Proposed Right-of-Way
Developed	13	19%	14	12%	9	11%
Natural	3	4%	4	4%	2	2%
Agricultural	50	75%	89	82%	71	86%
Pond	1	2%	2	2%	1	1%
<b>Total</b>	<b>67</b>	<b>100%</b>	<b>109</b>	<b>100%</b>	<b>83</b>	<b>100%</b>

Under the No-Build Alternative, land use would not be directly affected by the acquisition of land for transportation use.

#### Consistency with Existing Land Use and Other Plans

A stated objective of the *St. Mary Parish Comprehensive Plan* is to, “Coordinate with the Louisiana Department of Transportation and Development to implement pending transportation system improvements along I-49 and other parish roadways.” Moreover, the comprehensive plan acknowledges the general improvements along US 90 to include “interchange enhancements, elimination of at-grade intersections, capacity improvements, and other necessary congestion and safety improvements” (St. Mary Parish Government, 2002). Alternative B, Alternative D, and Alternative E are consistent with the above plans. The upgrading of US 90 as part of the future I-49 corridor is also consistent with the long range planning goal for US 90 as listed in the *Louisiana Statewide Transportation and Infrastructure Plan – Review and Status Report* (LADOTD, 2008).

The No-Build Alternative is inconsistent with acknowledged plans for the US 90 corridor, as outlined in planning documents for the study area.

#### Structure Impacts and Relocations

A complete analysis of structure acquisition and relocation impacts is detailed within the stand-alone report entitled *Conceptual Stage Relocation Plan, US 90 and LA 318 Interchange, St.*

Mary Parish, Louisiana (C-Del and URS, June 2013). A brief summary of structure acquisition and relocation impacts is presented below.

Structures immediately adjacent to and nearby the proposed project were evaluated using GIS, aerial photography, and field reconnaissance. Structure locations were plotted on maps so that direct effects could be minimized as alternatives were developed and considered. While every effort was made to avoid impacts to structures, some direct impacts would result from the implementation of the three build alternatives. **Table 4-2** gives the estimated total number of main structures and the associated structure type that would potentially be impacted by each of the build alternatives. Note that structure acquisition impacts were determined under “worst case scenario” right-of-way acquisition conditions (i.e., structure impacted, the parcel is rendered unusable, and/or residential structures located on land-locked parcels created by control of access were also assumed to be impacted) for Alternative B, Alternative D, and Alternative E and are subject to change based on the final project design. Relocation impacts were determined based on the occupancy status of structures that would be acquired.

**Table 4-2  
Estimated Structure Acquisition Impacts**

Structure Type	Build Alternative		
	Alternative B	Alternative D	Alternative E
Residential	29 <sup>1</sup>	17 <sup>2</sup>	11
Mobile Home	7	7	4
Commercial	1 <sup>3</sup>	0	0
<b>Total</b>	<b>37<sup>4</sup></b>	<b>24<sup>4</sup></b>	<b>15</b>
Primary Reason for Structure Acquisition			
Required Right-of-way	24	22	14
Control of Access	13 <sup>5</sup>	2	1
<b>Total</b>	<b>37</b>	<b>24</b>	<b>15</b>

Notes:

1. Includes four vacant residential structures, three of which are from the Caribbean Winds subdivision. Occupancy status based on field reviews conducted on January 28, 2011 and May 10, 2011.
2. Includes no vacant residences. Occupancy status based on field reviews conducted on January 28, 2011 and May 10, 2011.
3. Abandoned commercial structure zoned for future residential development.
4. Structure acquisition impacts were determined under “worst case scenario” right-of-way acquisition conditions (i.e., structure impacted, the parcel is rendered unusable, and/or residential structures located on land-locked parcels created by control of access were also assumed to be impacted) and are subject to change based on final project design.
5. Includes 12 structures located on the northwest quadrant of the interchange where the parcel is rendered unusable, and/or residential structures are located on land-locked parcels created by control of access. Eight of the 12 residential structures are within the Caribbean Winds subdivision; 3 are vacant and 5 are occupied

The total number of structure acquisition impacts is greater for Alternative B (37 structures) and Alternative D (24 structures) compared to Alternative E (15 structures). The following is a summary of structure acquisition and relocation impacts associated with each build alternative.

- **Alternative B:** Of the 37 total structure acquisitions for Alternative B, 29 are residential structures, seven are mobile homes, and one is a commercial structure. This commercial structure is of frame construction, vacant, and zoned for future residential development.

Additionally, four of the acquired residential structures were determined to be vacant based on field review (conducted in January 2011 and May 2011), three of which are from the Caribbean Winds subdivision. These vacant structures would not require relocation assistance. Twenty-four of the 37 acquisition impacts would result from required right-of-way take. Thirteen of the 37 acquisition impacts would result from the parcel being rendered unusable and/or the residential structures being located on land-locked parcels created by control of access. Of the 13 structures impacted due to control of access limitations, 12 would be located in the northwest interchange quadrant; 8 of which are residential structures located within the Caribbean Winds subdivision. Under Alternative B, 21 of the acquired residential structures are of frame construction, six are brick veneer, and two are manufactured homes.

- **Alternative D:** Of the 24 total structure acquisitions for Alternative D, 17 are residential structures and seven are mobile homes. Field review (conducted January and May 2011) determined that all of the acquired residential structures appeared to be occupied. Twenty-two (22) of the 24 acquisition impacts would result from right-of-way take; and two would result from control of access. Under Alternative D, 10 of the acquired residential structures are of frame construction, five are brick veneer, and two are manufactured homes.
- **Alternative E:** Of the 15 total structure acquisitions for Alternative E, 11 are residential structures and four are mobile homes. Field review (conducted January and May 2011) determined that all of the acquired residential structures appeared to be occupied. Thirteen (13) of the 15 acquisition impacts would result from right-of-way take; and two would result from control of access. Under Alternative E, seven of the acquired residential structures are of frame construction, two are brick veneer, and two are manufactured homes.

The No-Build Alternative would not require right-of-way acquisition, and therefore, would not result in structure acquisition and/or relocation impacts.

### **Relocation Assistance**

All relocation activities are governed by the Federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (Public Law 91-646) as needed, which insures that decent, safe, and sanitary replacement housing will be provided for all displaced persons. The program is designed to provide assistance to displaced persons in relocating to a replacement property in which to live or do business. Relocation resources are available to all residential relocates without discrimination. If necessary, LADOTD will provide housing of last resort to accommodate difficult or special residential displacements, which may involve the use of other methods of providing comparable decent, safe, and sanitary housing within a person's financial means.

## 4.2 Demographics and Environmental Justice

Demographic data (detailed in **Section 3.2**) within the study area indicate the following:

- The total racial minority composition reported in 2010 is 75.1%;
- The percentage of people in 2000 below the poverty level ranged from approximately 32% to 34%;
- The median household incomes in 2000 were above the 2000 HHS poverty guideline;
- Approximately 41.5% of individuals surrounding the project area reported a disability in 2000;
- Approximately 2.6% of the population were reported to speak English less than “very well” in 2000; and
- Approximately 12.4% of the population was aged 64 and older in 2000.

**Relocation Impacts:** A major consideration in determining the potential for environmental justice issues is related to potential relocation impacts. Alternative B would result in 36 residential structure acquisitions and 32 relocations (i.e., 4 vacant residences), Alternative D would result in 24 residential structure acquisitions and 24 relocations (i.e., no vacant residences), and Alternative E would result in 15 residential structure acquisitions and 15 relocations (i.e., no vacant residences). As previously described, structure acquisitions were determined under “worst case scenario” right-of-way acquisition conditions as previously described and are subject to change based on the final project design. Relocation impacts were based on the estimated number of occupied structures

**Table 4-3** summarizes residential acquisition and relocation impacts resulting from Alternative B, Alternative D, and Alternative E in relation to the distribution of minority populations within a one-mile radius of the proposed interchange.

Of the 36 residential relocations resulting from Alternative B, approximately 86% (31) are located within Census blocks reporting minority percentages of 40% or greater; and all of the residential relocations resulting from Alternative D and Alternative E are located within Census blocks reporting minority percentages of 60% or greater. Based on the data presented in **Table 4-3**, residential relocation impacts would predominantly occur in areas reporting high minority percentages.

**Table 4-3**  
**Comparative Acquisition and Relocation Impacts on Percent Minority Populations**

Percent Minority Composition of 2010 Census Blocks <sup>2</sup>	Number of Impacts <sup>1</sup>		
	Alternative B	Alternative D	Alternative E
Less than 20%	0	0	0
20% to 40%	5	0	0
40% to 60%	16	0	0
60% to 80%	5	3	5

**Table 4-3  
Comparative Acquisition and Relocation Impacts on Percent Minority  
Populations**

Percent Minority Composition of 2010 Census Blocks <sup>2</sup>	Number of Impacts <sup>1</sup>		
	Alternative B	Alternative D	Alternative E
80% to 100%	10	21	10
<b>Total</b>	36	24	15

Notes:

1. Structure acquisition and relocation impacts determined under “worst case scenario” right-of-way acquisition conditions and are subject to change based on the final project design; does not include commercial displacement impacts.
2. Within a one-mile radius of the proposed US 90 and LA 318 interchange.

**Noise Impacts:** Another area of concern in determining potential environmental justice issues involves noise impacts. The results of the traffic noise analysis performed for this project are presented in **Section 4.15**. In summary, noise impacts are expected to occur in the design year 2035 at nine structures under Alternative B (seven residences and two mobile homes), with the majority of impacted residences located in the southeast quadrant of the interchange, adjacent to LA 318. As shown in **Figure 3-2**, the southeast quadrant has a minority composition ranging from 80% to 100%. Noise impacts are expected to occur in the design year 2035 at 16 structures under Alternative D (12 residences, two mobile homes, the Bambi Head Start Center, and a former commercial frame structure zoned for future residential development), with the majority of impacted residences located in the northwest quadrant of the proposed interchange adjacent to the existing US 90 north frontage road. As shown in **Figure 3-2**, the northwest quadrant has a minority composition ranging from less than 20% towards the western project terminus to 40% to 60% closer to the intersection of US 90 and LA 318. Noise impacts are expected to occur in the design year 2035 at 21 structures under Alternative E (14 residences, six mobile homes, and a former commercial structure), with the majority of impacted residences located in the northwest and southeast quadrants of the proposed interchange adjacent to US 90 and LA 318. As shown in **Figure 3-2**, the southeast quadrant has a minority composition of greater than 80%. Given the above data, noise impacts are anticipated to occur in areas reporting high minority percentages for both Alternatives B and D, with a larger concentration of high minority populations experiencing noise impacts under Alternative D. A traffic noise abatement analysis determined that noise barriers did not result in a reasonable reduction in noise levels and/or were not economically feasible given the scattered nature of the residences surrounding the proposed interchange project, as in accordance with the LADOTD *Highway Traffic Noise Policy*.

**Access Impacts:** As detailed in **Section 4.4**, control of access would be implemented at specific areas along the build alternative project alignments, thereby affecting access to adjacent parcels that abut existing roadways within the study area, which contains a high concentration of minority populations. In particular, the travel distance and travel time of residents living within the northwest interchange quadrant would slightly increase in order to access LA 318 and US 90 due to the relocation of the north frontage road. This extended travel distance (up to 2 miles) and travel time experienced by residents would be greater under Alternative D and Alternative E compared to Alternative B (up to 4 minutes versus 3 minutes). Details relating to this and other

alterations in access and travel patterns are provided in **Section 4.4**. Any residence “land-locked” with no points of roadway access would be purchased and the residents relocated according to Federal and state regulations. Generally, LADOTD provides “driveway” access by permit. The construction and cost of the access are borne by the property owner, and divergence from this standard would require FHWA approval.

Prior to the evaluation of impacts on environmental justice populations, consideration was given to public outreach efforts and avoidance and minimization measures employed throughout the project development and evaluation process, as well as to the enhancements and benefits associated with implementation of the US 90 and LA 318 interchange project. These efforts and measures are described below.

### **Public Outreach**

An open forum Public Involvement Meeting to discuss the proposed US 90 and LA 318 interchange was held on Tuesday, March 22, 2011 at the West St. Mary Civic Center from 4:00 PM to 7:00 PM. The West St. Mary Civic Center is an American Disabilities Act compliant facility that is utilized by members of the local community for various recreational and meeting activities. Below is a brief summary of outreach efforts associated with the Public Meeting and further details are provided in **Section 6.2**.

The purpose of the Public Meeting was to share information, obtain public input on three proposed conceptual alternatives, and ultimately select which alternative(s) would be further studied as part of the EA. Various methods of notification were utilized to inform all populations of the Public Meeting including:

- Commercial advertisements were placed in two local newspapers on two separate occasions prior to the Public Meeting;
- Approximately 100 flyers were distributed to local businesses, churches, and other community oriented establishments during the week prior to the Public Meeting in order to reach as many facets of the population as possible; and
- Letters were sent to residents and/or property owners and businesses within and near the proposed interchange project locale, as well as to elected officials, agency representatives, and local organizations.

Public meeting handouts and comment forms were provided at the meeting, and extra copies were available for attendees to take home to share with other members of the community. A seven-minute video presentation about the proposed project was also available for viewing along with large display maps of the proposed project. Accommodations were made for citizens requesting assistance in providing their comments, such as the project team recording verbal comments from citizens throughout the display area and one commenter with the inability to write, verbally dictating his responses to the comment form to a project team member. Attendees of the Public Meeting represented various demographic populations, and there was a strong minority and elderly population presence at the Public Meeting. Moreover, continued communication occurred over the ten-day comment period with representatives from the West

St. Mary Civic Center, who retained extra copies of the project handout and comment form for distribution to citizens unable to attend the Public Meeting.

An open forum Public Hearing was held at the same location as the Public Meeting on July 17, 2012 from 4:00 PM to 7:00 PM. Below is a brief summary of outreach efforts associated with the Public Meeting and further details are provided in **Section 6.2**.

The purpose of the hearing was to allow agencies, local representatives, and the public to review and comment on the Draft Environmental Assessment; to review and comment on the proposed “Build” and “No-Build” Alternatives; and to receive additional information about the project, project schedule, the right-of-way acquisition process and the environmental process.

- Commercial advertisements were placed in two local newspapers on three separate occasions prior to the Public Meeting;
- Approximately 125 Public Hearing Notices and Comment Forms were distributed to local businesses and community oriented establishments during the week prior to the Public Hearing in order to reach as many facets of the population as possible; and
- Public Hearing Notices and Comment Forms were sent to 129 residents and/or property owners and businesses within and near the proposed interchange project locale, as well as to elected officials, agency representatives, and local organizations.

A Public Hearing Handout containing a comment form and survey was provided at the meeting, and extra copies were available for attendees to take home to share with other members of the community. A fifteen-minute video presentation about the proposed project was also available for viewing along with large display maps of the proposed project. Accommodations were made for citizens requesting assistance in providing their comments, such as the project team recording verbal comments from citizens throughout the display area and one commenter with the inability to write, verbally dictating his responses to the comment form to a project team member. Attendees of the Public Hearing represented various demographic populations, and there was a strong minority and elderly population presence at the Public Hearing. Moreover, continued communication occurred over the 45-day comment period with representatives from the West St. Mary Civic Center, who retained extra copies of the project handout and comment form for distribution to citizens unable to attend the Public Hearing.

### **Avoidance and Minimization Efforts**

As detailed in **Section 2.4**, three proposed interchange alternatives, Alternatives A, B, and C, were presented at the March 22, 2011 Public Meeting. Two primary issues were identified from the previously described public outreach efforts relating to these three alternatives:

1. A concern from residents was expressed relating to potential displacement impacts associated with Alternatives A and B, including concern expressed from the Southern Mutual Help Association, Inc. (SMHA), which is the developer of the Caribbean Winds subdivision located in the northwest quadrant of the proposed US 90 and LA 318 interchange; and

2. A preference for Alternative B, with US 90 grade-separated over LA 318, was expressed by representatives of the sugar cane and port-related industries in order to improve truck and tractor-trailer access to LA 318.

In response to the first concern, modifications were made to Alternative B and a new alternative, Alternative D, was developed for further analysis as part of the EA that combined aspects of Alternative A and Alternative C. In summary, the westbound frontage road in the northwest quadrant of the interchange was modified in Alternative B to pass behind the residences located within this interchange quadrant, thereby minimizing the severity of residential impacts, including those to the Caribbean Winds subdivision (see **Figure 2-15**). This same northwest quadrant frontage road design was incorporated into the new Alternative D, which also included the incorporation of a westbound loop entrance ramp to US 90 in the northeast quadrant of the proposed interchange, thereby avoiding all impacts to residences in the northwest quadrant of the proposed interchange (see **Figure 2-16**).

In response to the second concern, Alternative B with US 90 grade-separated over LA 318 was carried forward for further analysis as part of this EA.

A separate meeting was conducted on July 21, 2011 between LADOTD, FHWA, and representatives for the SMHA in regard to potential impacts to the Caribbean Winds subdivision (meeting records are included within **Appendix E**). SMHA is a not-for-profit corporation that works to “build healthy and prosperous rural communities and address life quality issues” in Louisiana. SMHA’s programs include providing assistance to low-wealth families in the obtainment of home loans and promoting public involvement efforts for the citizens of economically distressed areas, among other community-focused initiatives ([www.southernmutualhelp.org](http://www.southernmutualhelp.org), accessed September 8, 2011). Counsel for SMHA expressed concern that their client is being damaged financially due to uncertainties involved in the alternative routes for the proposed interchange project. The new Alternative D was presented to SMHA representatives at this meeting, noting that this new alternative was designed to avoid adversely impacting the Caribbean Winds subdivision, as well as nearby residences. An FHWA representative explained that hardship acquisitions could be completed if Alternative B was selected, which could require some residents of the Caribbean Winds subdivision to be relocated.

In a follow-up letter from SMHA representatives dated August 16, 2011 to LADOTD, SMHA posed additional questions regarding the design and impacts to the Caribbean Winds subdivision resulting from implementation of Alternative D. A copy of this letter and LADOTD’s response letter are included in **Appendix E**. Continued coordination between LADOTD and SMHA is anticipated, and LADOTD would work with SMHA to the extent practicable.

Following the above described July 21, 2011 meeting, a supplemental Public Notice was sent to all attendees of the March 22, 2011 Public Meeting informing them of the modified Alternative B and new Alternative D alignments. A copy of this additional Public Notice is included in **Appendix E**.

In an additional effort to explore minimizing residential and parcel impacts, roadway widening options along LA 318 were explored for Alternative B that involved an impacts comparison of widening LA 318 symmetrically from the roadway centerline versus widening LA 318 entirely to the west. In summary, LA 318 widening entirely to the west would result in the following impacts in comparison to LA 318 widening from the roadway centerline:

- A greater total length of construction on LA 318;
- An additional 2.15 acres of required right-of-way along LA 318;
- Overall, a fewer number of parcels impacted, but an increase in the number of residential relocations;
- Increased number of impacted parcels from the Caribbean Winds subdivision; and
- An additional \$1.9 million in estimated right-of-way and construction costs.

Based on the above LA 318 widening comparison analysis, widening entirely to the west would result in greater economic and social impacts compared to widening from the roadway centerline. Therefore, LA 318 widening entirely to the west was determined to be not practicable and, as a consequence, LA 318 widening from the roadway centerline was incorporated into the preliminary design of Alternative B, as presented in the Map Atlas in **Appendix A**.

### **Determination of Environmental Justice Impacts**

**Low-Income Populations:** As detailed in **Section 3.2** and **Table 3-4**, the median household incomes for the Census block groups surrounding the proposed interchange, Census tract 410 – block group 2 (\$28,819) and census tract 411, block group 1 (\$18,594), were greater than the 2000 HHS poverty guideline for a four person family. In addition, the percentage of people above the 2000 poverty level within Census tract 410 – block group 2 (68.4%) and Census tract 411 – block group 1 (66.2%) was greater than the percentages of people reported below the poverty level (31.6% and 33.8%, respectively). It is not anticipated that the size and distribution of low-income populations has changed substantially from 2000 to 2010. That is, from 2000 to 2010, only minor changes in population (less than  $\pm 2\%$ ) have occurred within the Census tracts surrounding the proposed interchange (see **Table 3-2**). Furthermore, over a five-year period (2005 to 2009), the median household incomes for Census tract 410 (\$34,229) and Census tract 411 (\$31,683) surrounding the proposed interchange were still trending above the HHS poverty guidelines for those respective years; and the percentages of people above poverty level for Census tract 410 (79.8%) and Census tract 411 (75.7%) were also greater than those below poverty level (see **Table 3-4**). For the above reasons, disproportionate adverse impacts to low-income populations are not anticipated.

**LEP, Elderly, and Disabled Populations:** Disproportionate impacts to LEP populations and the elderly are not anticipated given their low percent composition of the population surrounding the study area in 2000 (2.6% for LEP populations and 12.4% for individuals aged 64+ years old) and that, similar to low-income populations, substantial changes to the size and distribution of these populations from 2000 to 2010 are not expected to have occurred (see **Table 3-6** and **Table 3-7**). It is also important to note that, although not a majority of the population, approximately

41.5% of individuals surrounding the proposed interchange reported a disability in 2000 (see **Table 3-5**).

**Community Facilities and Services:** One community facility within the study area, the Bambi Head Start Center, whose enrollment can include students from low-income families and families reporting a disability, would be impacted by noise given the construction of Alternative D or Alternative E, but not Alternative B. Construction of a noise wall at this facility was determined unreasonable in accordance with the LADOTD *Highway Traffic Noise Policy* (see **Section 4.15**). Construction of Alternative B, Alternative D, or Alternative E would not result in right-of-way acquisition from the Bambi Head Start Center. Furthermore, it is unknown whether students enrolled within this facility reside within or outside the study area.

Emergency community services such as police, fire, medical, etc. would benefit from travel time savings on US 90 resulting from a higher travel speed (70 MPH) and the removal of the signalized intersection at LA 318. However, these same community services would be impacted by the increased time of up to 3 to 4 minutes needed to travel from US 90 and LA 318 to and from the residences within the northwest interchange quadrant as a result of the relocation of the north frontage road. Additional details relating to access and travel patterns are provided in **Section 4.4**.

**Minority Populations:** Analysis of 2010 Census block data determined a high minority composition (75.1%) within a one-mile radius of the proposed interchange (see **Table 3-3**). Therefore and as previously described, implementation of Alternative B, Alternative D, or Alternative E would result in residential relocation impacts, noise impacts, and impacts to existing access and travel patterns for residents of the northwest interchange quadrant.

The proposed improvements to the US 90 and LA 318 interchange are necessary prior to the future upgrading of US 90 to interstate standards as part of the proposed future I-49 South corridor enacted under SAFETEA-LU. Relocating these interchange improvements to another location where potential impacts on minority or low-income populations might be reduced would not be practicable. Furthermore, the adjacent interchanges located to the east and west of the US 90 and LA 318 interchange site have already been reconstructed with grade-separated structures and with full control of access in accordance with interchange requirements for interstate corridor criteria.

Various public outreach efforts were employed to ensure inclusion and participation from all populations; and it was in response to public comments from the Public Meeting that Alternative B was modified and the new Alternative D was developed, and public comments from the Public Hearing resulted in the development of the new Alternative E. The modified Alternative B, new Alternative D, and new Alternative E were designed to meet LADOTD roadway design standards (see **Table 2-4**) while also minimizing and avoiding as many impacts as possible to the surrounding community. All relocation activities would be consistent with USDOT policy as mandated by the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, the Civil Rights Act of 1964, and the Urban Development Act of 1974, which

ensure that decent, safe, and sanitary replacement housing will be provided for all displaced residents, without discrimination.

Any potential adverse impacts on environmental justice populations would be offset in part by project-related benefits. The proposed project would replace an at-grade signalized intersection with a grade-separated interchange that would enhance emergency evacuation and reduce the potential for turning conflicts, which may result in a reduction of crashes. Implementation of Alternative B would improve access for trucks and tractor-trailers to LA 318, thereby improving overall driving conditions for all populations. The westbound loop entrance ramp of Alternative D could potentially slow traffic operations as large trucks and tractor-trailers would necessarily slow down to maneuver the turning radius of the ramp; however overall traffic flow would still be improved for all populations as a result of the grade-separated design of the proposed interchange. Implementation of Alternative E would have the same access improvements noted under Alternative B as well as the potential issues of the westbound loop entrance ramp noted under Alternative D. As with Alternative B and Alternative D, Alternative E would improve overall traffic flow for all populations as a result of the grade-separated design. Furthermore, the economic vitality of the surrounding communities would likely benefit from the improved access to and from the St. Mary Sugar Cooperative and the Port of West St. Mary resulting from the proposed interchange project.

In summary, the proposed improvements are necessary at the US 90 and LA 318 interchange for the eventual upgrade of US 90 to interstate standards, and there is no other practicable alternative. The area surrounding the proposed interchange is broadly composed of environmental justice populations (75.1% minority). Given that the composition of non-environmental justice populations surrounding the US 90 and LA 318 interchange is limited, impacts resulting from the proposed improvements would not be greater or more severe on environmental justice populations compared to non-environmental justice populations. Therefore, disproportionate impacts to environmental justice populations are not anticipated.

The No-Build Alternative would not result in any of the above described benefits associated with Alternative B, Alternative D, or Alternative E. The No-Build Alternative could result in future traffic congestion and delay (intersection LOS E in the design year 2035), as well as constraints to truck and tractor-trailer access to LA 318, which in turn could result in adverse impacts to traffic flow, thus affecting the predominantly minority population in the US 90 and LA 318 interchange locale.

### 4.3 Community Facilities

As described in **Section 3.3**, two community facilities are located within the study area: the West St. Mary Civic Center located in the northeast interchange quadrant and the Bambi Head Start Center, located within the northwest interchange quadrant towards the western project terminus (see **Figure 3-1**).

Implementation of Alternative B would result in approximately 1.9 acres of proposed right-of-way impacts to the West St. Mary Civic Center parcel, of which less than 0.1 acre would impact

existing pavement and the remainder would impact open field. Access to the West St. Mary Civic Center under Alternative B would be maintained at the existing location from LA 318. Alternative B would require the relocation of the sewer lift station located south of the West St. Mary Civic Center building (see **Figure 3-3**), as well as the relocation of the West St. Mary Civic Center sign.

Implementation of Alternative D would result in approximately 5.5 acres of proposed right-of-way impacts to the West St. Mary Civic Center parcel, of which less than 0.1 acre would impact existing pavement and the remainder would impact open field. The West St. Mary Civic Center driveway would be relocated from LA 318 to the frontage road due to control of access along LA 318 under Alternative D. The relocated driveway would be constructed towards the eastern end of the parking lot as to maintain adequate queuing distance and prevent congestion at the frontage road / LA 318 junction. Alternative D would require the relocation of the sewer lift station located south of the West St. Mary Civic Center building (see **Figure 3-3**), but would not require the relocation of the West St. Mary Civic Center sign.

Implementation of Alternative E would result in approximately 3.4 acres of proposed right-of-way impacts to the West St. Mary Civic Center parcel, of which all 3.4 acres would impact open field. The West St. Mary Civic Center driveway would be relocated from LA 318 to the frontage road due to control of access along LA 318 under Alternative E. The relocated driveway would be constructed towards the eastern end of the parking lot as to maintain adequate queuing distance and prevent congestion at the frontage road / LA 318 junction. Alternative E would not require the relocation of the sewer lift station located south of the West St. Mary Civic Center building (see **Figure 3-3**), but would require the relocation of the West St. Mary Civic Center sign.

None of the three build alternatives would result in right-of-way acquisition from the Bambi Head Start Center. As detailed in **Section 4.15**, construction of Alternative B would not result in a highway traffic noise impact at the Bambi Head Start Center, whereas construction of Alternative D or Alternative E would result in a noise impact at this facility. A noise barrier evaluation within the northwest interchange quadrant was completed, but determined that the construction of a noise barrier would be unreasonable in accordance with the LADOTD *Highway Traffic Noise Policy*.

The No-Build Alternative would have no effect on the West St. Mary Civic Center or the Bambi Head Start Center.

## **4.4 Transportation and Traffic**

### **Future Roadway Network Characteristics**

Alternative B consists of a rural diamond interchange with an overpass structure along US 90. Separate bridges would be constructed for the US 90 eastbound and westbound lanes over LA 318. Alternative D consists of a combination partial cloverleaf (one loop ramp) and diamond interchange. A single bridge would be constructed to grade-separate LA 318 over US 90.

Alternative E consists of a combination partial cloverleaf (one loop ramp) and diamond interchange with an overpass structure along US 90 with separate bridges for eastbound and westbound lanes over LA 318.

Upgrading US 90 to freeway standards with full control of access within the project limits will be achieved with all three build alternatives. As US 90 and LA 318 would be grade-separated under each alternative, the existing signalized intersection at US 90 and LA 318 would be eliminated. An existing median crossover on US 90 located near the western project limits near Landry’s Seafood House would be removed to provide full control of access.

As part of constructing a full control of access facility, construction of interchange ramps and the relocation of adjacent frontage roads would occur. The proposed entrance and exit ramps intersecting with LA 318 would result in two new unsignalized interchanges on both the north and south sides of US 90. The relocated frontage roads that tie into LA 318 would also result in two additional unsignalized intersections on both sides of US 90.

**Build Alternative Intersection Capacity Analyses**

Intersection analyses were performed at each of the LA 318 ramps and frontage road unsignalized intersections. The intersection level of service results for Alternative B for future year 2015 and design year 2035 are presented in **Table 4-4**.

**Table 4-4  
Intersection Level of Service Results for Alternative B**

Intersection	Control	2015		2035	
		Critical Movement	LOS AM/PM	Critical Movement	LOS AM/PM
LA 318 at South Frontage Rd	U	EB	B/A	EB/WB	B/B
LA 318 at North Frontage Rd	U	EB/WB	B/A	EB/WB	B/B
LA 318 at US 90 Eastbound Ramp	U	EB	B/A	EB	B/B
LA 318 at US 90 Westbound Ramp	U	WB	B/A	WB	B/B

*U - Unsignalized Control  
EB - Eastbound  
WB - Westbound*

The intersection level of service results for Alternative D for future year 2015 and 2035 are presented in **Table 4-5**.

**Table 4-5  
Intersection Level of Service Results for Alternative D**

Intersection	Control	2015		2035	
		Critical Movement	LOS AM/PM	Critical Movement	LOS AM/PM
LA 318 at South Frontage Rd	U	EB	B/A	EB/WB	B/B
LA 318 at North Frontage Rd	U	EB/WB	B/A	EB/WB	B/B
LA 318 at US 90 Eastbound Ramp	U	EB	B/A	EB	B/B
LA 318 at US 90 Westbound Ramp	U	WB	B/A	WB	B/B

*U - Unsignalized Control*

*EB - Eastbound*

*WB - Westbound*

The intersection level of service results for Alternative E for future year 2015 and 2035 are presented in **Table 4-6**.

**Table 4-6  
Intersection Level of Service Results for Alternative E**

Intersection	Control	2015		2035	
		Critical Movement	LOS AM/PM	Critical Movement	LOS AM/PM
LA 318 at South Frontage Rd	U	EB	B/A	EB/WB	B/B
LA 318 at North Frontage Rd	U	EB/WB	B/A	EB/WB	B/B
LA 318 at US 90 Eastbound Ramp	U	EB	B/A	EB	B/B
LA 318 at US 90 Westbound Ramp	U	WB	B/A	WB	B/B

*U - Unsignalized Control*

*EB - Eastbound*

*WB - Westbound*

As shown in **Table 4-4**, **Table 4-5**, and **Table 4-6** based on 2015 and 2035 projected volumes, all unsignalized intersections are projected to operate at a LOS B or better in 2015 and 2035; resulting in little to no traffic operational deficiencies.

**Build Alternative Roadway Segment Capacity Analyses**

The 2015 and 2035 roadway analyses for Alternative B, Alternative D, and Alternative E indicate a LOS A and LOS B, respectively, for the US 90 segments east and west of LA 318.

The 2015 and 2035 roadway analyses for Alternative B, Alternative D, and Alternative E indicate a LOS C for the LA 318 segment north of US 90 and LOS C for the LA 318 segment south of US 90.

**Build Alternative Ramp Junction Analyses**

Ramp junction analyses were conducted to evaluate the ramp junctions identified in Alternatives B, D, and E for operational deficiencies, and to define future facility requirements. Four (4) ramp junctions identified in Alternatives B, D, and E were evaluated with respect to year 2015 and design year 2035 build conditions. The analyses of merge and diverge ramp junctions were performed utilizing the *Highway Capacity Software Plus (HCS+)*, Version 5.5. These analyses were performed for 2015 and 2035 build conditions. The results are presented below in **Table 4-7**. The analyses indicate that the ramps will operate at an acceptable LOS during the design year 2035 for Alternatives B, D, and E.

**Table 4-7  
Ramp Junction Level of Service Results for Alternatives B, D, and E**

Ramp Junction	Type	2015	2035
		LOS AM/PM	LOS AM/PM
US 90 Eastbound Off Ramp	Diverge	A/A	A/A
US 90 Eastbound On Ramp	Merge	A/A	A/A
US 90 Westbound Off Ramp	Diverge	A/A	A/B
US 90 Westbound On Ramp	Merge	A/A	A/B

**Summary of Traffic Operations**

Under the No-Build Alternative, the intersection of US 90 and LA 318 would experience significant delays during the design year 2035; during the AM peak hour an overall LOS D is projected, and during the PM peak hour an overall LOS E is projected. Traffic delays on the northbound and southbound approaches of LA 318 would be significant.

For Alternative B, Alternative D, or Alternative E, constructing an interchange at this location would improve through movement traffic operations on US 90 and LA 318 because traffic delays associated with the signalized intersection of US 90 and LA 318 will be eliminated. The interchange will separate US 90 traffic from LA 318 thereby reducing the potential for turning movement conflicts. The reduction in turning movement conflicts at US 90 and LA 318 may result in a reduction in crashes. According to the Highway Safety Manual (HSM) (AASHTO, 2010), the potential crash effects of converting a three-leg or four-leg at-grade intersection into a grade-separated interchange results in a Crash Modification Factor (CMF) of 0.58 for all crashes in the area of the intersection (all severities). This means that a 42% reduction in all crashes for all severities could be expected and that the proposed interchange would operate more safely by reducing conflict movements when compared to an at-grade intersection.

## **Travel Patterns, Control of Access and Associated Access Impacts**

Regulating access is called access control or control of access. According to *A Policy on Geometric Design of Highways and Streets*, “Control of access refers to the regulation of public access rights to and from properties abutting the highway. With full control of access, preference is given to through traffic by providing access connections with selected public roads only and by prohibiting crossings at-grade and direct private driveway connections. Generally, full or partial access control is accomplished by legally obtaining the access rights from the abutting property owners (usually at the time of purchase of the right-of-way) or by the use of frontage roads” (AASHTO, 2004). Control of access is important because it defines where vehicular access can and cannot connect to a portion of an interchange roadway system, including cross streets, and entrance and exit ramps.

Access to properties would be maintained through proposed frontage roads, proposed local access roads or along portions of LA 318 where control of access restrictions does not apply. Control of access applies to LA 318, but not to the same extent as it applies to US 90. Where access control is proposed, direct access to the abutting adjacent property would be prohibited. This would result in changes in travel patterns and driveway access, which would result in slight increased travel times primarily for local traffic.

As part of the build alternatives, US 90 would be converted to a full control of access facility within the project limits. On the western terminus of the project near Landry’s Seafood House currently there is one driveway along the existing south frontage road that has direct access to US 90. A median crossover is located on US 90 at this location that also has an intersecting driveway that connects to the north frontage road at Gibby Street. In all of the build alternatives, the median cross over and connection between US 90 and the north and south frontage road would be eliminated. Controlling access at this location would result in changes in travel patterns to access facilities located on the opposite side of the highway, which would result in increased travel times for local traffic.

Under Alternative B, the location of the US 90 westbound entrance ramp control of access limit in the northwest quadrant of the interchange will restrict access to all parcels of land / residential property beginning at the Caribbean Winds subdivision and extending eastward to LA 318. As previously shown in **Figure 2-15**, which depicts an overview of Alternative B, all of these parcels of land would be situated between the westbound entrance ramp control of access limit and the proposed north frontage road and would be “land-locked” with no means of access to the surrounding roadway network. Subsequently, it has been assumed that all “land-locked” residential structures would be purchased; applicable relocations costs have been included in the cost for Alternative B. The parcels of land that directly front the existing frontage road / proposed local access road west of the Caribbean Winds subdivision at the proposed dead end would not be impacted.

As previously shown in **Figure 2-16**, which depicts an overview of Alternative D, the location of the westbound exit ramp control of access limit in the northeast quadrant of the interchange parallels the loop ramp and continues north along the east side of LA 318. The control of access

terminates north of the existing West St. Mary Civic Center driveway on LA 318. Subsequently, access to the existing driveway into the West St. Mary Civic Center parking lot would be restricted and a new driveway that connects to the frontage road will be required.

As part of Alternative D, the location of the eastbound entrance ramp control of access limit in the southeast quadrant of the interchange parallels the ramp and continues south along the east side of LA 318 to a point where it connects to the required frontage road right-of-way. The control of access terminates south of an existing driveway to a Natural Gas Pipeline Terminal on LA 318. Subsequently, access to the existing driveway will be restricted and a new driveway with access to the frontage road would be required.

In Alternative E, control of access in the northeast quadrant of the interchange is impacted in a similar manner to Alternative D. As previously shown in **Figure 2-17**, the control of access terminates north of the existing West St. Mary Civic Center driveway on LA 318. Subsequently, access to the existing driveway into the West St. Mary Civic Center parking lot would be restricted and a new driveway that connects to the frontage road will be required.

As part of all three build alternatives, the existing frontage road / proposed local access road located on the northwest quadrant of each interchange will serve only the residents that live on the street. This street would become a residential street with very low daily traffic volumes and signs would be installed indicating that the street is for “local access only”. A dead-end is proposed on the eastern most end of each street with the terminus ending beyond the driveway of the last house on the street. A stub out beyond the last driveway would provide adequate space for a 3-point turn-around to be made on this 24-foot roadway by both cars and medium trucks, such as trash collection vehicles.

Travel time savings would be realized by motorists using US 90 due to a slightly higher travel speed (70 MPH), the absence of cross street conflicting traffic, and the removal of the signalized intersection at LA 318 that currently affects traffic operations. Travel time for residents within the northwest interchange quadrant would increase due to the relocation of frontage roads and their connectivity to the existing roadway network. That is, for all three build alternatives, residents of the northwest interchange quadrant would have to travel west on the existing frontage road / proposed local access road to reach the north frontage road, and then backtrack east on the north frontage road to reach LA 318. The build alternatives would result in slight increase in travel distance (approximately 2 miles) and travel time (up to 3 or 4 minutes) for these residents; however, the travel distance and time would be greater for Alternative D and Alternative E.

Travel time on loop ramps, such as the one proposed in the northeast quadrant for Alternative D and Alternative E, tends to be greater than on a diamond or diagonally configured ramp. Another disadvantage associated with loop ramps is related to operational conditions for large trucks and tractor-trailers. The radius of a loop ramp curve is established based on design speed. The posted speed limit is generally lower than the design speed, but in some cases they could be the same. Subsequently, if posted speed limits are exceeded, large truck could potentially flip over. This is a concern because the loop ramp is proposed on the north side of US 90 along LA

318 where heavy vehicles account for approximately 38% of the average daily traffic volume on LA 318.

With regard to ramp design features, Alternative B differs from Alternatives D and E by the westbound on-ramp configuration. Alternative B proposes a traditional diamond interchange and a diagonal configuration for the westbound on-ramp, while Alternatives D and E propose a partial cloverleaf interchange and a loop configuration for the westbound on-ramp. Based on AASHTO's *Policy on Geometric Design of Highways and Streets*, the required acceleration length for vehicles entering an interstate from 25 MPH to 50 MPH (70% of mainline speed) is 550 feet. As previously noted in **Section 2.9**, LADOTD speed-lane change standard plans SC-01 and SC-02 shall govern the design of entrance and exit ramps. The LADOTD standard plan SC-01 requires a 700 foot acceleration lane with a 300 foot taper, which meets or exceeds the AASHTO minimum requirement. This is an important design feature for Alternatives D and E, as vehicles may be entering the US 90 westbound lanes from the loop ramp at a slower speed compared to vehicles entering from a diagonally configured entrance ramp under Alternative B. For Alternatives D and E, the proposed acceleration lane would provide adequate distance for vehicles to accelerate and enter the US 90 westbound mainline safely.

LA 318 would be elevated over US 90 as part of Alternative D (see Sheet 38 in **Appendix A**). The profile grade on the LA 318 bridge is proposed at 3% and the vertical curve and corresponding K-value on the bridge would be designed to provide adequate stopping sight distance for northbound vehicles at the westbound entrance loop ramp/eastbound exit ramp intersection. An exclusive right-turn lane is proposed for northbound LA 318 traffic turning right onto the US 90 westbound entrance loop ramp. Beginning immediately after the LA 318 bridge structure, the right-turn lane includes a 125 foot taper with a 200 foot storage/deceleration lane prior to the channelized turn onto the westbound loop ramp.

The right-turn lane in combination with the channelized turn lane onto the loop ramp would provide approximately 300 feet of storage that could accommodate approximately 12 cars or up to 4 to 6 large trucks. The roadway design features proposed including the minimal grade on the bridge (3%), proposed vertical curve, and right turn deceleration lane would safely accommodate traffic through this intersection.

At this same location, the loop entrance ramp and diagonal exit ramp in Alternatives D and E would be constructed parallel to each other, where opposing ramp traffic movements would be separated by a 14-foot depressed median or 30 feet between the edge of the travel lanes. Channelized medians, pavement markings and signage would be installed to address all movements through the intersection and to manage driver expectancy. Warning signs would be installed to avoid wrong way traffic on the westbound exit ramp. Special illuminated warning signage, using LED's or beacons, could be installed to provide greater visibility at night.

Under the No-Build Alternative, the roadway network would remain as it is currently configured. Existing travel patterns would not change and access to adjacent property would be retained.

## 4.5 Utilities

Utilities would be impacted by all three build alternatives. The low voltage electrical distribution lines that parallel LA 318 would be impacted from the widening of this road under all three. The electrical lines that parallel both the existing north and south frontage roads would all be impacted and require relocation under Alternative B. The impacts would be similar under Alternative D and Alternative E with the exception of the electrical lines along the existing northwest frontage road. The new frontage road under Alternative D and Alternative E would be constructed to avoid the residences and the existing frontage road would remain in place, eliminating the need to impact or relocate the existing electrical lines in the northwest quadrant of the interchange.

Six natural gas pipelines, within three separate pipeline corridors, that cross LA 318 south of US 90, would be affected by the three build alternatives. Alternative B and Alternative E would both have minor impacts associated with the widening of LA 318 in the vicinity of the six pipelines. Alternative D would have the most impact on the pipelines because of the associated widening of LA 318, as well as the new frontage road construction. The frontage road on the south side of US 90 would involve construction of a new road over all six pipelines on both the east and west sides of LA 318. A Natural Gas Pipeline Terminal associated with the three natural gas pipelines furthest to the south is located on the east side of LA 318. This Natural Gas Pipeline Terminal would not be affected by either Alternative B or Alternative E; however, under Alternative D the entrance would have to be relocated from LA 318 to the proposed frontage road on the east side of the terminal due to control of access (see **Section 4.4** for additional access discussion).

The sewage treatment system at the St. Mary Civic Center would be directly impacted under both Alternative B and D but would not be impacted by Alternative E. The sewage lift station located on the west side of LA 318 south of US 90 would be within the required right-of-way for the proposed widening of LA 318 as part of both Alternative B and Alternative E. Under Alternative D, the sewage lift station is directly impacted by the construction of the LA 318 and frontage road intersection. Impacts to local, water, sewer, gas, and phone lines would occur along portions of LA 318 and the frontage roads under all three build alternatives. The exception would be that under Alternative D and Alternative E, all local utilities along the northwest frontage road would be avoided since the existing frontage road would remain in place, thereby eliminating the need to impact or relocate the existing utilities.

The Bellsouth fiber optic and/or copper cable communication lines would be impacted from the widening of LA 318 under all three build alternatives. Impacts to communication lines that currently parallel the existing frontage roads would be similar under the three build alternatives with the exception of the northwest quadrant. Under Alternative D and Alternative E, these lines would not be impacted as the existing frontage road would remain in place.

LADOTD would work with Cleco, Gulf South and Columbia Gulf Transmission, Bellsouth, and St. Mary Parish to coordinate the relocation of any of the low voltage electrical distribution lines, natural gas pipelines, communication lines, water lines, and sewer lines. Any necessary

relocation of utilities would be planned and conducted so that disruptions in service are minimized and safety is not compromised.

The No-Build Alternative would have no impacts to utilities within the study area.

## 4.6 Visual Environment

The visual landscape under all three of the build alternatives is anticipated to be impacted as the result of upgrading the existing at-grade US 90 and LA 318 intersection to a grade-separated interchange. That is, under Alternative B, Alternative D, and Alternative E, the height of their associated overpasses in relation to the flat open nature of the study area would have a visual impact on the current landscape. The visual landscape associated with Alternative B would include two parallel US 90 overpasses, the visual landscape associated with Alternative D would include one LA 318 overpass, and the visual landscape associated with Alternative E would include two parallel US 90 overpasses and the elevated westbound loop entrance ramp. A visual impact would be anticipated under the three build alternatives given that the overall project footprints for Alternative B (diamond interchange), Alternative D (partial cloverleaf interchange), and Alternative E (partial cloverleaf interchange) are necessarily greater than the existing roadway footprint. However, all new construction for the three build alternatives, except for their respective overpasses, would generally be at-grade, and therefore, unlikely to substantially alter the existing visual landscape. Furthermore, given that the interchanges along US 90 within the project vicinity have all been reconstructed as grade-separated interchanges (see **Figure 1-1**), the proposed improvements to the US 90 and LA 318 interchange would be consistent with the overall visual landscape of the US 90 / future I-49 South corridor.

The No-Build Alternative would have no impacts on the existing visual landscape of the study area.

## 4.7 Cultural Resources

As previously described in **Section 3.7**, a complete analysis of the historic standing structure field reconnaissance (conducted in March 2011) for the proposed project is detailed the stand-alone draft report entitled *Preliminary Historic Standing Structure Field Reconnaissance Survey*. Below is a summary of the report findings. Refer to **Table 3-1**, as well as **Figure 3-4** and **Figure 3-5** for Historic Standing Structure (HSS) locations for Alternative B and Alternative D, respectively.

Nineteen structures and the Caribbean Winds subdivision do not appear to be located within the APE of Alternatives B or D. These buildings include six mobile homes, five ranch houses, four bungalows, two New-Mediterranean structures, one contemporary modern structure, the West St. Mary Civic Center, and the Caribbean Winds subdivision. Structures HHS 28, 29, 37, and 38 were identified as being of Moderate significance, while HSS 24, a 1920s to 1930s Bungalow, was identified as being of High significance.

Ten properties appear to be located within the APE of Alternative B; HSS 5, 7, 8, 10, 11, 13, 25, 26, 44, and 45. These buildings include six mobile and/or manufactured homes, three ranch houses, and a single Neo-French structure. Only HSS 26, one of the ranch houses, was identified as being of Moderate significance.

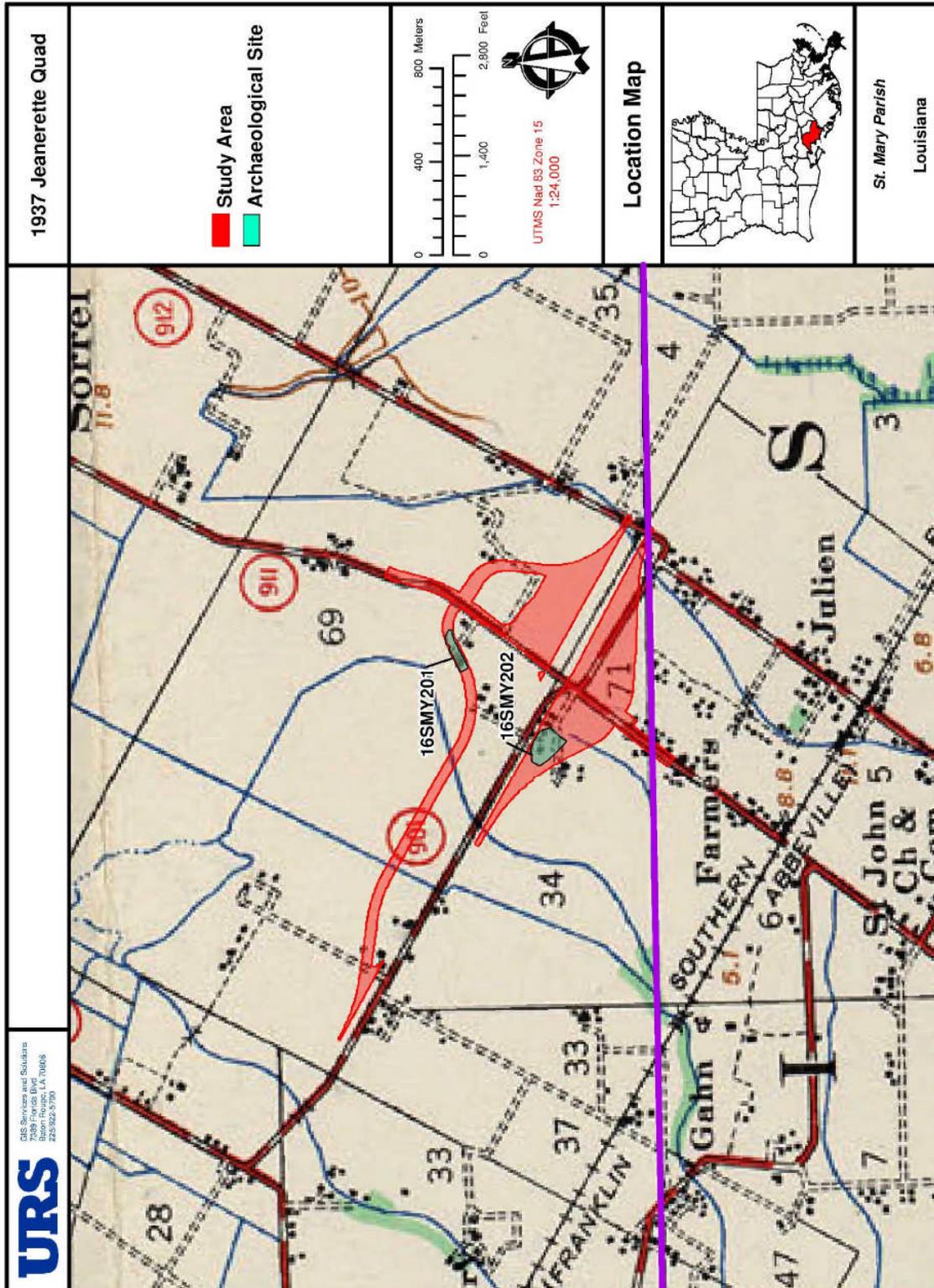
Nine properties appear to be located within the APE of Alternative D; HSS 2, 3, 13, 28, 40, 43, 45, 49, and 50. These buildings include five ranch houses, two mobile and/or manufactured homes, and two vernacular structures; only HSS 40, one of the ranch houses, was identified as being of Moderate significance. Finally, only HSS 45 (mobile home) and HSS 13 (ranch house) are currently associated with both Alternatives B and D.

After the development and selection of Alternative E as the preferred alternative after the Public Hearing, a complete analysis of the cultural resources investigation can be found in the stand-alone draft report entitled *Phase I Cultural Resource Survey – US Highway 90/LA318 Interchange, St. Mary Parish, Louisiana* (Handly et al. 2013). Below is a summary of the report findings. Refer to **Figure 4-1**, as well as **Table 4-8**, for historic archaeological site and standing structure (SS) locations, respectively.

Site 16SMY201 contained 815 historic period artifacts; however, all of these items were collected during systematic surface collection efforts within a recently plowed agricultural field. None of the delineation shovel tests excavated at the site contained any cultural material, and no evidence of archaeological features was observed. The majority of artifacts appear to have been manufactured during the mid-nineteenth to the early twentieth century (ca. 1860s to 1940s). The site appears to be a moderate density, historic period surface scatter comprised of mostly common residential materials. A historic 1937 map of the study area clearly identifies a structure in this location (**Figure 4-1**). The site materials are believed to have been associated with this now demolished building. Given the type and lack of intact subsurface cultural deposits, Site 16SMY201 does not appear to possess the qualities of significance as identified by the NRHP Criteria of Evaluation. No further assessment of this site is considered necessary.

Site 16SMY202 returned 678 artifacts; however, only five (5) of these were collected from the delineation shovel testing. The remaining were recovered during systematic surface collection within a recently plowed agricultural field. The majority of the artifacts are associated with a mid-nineteenth to early twentieth century (ca. 1840s to 1940s). Site 16SMY202 is comprised of a moderate density, historic period surface scatter and is also comprised mainly of common residential materials. The same 1937 historic map clearly identifies residential and/or agricultural structures in this location (**Figure 4-1**). Given the type of materials, lack of evident features and the general lack of intact subsurface cultural deposits, Site 16SMY202 does not appear to possess the qualities of significance as identified by the NRHP Criteria of Evaluation. No further assessment of this site is considered necessary.

**Figure 4-1**  
**Location of Sites 16SMY201 and 16SMY202, 1937 Topographic Quadrangle Map**  
(www.lib.utexas.edu/maps; accessed April 17, 2013)



URS conducted a standing structure inventory of the area within and up to 50 m (164 feet) adjacent to the proposed U.S. Hwy 90 and LA Hwy 318 interchange. In total, 33 residential structures were identified within the immediate view shed of the project area including, nine (9) Ranch houses, nine (9) mobile homes, eight (8) modern buildings in the Caribbean Winds subdivision, two (2) modified bungalows, two (2) manufactured homes, two (2) plain vernacular houses, and a single Contemporary Modern house (**Table 4-8**). The recently constructed civic center is also located near the project corridor.

Twenty-four (24) of the residential standing structures observed are located within 50 m (164 ft) of the project boundaries, but are not situated within the proposed interchange corridor. The remaining nine (9) properties are positioned within the proposed US90/LA318 interchange corridor (**Table 4-8**). Twenty-eight (28) of the 33 structures (85%) are less than 50 years old and exhibit no historical significance.

For the remainder, three (3) are 1950s to 1960s Ranch houses (HSS-19, HSS-27, and HSS-29) and two (2) are 1930s to 1950s modified Bungalows (HSS-25 and HSS-26). Only one (1) of these buildings, HSS-19 (a 1950s to 1960s Ranch house), is located within the proposed US90/LA318 interchange corridor. However, while all of these structures are over 50 years in age, none of the five (5) buildings display characteristics that would make them eligible for listing on the NRHP using the Criteria of Evaluation. No additional architectural recordation of these standing structures is considered warranted.

**Table 4-8  
Summary of Standing Structure Inventory**

<b>Standing Structure No.</b>	<b>Type</b>	<b>Estimated Date of Construction</b>	<b>NRHP Eligible</b>	<b>Within Survey Area</b>	<b>Adjacent up to 50 m of Survey Area</b>
1-8	Caribbean Winds Subdivision	2000s-Present	No		X
9	Ranch House, Side Gable	1970s-1980s	No		X
10	Mobile Home	1960-1970s	No		X
11	Contemporary Modern, Gable Roof	1970-1980s	No	X	
12	Ranch House, Hipped Roof	1980-1990s	No	X	
13	Ranch House, Hipped Roof	1980-1990s	No	X	
14	Mobile Home	1970-1980s	No	X	
15	Ranch House, Hipped Roof	1960-1970s	No		X
16	Ranch House, Hipped Roof	1960-1970s	No		X
17	Vernacular Side-Gabled Linear Plan	1970-1980s	No		X
18	Manufactured Home	2000s-Present	No	X	
19	Ranch House, Cross Gable	1950-1960s	No	X	
20	Mobile Home	1960-1970s	No	X	
21	Manufactured Home	1990s	No	X	
22	Mobile Home	1970s	No		X
23	Mobile Home	1960-1970s	No	X	
24	Mobile Home	1970s	No		X
25	Modified Bungalow	1930-1940s	No		X
26	Modified Bungalow	1930-1940s	No		X
27	Ranch House, Hipped Roof	1950-1960s	No		X

**Table 4-8  
Summary of Standing Structure Inventory**

Standing Structure No.	Type	Estimated Date of Construction	NRHP Eligible	Within Survey Area	Adjacent up to 50 m of Survey Area
28	Mobile Homes (3)	1970s	No		X
29	Ranch House, Cross Gable	1950-1960s	No		X
30	Ranch House, Hipped Roof	1960-1970s	No		X
31	Vernacular Side-Gabled Linear Plan	1960-1970s	No		X

URS recommends that no additional cultural resources investigations be required within the remaining surveyed portions of the proposed grade-separated interchange at the intersection of US Highway 90 (US 90) and LA Highway 318 (LA 318), given that no other cultural resources were identified in these areas.

The No-Build Alternative would have no impacts on cultural resources within the study area.

#### **4.8 Section 4(f) and 6(f)**

There are no resources protected by Section 4(f) or Section 6(f) that would be used by Alternative B, Alternative D, or Alternative E within the study area. Therefore, consideration under Section 4(f) and Section 6(f) is not required.

Implementation of the No-Build Alternative would not impact any Section 4(f) or Section 6(f) resource within the study area.

#### **4.9 Water Resources**

##### **Surface Water Resources**

Alternative B, Alternative D, and Alternative E would increase the amount of impervious surfaces within the study area. The increase of impervious surface would reduce the ability of the surrounding area to absorb rainfall, resulting in an increase of storm water runoff. The increased runoff could cause erosion and higher sediment loads in the receiving ditches that eventually drain into Dupuy Coulee and Bayou Cypremort, and eventually into the coastal marshes and West Cote Blanche Bay. Additionally, roadway surfaces collect hydrocarbons, sediment, and rubber particles that are washed off the roadway surface during rainfall events and ultimately discharged by the surface drainage system. While Alternative D would involve slightly more new impervious surface cover than Alternative B or Alternative E, the potential adverse effects to water quality associated with any of the build alternatives would be minimal given the intensively managed agricultural nature of the study area.

All three build alternatives would require the relocation of man-made drainage ditches that run parallel to several local roads in the study area including LA 318, US 90, and the associated

frontage roads. The alternatives would require two new crossings of existing waterways, identified as Other Waters of the US. The crossings would occur along the northwest frontage road with the construction of box culverts required to maintain flow. These two unnamed canals / tributaries flow perpendicular to US 90 and are hydrologically connected to Dupuy Coulee (see **Figure 3-3**). The crossings are both located north of US 90 and are not within the 100-year floodplain for either drainage way. Efforts would be made to eliminate or reduce any temporary impacts to water quality from storm water runoff during construction, as noted in **Section 4.19**. Impacts associated with these two new crossings occur with construction for the frontage road in the northwest quadrant of the interchange. An existing waterway crossing and culvert on the proposed southwest frontage road would only have minor modifications and the potential impacts under the three build alternatives would be similar; the box culvert at this location may have to be extended to the south.

The No-Build Alternative would have no effect on surface waters located within the study area.

### **Scenic Streams**

There are no rivers, streams, or bayous within St. Mary Parish that are included in the lists of Federal or state scenic streams.

### **Potable Ground Water Resources**

A survey of groundwater wells in the study area was conducted by accessing the US Geological Survey (USGS) records and reviewing the water well registry provided by the LDNR SONRIS database. A total of 14 water wells are located within the study area. The SONRIS well registry includes domestic, agriculture, industry, and monitoring wells, as well as plugged and abandoned wells. Nine of the wells are classified as domestic with depths ranging from 180 to 330 feet and draw from either the Atchafalaya aquifer or the upper sands of the Chicot aquifer. In addition, there are five monitoring wells between 15 and 20 feet in depth all associated with R and R Oil Company. New roadway alignments associated with Alternative B are located within 100 feet of two water wells, but the alternative does not directly impact any water wells. Both Alternative D and Alternative E have one currently active domestic water well located within the proposed right-of-way with potential direct impacts associated with construction.

All three build alternatives are underlain by the Chicot aquifer, which is classified as a sole source aquifer for the area by the USEPA. While no portion of the build alternatives are located near the major recharge zones that are located well to the north in Beauregard, Allen, and Evangeline Parishes, additional recharge is supplied from vertical leakage from the surface through the overlying clay confining layers. Activities during construction of the proposed project including excavation and pile-driving have the potential to puncture these clay layers and expose the aquifer to contamination. All necessary safeguards required by the USEPA and LDEQ would be implemented to avoid impacts to public water supplies. The USEPA has indicated in its letter dated March 1, 2011, found in **Appendix E**, that the project should not have an adverse effect on the quality of groundwater underlying the project site.

The No-Build Alternative would have no effect on potable groundwater resources located within the study area.

#### 4.10 Floodplains

A floodplain evaluation was conducted in accordance with Executive Order (EO) 11988 and 23 CFR 650. This evaluation showed that all three build alternatives would cross portions of the 100-year floodplain. **Figure 3-3** shows where each alternative crosses the 100-year floodplain and **Table 4-9** compares the acreage that would be impacted by each alternative. All of the impacts to the 100-year floodplain occur in the southwest quadrant of the study area. The three build alternatives all cross the floodplain near the unnamed tributary near the location where the proposed frontage road for each alternative would reconnect to the existing frontage road. A second area would only be impacted by Alternative D where the frontage road extends further south to connect to LA 318.

**Table 4-9  
Potential Impacts to 100-year Floodplain**

	No-Build Alternative	Alternative B	Alternative D	Alternative E
Floodplain (acres)	0	0.76	2.06	0.76

Source: FEMA 2006 Flood Insurance Rate Map

The floodplain is divided into two sections, the floodway and floodway fringe, according to FEMA and the National Flood Insurance Program (NFIP). The floodway is defined as the channel of the stream and adjacent floodplain that should be kept free of encroachment, while the floodway fringe is the area between the floodway boundary and the 100-year floodplain boundary. The impacts to the floodplain associated with all three of the build alternatives occur in the floodway fringe and would not increase the base-flood elevation to a level that would violate applicable floodplain regulations. While only minor impacts to the floodplain are anticipated, any drainage ditches or culverts affected by the proposed project, as well as new roadway within the 100-year floodplain, would be designed to maintain pre-construction hydrologic conditions and would not result in any substantive effect to base flood elevations of the surrounding area. The hydraulic design practices for construction of any of the three build alternatives would be in accordance with current LADOTD and FHWA design policies and standards. All elements of project design and construction would meet Federal requirements, resulting in no adverse impacts on the floodplain. Coordination with the St. Mary Parish Floodplain Administrator has been initiated (see **Appendix E**), with a final determination upon the projects impacts to 100-year floodplains upon review of this EA.

The No-Build Alternative would have no effect on floodplains located within the study area.

#### 4.11 Geology and Mineral Resources

There is no foreseeable impact to geology from any of the three build alternatives. While each alternative involves bridge and roadway construction that would require foundation work and

embankment of the soil, these activities would have only minor impacts to surface soils and would not alter the overall geology of the study area.

Information obtained from the LDNR SONRIS website indicates that there are three oil/gas wells located within the study area north of US 90. Well 144942 is located west of LA 318 and Well 189750 and 72005 are both located east of LA 318. The SONRIS database indicated that all three of the wells were dry holes that have since been plugged and abandoned, the most recent over 25 years ago. None of the abandoned wells are located within the proposed right-of-way for any build alternative. No other oil/gas wells were identified within the study area or during site visits; therefore, no impacts to mineral resources are anticipated for Alternative B, Alternative D, or Alternative E.

The No-Build Alternative would have no effect on geology and mineral resources located within the study area.

#### **4.12 Prime Farmland and Other Soils**

Direct effects to prime farmland soils are measured in terms of acreage of soils classified as prime farmland that would be converted for construction of roadway surfaces. As noted in **Section 3.12**, prime farmland soils are widespread throughout the study area and all soils within the footprints of both build alternatives are classified as prime farmland soils. Therefore, acreage of prime farmland that would be converted to transportation right-of-way is equivalent to the amount of new right-of-way required by each build alternative, minus the area of the pond in the northwest quadrant. **Table 4-10** summarizes the impacts to each soil type by acre.

**Table 4-10  
Potential Impacts to Prime Farmland Soil Types**

Alternative	Soil Type & Acres Impacted					Total
	Baldwin silty clay loam (BdA)	Coteau silt (CoA)	Galvez silt loam (GaA)	Iberia clay (IbA)	Patoutville silt (PaA)	
No-Build	0	0	0	0	0	0
B	4.53	28.08	2.83	26.51	3.46	65.41
D	9.38	43.77	1.84	48.58	4.26	107.83
E	4.63	29.07	2.73	41.71	3.57	81.71

Source: NRCS Web Soil Survey, 2011.

Farmland Conversion Impact Rating (FCIR) Form (Form AD-1006) was submitted to the NRCS for completion for the three build alternatives. Form AD-1006 documents the evaluation of land within each build alternative footprint using criteria based on the Farmland Protection Policy Act (FPPA). Criteria are designed to assess important agricultural and other factors used to determine the associated level of protection needed for the land. **Appendix C** contains a completed form for the project build alternatives.

On the Form AD-1006 (10-83), Sites A and B correspond to Alternative B and Alternative D, and on Form AD-1006 (03-02) Site A corresponds to Alternative E, respectively. As was noted, all of the soils within the project footprint are classified as prime farmland soils whereby Alternative D would have the greater impact than Alternative B or Alternative E because it requires more new right-of-way.

While all Federal projects are subject to the FPPA requirements, which include consultation with the NRCS and completion of FCIR forms, the FPPA is intended to minimize the impact Federal projects have on the unnecessary and irreversible conversion of farmland to non-agricultural use. However, the FPPA does not authorize the Federal government to regulate the use of private or non-federal land or, in any way, affect the property rights of owners. Therefore, since all of the impacted project area is non-federal lands, the FPPA has no authority to dictate its use or conversion to transportation right-of-way. Hence, mitigation of prime farmland impacts would not be required.

The No-Build Alternative would have no effect on prime farmland soils located within the study area.

#### **4.13 Hazardous Material Sites**

The regulated facility described in **Section 3.13** and shown on **Figure 3-3** (Landry's Auto Truck Stop) is located on the south side of US 90 approximately one mile west from the intersection with LA 318. Under the three build alternatives, the proposed frontage road in the northwest quadrant would connect with the existing frontage road approximately 300 feet to the north of Landry's Auto Truck Stop on the opposite side of US 90 at Gibby Road. There would be no new right-of-way required and no construction on or adjacent to the parcel of property where the regulated facility is located.

Based on the fact that this property is not adjacent to any areas of proposed roadway construction or excavation, nor would land be acquired from the property, this site is considered to be a de minimis risk in terms of potential environmental effects or impacts during construction activities due to compliance with the LDEQ. Therefore, no adverse effects are anticipated with construction of any of the three build alternatives. Further detailed analysis of the site in a Phase I Environmental Site Assessment is not considered warranted at this time due to the fact that the facility is not within the right-of-way that will be acquired as part of this project. (See **Appendix D**).

The No-Build Alternative would not impact any properties that may be contaminated by environmentally regulated substances or USTs.

#### **4.14 Air Quality**

With the reduction in carbon monoxide emissions over the past 20 years in particular, the need for detailed microscale air quality modeling on transportation projects has been substantially reduced. As a result, the FHWA has identified simpler, alternative screening methodologies to

determine the air quality impacts of proposed roadway improvements on projects other than the largest new highway projects or isolated projects that are thought to pose a risk to human health from air emissions. A number of techniques have been identified ranging from computer-based screening tools to comparative analyses (FHWA, 2004). The FHWA's approach has allowed state DOTs more flexibility in determining the best methodology for assessing air quality impacts while avoiding unnecessarily complex analyses that add little to the reliability of the results.

The proposed US 90 and LA 318 interchange is located in an area that is in attainment for all NAAQS, as discussed previously in **Section 3.14**. Because the proposed project is not a major undertaking that could have widespread effects on the transportation network or result in significant increases in traffic volumes, the LADOTD has proposed the use of a comparative analysis to determine the potential impacts on local air quality. The comparative approach involves using the results of another similar project on which detailed modeling was performed and no violations of the NAAQS were predicted. The design and traffic characteristics of that project are compared to the details of the proposed project to confirm their comparability. Based on their similarity in terms of design and operation, the results of the previous air quality modeling, which demonstrated compliance with the applicable NAAQS, are extrapolated to the proposed project to confirm that it, too, would not result in a violation of air quality standards or worsen any existing violations.

The project that was used for comparison with the US 90 and LA 318 interchange project to evaluate potential air quality impacts is the upgrade of US 90 from Kaliste Saloom Road near the Lafayette Regional Airport to the US 90 and LA 88 interchange in Lafayette, St. Martin, and Iberia Parishes (hereafter referred to as the Lafayette project). This project involved the upgrading of a 10.8-mile section of US 90 to interstate standards as part of the I-49 South project discussed previously in this EA, along with construction of new interchanges and two-lane, one-way frontage roads serving local traffic. The mainline extended from a heavily-travelled section with high average daily traffic (ADT) at the terminus near the City of Lafayette to a less used section with lower ADT near the other terminus, where the surrounding land uses were primarily agricultural with limited development. There were many interchange configurations associated with the mainline improvement. Not all involved construction of frontage roads. A screening methodology was used as part of the air quality analysis for that project to select potential intersections for detailed modeling. One of the criteria used in this screening was level of service (LOS). At the outset, any intersections that exhibited a LOS C or better was removed from consideration. The modeling was based on a worst case approach which assumes that if applicable NAAQS standards are not exceeded for the intersection with worst case conditions in terms of traffic peak hour volumes, delay, and LOS for the future build scenario in the design year, then there would be no exceedance of the standards for the remaining intersections.

The Lafayette project identified only one intersection (the northbound frontage road at Verot School Road) that would have a LOS D or E under the build scenario in the design year. Modeling determined that one-hour and eight-hour CO concentrations at this intersection during the morning peak hour in the design year would be 6.7 parts per million (ppm) and 5.3 ppm. When compared to the one-hour and eight-hour NAAQA standards for CO of 35 ppm and

9.0 ppm, it was determined that there would be no violations of the standards at this intersection. Further, because this intersection represented worst case conditions, it was concluded that there would be no violations of the CO standards at any location along the project alignment.

In terms of comparing the Lafayette Project to the US 90 and LA 318 project, it should be noted that only one of the intersections for the US 90 and LA 318 project would operate below LOS C under the No-Build Alternative or under all three of the build alternatives in any analysis year. Under the No-Build Alternative, the existing signalized intersection at US 90 and LA 318 is projected to operate at LOS D and LOS E during the morning and afternoon peak hours, respectively in the design year 2035. The proposed project would convert this existing at-grade intersection to a grade-separated interchange, therefore reducing delay and improving vehicular operating conditions. As such, the proposed project would not be subject to analysis based on the standard assumptions used in the screening intersections mentioned above and subsequently does not qualify for detailed modeling. All at-grade intersections at ramp and frontage road crossings with LA 318 associated with the build alternatives are projected to operate at LOS A or LOS B under the design year. These intersections affected by the proposed project would also not have qualified for detailed modeling based on the standard assumptions used in screening intersections. Furthermore, these intersection operating characteristics (LOC B or better) would not have any potential for violation of the one-hour or eight-hour CO standards. In addition, traffic volumes for the Lafayette project were significantly higher than for the proposed US 90 and LA 318 interchange project. No violations of air quality standards were predicted for the Lafayette project even with these higher traffic volumes. As a result, it is reasonable to conclude that the US 90 and LA 318 project would not result in violations of air quality standards under any of the build alternatives.

Short-term localized air quality impacts may occur during project construction due to emissions from construction equipment and airborne dust from construction operations. Gaseous and particulate emissions will primarily affect areas in close proximity to the construction site. Any adverse effects of construction on air quality will be temporary and affect only a very limited area. The construction contractor will comply with LADOTD standard practices that are intended to minimize these impacts.

#### **4.15 Noise**

Traffic noise impacts occur when the predicted noise levels equal or exceed the noise abatement criteria (NAC) presented in **Table 3-12**, or when the predicted noise levels exceed the existing levels by at least 10 dBA. Traffic abatement measures are evaluated when traffic noise impacts are predicted.

Potential traffic noise impacts for the design year (2035) associated with the No-Build Alternative, Alternative B, Alternative D, and Alternative E were estimated using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). In addition to modeling sensitive receptors in the study area, predicted noise level contours were also established for the 66 dBA and 71 dBA highway traffic noise levels for each of the build alternatives. The contours were used to aid in illustrating the predicted noise impacts under each build alternative. A detailed description of

the methodology and assumptions applied to this traffic noise study are contained in the stand-alone *Noise Technical Report* (URS, November 2011).

**2035 No-Build Alternative**

Predicted noise levels at the eight measurement sites are expected to increase under the No-Build Alternative in the design year 2035. Noise level increases at these eight sites range from 0.9 dBA to 6.4 dBA, as shown in **Table 4-11**. Two of the measurement sites would have highway traffic noise levels approaching or exceeding the applicable NAC. No sites are predicated to have future noise levels exceeding existing the noise levels by 10 dBA or more.

Predicted noise level contours were also established for the 66 dBA and 71 dBA highway traffic noise levels to aid in illustrating the predicted noise impacts associated with the No-Build Alternative. The sensitive receptors and 2035 No-Build Alternative noise level contours are illustrated in **Figure 4-2**.

**Table 4-11**  
**2035 No-Build Alternative Measurement Site Model Results**

Measurement Site	Existing Condition Model Results (dBA)	2035 No-Build Alternative (dBA)	Noise Level Increase (dBA)	Site Impacted $\geq 66$ dBA	Site $\geq 10$ dBA Over Existing Noise Levels
Site A	58.0	62.3	4.3	No	No
Site B	59.2	63.7	4.5	No	No
Site C	56.9	59.2	2.3	No	No
Site D	64.9	66.7	1.8	Yes	No
Site E	65.9	67.1	1.2	Yes	No
Site F	62.1	63.0	0.9	No	No
Site G	54.3	60.7	6.4	No	No
Site H	51.4	56.6	5.2	No	No

The 71 dBA noise level contours were only determined to be associated with US 90 highway traffic. Generally, the 71 dBA noise level contour is located within the existing US 90 right-of-way. The 66 dBA noise level contour associated with the US 90 highway traffic is generally located 50 to 60 feet outside of the existing right-of-way. LA 318 is predicted to have highway traffic noise levels below 71 dBA and, therefore, only the 66 dBA contour is depicted in **Figure 4-2**, which is located approximately 30 feet outside of the existing right-of-way in the vicinity of the sensitive receptors. There would be no noise impact associated with the frontage road located in the southeast quadrant of the intersection. In total, 20 residences are predicted to have noise levels that approach or exceed the applicable NAC under the No-Build Alternative. The impacted structures would include 15 houses and five mobile homes.

The *Noise Technical Report* includes a detailed table specifying the predicted impacts by the noise receiver identification numbers presented in **Figure 4-2**.



**Figure 4-2**  
**No-Build Alternative**  
**2035 Noise Contours**  
 Environmental Assessment  
 Interchange at US 90 and LA 318

### **Alternative B**

Predicted noise level contours for Alternative B are shown in **Figure 4-3**. Noise impacts are associated with vehicular traffic on the US 90 mainline and LA 318 south of US 90. With construction of Alternative B, highway traffic noise impacts are predicted to occur at approximately nine structures, which would include seven houses and two mobile homes. The impacted residences are located along US 90 and LA 318; the majority of the impacts are located on the east side of LA 318, south of US 90.

The *Noise Technical Report* includes a detailed table specifying the predicted impacts by the noise receiver identification numbers presented in **Figure 4-3**.

### **Alternative D**

Predicted noise level contours for Alternative D are shown in **Figure 4-4**. Noise impacts are associated with vehicular traffic on the US 90 mainline. With construction of Alternative D, highway traffic noise impacts are predicted to occur in the design year at approximately 16 structures, which would include 12 houses, two mobile homes, the Bambi Head Start Center, and a former commercial frame structure zoned for future residential development. The impacted structures are located along US 90; the majority of the impacts are located in the northwest quadrant of the interchange. The *Noise Technical Report* includes a detailed table specifying the predicted impacts by the noise receiver identification numbers presented in **Figure 4-4**.

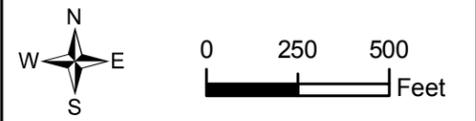
As part of Alternative D, exterior traffic noise impacts are predicted to occur at the Bambi Head Start Center in the design year. The exterior predicted noise level is estimated to be 67.8 dBA. Due to the noise sensitive activities that occur at day care facilities, an interior noise level was predicted using FHWA's *Highway Traffic Noise: Analysis and Abatement Guidance* (December 2011). The interior noise level for the Bambi Head Start Center was computed by subtracting noise reduction factors from the predicted exterior noise level for the building. A building noise reduction factor of 20 dBA was utilized for this evaluation which corresponds to a light frame structure with ordinary sash windows that would be closed most days of the year due to hot and humid climate conditions. Thus, the interior noise level is predicted to be a 47.8 dBA. The predicted interior noise level of 47.8 dBA is less than the 51 dBA (interior) level established for this type of activity (Activity Category D) under the noise abatement criteria as previously shown in **Table 3-12**, therefore interior noise impacts are not anticipated to occur and mitigation would not be required.

### **Alternative E**

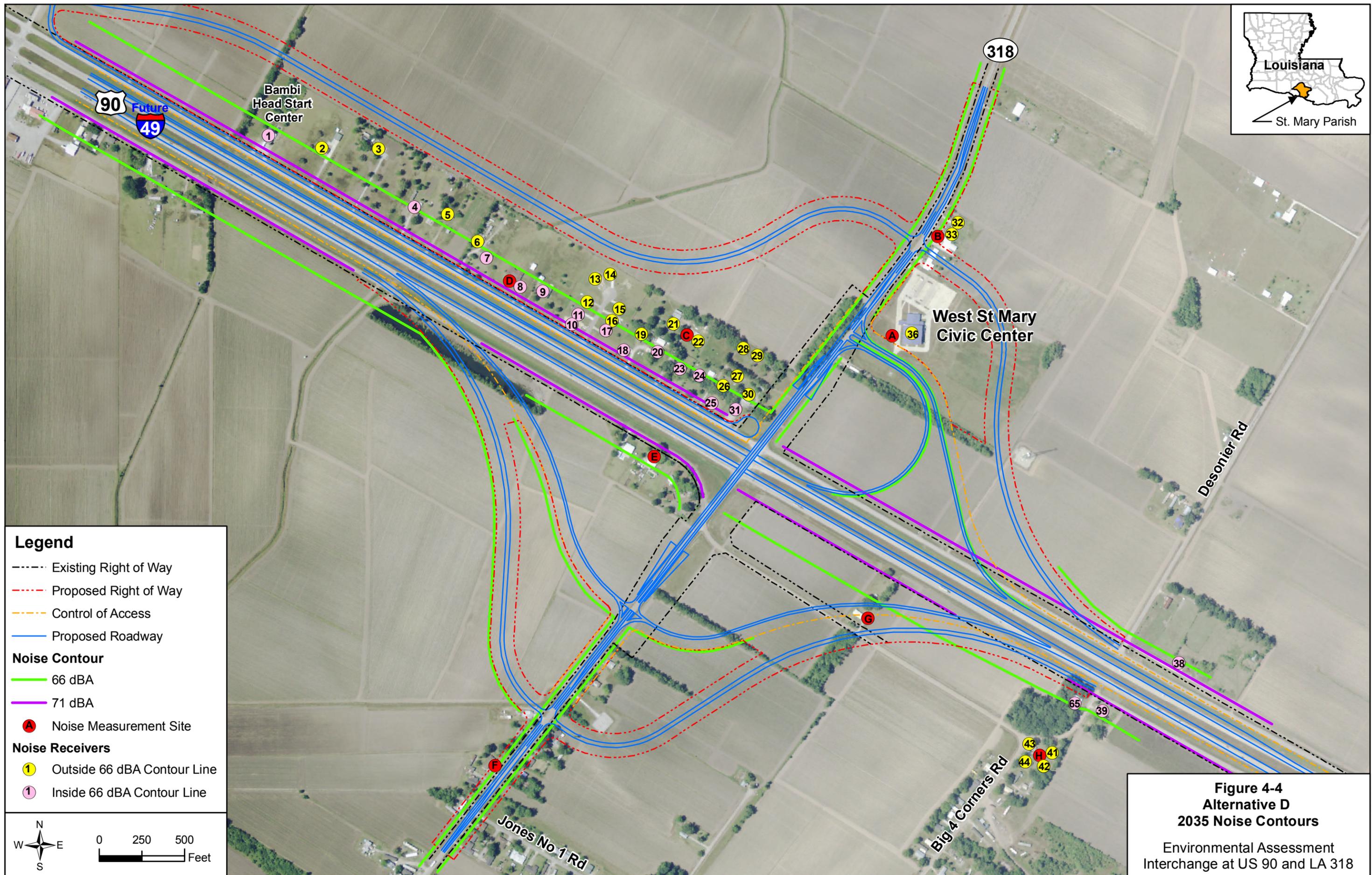
Predicted noise level contours for Alternative E are shown in **Figure 4-5**. With construction of Alternative E, highway traffic noise impacts are predicted to occur in the design year at approximately 21 structures, which would include 14 houses, six mobile homes, and a former commercial frame structure zoned for future residential development. The impacted residences are located along US 90 and LA 318; the majority of the impacts would be located in the northwest and southeast quadrants of the interchange. The *Noise Technical Report* includes a detailed table specifying the predicted impacts by the noise receiver identification numbers presented in **Figure 4-5**.



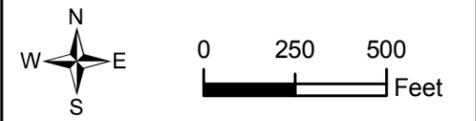
- Legend**
- Proposed Roadway
  - - - Control of Access
  - - - Proposed Right of Way
  - - - Existing Right of Way
- Noise Contour**
- 66 dBA
  - 71 dBA
- Noise Receivers**
- Noise Measurement Site
  - ① Outside 66 dBA Contour Line
  - ① Inside 66 dBA Contour Line



**Figure 4-3**  
**Alternative B**  
**2035 Noise Contours**  
 Environmental Assessment  
 Interchange at US 90 and LA 318



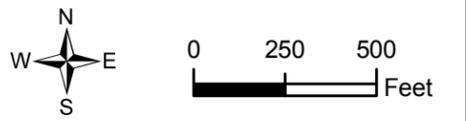
- Legend**
- Existing Right of Way
  - Proposed Right of Way
  - Control of Access
  - Proposed Roadway
- Noise Contour**
- 66 dBA
  - 71 dBA
- Noise Measurement Site**
- A
- Noise Receivers**
- 1 Outside 66 dBA Contour Line
  - 1 Inside 66 dBA Contour Line



**Figure 4-4**  
**Alternative D**  
**2035 Noise Contours**  
 Environmental Assessment  
 Interchange at US 90 and LA 318



- Legend**
- Proposed Roadway
  - - - Control of Access
  - - - Proposed Right of Way
  - - - Existing Right of Way
- Noise Contour**
- 66 dBA
  - 71 dBA
- Noise Measurement Site**
- Noise Measurement Site
- Noise Receivers**
- Outside 66 dBA Contour Line
  - Inside 66 dBA Contour Line



**Figure 4-5**  
**Alternative E**  
**2035 Noise Contours**  
 Environmental Assessment  
 Interchange at US 90 and LA 318

**Summary of Noise Impacts**

**Table 4-12** presents the predicted noise levels at the measurement sites. The noise levels are expected to increase under the three build alternatives in the design year 2035. Results are only presented for the noise measurement sites that would not be taken with construction of the build alternatives. Noise level increases at the four remaining sites for Alternative B would range from 1.8 dBA to 6.9 dBA. Noise level increases at the five remaining sites for Alternative D would range from 3.9 dBA to 5.8 dBA. Noise level increases at the five remaining sites for Alternative E would range from 1.8 dBA to 7.4 dBA.

**Table 4-12**  
**2035 Build Alternatives Measurement Site Model Results**

Measurement Site	Existing Conditions (2010) Model Results (dBA)	Alternative B		Alternative D		Alternative E	
		Model Results (dBA)	Noise Level Increase (dBA)	Model Results (dBA)	Noise Level Increase (dBA)	Model Results (dBA)	Noise Level Increase (dBA)
Site A	58.0	64.9	6.9	62.8 <sup>1</sup>	4.8	64.0	6.0
Site B	59.2	(2)	-	64.7	5.5	(4)	-
Site C	56.9	(2)	-	61.5	4.6	64.3	7.4
Site D	64.9	67.7	2.8	68.8	3.9	67.8	2.6
Site E	65.9	(2)	-	(3)	-	(4)	-
Site F	62.1	63.9	1.8	(3)	-	63.9	1.8
Site G	54.3	(2)	-	(3)	-	(4)	-
Site H	51.4	56.5	5.1	57.2	5.8	56.5	5.1

Notes:

1. Although Site A would not be impacted by construction of Alternative D, the noise measurement site was located in close proximity to the US 90 loop ramp; therefore a different location in the vicinity of the site was modeled.
2. This is anticipated to be a relocation under Alternative B.
3. This site is anticipated to be a relocation under Alternative D.
4. This site is anticipated to be a relocation under Alternative E.

**Table 4-13** presents a summary of the adverse noise impacts that were predicted by the future year TNM 2.5 models. Some of the structures in the study area are predicted to have future traffic noise levels approach or exceed the applicable NAC.

**Table 4-13**  
**Summary of Traffic Noise Impacts Year 2035**

Alternative	Sensitive Receptors Impacted $\geq 66$ dBA	Sensitive Receptors $\geq 10$ dBA Over Existing Noise Levels
No-Build Alternative	20	0
Alternative B	9	0
Alternative D	16	1
Alternative E	21	0

### **Potential Noise Mitigation Measures**

Since noise impacts have been identified for this project, the feasibility and reasonableness of potential noise abatement measures must be evaluated. Specific abatement measures including traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights to provide noise buffers, noise insulation of public use or nonprofit institutional structures, and the construction of noise barriers were evaluated for feasibility and reasonableness. Abatement measures that are determined to be feasible and reasonable, outlined in the LADOTD *Highway Traffic Noise Policy*, can be recommended as effective measures to reduce adverse noise impacts associated with the proposed interchange.

The LADOTD considers noise abatement to be feasible when 75 percent of the first row of impacted receptors adjacent to the noise barrier receive at least a 5 dBA reduction in traffic noise. The LADOTD considers noise abatement to be reasonable if the following three criteria are met:

1. The noise reduction design goal is met – at a minimum at least one benefited receptor must receive a noise reduction of at least 8 dBA;
2. The cost effectiveness goal is met – the cost of the abatement measure should be equal to or less than \$35,000 per benefited receiver; and
3. Concurrence from the public on the noise abatement measure – at least 50 percent of the affected property owners support the proposed abatement.

Receptors in the study area are anticipated to exceed the noise abatement criteria; therefore the possible abatement measures were evaluated for reasonableness and feasibility. The *Noise Technical Report* contains the detailed evaluation for all of the possible abatement measures. Traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights to provide noise buffers, and noise insulation of public use or nonprofit institutional structures were determined to be either unreasonable or infeasible. A detailed evaluation of the construction of noise barriers was conducted. Noise barriers were evaluated for reasonableness and feasibility at one location in the study area along US 90 under each build alternative as follows:

- For Alternative B, a continuous noise barrier could be installed on US 90 along the westbound mainlane, from just west of Noise Receiver 1 (see **Figure 4-2**) to just east of Noise Receiver 9. This noise barrier was estimated to be 2,100 feet in length.
- For Alternative D, a continuous noise barrier could be installed on US 90 along the westbound mainlane, from just west of Noise Receiver 1 (see **Figure 4-3**) to just east of Noise Receiver 31. The noise barrier would be located between westbound US 90 and the proposed local access road fronting this residential area. This noise barrier was estimated to be 3,100 feet in length.

- For Alternative E, a continuous noise barrier could be installed on US 90 along the westbound mainlane just west of Noise Receiver 1 (see **Figure 4-5**) to just east of Noise Receiver 31. The noise barrier would be located between westbound US 90 and the proposed local access road fronting this residential area. This noise barrier was estimated to be 3,100 feet in length.

**Reasonableness**

Prior to modeling the noise barrier, a preliminary reasonableness evaluation was conducted based on the LADOTD *Highway Traffic Noise Policy*. One of the three criteria for reasonableness outlined in the policy states that the “cost estimate of the noise abatement measure should be equal to or less than \$35,000 per benefitted receptor.” The LADOTD *Highway Traffic Noise Policy* defines a benefitted receptor as “a recipient of an abatement measure, whether impacted or not, receiving 5 dBA or more reduction in the noise level as a result of the proposed abatement.”

To determine the cost per benefitted receptor, preliminary cost estimates were calculated based on LADOTD 2011 noise barrier wall costs per square foot for the structures located immediately adjacent to US 90. Various barrier heights were also evaluated in the preliminary cost estimates. **Table 4-14** presents the cost estimates by build alternative for a noise barrier along US 90 in the northwest quadrant of the proposed interchange. It was determined that the only reasonable scenario based on cost per benefitted receptor would be a noise barrier that is no higher than 10 feet at the specified location under Alternative D and Alternative E.

TNM 2.5 was used to evaluate this scenario for Alternative D and Alternative E, which included a 10-foot continuous noise barrier located between westbound US 90 and the local access road.

**Table 4-14  
Estimated Barrier Costs**

Estimated Length (ft)	Height (ft)	Area (sq ft)	Estimated Cost per Square Foot <sup>2</sup>	Estimated Material and Labor Cost	Total Number of Potential Receivers <sup>3</sup>	Cost per Potential Receiver	Predicted Benefitted Receivers <sup>4</sup>	Cost per Predicted Benefitted Receiver
<b>Alternative B</b>								
2,100	10	21,000	\$20	\$420,000	9	\$46,667	—	—
2,100	15	31,500	\$79	\$2,488,500	9	\$276,500	—	—
2,100	20	42,000	\$72	\$3,024,000	9	\$336,000	—	—
<b>Alternative D</b>								
3,100	10	31,000	\$18	\$558,000	31	\$18,000 <sup>5</sup>	13	\$42,900
3,100	15	46,500	\$72	\$3,348,000	31	\$108,000	—	—
3,100	20	62,000	\$65	\$4,030,000	31	\$130,000	—	—

**Table 4-14  
Estimated Barrier Costs**

Estimated Length (ft)	Height (ft)	Area (sq ft)	Estimated Cost per Square Foot <sup>2</sup>	Estimated Material and Labor Cost	Total Number of Potential Receivers <sup>3</sup>	Cost per Potential Receiver	Predicted Benefited Receivers <sup>4</sup>	Cost per Predicted Benefited Receiver
<b>Alternative E</b>								
3,100	10	31,000	\$20	\$558,000	31	\$18,000 <sup>5</sup>	4	\$139,500
3,100	15	46,500	\$79	\$3,348,000	31	\$108,000	—	—
3,100	20	62,000	\$72	\$4,030,000	31	\$130,000	—	—

Notes:

1. Barrier cost estimates were conducted prior to TNM 2.5 barrier modeling to establish reasonable noise barrier scenarios.
2. Based on LADOTD 2011 noise barrier wall costs per square foot.
3. Total number of receivers in vicinity of the noise barrier.
4. Receivers that are predicted to have at least a 5 dBA reduction by TNM 2.5.
5. The noise barrier scenarios for Alternative D and Alternative E, at a height of 10 feet, was determined to be the only reasonable scenario based on cost per potential benefited receiver. To further define the potential benefited receivers, this scenario was modeled in TNM 2.5.

**Alternative D Results**

The results of the modeling analysis indicated that 13 receivers are predicted to have at least a 5 dBA noise reduction. Additionally, the TNM 2.5 evaluation indicated that two receivers are predicted to have at least an 8 dBA reduction with the installation of a noise barrier under Alternative D.

Based on a total of 13 benefited receivers, the cost per benefited receiver would be approximately \$42,900. Because the cost of constructing noise barriers along US 90 for Alternative D would be greater than \$35,000 per benefited receiver, a noise barrier at this location would not be considered reasonable under the LADOTD policy.

**Alternative E Results**

Based on a total of four benefitted receivers, the cost per benefited receiver would be approximately \$139,500 under Alternative E. Because the cost of constructing noise barriers along US 90 for Alternative E would be greater than \$35,000 per benefited receptor, a noise barrier at this location would not be considered reasonable under the LADOTD policy. The results of the TNM 2.5 evaluation indicated that no receivers are predicated to have at least an 8 dBA reduction with the installation of a noise barrier along the eastbound travel lanes of US 90.

**Feasibility**

The feasibility of a 10-foot high noise barrier for Alternative D was analyzed using the results of the TNM 2.5 evaluation. The results indicated that 13 receivers are predicted to have at least a 5 dBA noise reduction with noise barrier construction. The LADOTD considers noise abatement to be feasible when 75 percent of the first row of impacted receptors adjacent to the noise barrier

receive at least a 5 dBA reduction in traffic noise. Of the 13 benefited receptors, 12 of the receptors are located on the first row of impacted receptors. This noise abatement measure was determined to be feasible since 92 percent of the first row of impacted receptors would be benefited.

The feasibility of a 10-foot high noise barrier for Alternative E was analyzed using the results of the TNM 2.5 evaluation. The results indicated that four receivers are predicted to have at least a 5 dBA noise reduction with noise barrier construction under Alternative D. The LADOTD considers noise abatement to be feasible when 75 percent of the first row of impacted receptors adjacent to a proposed noise barrier would receive at least a 5 dBA reduction in traffic noise. Of the four benefited receptors, 10 of the receptors are located on the first row of impacted receptors. Consequently, this noise abatement measure was determined to be infeasible since only 40 percent of the first row of impacted receptors would be benefited.

### ***Summary***

A noise abatement measure must be determined to be both feasible and reasonable per LADOTD criteria. Although the preliminary cost estimate for a continuous noise barrier under Alternative D was determined to be reasonable, the results of the TNM 2.5 modeling analysis indicated that the cost per benefited receiver would exceed the \$35,000 criterion in the LADOTD *Highway Traffic Noise Policy*. The 10-foot noise barrier for Alternative D would meet the noise reduction goal of providing an 8 dBA reduction for at least one receiver per the LADOTD *Highway Traffic Noise Policy*.

Although the preliminary cost estimate for a continuous noise barrier under Alternative E was determined to be reasonable, the results of the TNM 2.5 modeling analysis indicated that the cost per benefited receiver would exceed the \$35,000 criterion in the LADOTD *Highway Traffic Noise Policy*. The 10-foot noise barrier for Alternative E would not meet the noise reduction goal of providing an 8 dBA reduction for at least one receiver per the LADOTD *Highway Traffic Noise Policy*.

The LADOTD *Highway Traffic Noise Policy* states that the abatement must be feasible and that all three of the reasonableness criteria must be met for the abatement to be considered reasonable. Since at least one of the three reasonableness criteria would not be met, the construction of noise barriers under the three build alternatives was determined to be unreasonable. Consequently, there are no noise barriers, or any other abatement measures, that would be both feasible and reasonable for reducing the predicted adverse noise impacts of project construction under either Alternative D or Alternative E.

## **4.16 Upland, Wetland and Aquatic Communities**

An evaluation was conducted to determine the various habitat types located in the study area, as well as their composition and extent and is in the stand-alone *Wetland Findings Report, Proposed US Highway 90 / LA 318 Interchange, St. Mary Parish, Louisiana* (T. Baker Smith, 2011). This evaluation showed that the build alternatives would impact several natural habitat

types along with the large portion of agricultural and developed lands. **Figure 3-5** shows where each alternative crosses the upland or forested areas, the potential wetlands, and the aquatic habitat which consists of the pond located in the southwest interchange quadrant. **Table 4-15** compares the acreages of each habitat type that would be impacted by each of the build alternatives.

**Table 4-15**  
**Potential Impacts to Upland, Wetland, and Aquatic Communities**

Habitat Type	No-Build Alternative	Alternative B	Alternative D	Alternative E
Upland Habitat (acres)	0	2.18	2.52	2.02
Wetland Habitat (acres)	0	0.15	0.39	0.39
Aquatic Habitat (acres)	0	1.47	1.48	1.47

Source: Aerial Imagery 2011

The majority of the study area consists of agricultural farmland, roadways, and residential development. Other than the small pockets of emergent wetland areas (shown in **Figure 3-3**), none of the natural communities within the project area are communities of special concern. The pond located in the southwest quadrant is approximately two acres in size and would be filled in prior to the construction of the exit ramps to allow for at-grade construction. The pond is not considered a jurisdictional water body or wetland and provides no critical habitat to any protected species. According to aerial imagery observed in July 2013, the eastern end of the pond has been partially filled in, apparently by the landowner.

The emergent wetland areas have the potential to be classified as jurisdictional, and thus are under the authority and protection of the US Army Corps of Engineers (USACE). The Wetlands Findings Report would be submitted to the USACE for their determination. Any areas of wetlands that are classified as jurisdictional and impacted by any of the build alternatives would need to be mitigated through the Section 404 Permit Process under the Clean Water Act.

The No-Build Alternative would have no effect on upland, aquatic, or wetland communities located within the study area.

#### **4.17 Plants and Wildlife Protected by Law**

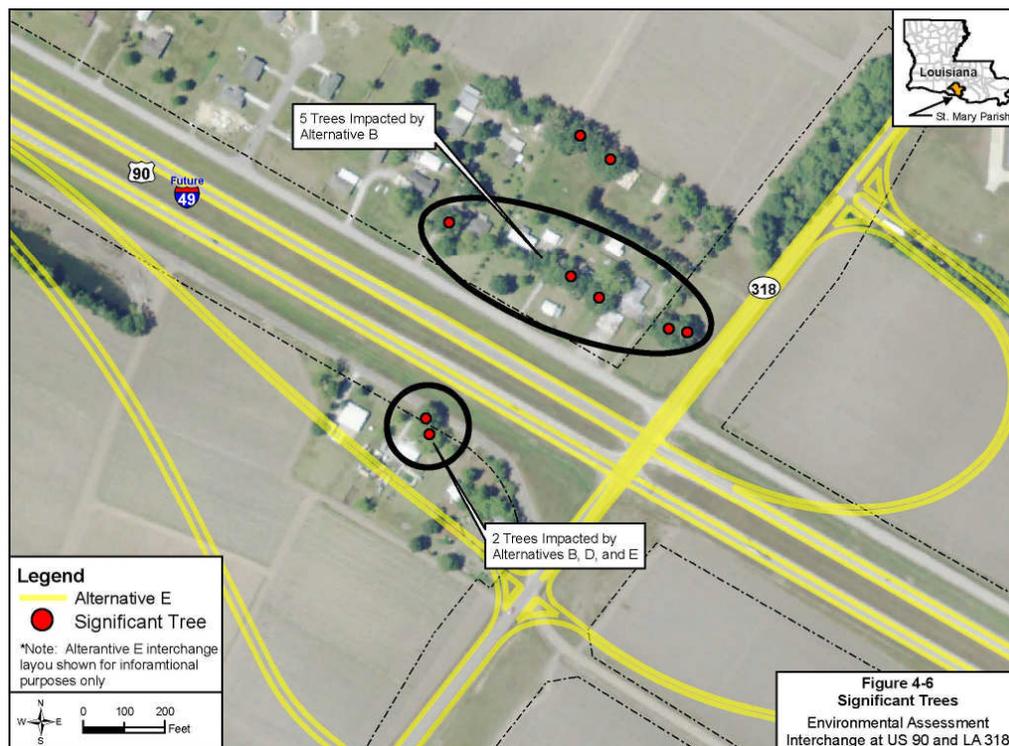
Field review verified the absence of potential habitat located within the study area or within the proposed right-of-way for Alternative B, Alternative D, or Alternative E that is suitable to support federally-protected flora and fauna species listed for St. Mary Parish. Correspondence during the Solicitation of Views (SOV) period with both the USFWS and the Louisiana Natural Heritage Program (LNHP) confirm that no impacts to rare, threatened, or endangered species or critical habitats are likely to occur with any of the build alternatives. The USFWS did note that the Louisiana Black Bear may occur in the general study area; however, a lack of suitable habitat, as well as the absence of eligible denning trees within the study area, substantially limits the potential for an occurrence (see **Section 5.3** for mitigation measures and **Section 6.1, Table 6-1** and **Appendix E** for SOV information).

The No-Build Alternative would have no effect on the rare, threatened, or endangered species that are listed for St. Mary Parish.

### Significant Trees

Field review of the study area confirmed that several live oak trees that fit the criteria for significant tree status by the LADOTD would be impacted by the build alternatives. The locations of all nine significant trees are shown in **Figure 4-6**. Under Alternative B, there are several live oak trees over 18 inches dbh that would be impacted that are located in the yards of several residences in both the northwest and southwest quadrants of the interchange. A total of 7 trees impacted by Alternative B fit the criteria under the LADOTD Directive I.1.1.21. Five are located in the northwest quadrant of the interchange and three are located in the southwest quadrant of the interchange. While over 18 inches dbh, these trees are fairly typical in their shape and do not appear to have any unique features or of a significant age to be of historic importance. Under both Alternative D and Alternative E, there are 2 live oak trees that could potentially qualify under the LADOTD Directive as significant. These trees are located in the front yard of a home that is located in the southwest quadrant of the interchange. These trees, while over 18 inches dbh, are fairly typical in their shape and do not appear to have any unique features or of a significant age to be of historic importance. During construction care should be taken to avoid damage to trees outside of or adjacent to the construction zone in order to prevent tree mortality.

The No-Build Alternative would have no effect on significant trees.



## **4.18 Coastal Zone Management**

The entire study area is located within the coastal zone. Therefore, all three of the build alternatives are also located in the coastal zone. For Alternative B, Alternative D or Alternative E, a Coastal Use Permit (CUP) application would need to be completed and submitted to the Coastal Management Division (CMD). Submitting an application for a CUP does not imply that a CUP will be required; the application is simply one step in the rules and procedures to identify if a project will have impacts to the coastal zone. The No-Build Alternative would have no impacts to the coastal zone within the study area.

## **4.19 Construction Effects and Best Management Practices**

Expansion of existing LA 318 and construction of a new interchange and associated frontage roads on US 90 would result in a variety of temporary effects associated with storage of materials and equipment, construction equipment operations, and other similar activities. Construction effects do not include permanent effects resulting from land conversion to roadway and rights-of-way, nor do they refer to indirect effects caused by the presence of the roadway facility. Construction effects relate only to those temporary features (i.e., staging areas) and operations strictly associated with construction activities alone. A variety of best management practices (BMPs) can be effectively employed to reduce various construction-related impacts.

### **Economic Effects**

The injection of construction funds into the area would likely draw some labor from the adjacent communities of Jeanerette and Baldwin, but also from the larger communities of New Iberia, Franklin, and Lafayette. Since most of the labor would likely commute into the study area, only some of the construction workers salaries would be spent inside the study area for lunches and incidentals. However, the larger region as a whole may realize the balance of these direct spending benefits. A substantial portion of raw materials would likely be purchased locally. Specialty materials may constitute the only material purchase “leaks” from the region. Long-term benefits of the build alternatives would include marginal fuel and time savings from users of the interchange. The build alternatives would facilitate planned development of US 90 as the future I-49, and would benefit access to the St. Mary Sugar Cooperative and Port of West St. Mary.

### **Physical and Social Effects**

#### ***Construction Methods, Accessibility and Effects***

Construction methods employed for the project would comply with industry standards for excavation, embankment and compaction of soils using heavy equipment such as bulldozers, graders, cranes, and haul trucks. Traffic disruption is anticipated; however, approved traffic control plans would be utilized in areas where traffic would interface with construction work zones. Construction activity should typically take place in daylight between hours of 7:00 a.m.

and 7:00 p.m., and be suspended during the weekend (at least Sundays) and on locally observed Federal and state holidays.

While only temporary in nature, the construction of the project could potentially require detours. Maintenance of traffic, construction sequencing, and detouring would be planned and scheduled to minimize impacts to local residences, businesses, and the traveling public. Access to residences and businesses impacted by construction would be maintained by temporary driveways or connections, where necessary. Detours may be required at various locations throughout the construction process. Maintenance of traffic along LA 318 could consist of an adjacent detour road or phased construction sequencing. As part of Alternative B, the construction of the ramps and/or frontage roads would be completed first and then used for diversion of traffic. The bridge structures for the US 90 overpass would then be constructed. Similar to Alternative B, the construction of ramps and/or frontage roads for Alternative D would be completed first and then used for diversion of traffic. The bridge structure for the LA 318 overpass would then be constructed. The existing right-of way along LA 318 in the vicinity of US 90 is wide enough to provide a temporary detour road immediately adjacent to the construction of the LA 318 bridge. Similar to portions of Alternative B and Alternative D, the construction of the ramps and/or frontage roads for Alternative E would be completed first and then used for diversion of traffic. The bridge structures for the US 90 overpass and elevated westbound on-ramp would then be constructed. Local police, fire departments, and other emergency service providers would be notified in advance of any construction-related activities to allow for proper planning and alternate route identification. Therefore, disruption to emergency responders should be minimal.

During the sugar cane harvest season (October through December), LA 318 should remain open to traffic at all times. The appropriate sequencing of construction operations and maintenance of traffic would ensure that LA 318 remains accessible. These provisions are necessary in order to avoid signed construction detours that would potentially increase travel time and vehicle operating costs.

Debris and excess spoil materials generated during construction would normally be disposed of off-site. Disposal of unsuitable or excess material, trash, debris, and spoil would be governed by local and/or state regulation.

### ***Staging Areas***

Construction staging areas would be identified by the contractor after the project is let for construction. It is recognized that staging areas would be necessary for storage of equipment, material stockpiles, and office facilities. These areas would be located within or closely adjacent to the alternative, and would be approved by LADOTD prior to the start of construction.

### ***Water Quality and Drainage***

Water quality and drainage impacts would be temporary in nature. Existing drainage is comprised of man-made ditches for almost all of the study area, and some minor modifications to

the flow and configuration would be made during construction. An erosion and sediment control plan would be developed and implemented that includes all specifications and BMPs necessary to control erosion and sedimentation from construction activities. Examples of BMPs used to mitigate construction effects on water quality and drainage include, but are not limited to, the use of stacked hay bales, silt fences, mulching, reseeding, and use of buffer zones. Regarding impacts to surface water quality, direct effects of the construction activities would have the greatest effect to turbidity and nutrient loads. However, BMPs that would be employed would greatly mitigate these effects, and effects would be temporary. Indirect effects associated with induced development and other non-point sources of pollution during construction activities are anticipated to be either mitigated by BMPs or minor in nature (see **Section 4.20**).

### *Noise*

Project construction activities would have short-term noise effects in the immediate vicinity of the construction site. Effects on community noise levels during construction would be derived from construction equipment operation and construction vehicles and delivery vehicles traveling to and from the site. Noise impacts during the construction phase would be temporary and closely related to the various types and phases of construction required. Increases in noise levels due to operation of delivery trucks and other construction vehicles would not be substantial. Small increases in noise levels may be expected near a few defined truck routes and in the immediate vicinity of the proposed project site. Additionally, noise impacts may be associated with pile driving operations during bridge construction for any of the three build alternatives.

### *Biotic Communities*

Direct impacts from construction activities are limited to the temporary removal or alteration of both aquatic and terrestrial habitats and the death or displacement of relatively sedentary animals at staging areas and other temporarily disturbed sites. Wildlife populations are susceptible to habitat alteration and "pulse" disturbances such as construction noise. Some minor impacts to biotic communities within the staging area are unavoidable. BMPs along with construction and design techniques would help to reduce the amount of area that would be altered by construction activities.

### *Utility Services*

Utilities that are within the proposed right-of-way for the selected build alternative would be relocated during the first phase of construction. Temporary construction activities would not affect utility services other than requiring temporary power connections and similar. Such connections, however, would not require substantial service disruptions. Therefore, substantial adverse effects to utility services are not anticipated from the construction activities alone.

The No-Build Alternative would not result in construction effects.

## 4.20 Secondary and Cumulative Effects

### Indirect or Secondary Effects

Indirect or secondary effects are reasonably foreseeable impacts caused by an action that are expected to occur either later in time or further in distance from the project or both. An evaluation of indirect impacts attempts to determine whether a project might generate substantial impacts that may not be immediately apparent beyond the direct and more easily recognizable effects that are expected to occur upon or after project implementation. Analysis of indirect impacts often focuses on land use changes and secondary development spurred or supported by a transportation improvement. However, roadway upgrades may indirectly impact other environmental considerations or resources in ways that are difficult to anticipate and evaluate. As a result, regulatory requirements specify that the analysis effort should focus on indirect impacts that are reasonably foreseeable.

All three build alternatives have limited potential to impact land uses surrounding the US 90 and LA 318 interchange through induced development. Control-of-access would limit induced development near the junctions of the proposed entrance/exit ramps and LA 318. The development of vacant parcels surrounding the proposed frontage roads would not be limited by control-of-access. However, representatives from the St. Mary Parish Planning Department and the Office of Economic Development do not expect substantial commercial project-induced changes in land use or development in the foreseeable future given the rural nature of the study area combined with a generally anticipated slow growth rate. Representatives from the Office of Economic Development did note, however, that if any development within the foreseeable future were to be induced by the proposed project, it would likely be for multi-family residential use along 30 acres of privately-owned agricultural land adjacent to US 90 near Landry's Seafood House restaurant, Landry's Auto Truck Stop, and the Silver Fox Casino at the western project terminus. Such a new development would eventually result in the loss of prime farmland, open space, and natural habitat. Further, an increase in storm water runoff due to an increase in impervious surfaces would also be expected.

The study area is primarily zoned as agricultural, with some inter-mixing of residential zoning. The only commercially zoned parcels near the proposed project are the previously mentioned restaurant, truck stop, and casino located near the western project terminus. St. Mary Parish zoning regulations prevent any out of compliance changes in land use or development; and any future changes would be subject to both St. Mary Parish zoning regulations and development standards.

### Cumulative Effects

Cumulative effects result from the incremental impacts of a proposed project added to other past, present, and reasonably foreseeable future actions, regardless of the type of action and who undertakes such action. An evaluation of cumulative impacts attempts to determine whether the effects of the proposed project, when combined with the effects of other actions, could result in substantial impacts on environmental resources or conditions. According to St. Mary Parish

Planning Department representatives, no new development or redevelopment projects are either planned or currently under construction within the study area. The proposed project, in combination with the one potential project-induced development within the study area (i.e., a multi-family residential development along US 90), would increase overall impervious surface cover, thereby resulting in a greater potential impact to water quality, prime farmland, open space, and natural habitat than compared to impacts generated by the build alternatives alone. However, given that the study area is not expected to be modified substantially by project-induced developments (as acknowledged by St. Mary Parish Government representatives) and that no reasonably foreseeable developments are expected, substantial cumulative impacts to the human, natural, and physical environments are not anticipated.

# CHAPTER 5.0

## 5.0 SUMMARY AND RECOMMENDATIONS

### 5.1 Summary of Environmental Impacts

Table 5-1  
Summary of Project Features and Impacts

Evaluation Criteria	Unit	No-Build Alternative	Build Alternative <sup>1</sup>		
			B	D	E
<b>Interchange Alignment and Right-of-way Considerations</b>					
Interchange Type - Rural	n/a – not applicable	n/a	Diamond	Combination Partial Cloverleaf and Diamond	Combination Partial Cloverleaf and Diamond
Ramp Configuration	n/a	n/a	Diamond / Diagonal Ramps Constructed in 4 Quadrants	One Loop Ramp and 3 Diamond / Diagonal Ramps Constructed in 3 Quadrants	One Loop Ramp and 3 Diamond / Diagonal Ramps Constructed in 3 Quadrants
Bridge Configuration	n/a	None	US 90 over LA 318	LA 318 over US 90	US 90 over LA 318
Required Right-of-way	acres	0.0	66.9	109.3	83.2
<b>Constructability / Maintenance of Traffic (MOT) During Construction</b>					
MOT on LA 318	n/a	n/a	Construct a detour road or phase traffic and widen roadway	Construct a detour road for traffic diversion	Construct a detour road or phase traffic and widen roadway
MOT on US 90	n/a	n/a	Construct ramps and / or frontage roads first for traffic diversion	Construct ramps and / or frontage roads first for traffic diversion	Construct ramps and / or frontage roads first for traffic diversion
<b>Human Environment Considerations &amp; Estimated Impacts</b>					
Residential Structure Impacts <sup>2</sup>	number	0	29 <sup>4</sup>	17 <sup>4</sup>	11
Mobile Home Structure Impacts <sup>2</sup>	number	0	7	7	4
Commercial Structure Impacts <sup>2,3</sup>	number	0	1	0	0
Caribbean Winds Parcels Impacted <sup>2</sup>	number	0	12	0	0
Right-of-Way Acquisition from the West St. Mary Civic Center Parcel	acres	0.0	1.9	5.5	3.4
Maintain Existing Access at Civic Center	Yes/No	Yes	Yes	No <sup>5</sup>	No <sup>5</sup>
NRHP Eligible Standing Structures <sup>6</sup>	number	1	1	1	1
NRHP Eligible Archaeological Sites <sup>7</sup>	number	0	0 <sup>7</sup>	0 <sup>7</sup>	0 <sup>7</sup>
Disproportionate Environmental Justice Impacts	Yes/No	n/a	No	No	No
Access and Travel Time Impacts in Northwest	Yes/No	No	Yes	Yes	Yes

**Table 5-1  
Summary of Project Features and Impacts**

Evaluation Criteria	Unit	No-Build Alternative	Build Alternative <sup>1</sup>		
			B	D	E
Interchange Quadrant					
Noise Impacts	Yes/No	No	Yes	Yes	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No	No	No
Air Quality Impacts	Yes/No	No	No	No	No
<b>Physical Environment Considerations &amp; Estimated Impacts</b>					
Water Well Impacted	number	0	0	1	1
Underlain by Chicot Aquifer	Yes/No	Yes	Yes	Yes	Yes
Natural Gas Pipeline Crossings	number	0	6	6	6
Natural Gas Pipeline Terminal Impact	Yes/No	No	No	Yes	No
Maintain Existing Access at Natural Gas Pipeline Terminal	Yes/No	Yes	Yes	No <sup>5</sup>	Yes
Sewer Treatment System at West St. Mary Civic Center	Yes/No	No	Yes	Yes	No
Sewer Lift Station on the West Side of LA 318 South of US 90	Yes/No	No	No	Yes	No
Prime Farmland Impacted	acres	0.0	65.41	107.83	81.71
<b>Natural Environment Considerations &amp; Estimated Impacts</b>					
Upland Habitat Directly Impacted	acres	0.0	2.18	2.52	2.02
Wetlands Directly Impacted	acres	0.0	0.15	0.39	0.39
Aquatic Habitat Directly Impacted	acres	0.0	1.47	1.48	1.47
100-Year Floodplains Impacted	acres	0.0	1.24	2.98	2.98
Other Waters of the US Impacted <sup>8</sup>	number	0	2	2	2
Scenic Streams	number	0	0	0	0
Significant Trees	number	0	8	2	2
<b>Estimated Cost Considerations (\$ 2010)</b>					
Right-of-way Cost – Land Only	\$20,000/acre	\$0	\$ 1,338,000	\$ 2,186,000	\$ 1,664,000
Residential Structure Acquisition	\$150,000 ea.	\$0	\$ 4,350,000	\$ 2,550,000	\$ 1,650,000
Mobile Home Structure Acquisition	\$25,000 ea.	\$0	\$ 175,000	\$ 175,000	\$ 100,000
Commercial Structure Acquisition <sup>3</sup>	\$150,000 ea.	\$0	\$150,000	0	0
Residential Relocation Assistance	\$50,000 ea.	\$0	\$ 1,250,000 <sup>9</sup>	\$ 850,000	\$ 550,000
Mobile Home Relocation	\$50,000 ea.	\$0	\$ 350,000	\$ 350,000	\$ 200,000

**Table 5-1  
Summary of Project Features and Impacts**

Evaluation Criteria	Unit	No-Build Alternative	Build Alternative <sup>1</sup>		
			B	D	E
Assistance					
Estimated Construction Cost (rounded)	Millions \$	\$0	\$ 39.4 M	\$ 26.0 M	\$ 44.7 M
Total Estimated Cost (rounded)	Millions \$	\$0	\$ 47.0 M	\$ 32.1 M	\$ 48.9 M

Notes:

1. Estimated impacts are based on the interchange layouts as shown in the Appendix A Map Atlas and are subject to change.
2. Structure and relocation impacts consider worst case scenario – a structure may not be directly impacted however the parcel may be rendered unusable or would require acquisition due to control of access.
3. Abandoned commercial structure is zoned for residential development in the future.
4. Includes four vacant structures for Alternative B, three of which are located in the Caribbean Winds subdivision and no vacant structures for Alternative D or Alternative E.
5. The existing Civic Center driveway on LA 318 would be relocated to the Northeast Frontage Road. The existing Natural Gas Pipeline Terminal driveway on LA 318 would be relocated to the Southeast Frontage Road.
6. The potential historic structure is located in the northwest quadrant of the interchange but will not be directly impacted by any of the three build alternatives. An effects determination relative to NRHP eligibility is forthcoming from SHPO.
7. A Phase I Cultural Resource Inventory has been completed for Alternative E and SHPO determined that no historic archaeological properties or historic standing structures would be impacted in a letter received August 5, 2013.
8. Other Waters of the US includes unnamed canals and tributaries.
9. Residential Relocation Assistance for Alternative B does not include the four vacant structures.

**Human Environment Considerations**

All three build alternatives would require the purchase of new right-of-way, but Alternative D (109.3 acres of right-of-way) would require approximately 42 more acres than Alternative B (66.9 acres of right-of-way) and approximately 26 more acres than Alternative E (83.2 acres of right-of-way). Although none of the build alternatives would directly impact the West St. Mary Civic Center building, right-of-way acquisition would impact approximately 1.9 acres under Alternative B, 5.5 acres under Alternative D, and 3.4 acres under Alternative E to the West St. Mary Civic Center parcel. Access to the West St. Mary Civic Center would be maintained under Alternative B, but would need to be relocated to the frontage road under Alternative D or Alternative E.

Alternative B would impact a greater number of structures (29 residences, 7 mobile homes, and 1 abandoned commercial structure) compared to Alternative D (17 residences and 7 mobile homes) or Alternative E (11 residences and 4 mobile homes). It was assumed that except for the abandoned commercial structure impacted under Alternative B, all residence and mobile home acquisitions would also require relocation assistance. These impacts are due in large part to the fact that Alternative B is a diamond interchange that would impact all four interchange quadrants, whereas Alternative D and Alternative E are both a partial cloverleaf interchange that would only impact three interchange quadrants, thereby avoiding all structures located within the northwest interchange quadrant.

Access to non-relocated properties would be maintained through proposed frontage roads, proposed local access roads, or along portions of LA 318 where control of access restrictions do not apply. Control of access applies to LA 318, not to the same extent as on US 90; however, it still applies. Locations where control of access applies to LA 318 occur between entrance and

exit ramps intersections extending to frontage road intersections. Where control of access is required, however, direct access to adjacent parcels would be prohibited. This is primarily an issue for residents in the northwest interchange quadrant under all three build alternatives, where the relocation of the proposed north frontage road would affect residents' travel patterns to LA 318 and US 90. That is, residents would have to travel west on the existing frontage road / proposed access road and then backtrack on the relocated north frontage road to LA 318, thereby increasing their current travel times by 3 to 5 minutes which is considered relatively minor. Travel time for these residents to access LA 318 and US 90 would be slightly greater under Alternative D and Alternative E (approximately 4 minutes for the longest distance traveled) compared to Alternative B (approximately 3 minutes for the longest distance traveled) due to the larger project footprint of Alternative D.

A high concentration of minority population is present within the study area; therefore, environmental justice populations would be impacted by all three build alternatives. However, because the study area is broadly minority (75.1%), and because it is impractical to relocate the proposed project elsewhere, disproportionate impacts to environmental justice populations in comparison to non-environmental justice populations are not anticipated.

The project is located in an area that is in attainment for all NAAQS, and would not have an effect on air quality. Noise impacts are anticipated under all three build alternatives, with traffic noise impacts predicted at fewer structures under Alternative B (nine structures) compared to Alternative D (16 structures, including the Bambi Head Start Center) or Alternative E (21 structures). Noise abatement analysis determined that noise barriers under all three build alternatives were neither feasible and/or reasonable.

### **Physical Environment Considerations**

Both Alternative B and Alternative D would impact the sewage treatment system at the St. Mary Civic Center; Alternative D would impact the sewer lift station located on the west side of LA 318 south of US 90, with possible avoidance under Alternative B and Alternative E. The Natural Gas Pipeline Terminal located in the southeast interchange quadrant would not be impacted by either Alternative B or Alternative E, but access control under Alternative D would require the relocation of the terminal driveway to the proposed frontage road. Otherwise, all three build alternatives would require only minor utility relocations.

Prime farmland soils are widespread throughout the study area such that the acreage of prime farmland impacted by the build alternatives is equivalent to their acres of required right-of-way minus the small pond in the northwest quadrant. As such, Alternative D with its greater footprint would impact a larger area of prime farmland (107.833 acres) compared to Alternative B (65.41 acres) or Alternative E (81.71 acres). Alternative B would not directly impact any water wells, whereas Alternative D and Alternative E would directly impact one water well. Although all three alternatives are underlain by the Chicot aquifer, they are not located near the major recharge zones and all necessary USEPA and LDEQ safeguards would be implemented to avoid impacts.

### **Natural Environment Considerations**

In terms of effects on the natural environment, the three build alternatives are very similar. There are several small unnamed tributaries that will be crossed by all three alternatives, but these crossings are north of US 90 and outside the 100-year floodplain. South of US 90, the impacts to the 100-year floodplain associated with Alternative B, Alternative D, and Alternative E occur in the floodway fringe and would not increase the base-flood elevation to a level that would violate applicable floodplain regulations. While only minor impacts to the floodplain are anticipated, any drainage ditches or culverts affected by the proposed project, as well as new roadway within the 100-year floodplain, would be designed to maintain pre-construction hydrologic conditions and would not result in any substantive effect to base flood elevations of the surrounding area. Although none of the build alternatives would result in substantial impacts, Alternative D would result in slightly more impacts to upland habitat, than both Alternative B and Alternative E. Impacts to wetlands and the 100-year floodplain are the same for both Alternative D and Alternative E which is slightly higher than Alternative B, as shown in **Table 5-1**. Overall, the impact differences between the three build alternatives are fairly minor and would not affect the overall cost of the project substantially in terms of mitigation.

### **Estimate of Probable Cost**

The estimated cost of Alternative B is approximately \$47.0 million, compared to \$32.1 million for Alternative D and \$48.9 million for Alternative E. These costs are in 2010 dollars and are inclusive of right-of-way, structure acquisition, relocation assistance, and construction costs. Alternative D has the greatest right-of-way cost in terms of land acquisition; however, Alternative B has the greatest right-of-way cost in terms of number of structures impacted and requiring relocation. Alternative E has the greatest estimated construction cost, but has the least expensive right-of-way, acquisition, and relocation costs. A major component of the approximate \$15 million dollar cost difference between the Alternative D and Alternatives B and E relates to the bridge structures; Alternative B and Alternative E would require two new bridge structures on US 90, thereby costing more than Alternative D, which would require only one smaller bridge on LA 318.

It is anticipated that federal funds will be utilized for the required survey work and subsequent efforts, including utility work, right-of-way acquisition and associated tasks. The type and availability of funds for these efforts is not known at this time. The project has a scheduled letting date of early 2016. Construction of the proposed project will be funded by a combination of federal monies funds with an appropriate State funding match. At this time, no specific funding source for the construction of the proposed project has been identified.

### **Summary of Benefits**

All three of the build alternatives meet the purpose and need and would provide long-term benefits. All three build alternatives would replace the at-grade signalized intersection with a grade-separated interchange that would enhance emergency evacuation and reduce the potential for turning movement conflicts, which may result in a reduction of crashes. Travel time savings

can be realized on US 90 and LA 318 with any of the build alternatives compared to the No-Build Alternative, resulting in reduced vehicular operating costs for both passenger and commercial vehicle operations. Furthermore, the economic vitality of the surrounding communities would likely benefit from the improved access via LA 318 to and from the St. Mary Sugar Cooperative and the Port of West St. Mary resulting from the proposed project. However, Alternative B would likely result in a greater reduction to vehicular operating costs and improved economic vitality compared to Alternative D or Alternative E due to Alternative B's interchange alignment (diamond) and ramp configuration (no loop ramp). Alternative B and Alternative E would be equally more beneficial for truck and tractor-trailer movement than Alternative D due to the bridge configuration (US 90 over LA 318). In terms of community cohesion and potential disruption, Alternative E would only impact 15 residential structures, while Alternative B would require 36 residential relocations and Alternative D would require 24 residential relocations.

## 5.2 Summary of Permits and Certifications

The following permits and/or certifications are required for the proposed project:

- Authorization under the Louisiana Pollutant Discharge Elimination System (LPDES) from LDEQ for Storm Water Discharge for Construction Activities over 5 acres.
- A drainage hydraulic study will be required during design and a development permit will be required prior to commencement of construction.
- Prior to the start of project construction, a Request for a Jurisdictional Determination by the USACE and a Section 404 Permit for temporary and permanent impacts from construction of the proposed project for wetlands determined to be jurisdictional will be obtained. The permit application will include a specific plan to mitigate adverse project impacts on streams and wetlands, including mitigation for unavoidable wetland losses. Commitments to minimize harm to wetlands and streams are as follows:
  1. Dredged or fill materials used for construction will be non-polluting material in accordance with EPA Guidelines for the Discharge of Dredged or Fill material found in 40 CFR 230.
  2. All construction activity will be performed in a manner that would minimize increased turbidity of the water in the work area and otherwise avoid adverse effects on water quality and aquatic life.
  3. All dredged material not used as backfill will be placed on land, and no runoff water from the disposal site will be allowed to enter the waterway.
  4. Erosion during and after construction will be controlled as outlined in the latest edition of the LADOTD's *Standard Specifications for Highway Construction*.
  5. The project will not significantly disrupt the movement of those species of aquatic life indigenous to the water body.
  6. Temporary work ramps or haul roads, when needed, will provide sufficient waterway openings to allow the passage of expected high flows.

7. The contractor will take precautions in the handling and storage of hazardous materials, including lubricants and fuels, to prevent discharges or spills that would result in degradation of water quality.
  8. Wetland areas will be avoided to the maximum extent practicable.
  9. Wetlands outside of the construction limits will not be used for construction support activities (borrow sites, waste sites, storage, parking access, etc.) under permit by the USACE.
  10. Heavy equipment working in wetlands will be placed on mats.
  11. Clearing of wetlands will be limited to the minimum amount necessary for the completion of the job.
  12. The contractor will be responsible for the protection of adjacent wetlands.
- Prior to construction, a Coastal Use Permit (CUP) application would need to be completed and submitted to the Coastal Management Division of the Louisiana Department of Natural Resources (LDNR). Submitting an application for a CUP does not imply that one will be required; rather the application is simply one part of the rules and procedures necessary for construction projects within the coastal zone. A prior joint permit application was filed with LDNR as part of the 2007 solicitation of views (SOV); Permit Type - SOV. LDNR had no objection to the SOV permit application (see **Table 6-1, ID No. 1**).
  - Approval by the St. Mary Parish floodplain manager for any modifications to the floodplain.

### 5.3 Summary of Commitments and Mitigation Measures

The following commitments and mitigation measures are required for the proposed project:

- Best Management Practices (BMPs): Implementation of BMPs during construction to mitigate non-point source pollution and comply with USEPA Guidance on impacts to a Sole Source Aquifer.
- Maintenance of Traffic: A construction sequencing plan will be prepared prior to construction to minimize disruption of traffic on US 90 and LA 318. If Alternative B is selected as the preferred alternative, two lanes of traffic on US 90 in both the eastbound and westbound directions should be maintained during construction of the overpass bridges. As part of Alternative B, the construction of the ramps and/or frontage roads would be completed first and then used for diversion of traffic. The bridge structures for the US 90 overpass would then be constructed. Similar to Alternative B, the construction of ramps and/or frontage roads for Alternative D would be completed first and then used for diversion of traffic. The bridge structure for the LA 318 overpass would then be constructed. The existing right-of way along LA 318 in the vicinity of US 90 is wide enough to provide a temporary detour road immediately adjacent to the construction of the LA 318 bridge. Similar to portions of Alternative B and Alternative D, the construction of the ramps and/or frontage roads for Alternative E would be completed

first and then used for diversion of traffic. The bridge structures for the US 90 overpass and elevated westbound on-ramp would then be constructed. During the sugar cane harvest season (October through December), LA 318 should remain open to traffic at all times. The appropriate sequencing of construction operations and maintenance of traffic would ensure that LA 318 remains accessible. These provisions are necessary in order to avoid construction signed detours that would potentially increase travel time and vehicle operating costs.

- **Permanent Signage:** Channelized medians, pavement markings and signage would be installed to address all movements through the intersection and to manage driver expectancy. Warning signs would be installed to avoid wrong way traffic on the westbound exit ramp. Special illuminated warning signage, using LED's or beacons, could be installed to provide greater visibility at night.
- **Noise:** The mitigation measures that are implemented at the construction site must be determined to be necessary and would be the responsibility of the construction contractor. LADOTD may require that one or more of these measures are included as provisions to the contract documents. All mitigation measures must adhere to the latest version of the *Louisiana Standard Specifications for Roads and Bridges* and comply with state and local laws. The following potential mitigation measures may be implemented during construction to minimize adverse noise impacts:
  - Locate site equipment as far from noise sensitive receptors as possible;
  - Avoid nighttime activities in residential areas where sensitivity to noise increases during the nighttime hours, but nighttime construction work can be considered in commercial areas if deemed necessary to meet project schedules and expedite construction;
  - Avoid impact pile driving where possible in noise sensitive areas by using drilled piles and sonic or quieter vibratory pile drivers where geological conditions permit; and
  - Use specially muffled equipment, such as enclosed air compressors, and mufflers on all engines.
- **Air Quality:** During the construction of the proposed facility, air quality impacts will be minimized, by the project contractor, through a combination of fugitive dust control, equipment maintenance, and compliance with state and local regulations.
- **Hazardous Materials:** During construction, any site that is found to contain hazardous materials will be remediated and all work conducted in conformance with LDEQ, EPA, and OSHA regulations and policy.
- **Right-of-Way Acquisitions and Land Use:** Relocations have been minimized to the maximum extent practicable. All relocation activities would be governed by the *Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act Of 1970*. Construction of the project will not begin until decent, safe, and sanitary replacement

housing is in place and offered to all affected persons. Home owners will be eligible for replacement housing and moving expense payments. Owners may also be eligible for an additional payment to provide comparable housing and to assist with the increased costs of a new mortgage and incidental expenses incurred. Displaced persons, businesses, farms, and nonprofit organizations are eligible for reimbursement for actual reasonable moving costs, as well.

- **Utility Relocations:** During the design phase of the project, LADOTD will coordinate the proposed roadway improvements with impacted utility companies.
- **Archaeological Findings:** A Phase I cultural resource survey and inventory was conducted in April 2013, for the Louisiana Department of Transportation and Development (LADOTD) at a proposed grade-separated interchange at the intersection of US Highway 90 (US 90) and LA Highway 318 (LA 318), in St. Mary Parish, Louisiana. The results of the survey were submitted to the SHPO for review and concurrence. URS recommends that no additional cultural resources investigations be required within the remaining surveyed portions of the proposed grade-separated interchange at the intersection of US Highway 90 (US 90) and LA Highway 318 (LA 318), given that no other cultural resources were identified in these areas. In a letter received August 5, 2013, SHPO determined that no historic archaeological properties or historic standing structures would be impacted by Alternative E.
- **Plants and Wildlife Protected by Law:** The threatened Louisiana black bear may occur in the general project area. In its solicitation of views response letter, the US Fish and Wildlife Service (USFWS) recommends the following measures to minimize impacts to the Louisiana black bear and its critical habitat:
  - If construction is to be performed during the denning season (December through April) or if bald cypress or tupelo gum trees with 36 diameter at breast height or greater will be removed or destroyed, further consultation with the USFWS will be necessary; and
  - Construction workers are strongly urged to avoid bears, if work is to be performed during the non-denning season (April through December). Workers should not leave food or garbage in the field and bear proof garbage containers are recommended.
- **Protection of Trees:** During construction care should be taken to avoid damage to significant trees located in the northwest and southwest quadrants of the interchange. The two significant trees located in the southwest quadrant are located between the future exit ramp and US 90 overpass under Alternative E. The two trees are located far enough from the proposed travel lanes so that they could be left in place. However, during the final design phase of the project, the LADOTD will make a determination on whether to leave the trees in place, relocate them, or remove them based on design standards and safety requirements.

# CHAPTER 6.0

## 6.0 AGENCY, PUBLIC, AND TRIBAL COORDINATION AND INVOLVEMENT

This chapter contains a summary of agency and Native American Tribe coordination, and a summary of public involvement opportunities and activities that were undertaken for the project.

### 6.1 Solicitation of Views

During the initial planning stage of the project, views from Federal, state, and local agencies, organizations, and individuals were solicited. Early coordination was initiated with a Solicitation of Views (SOV) packet which occurred for the project as part of the 2007 *Stage 0 Feasibility Study*. The SOV packet was mailed August 16, 2007 to applicable Federal, state and local agencies, organizations, individuals, Native American Tribal contacts, and elected officials in the project area. The packet included a letter, preliminary project description, project location map, and preliminary plans. The SOV letter requested identification of possible adverse economic, social, or environmental effects or concerns. Copies of the SOV packet and SOV responses are included in **Appendix E**. Table 6-1 summarizes agency responses to the SOV packet.

Native American Tribe coordination was also initiated through the SOV. The response from the Chitimacha Tribe of Louisiana is found within **Table 6-1** under identification (ID) No. 8.

**Table 6-1  
Summary of Solicitation of Views Responses**

ID No.	Date	Responder	Comment Summary	How SOV Comment Was Addressed
1	8/16/2007 (permit submittal)	LA Department of Natural Resources, Coastal Management Division	On-line Joint Permit Application for work within the Louisiana Coastal Zone. Permit No. P20071197; Permit Type - SOV. No Objection received on 8/20/2007.	See Sections 3.18, 4.18 and 5.2
2	8/17/2007	<b>Bradley E. Spicer</b> , Assistant Commissioner, LA Department of Agriculture and Forestry	No Comment	No Action Required
3	8/20/2007	<b>Sharon Schexnayder</b> , Contracts/Grants Supervisor, LA Department of Environmental Quality	Referred SOV to Ms. Joanna Gardner, Office of the Secretary of the Louisiana Department of Environmental Quality	No Action Required
4	8/20/2007	<b>D. A. Sullen</b> Acting supervisor, LA Field Office, US Fish and Wildlife Service	Project reviewed for Federal trust resources under the Endangered Species Act of 1973. The project is not likely to adversely affect these resources.	See Sections 3.17, 4.17 and 5.3

**Table 6-1**  
**Summary of Solicitation of Views Responses**

<b>ID No.</b>	<b>Date</b>	<b>Responder</b>	<b>Comment Summary</b>	<b>How SOV Comment Was Addressed</b>
5	8/31/2007	<b>Gary Lester,</b> Natural Heritage Program, LA Department of Wildlife and Fisheries	The Louisiana Black Bear may occur in the general project area. Protection of den trees will be necessary during construction. No other rare, threatened or endangered species or critical habitats are anticipated. No state or federal parks, wildlife refuges, scenic streams, or wildlife management area are known at the site.	See Sections 3.8, 3.9, 3.17, 4.8, 4.9, 4.17 and 5.3
6	9/5/2007	<b>Keith J. Aymond,</b> Forestry Program Director, LA Department of Agriculture and Forestry	There will be physical disturbances; damage to trees should be kept as minimal as possible. Actions taken to reduce damage will decrease the chance of insect or disease problems that may lead to tree mortality.	See Sections 3.17, 4.17 and 5.3
7	9/6/2007	<b>Miles M. Croom,</b> Assistant Regional Administrator, Habitat Conservation Division, National Oceanic and Atmospheric Administration	Any adverse effects to marine and anadromous fishery resources would be minimal and therefore, do not object to issuance of permit.	See Sections 3.16 and 4.16
8	9/13/2007	<b>Kimberly S. Walden,</b> Director, Cultural Department Chitimacha Tribe of Louisiana	Historically and prehistorically, the Chitimacha Tribe of LA was located near the project. However, records and oral traditions do not indicate that a specific archeological or cultural property is in the project vicinity, therefore no objection to implementation. If archaeological remains are discovered during the construction, the SHPO must be contacted immediately.	See Sections 3.7, 4.7 and 5.3
9	9/13/2007	<b>James H. Welsh,</b> Commissioner of Conservation, LA Department of Natural Resources, Office of Conservation	Review of records indicate: no active oil, gas, or injection wells; one plugged well (Serial No. 144942); two registered water wells in the vicinity that the project should not impact; care must be taken to locate any other wells installed before registration was required.	See Sections 3.5, 4.5 and 5.3
10	9/27/2007	<b>Pam Breaux,</b> State Historic Preservation Officer	No known archaeological sites or historic properties will be affected. This effect determination could change should new information come to our attention.	See Sections 3.7, 4.7 and 5.3
11	10/2/2007	<b>Karen L. Oberlies,</b> SOV Manager, New Orleans District, US Army Corps of Engineers	Do not anticipate any adverse impacts. No jurisdictional wetlands, therefore permit under Section 404 of the Clean Water Act will not be required.	See Sections 3.9, 3.16, 4.16 and 5.2

Source: LADOTD, 2007

## 6.2 Public Involvement

### Public Meeting

Public involvement is intended to create opportunities for the public to have input in identifying transportation problems and solutions and to participate in the project planning process. An open forum Public Involvement Meeting to discuss the proposed interchange improvements was held on Tuesday, March 22, 2011. The meeting was held at the West St. Mary Civic Center in Jeanerette, Louisiana from 4:00 p.m. to 7:00 p.m.

The primary purpose of the March 22, 2011 Public Meeting was to share information and obtain public input on three proposed conceptual alternatives for constructing a grade-separated interchange at the intersection of US 90 and LA 318. Additional objectives of the Public Meeting were to identify alternative preferences and to narrow down the number of conceptual alternatives from two out of three for further analysis in the Draft EA. This was accomplished through the use of a survey that was part of the Public Meeting comment form.

A complete synopsis of the Public Meeting is compiled in the *US 90 and LA 318 Interchange Improvements Public Meeting Record, March 22, 2011* (URS, 2011). The methods of notification used to inform the public about the Public Meeting included: placing commercial advertisements in two local newspapers; distributing flyers in public locations and local churches; and sending letters to property owners, businesses, elected officials, and agency representatives. The commercial display advertisements, placed in the *Franklin Banner Tribune*, appeared in the circulations dated March 14, 2011 and March 21, 2011. The commercial display advertisements, placed in the *Daily Iberian*, appeared in the circulations dated March 13, 2011 and March 21, 2011.

Public representation of 60 attendees at the meetings is considered to be generally strong considering the localized nature of the project. The comment response is also considered to be strong with 32 attendees providing their comments on the night of the Public Meeting and an additional 46 commenters responding over the ten-day comment period.

When asked about the importance of the project, 92 percent (72 commenters) thought the project was important, 4 percent (3 commenters) did not think the project was important, and 4 percent (3 commenters) did not respond to the question. Safety issues were the overwhelming explanation given as to why commenter's thought the project was important due to the number of crashes that have occurred at the US 90 and LA 318 intersection.

Of the three build alternatives presented, Conceptual Alternative B was preferred by approximately 65 percent of the commenters that expressed preference for one alternative. Interchange design and improving sugar cane truck and tractor-trailer access to LA 318 were the primary reasons given for preference of Conceptual Alternative B, that consists of US 90 grade-separated over LA 318. Approximately 11 percent preferred Conceptual Alternative C because it would result in the fewest number of residential displacements compared to the other build alternatives. Likewise, approximately 4 percent expressed preference for the No-Build

Alternative as to avoid the potential displacement of any residence. Approximately 3 percent expressed preference for Conceptual Alternative A and approximately 17 percent of commenters did not express a preference for either the No-Build Alternative or any of the build alternatives. A summary table of public comments received during the comment period is located in Appendix D of the *US 90 and LA 318 Interchange Improvements Public Meeting Record, March 22, 2011* and summarized below in **Table 6-2**.

**Table 6-2  
Summary of March 2011 Public Meeting Comments and Resolution**

Comment / Issue / Concern	How Comment was Addressed
<b>Alternative Preference</b>	
4% of commenters stated a preference for the No-Build Alternative	The No-Build Alternative was retained.
3% of commenters stated a preference for Conceptual Alternative A	Conceptual Alternative A was omitted; however a new Alternative D was developed which is a combination of Conceptual Alternatives A and C.
65% of commenters stated a preference for Conceptual Alternative B	Conceptual Alternative B was retained.
11% of commenters stated a preference for Conceptual Alternative C	Conceptual Alternative C was omitted; however a new Alternative D was developed which is a combination of Conceptual Alternatives A and C.
<b>Benefits Associated with Alternative Preference</b>	
Best alternative / design of the interchange.	Majority of commenters selected Conceptual Alternative B, which was retained.
Improves driving conditions / access of sugar cane trucks and tractors	Majority of commenters selected Conceptual Alternative B, which was retained.
Economic / business impacts	Majority of commenters selected Conceptual Alternative B, which was retained.
Property owner effects	Majority of commenters selected Conceptual Alternative C, which was omitted but later refined as Alternative D.
Safety	Majority of commenters selected Conceptual Alternative C, which was omitted but later refined as Alternative D.
<b>Overall Project Importance</b>	
Improves traffic / driving conditions	Public support was expressed because implementation would result in improved traffic operations and driving conditions with a grade-separated interchange.
Economic benefits	Public support was expressed because implementation would result in economic benefits including travel time savings for US 90 motorists.
Property owner effects	Public support was expressed because implementation would result in beneficial property owner effects.
Safety issues	Significant public support was expressed because implementation would result in improved roadway safety by eliminating the at-grade intersection.
Upgrading for future I-49	Public support was expressed because implementation would result in compliance with upgrading future I-49.

**Table 6-2  
Summary of March 2011 Public Meeting Comments and Resolution**

Comment / Issue / Concern	How Comment was Addressed
<b>Overall Project Impacts</b>	
Relocation impacts	Alternative D with revised frontage road was developed to minimize residential relocations compared to Conceptual Alternatives A and C; and residential taking minimization options were also explored. Residential impacts to property on the northwest quadrant of the interchange would be avoided with Alternative D. Relocations have been evaluated and are contained in <b>Section 4.1</b> .
Construction impacts	Construction impacts are short-term in comparison to the potential long-term benefits of the project. Construction duration of an interchange is estimated at two years. Maintenance of traffic during construction, especially during the harvest season, is described in <b>Section 4.19</b> .
Access impacts	Change in access is unavoidable to the motoring public when converting an existing highway from limited access to full control of access. Local travel patterns would be slightly altered. A diamond interchange with diagonal ramps is more favorable to traffic operating conditions compared to loop ramps, where lower driving speed is necessary. Large trucks and tractor - trailers hauling sugar cane could experience operational issues. Access impacts have been evaluated in <b>Section 4.4</b> .
Noise impacts	Noise impacts and noise abatement measures have been evaluated and are contained in <b>Section 4.15</b> .
Utility impacts	Impacts to public utilities have been evaluated and are contained in <b>Section 4.5</b> .

**Continued Public Involvement**

Upon the identification of the build alternatives, in July 2011, LADOTD distributed a supplemental Public Notice describing the alternatives that had evolved since the March 22, 2011 Public Meeting. The Public Notice included graphics depicting the modified layout for Alternative B, which included the relocated frontage road on the northwest quadrant of the intersection, and the new Alternative D interchange concept, that emerged from a combination of Conceptual Alternatives A and C. The Public Notice was sent to all citizens that attended the March 22, 2011 Public Meeting as well as to other individuals that were already on the project mailing list. The updated master mailing list is included in **Appendix E**. According to LADOTD project staff, no responses were received relative to this supplemental Public Notice.

**6.3 Agency and Stakeholder Coordination**

**Elected Officials and Regulatory Agency Coordination**

State and local public officials, as well as regulatory agencies were notified of the March 22, 2011 Public Meeting by mail. These officials and agency representatives were invited to attend

the public meeting to offer comments regarding the proposed project. Two elected officials and several community leaders attended the meeting.

In lieu of attending the March 22, 2011 Public Meeting, several agencies provided additional comments for the record. These agencies included:

- The Federal Emergency Management Agency (FEMA), Region IV Mitigation Division;
- The United States Environmental Protection Agency, Sole Source Aquifer Program;
- The Louisiana Department of Environmental Quality, Business and Community Outreach Division; and
- The Louisiana Department of Children and Family Services.

Copies of the *US 90 and LA 318 Interchange Improvements Public Meeting Record* were distributed to regulatory agencies and elected officials. One response was received following this distribution. The LA Department of Agriculture provided a response dated May 9, 2011 in support of an alternative that would provide an overpass for US 90 over LA 318.

Consultation with the St. Mary Parish Director of Planning and Floodplain Administrator was undertaken early in the EA process to obtain information relative to planned development and the 100-year floodplain. Copies of agency correspondence, mailing lists, and meeting records are included in **Appendix E**.

### **Stakeholder Coordination**

Coordination with study area key stakeholders was undertaken during the development of the EA. A meeting with the St. Mary Sugar Co-operative was held on January 27, 2011 to discuss their industry operations relative to the proposed interchange improvements. Traffic and safety concerns were raised with regard to an interchange configuration that included LA 318 being elevated over US 90 because of large trucks and tractor-trailers.

Coordination between LADOTD, FHWA and representatives of the Southern Mutual Help Association / Caribbean Winds subdivision developer has been on-going since the March 22, 2011 Public Meeting. A detailed description of this coordination effort is presented in **Section 4.2** under the Public Outreach subsection of Environmental Justice. A copy of all stakeholder correspondence is included in **Appendix E**.

## **6.4 Draft EA Distribution**

The distribution list of recipients of the Draft EA is included in **Table 6-3**. The distribution list includes Federal, state, and local agencies, elected officials, community organizations, key stakeholders, and libraries. Recipients of the Executive Summary were also provided an electronic version portable disk format (pdf) of the Draft EA on CD.

**Table 6-3**  
**Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
<b>Lead Agencies</b>							
		1	LA Department of Transportation and Development	1201 Capitol Access Road Room 502 P Baton Rouge, LA 70802 P.O. Box 94245 Baton Rouge, LA 70804-9245	Ms. Noel Ardoin, P.E. Attn: Carl Winter	15 and 2 CDs	
		2	LA Department of Transportation and Development	428 Hugh Wallis Road Lafayette, LA 70502-3648	Mr. Bill Oliver	5 and 1 CD	
		3	Federal Highway Administration	5304 Flanders Drive, Suite A Baton Rouge, LA 70808-4348	Ms. Lismary Gavillan	1 and 1 CD	
<b>Federal Agencies</b>							
		4	US Army Corps of Engineers, New Orleans District Regulatory Branch	USACE NOD 7400 Leake Ave. New Orleans, LA 70118 P. O. Box 60267 (70160-0267)	Ms. Karen Oberlis		1
		5	US Coast Guard, 8th District	Hale Boggs Federal Building 500 Poydras New Orleans, LA 70130	District Commander		1
		6	US Department of Agriculture, Natural Resources Conservation Service	3737 Government Street Alexandria, LA 71302	Mr. Kevin Norton		
		7	US Department of Commerce, Economic Development Administration	504 Lavaca Street, Suite 1100 Austin, TX 78701-2858	Mr. Pedro Garza, Regional Director		1

**Table 6-3**  
**Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
8			US Department of the Interior, Office of Environmental Policy and Compliance	1849 C Street, NW MS 2462 Washington, DC 20240	Mr. Willie Taylor, Director Ms. Mary Blanchard, Deputy Director		5 and 5 CDs
9			US Department of Commerce, National Oceanic and Atmospheric Administration-Southeast Regional Office	263 13th Avenue, South St. Petersburg, FL 33701	Mr. Miles Croom		1
10			US Environmental Protection Agency, Region 6	Fountain Place 12 <sup>th</sup> Floor, Suite 1200 1445 Ross Avenue - 6ENXP Dallas, TX 75202-2733	Mr. Michael Bechdol		3 and 3 CDs
11			US Fish and Wildlife Service, Lafayette Ecological Service Field Office	646 Cajundome Blvd. Suite 400 Lafayette, LA 70506	Mr. James F. Boggs	1	
12			US Geological Survey, LA	3535 S. Sherwood Forest Blvd. Suite 120 Baton Rouge, LA 70816	Mr. Charles Demas		1
13			US Federal Emergency Management Agency, Region 6	800 North Loop 288 Denton, TX 76209-3698	Ms. Mayra G. Diaz, Natural Hazards Program Specialist	1	

**Table 6-3  
Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
<b>Louisiana State Agencies</b>							
14			LA Department of Agriculture and Forestry, Office of Soil and Water Conservation	P. O. Box 3554 Baton Rouge, LA 70821-3554 5825 Florida Boulevard Baton Rouge, LA 70806	Mr. Bradley Spicer	1	
15			LA Department of Agriculture and Forestry, Office of Forestry	9418 Highway 165 Oberlin, LA 70555-3521	Mr. Keith Aymond	1	
16			LA Department of Natural Resources, Office of Mineral Resources	P.O. Box 2827 Baton Rouge, LA 70821-2827 617 North 3rd Street Baton Rouge, LA 70802	Mr. Jody Montelaro		1
17			LA Department of Transportation and Development, Floodplain Management Program	P. O. Box 94275 Baton Rouge, LA 70804-9245 8900 Jimmy Wedell Baton Rouge, LA 70807	Ms. Pamela L. Miller, CFM	1	
18			LA Department of Public Safety, Highway Safety Commission	P. O. Box 66336 Baton Rouge, LA 70806 7919 Independence Blvd., Suite 2100 Baton Rouge, LA 70806	Mr. John LeBlanc		1

**Table 6-3  
Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
19			LA Department of Wildlife and Fisheries	P.O. Box 98000 Baton Rouge, LA 70808-9000 2000 Quail Drive Baton Rouge, LA 70808	Mr. Jay DePrato Mr. Russell Watson	1	1
20			LA Department of Wildlife & Fisheries, Louisiana Natural Heritage Program	P.O. Box 98000 Baton Rouge, LA 70808-9000 2000 Quail Drive Baton Rouge, LA 70808	Ms. Amity Bass	1	
21			LA Department of Culture, Recreation and Tourism, Section 106 Review	P.O. Box 44247, Capitol Annex Baton Rouge, LA 70804 Division of Archeology 1051 North 3 <sup>rd</sup> Street Baton Rouge, LA 70802	Ms. Pam Breaux, Ms. Rachel Watson	1 1 CD	
22			LA Department of Environmental Quality	P.O. Box 4303 Baton Rouge, LA 70821-4303 602 North 5 <sup>th</sup> Street Baton Rouge, LA 70802	Ms. Beth Dixon	1	
23			LA Department of Natural Resources, Office of Conservation	P.O. Box 94275 Baton Rouge, LA 70804-9275 617 North 3 <sup>rd</sup> Street, 9 <sup>th</sup> Floor Baton Rouge, LA 70802	Mr. James H. Welsh, Commissioner of Conservation	1	

**Table 6-3**  
**Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
24			LA Department of Natural Resources, Coastal Management Division	P.O. Box 44487 Baton Rouge, LA 70804-4487 617 North 3 <sup>rd</sup> Street, Suite 1078 Baton Rouge, LA 70802	Ms. Christine Charrier, Mr. Karl Morgan	1	
25			LA Department of Health and Hospitals, Office of Public Health	628 N. 4th Street Baton Rouge, LA 70802	Mr. Jake Causey		1
26			LA Forestry Association	2316 S. McArthur Drive Alexandria, LA 71301-3037	Mr. Buck Vandersteen		1
27			LA Department of Children and Family Services	627 North 4 <sup>th</sup> Street 6 <sup>th</sup> Floor Baton Rouge, LA 70802	Ms. Martina Stribling, Deputy Undersecretary		1
28			LA Department of Economic Development, Office of Business Development	1051 N. 3rd Street Baton Rouge, LA 70802-5239	Mr. Don Hutchinson		1
29			LA Good Roads Association	666 North Street Baton Rouge, LA 70802	Ms. Debbie Husser		1
30			LA Office of Management and Finance	P.O. Box 3776 Baton Rouge, LA 70821	Ms. Ruth Johnson		1
31			LA State Attorney General, Environmental Out Reach Division	1885 N. 3rd Street Baton Rouge, LA 70802	Mr. James Caldwell		1
32			LA State Land Office, Division of Administration	P.O. Box 44124 Baton Rouge, LA 70804	Mr. Charles St. Romain		1
33			LA State Planning Office	1051 North 3 <sup>rd</sup> Street Baton Rouge, LA 70802	Mr. Barry Dusser, Director		1

**Table 6-3  
Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
34			LA State Police Troup C	4047 West Park Avenue Gray, LA 70359	Captain Darin Naquin		1
35			LA Office of Indian Affairs	150 N. Third Baton Rouge, LA 70801	Mr. Mark Ford	1	
36			Inter-Tribal Council of LA, Inc.	8281 Goodwood Boulevard, Suite I-2 Baton Rouge, LA 70808	Mr. Kevin Billiot	1	
37			Chitimacha Tribe of LA	155 Chitimacha Loop Charenton, LA 70523	Ms. Kimberly S. Walden	1	
<b>Federal and State Elected Officials</b>							
38			US House of Representatives	206 Cannon HOB Washington, DC 20515	Honorable Jeff Landry		1
39			US Senate	500 Poydras Street, Room 1005 New Orleans, LA 70130	Senator Mary Landrieu		1
40			US Senate	2800 Veterans Boulevard, Suite 201 Metairie, LA 70002	Senator David Vitter		1
41			LA House of Representatives	St. Mary Parish Courthouse, Room 304 Franklin, LA 70538	Honorable Sam Jones		1
42			LA House of Representatives	P.O. 1809 Gray, LA 70359-1809	Honorable Joe Harrison		1

**Table 6-3**  
**Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
43			LA State Senate	1103 Eighth Street Morgan City, LA 70380	Senator D. A. "Butch" Gautreaux		1
<b>Local Officials, Agencies, and NGO</b>							
44			St. Mary Parish Police Jury	500 Main St. Courthouse 5th Floor Franklin, LA 70538	Paul Naquin, Jr., President	1	11
45			St. Mary Parish Planning Department	500 Main St. Courthouse 5th Floor Franklin, LA 70538	Ms. Tammy Luke, Floodplain Administrator	2	
46			City of Franklin	1526 Sterling Road Franklin, LA 70538-3860	Mayor Raymond Harris		1
47			Town of Baldwin	P. O. Box 800 Baldwin, LA 70514-213	Mayor Wayne Breaux		1
48			City of Jeanerette	1010 Main Street Jeanerette, LA 70544	Mayor Tim de Clouet		1
49			St. Mary Parish School Board	474 Highway 317 Centerville, LA 70522	Dr. Donald Aguillar, Supt.		1
50			St. Mary Parish Sheriff	P.O. Box 571 Franklin, LA 70538	Mr. David Naquin		1
51			St. Mary Parish Soil & Water Conservation District	500 Main St. Courthouse Room 310 Franklin, LA 70538	Mr. Patra Ghergich		1

**Table 6-3  
Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
52			St. Mary Parish Civil Defense	500 Main Street Courthouse First Floor Franklin, LA 70538	Mr. Duval Arthur		1
53			St. Mary Parish Chamber of Commerce	727 Myrtle Street Morgan City, LA 70380	Ms. Donna F. Meyer, Pres.		1
54			St. Mary Parish Farm Bureau Federation	1500 Hospital Avenue Franklin, LA 70538	Mr. Mark Chauvin		1
55			LA Economic Development	P.O. Box 395 Patterson, LA 70392	Ms. Anne M. Perry		1
56			South LA Economic Council	P.O. Box 2048- NSU Thibodaux, LA 70310	Mr. Vic Lafont		1
57			Cajun Coast Visitors & Convention Bureau	P.O. Box 2332 Morgan City, LA 70381	Ms. Carrie Stansbury		1
58			West St. Mary Civic Center	P. O. Box 579 Franklin, LA 70538	Ms. Virginia Sutton	2	
59			Sierra Club / Delta Chapter	716 Adams Street New Orleans, LA 70118	Darryl Malek-Wiley Regional Representative		1
60			I-49 International Coalition	P.O. Box 404 Gretna, LA 70054	Mayor Ronnie Harris		1

**Table 6-3  
Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
<b>Libraries</b>							
61			LA State Library	Recorder of State Documents 701 North 4 <sup>th</sup> Street Baton Rouge, LA 70802	Ms. Ferol Foes	5	
62			University of New Orleans	University of New Orleans Earl K. Long Library State Documents 2000 Lakefront New Orleans, LA 70148	Mr. K. E. Owen	1	
63			McNeese State University	Lether E. Frazar Memorial Library State Documents 4205 Ryan Street Lake Charles, LA 70609	Document Librarian	1	
64			University of LA at Lafayette	University of Louisiana at Lafayette Edith Garland Dupre Library State Documents 302 E. St. Mary Boulevard Lafayette, LA 70504	Document Librarian	1	
65			St. Mary Parish Library	206 Iberia Street Franklin, LA 70538-4906	Document Librarian	1	

**Table 6-3  
Draft EA Distribution List**

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies
<b>Stakeholders</b>							
			66	Port of West St. Mary	15301 Highway 182 W Franklin, LA 70538	Mr. David Allain	1
			67	St. Mary Sugar Co-op	20056 Hwy 182 West Jeanerette, LA 70544-8532	Mr. Dave Thibodeaux	1
			68	Couhig Partners, LLC (representatives for Southern Mutual Help Association / Caribbean Winds)	643 Magazine Street, Suite 300 New Orleans, LA 70130	Mr. Rob Couhig Ms. Lisa Maher	1
			69	Lockett Center Four Corners	Linda's One Stop 1534 Cypremort Road Jeanerette, LA 70544	Mrs. Linda Lockett	1
			70	Mathews Program Research & Development, LLC	2208 Highway 318 Jeanerette, LA 70544	Mr. Craig Mathews	1
<b>Total Copies</b>						<b>57<sup>1</sup></b>	<b>49<sup>2</sup></b>

Notes:

1. 57 copies of Draft EA plus 9 CD's containing the Draft EA
2. 49 copies of the Executive Summary plus 49 CD's containing the Draft EA

Shipping notes:

- #19 & #20 shipped together
- #45 - St. Mary Parish Planning Department – 25 handouts and signature sheet
- #58 - West St. Mary Civic Center - 25 handouts and signature sheet
- #66 - Port of West St. Mary – 25 announcements
- #67 – St. Mary Sugar Co-op - 25 announcements
- #69 - Lockett Center Four Corners - 25 handouts and signature sheet

## 6.5 Public Hearing

An open forum Public Hearing for the proposed interchange at US Highway 90 (US 90) and LA 318 in St. Mary Parish, Louisiana was held on Tuesday, July 17, 2012 at the West St. Mary Civic Center in Jeanerette, Louisiana from 4:00 p.m. to 7:00 p.m.

The purpose of the hearing was to allow agencies, local representatives, and the public to review and comment on the Draft Environmental Assessment (EA); to review and comment on the proposed “Build” and “No-Build” Alternatives; and to receive additional information about the project, project schedule, the right-of-way acquisition process and the environmental process. A complete synopsis of the Public Hearing is compiled in the Proposed US 90 and LA 318 Interchange Public Hearing Record, July 17, 2012 (URS, 2012).

The methods of notification in preparation of the Public Hearing included: public notice advertisements in two local newspapers, flyers distributed in public locations, and letters to property owners, businesses, elected officials, and agency representatives. The LADOTD Public Information Office posted notification of the Public Hearing on the LADOTD website. The display advertisements, placed in the *Franklin Banner Tribune*, appeared in the circulations dated June 15, 2012, July 11, 2012, and July 16, 2012. The display advertisements, placed in the *Daily Iberian*, appeared in the circulations dated June 17, 2012, July 9, 2012, and July 16, 2012.

Public representation by 96 attendees at the Public Hearing is considered to be generally strong considering the localized nature of the project. Further, comment response is also considered to be strong with 52 citizens either providing their comments on the night of the Public Hearing or responding throughout the comment period. The 45 day comment period began with the Notice of Availability of the Draft EA on June 18, 2012 and extended through August 1, 2012, fifteen days after the Public Hearing.

There was a 15.4 percent preference for the No-Build Alternative mainly to avoid the potential displacement of residences. Alternative B (US 90 grade-separated over LA 318) was preferred by approximately 44.2 percent with safety/pedestrian safety/accident prevention and improving sugar cane tractor and truck access to LA 318 given as the primary reasons for that preference. Approximately 9.6 percent preferred Alternative D (LA 318 grade-separated over US 90) because of property owner effects including relocation. Approximately 30.8 percent expressed preference for a New Alternative that would modify Alternative B with the incorporation of the small access loop in the northeast quadrant of the interchange of Alternative D because of property owner effects including relocation. There were no commenters that did not express a preference for either the No-Build Alternative or any of the build alternatives. A summary of all the general comments received from the Public Hearing along with a response to the broad areas of concern is included in **Table 6-4**. A detailed table showing each individual comment received at the Public Hearing and how that comment was specifically addressed is included in **Appendix F**.

**Table 6-4  
Public Hearing Comment Summary and Responses**

Concerns/Comment	Total Received	Response to Comment
Relocations and ROW	25	Due to public input, LADOTD and FHWA evaluated various alternatives and determined that a combination of Alternatives B&D would address public concern for US 90 crossing over LA 318 and for reducing residential

**Table 6-4  
Public Hearing Comment Summary and Responses**

Concerns/Comment	Total Received	Response to Comment
		impacts. The new alternative is Alternative E and is described in Chapter 2 of the EA.
Transportation and Access	9	A full interchange is justified by the Purpose and Need described in Chapter 1 of the EA.
Safety	9	New Alternative E is designed with US 90 elevated over LA 318 to address the safety issue of commercial farm truck traffic. Safety is discussed in Chapter 2.
Noise	4	Noise impacts are explained fully in Section 4.15 of the EA.
Commercial Vehicle Operations	5	New Alternative E is designed with US 90 elevated over LA 318 to address the safety issue of commercial farm truck traffic. Safety is discussed in Chapter 2.
Construction Impacts	4	These impacts would be reduced to the extent possible and a detailed description of these impacts is in Section 4.19 of the EA.
Natural Resources	2	Impacts to natural resources are detailed in Chapter 4, and specifically concerning the significant trees a determination will be made in final design.
Other	4	Drainage will be addressed in final design.

As a result of public input and comments received at the July 17, 2012 Public Hearing, a new build alternative was developed. The New Alternative has been identified as Alternative E and evaluated to the same level of detail in terms of preliminary engineering and environmental review as Alternatives B and D. Alternative E has been incorporated into this EA and fully evaluated in terms of the human, physical, and natural environment. The results of the evaluation are compared to the other build alternatives and summarized in **Section 5.1**.

As Alternative E was developed and discussed prior to and during the Public Hearing and comment period, both the LADOTD and FHWA decided that there would not be a second Public Hearing held to introduce the alternative to the public. In order to inform the public of the impacts associated with the preferred alternative, a public notice was developed for distribution to the persons, elected officials, and interested parties that attended the Public Hearing and /or provided public comments on the Draft EA. This public notice included a description of Alternative E, a graphic showing the interchange layout, and a summary of impacts table comparing Alternative E to Alternatives B and D. A copy of the public notice is included in **Appendix F**.

## **6.6 Final EA Distribution**

The distribution list of recipients of the Final EA is included in **Table 6-5**. The distribution list includes Federal, state, and local agencies, elected officials, community organizations, key stakeholders, and libraries. Recipients of the Executive Summary were also provided an electronic version portable disk format (pdf) of the Final EA on CD.

**Table 6-5  
Final EA Distribution List**

<b>#</b>	<b>Recipient</b>	<b>Address</b>	<b>Contact</b>	<b>Copies of EA and CDs</b>	<b>Copies of Executive Summary with CD</b>
<b>Lead Agencies</b>					
1	LA Department of Transportation and Development	1201 Capitol Access Road Room 502 P Baton Rouge, LA 70802 P.O. Box 94245 Baton Rouge, LA 70804-9245	Ms. Noel Ardoin, P.E. Attn: Carl Winter	15 and 2 CDs	
2	LA Department of Transportation and Development	428 Hugh Wallis Road Lafayette, LA 70502-3648	Mr. Bill Oliver	5 1 CD	
3	Federal Highway Administration	5304 Flanders Drive, Suite A Baton Rouge, LA 70808-4348	Ms. Lismary Gavillan	1 and 1 CD	
<b>Federal Agencies</b>					
4	US Army Corps of Engineers, New Orleans District Regulatory Branch	USACE NOD 7400 Leake Ave. New Orleans, LA 70118 P. O. Box 60267 (70160-0267)	Ms. Karen Oberlis		1
5	US Coast Guard, 8th District	Hale Boggs Federal Building 500 Poydras New Orleans, LA 70130	District Commander		1
6	US Department of Agriculture, Natural Resources Conservation Service	3737 Government Street Alexandria, LA 72302	Mr. Kevin Norton		1
7	US Department of Commerce, Economic Development Administration	504 Lavaca Street, Suite 1100 Austin, TX 78701-2858	Mr. Pedro Garza, Regional Director		1
8	US Department of the Interior, Office of Environmental Policy and Compliance	1849 C Street, NW MS 2462 Washington, DC 20240	Mr. Willie Taylor, Director Ms. Mary Blanchard, Deputy Director		1 and 5 CDs
9	US Department of Commerce, National Oceanic and Atmospheric Administration- Southeast Regional Office	263 13th Avenue, South St. Petersburg, FL 33701	Mr. Miles Croom		1
10	US Environmental Protection Agency, Region 6	Fountain Place 12 <sup>th</sup> Floor, Suite 1200 1445 Ross Avenue - 6ENXP Dallas, TX 75202-2733	Mr. Michael Bechdol		1 and 3 CDs
11	US Fish and Wildlife Service, Lafayette Ecological Service Field Office	646 Cajundome Blvd. Suite 400 Lafayette, LA 70506	Mr. James F. Boggs		1

**Table 6-5  
Final EA Distribution List**

#	Recipient	Address	Contact	Copies of EA and CDs	Copies of Executive Summary with CD
12	US Geological Survey, LA	3535 S. Sherwood Forest Blvd. Suite 120 Baton Rouge, LA 70816	Mr. Charles Demas		1
13	US Federal Emergency Management Agency, Region 6	800 North Loop 288 Denton, TX 76209-3698	Ms. Mayra G. Diaz, Natural Hazards Program Specialist		1
<b>Louisiana State Agencies</b>					
14	LA Department of Agriculture and Forestry, Office of Soil and Water Conservation	P. O. Box 3554 Baton Rouge, LA 70821-3554 5825 Florida Boulevard Baton Rouge, LA 70806	Mr. Bradley Spicer		1
15	LA Department of Agriculture and Forestry, Office of Forestry	9418 Highway 165 Oberlin, LA 70555-3521	Mr. Keith Aymond		1
16	LA Department of Natural Resources, Office of Mineral Resources	P.O. Box 2827 Baton Rouge, LA 70821-2827 617 North 3rd Street Baton Rouge, LA 70802	Mr. Jody Montelaro		1
17	LA Department of Transportation and Development, Floodplain Management Program	P. O. Box 94275 Baton Rouge, LA 70804-9245 8900 Jimmy Wedell Baton Rouge, LA 70807	Ms. Pamela L. Miller, CFM		1
18	LA Department of Public Safety, Highway Safety Commission	P. O. Box 66336 Baton Rouge, LA 70896 7919 Independence Blvd., Ste 2100 Baton Rouge, LA 70806	Mr. John LeBlanc		1
19	LA Department of Wildlife and Fisheries	P.O. Box 98000 Baton Rouge, LA 70898-9000 2000 Quail Drive Baton Rouge, LA 70808	Mr. Jay DePrato Mr. Russell Watson		1
20	LA Department of Wildlife & Fisheries, Louisiana Natural Heritage Program	P.O. Box 98000 Baton Rouge, LA 70898-9000 2000 Quail Drive Baton Rouge, LA 70808	Ms. Amity Bass		1
21	LA Department of Culture, Recreation and Tourism, Section 106 Review	P.O. Box 44247, Capitol Annex Baton Rouge, LA 70804 Division of Archeology 1051 North 3 <sup>rd</sup> Street Baton Rouge, LA 70802	Ms. Pam Breaux, Ms. Rachel Watson		2
22	LA Department of Environmental Quality	P.O. Box 4303 Baton Rouge, LA 70821-4303 602 North 5 <sup>th</sup> Street Baton Rouge, LA 70802	Ms. Beth Dixon		1

**Table 6-5  
Final EA Distribution List**

#	Recipient	Address	Contact	Copies of EA and CDs	Copies of Executive Summary with CD
23	LA Department of Natural Resources, Office of Conservation	P.O. Box 94275 Baton Rouge, LA 70804-9275 617 North 3 <sup>rd</sup> Street, 9 <sup>th</sup> Floor Baton Rouge, LA 70802	Mr. James H. Welsh, Commissioner of Conservation		1
24	LA Department of Natural Resources, Coastal Management Division	P.O. Box 44487 Baton Rouge, LA 70804-4487 617 North 3 <sup>rd</sup> Street Baton Rouge, LA 70802	Ms. Christine Charrier, Mr. Karl Morgan		1
25	LA Department of Health and Hospitals, Office of Public Health	628 N. 4th Street Baton Rouge, LA 70802	Mr. Jake Causey		1
26	LA Forestry Association	2316 S. McArthur Drive Alexandria, LA 71301-3037	Mr. Buck Vandersteen		1
27	LA Department of Children and Family Services	627 North 4 <sup>th</sup> Street Baton Rouge, LA 70802	Ms. Martina Stribling, Deputy Undersecretary		1
28	LA Department of Economic Development, Office of Business Development	1051 N. 3rd Street Baton Rouge, LA 70802-5239	Mr. Don Hutchinson		1
29	LA Good Roads Association	P. O. Box 3713 Baton Rouge, LA 70821	Mr. Kenneth Perret		1
30	LA Office of Management and Finance	P.O. Box 3776 Baton Rouge, LA 70821	Ms. Ruth Johnson		1
31	LA State Attorney General, Environmental Out Reach Division	1885 N. 3rd Street Baton Rouge, LA 70802	Mr. James Caldwell		1
32	LA State Land Office, Division of Administration	P.O. Box 44124 Baton Rouge, LA 70804	Mr. Charles St. Romain		1
33	LA State Planning Office	Capitol Annex Building 2nd Flr. Baton Rouge, LA 70804	Mr. Barry Dusser, Director		1
34	LA State Police Troup C	627 North 4th Street Baton Rouge, LA 70802	Captain Darin Naquin		1
35	LA Office of Indian Affairs	150 N. Third Baton Rouge, LA 70802	Mr. Mark Ford	1	
36	Inter-Tribal Council of LA, Inc.	8281 Goodwood Boulevard, Suite I-2 Baton Rouge, LA 70808	Mr. Kevin Billiot	1	
37	Chitimacha Tribe of LA	105 Houma Drive Charenton, LA 70523	Ms. Kimberly S. Walden	1	
<b>Federal and State Elected Officials</b>					
38	US House of Representatives	206 Cannon HOB Washington, DC 20515	Honorable Jeff Landry		1
39	US Senate	500 Poydras Street, Room 1005 New Orleans, LA 70130	Senator Mary Landrieu		1

**Table 6-5  
Final EA Distribution List**

#	Recipient	Address	Contact	Copies of EA and CDs	Copies of Executive Summary with CD
40	US Senate	2201 Kaliste Saloom Rd. Suite 201 Lafayette, LA 70508	Senator David Vitter		1
41	LA House of Representatives	St. Mary Parish Courthouse, Room 304 Franklin, LA 70538	Honorable Sam Jones		1
42	LA House of Representatives	P.O. 1809 Gray, LA 70359-1809	Honorable Joe Harrison		1
43	LA State Senate	600 Main Street Suite 1 Franklin, LA 70538	Senator R. L. Allain II		1
<b>Local Officials, Agencies, and NGO</b>					
44	St. Mary Parish Police Jury	500 Main St. Courthouse 5th Floor Franklin, LA 70538	Paul Naquin, Jr., President	1	11
45	St. Mary Parish Planning Department	500 Main St. Courthouse 5th Floor Franklin, LA 70538	Ms. Tammy Luke, Floodplain Administrator	1	1
46	City of Franklin	1526 Sterling Road Franklin, LA 70538-3860	Mayor Raymond Harris	1	
47	Town of Baldwin	P. O. Box 213 Baldwin, LA 70514-213	Mayor Wayne Breaux	1	
48	City of Jeanerette	1010 Main Street Jeanerette, LA 70544	Mayor Tim de Clouet	1	
49	St. Mary Parish School Board	P.O. Box 170 Centerville, LA 70522	Dr. Donald Aguillar, Supt.		1
50	St. Mary Parish Sheriff	P.O. Box 571 Franklin, LA 70538	Mr. David Naquin		1
51	St. Mary Parish Soil & Water Conservation District	500 Main St. Courthouse Room 310 Franklin, LA 70538	Mr. Patra Ghergich		1
52	St. Mary Parish Civil Defense	P.O. Box 247 Patterson, LA 70392-0247	Mr. Duval Arthur		1
53	St. Mary Parish Chamber of Commerce	7332 Hwy 182 East Morgan City, LA 70381	Ms. Donna F. Meyer, Pres.		1
54	St. Mary Parish Farm Bureau Federation	1500 Hospital Avenue Franklin, LA 70538	Mr. Mark Chauvin		1
55	LA Economic Development	P.O. Box 395 Patterson, LA 70392	Ms. Anne M. Perry		1
56	South LA Economic Council	P.O. Box 2048-NSU Thibodaux, LA 70310	Mr. Vic Lafont		1
57	Cajun Coast Visitors & Convention Bureau	P.O. Box 2332 Morgan City, LA 70381	Ms. Carrie Stansbury		1
58	West St. Mary Civic Center	P. O. Box 579 Franklin, LA 70538	Ms. Virginia Sutton	1	

**Table 6-5  
Final EA Distribution List**

<b>#</b>	<b>Recipient</b>	<b>Address</b>	<b>Contact</b>	<b>Copies of EA and CDs</b>	<b>Copies of Executive Summary with CD</b>
59	Sierra Club / Delta Club	P.O. Box 19469 New Orleans, LA 70179-0469	Darryl Malek-Wiley Regional Representative		1
60	I-49 International Coalition	P.O. Box 404 Gretna, LA 70054	Mayor Ronnie Harris		1
<b>Libraries</b>					
61	LA State Library	Recorder of State Documents 701 North 4 <sup>th</sup> Street Baton Rouge, LA 70802 Electronic pdf to: <a href="mailto:docs@state.lib.la.us">docs@state.lib.la.us</a>	Ms. Ferol Foos	15	
62	St. Mary Parish Library	206 Iberia Street Franklin, LA 70538-4906	Document Librarian	1	
<b>Stakeholders</b>					
63	Port of West St. Mary	15301 Highway 182 W Franklin, LA 70538	Mr. David Allain		1
64	St. Mary Sugar Co-op	20056 Hwy 182 West Jeanerette, LA 70544-8532	Mr. Dave Thibodeaux		1
65	Couhig Partners, LLC (rep. for Southern Mutual Help Association / Caribbean Winds)	643 Magazine Street, Suite 300 New Orleans, LA 70130	Mr. Rob Couhig Ms. Lisa Maher	1	
66	Lockett Center Four Corners	Linda's One Stop 1534 Cypremort Road Jeanerette, LA 70544	Mrs. Linda Lockett	1	
67	Mathews Program Research & Development, LLC	2208 Highway 318 Jeanerette, LA 70544	Mr. Craig Mathews		1
<b>Total Copies</b>				<b>48<sup>1</sup></b>	<b>64<sup>2</sup></b>

Notes:

1. 48 copies of EA plus 4 CD's containing the EA
2. 64 copies of the Executive Summary plus 8 CD's containing the EA

# CHAPTER 7.0

## 7.0 REFERENCES CITED

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US Code. *Migratory Bird Treaty Act*; USC 16-7-11; 1918.

US Code. Uniform Relocation Assistance and Real Property Acquisition Policies Act; 42 USC 4601 *et seq.*, 1970.

US Code. *Farmland Protection Act*; 7 USC 4201 *et seq.* and 7 CFR 658.

US Code of Federal Regulations. *National Environmental Policy Act (NEPA)*; 40 CFR Parts 1500-1508; 1969.

US Code of Federal Regulations. *National Register of Historic Places (NRHP)*; 36 CFR 60 *et seq.*; 1966.

US Code of Federal Regulations. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*; 23 CFR 772, 1982.

US Code of Federal Regulations. *National Historic Preservation Act (Section 106)*; 16 USC 470 *et seq.*; 1966, and as amended (1976, 1980, 1999, 2000).

# CHAPTER 8.0

## 8.0 ACRONYM LIST

ADT	Average Daily Traffic
APE	Area of Potential Effects
ASTM	American Society for Testing and Materials
BMP	Best Management Practice
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CEQ	Council of Environmental Quality
CFR	Code of Federal Regulations
CMD	Coastal Management Division
CMF	Crash Modification Factor
CORRACTS	Corrective Action Reports
CSD	Context Sensitive Design
CSS	Context Sensitive Solutions
CUP	Coastal Use Permit
CWA	Clean Water Act
dbh	Diameter at Breast Height
EA	Environmental Assessment
EDR	Environmental Data Resources, Inc.
EO	Executive Order
ESA	Endangered Species Act
FCIR	Farmland Conversion Impact Rating Form
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act

GIS	Geographic Information System
HCM	Highway Capacity Manual
HHS	Historic Standing Structures
HSM	Highway Safety Manual
LADOTD	Louisiana Department of Transportation and Development
LCRP	Louisiana Coastal Resources Program
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources
LEP	Limited English Proficiency
LNHP	Louisiana Natural Heritage Program
LOS	Level of Service
LPDES	Louisiana Pollutant Discharge Elimination System
LUST	Leaking Underground Storage Tank
LWCF	Land and Water Conservation Fund Act
MOT	Maintenance of Traffic
MPH	Miles per Hour
n/a	Not Applicable
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHS	National Highway System
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities/Superfund List
NRC	National Response Center
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
RATFA	State Remedial Action Trust Fund Act
RCRA	Resource Conservation and Recovery Act

RECAP	Risk Evaluation/Corrective Action Program
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SHPO	State Historic Preservation Officer
SMHA	Southern Mutual Help Association, Inc.
SONRIS	Strategic Online Natural Resources Information System
SOV	Solicitation of Views
SWPPP	Storm Water Pollution Prevention Plan
TNM	Traffic Noise Model
USDOT	US Department of Transportation
USEPA	US Environmental Protection Agency
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
USHHS	US Department of Health and Human Services
UST	Underground Storage Tank

# APPENDIX A

# APPENDIX A

## SHEET INDEX

### ABBREVIATIONS

SHEET TS - 1 TO TS - 5 : TYPICAL SECTIONS

SHEET B : OVERVIEW ALTERNATIVE B US 90 OVER LA 318

SHEET KP - 1 TO KP - 3 : KEY PLAN - ALTERNATIVE B

SHEET 01 TO 28 : PLAN / PROFILE SHEETS - ALTERNATIVE B

SHEET D : OVERVIEW ALTERNATIVE D LA 318 OVER US 90

SHEET KP - 4 TO KP - 6 : KEY PLAN - ALTERNATIVE D

SHEET 29 TO 61 : PLAN / PROFILE SHEETS - ALTERNATIVE D

SHEET E : OVERVIEW ALTERNATIVE E US 90 OVER LA 318

WITH ELEVATED WESTBOUND ENTRANCE LOOP RAMP

SHEET KP - 7 TO KP - 9 : KEY PLAN - ALTERNATIVE E

SHEET 62 TO 91 : PLAN / PROFILE SHEETS - ALTERNATIVE E

## Final Environmental Assessment

State Project No. 700-51-0110

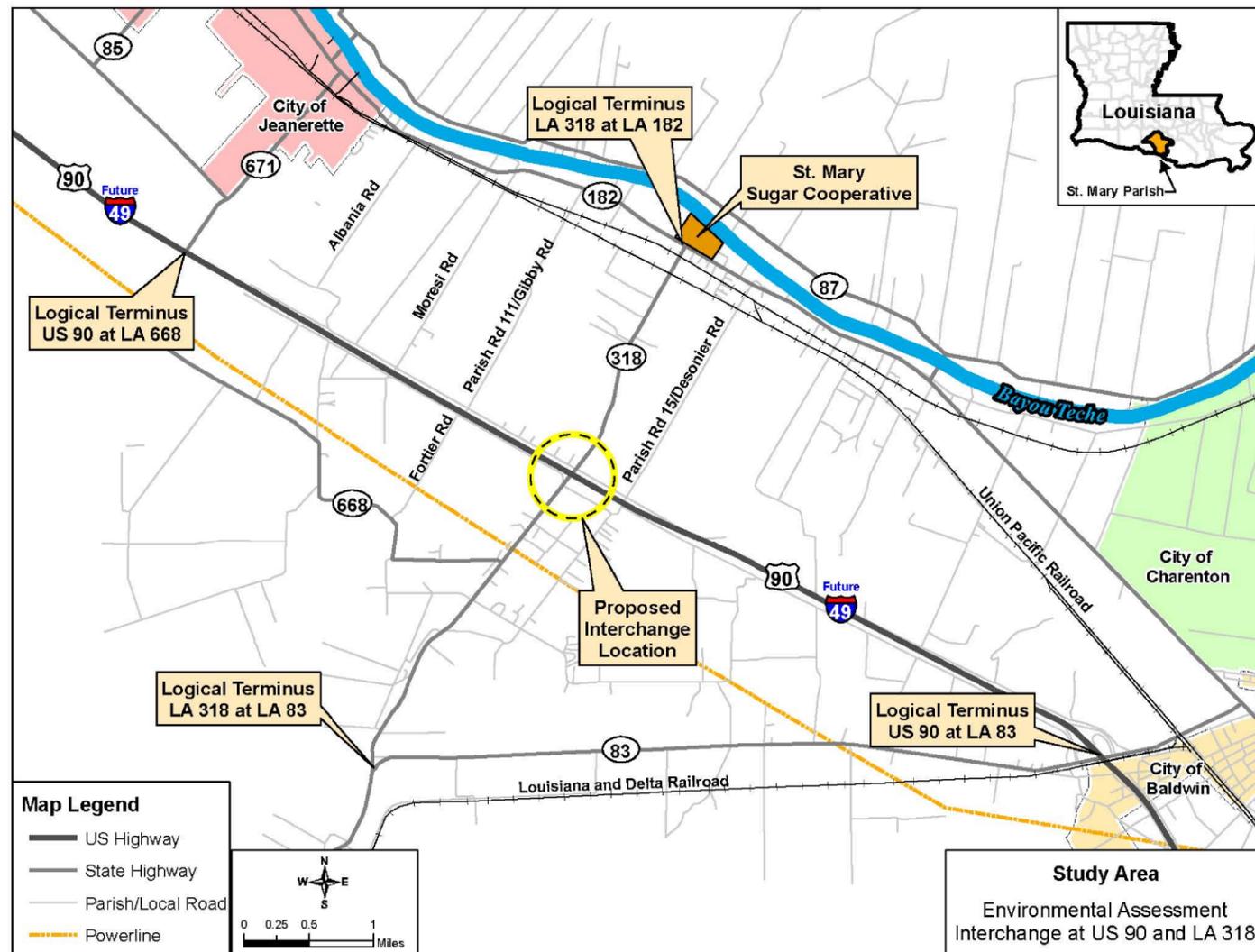
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FAP No. DE-5109(501)

Interchange at US-90 and LA 318

St. Mary Parish, LA

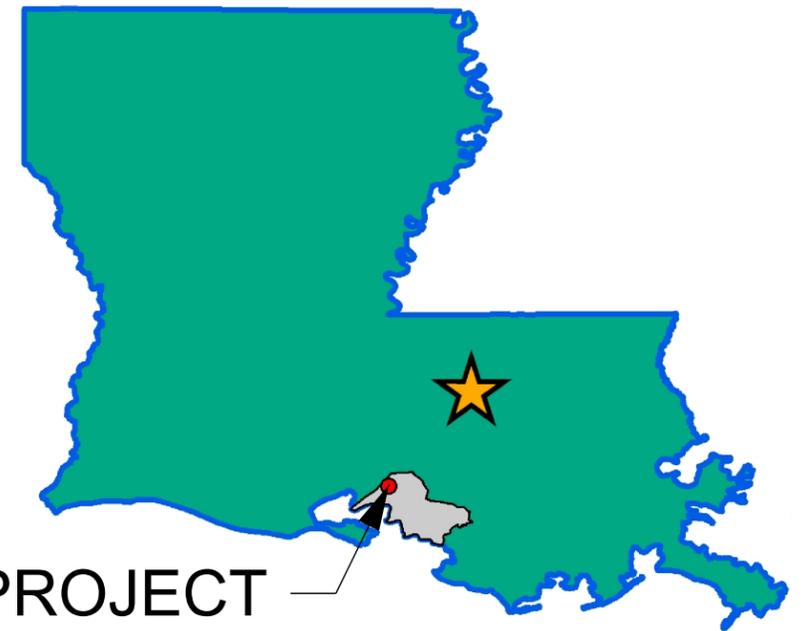
October 2013



# MAP ATLAS



Federal Highway  
Administration



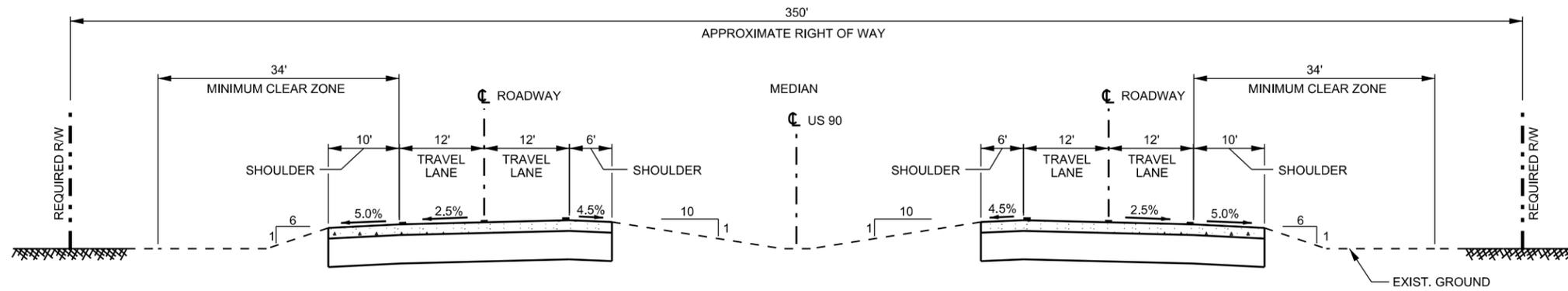
PROJECT  
AREA

## ABBREVIATIONS

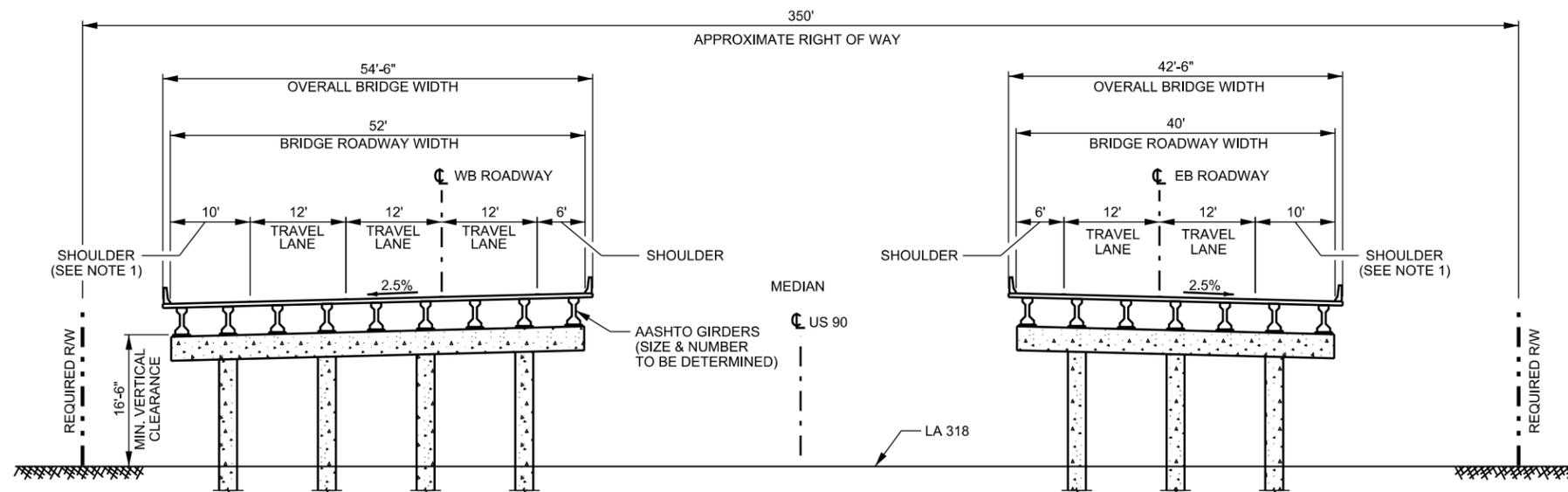
C OF A	=	CONTROL OF ACCESS
CL	=	CENTERLINE
D	=	DEGREE OF CURVATURE
L	=	LENGTH
L.V.C.	=	LENGTH OF VERTICAL CURVATURE
EXIST.	=	EXISTING
ELEV.	=	ELEVATION
K	=	RATE OF VERTICAL CURVATURE
P.C.	=	POINT OF CURVATURE
P.C.C.	=	POINT OF COMPOUND CURVATURE
P.I.	=	POINT OF INTERSECTION
P.T.	=	POINT OF TANGENCY
P.V.C.	=	POINT OF VERTICAL CURVATURE
P.V.I.	=	POINT OF VERTICAL INTERSECTION
P.V.T.	=	POINT OF VERTICAL TANGENCY
PROP.	=	PROPOSED
R	=	RADIUS
REQ'D	=	REQUIRED
R/W	=	RIGHT OF WAY
S	=	SLOPE
STA.	=	STATION
T	=	TANGENT
TYP.	=	TYPICAL

ABBREVIATIONS

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT



**EXISTING TYPICAL SECTION US 90**



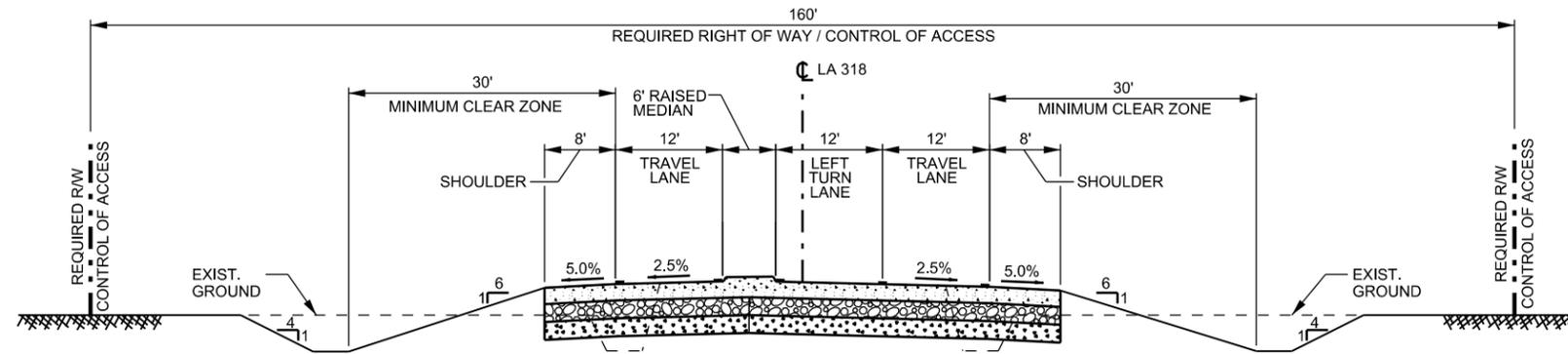
**PROPOSED TYPICAL SECTION US 90 BRIDGE OVER LA 318  
ALTERNATIVES B & E**

**NOTES & LEGEND**

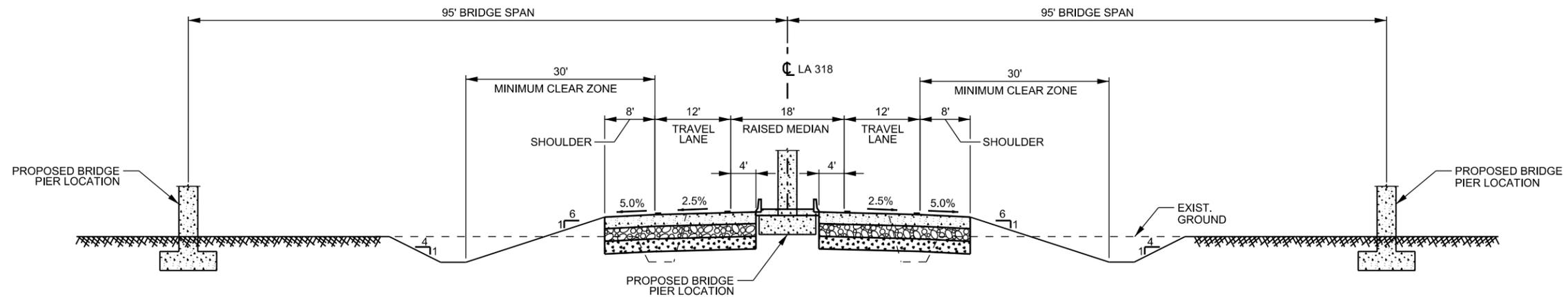
1. PROPOSED BRIDGE OUTSIDE SHOULDERS SHALL BE 10' WIDE TO MATCH EXISTING US 90 TYPICAL SECTION.



EXISTING CONCRETE ROADWAY /  
PROPOSED BRIDGE

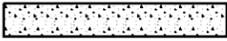


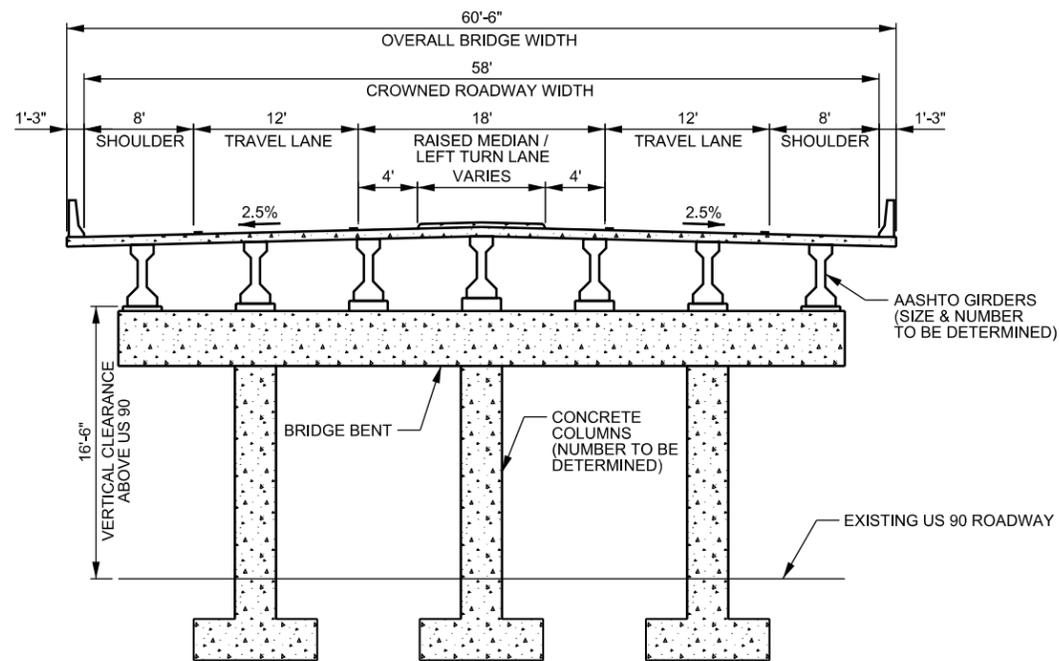
**PROPOSED TYPICAL SECTION LA 318 AT-GRADE  
ALTERNATIVES B, D & E**



**PROPOSED TYPICAL SECTION LA 318 UNDER US 90 BRIDGE  
ALTERNATIVES B & E**

**LEGEND**

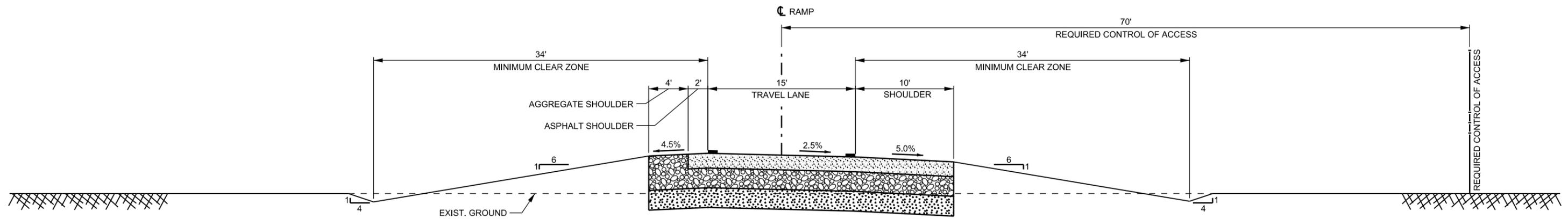
-  PROPOSED CONCRETE ROADWAY / BRIDGE PIERS
-  PROPOSED CLASS II BASE COURSE
-  PROPOSED LIME TREATED SUBGRADE



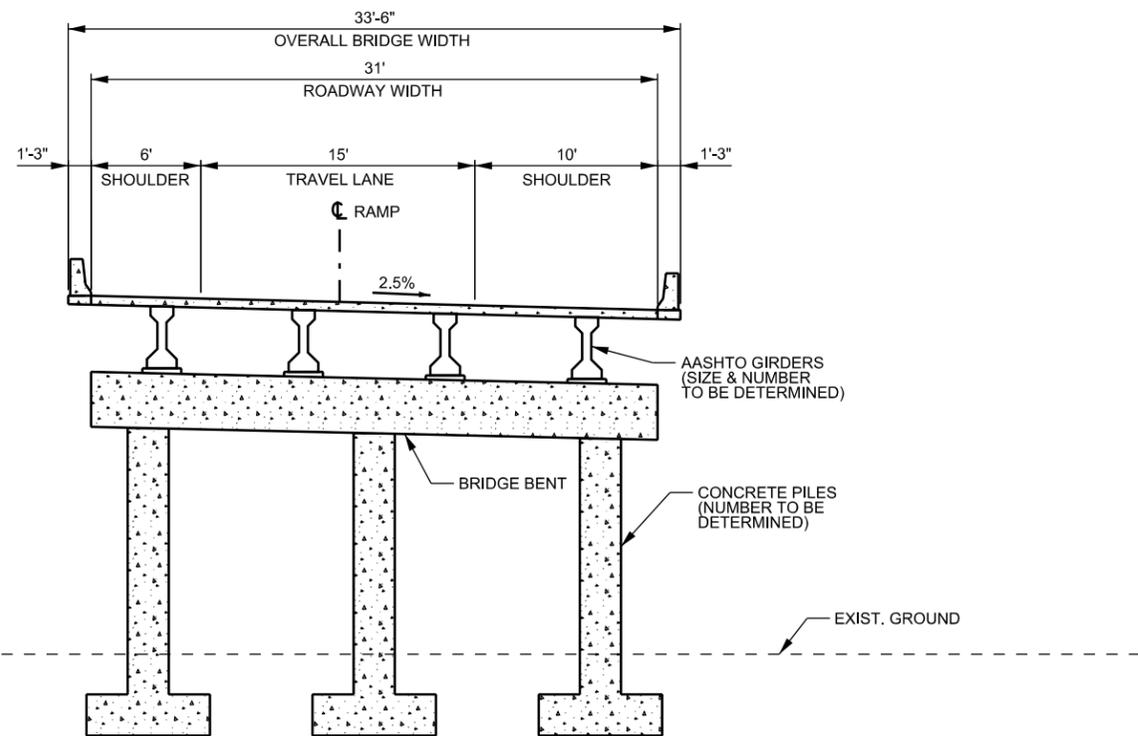
PROPOSED TYPICAL SECTION LA 318 BRIDGE OVER US 90  
 ALTERNATIVE D

**LEGEND**

 PROPOSED CONCRETE BRIDGE

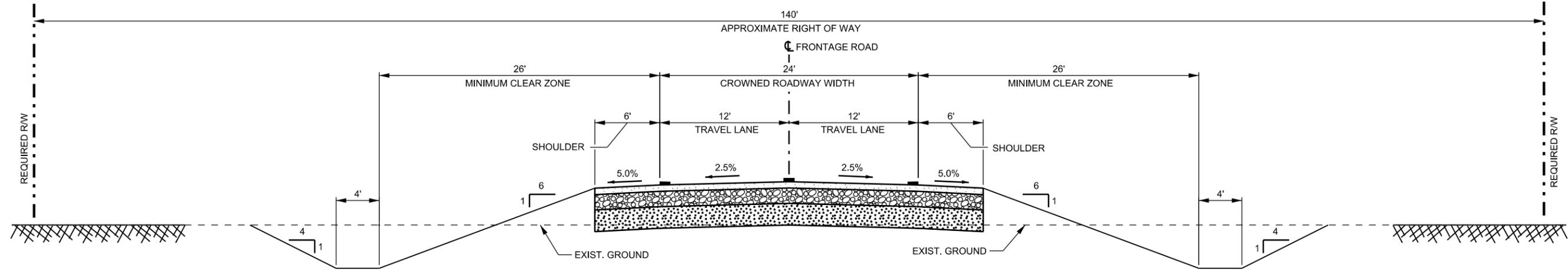


**PROPOSED TYPICAL SECTION SURFACE RAMPS  
ALTERNATIVES B, D, & E**



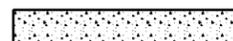
**PROPOSED TYPICAL SECTION WESTBOUND ENTRANCE RAMP  
BRIDGE SECTION - ALTERNATIVE E**

LEGEND	
	PROPOSED CONCRETE ROADWAY / BRIDGE
	PROPOSED CLASS II BASE COURSE
	PROPOSED LIME TREATED SUBGRADE



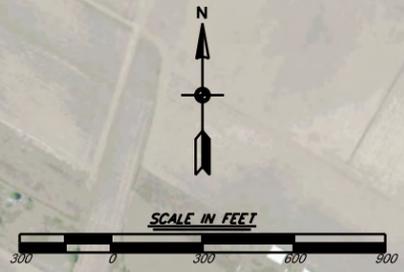
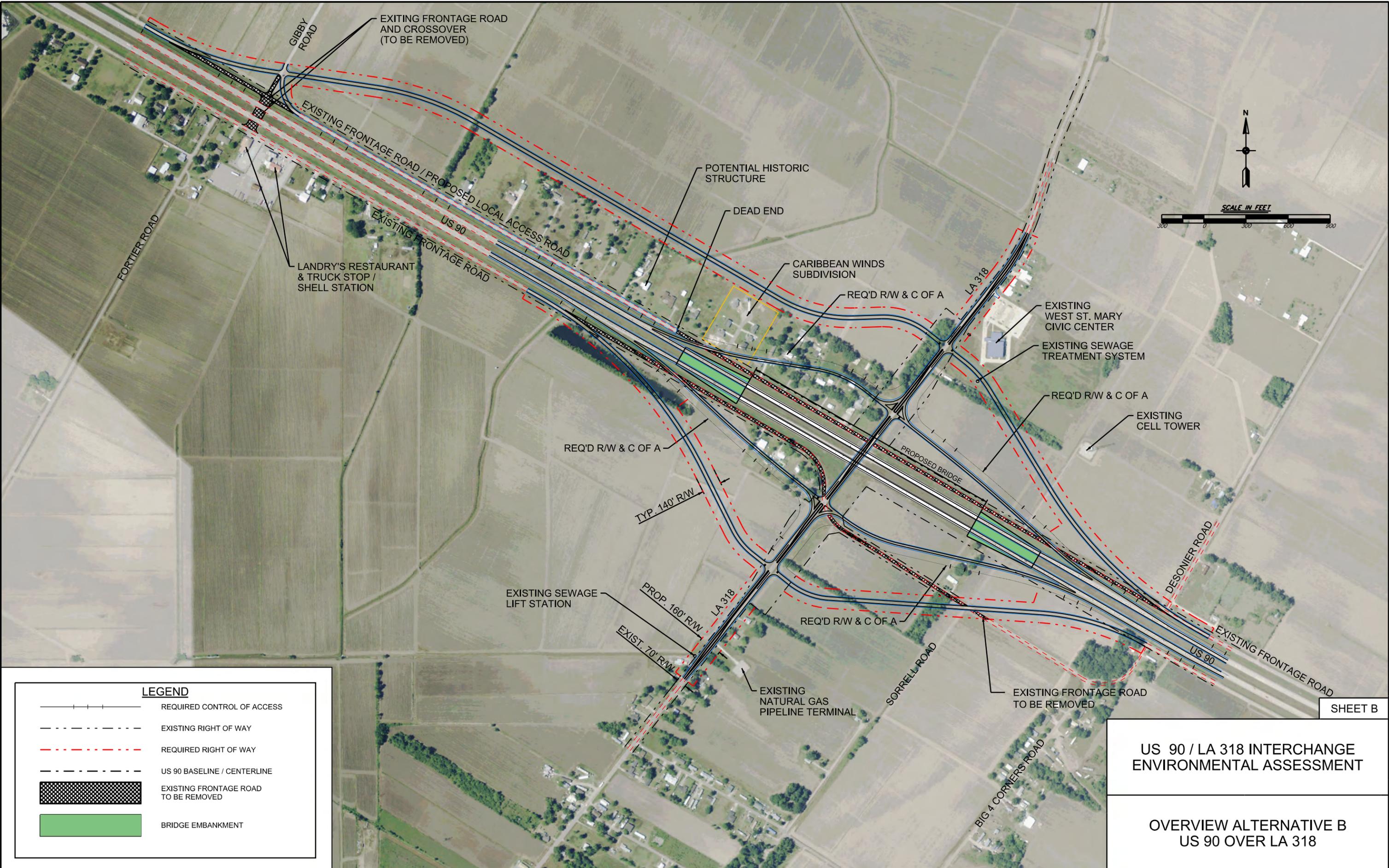
**PROPOSED TYPICAL SECTION FRONTAGE ROAD  
ALTERNATIVES B, D & E**

**LEGEND**

-  PROPOSED CONCRETE ROADWAY
-  PROPOSED CLASS II BASE COURSE
-  PROPOSED LIME TREATED SUBGRADE

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

TYPICAL SECTION  
FRONTAGE ROAD



LEGEND	
	REQUIRED CONTROL OF ACCESS
	EXISTING RIGHT OF WAY
	REQUIRED RIGHT OF WAY
	US 90 BASELINE / CENTERLINE
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT

SHEET B

**US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT**

**OVERVIEW ALTERNATIVE B  
US 90 OVER LA 318**



KP - 1

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

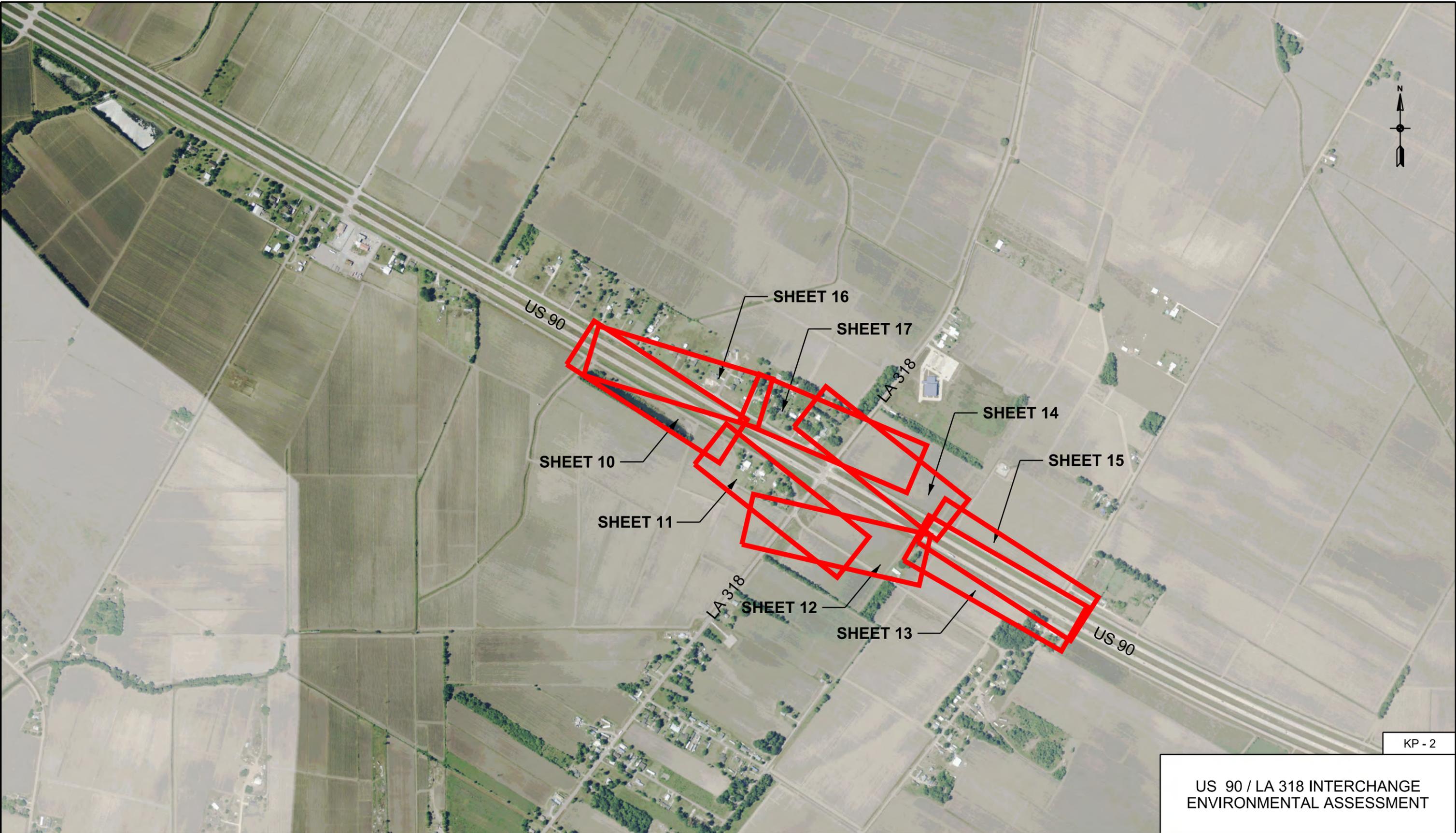
LEGEND

 PLAN AND PROFILE SHEET BORDER

US 90 & LA 318 KEY PLAN



KEY PLAN  
ALTERNATIVE B  
US 90 OVER LA 318



KP - 2

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

LEGEND

 PLAN AND PROFILE SHEET BORDER

RAMP KEY PLAN



KEY PLAN  
ALTERNATIVE B  
US 90 RAMPS



KP - 3

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

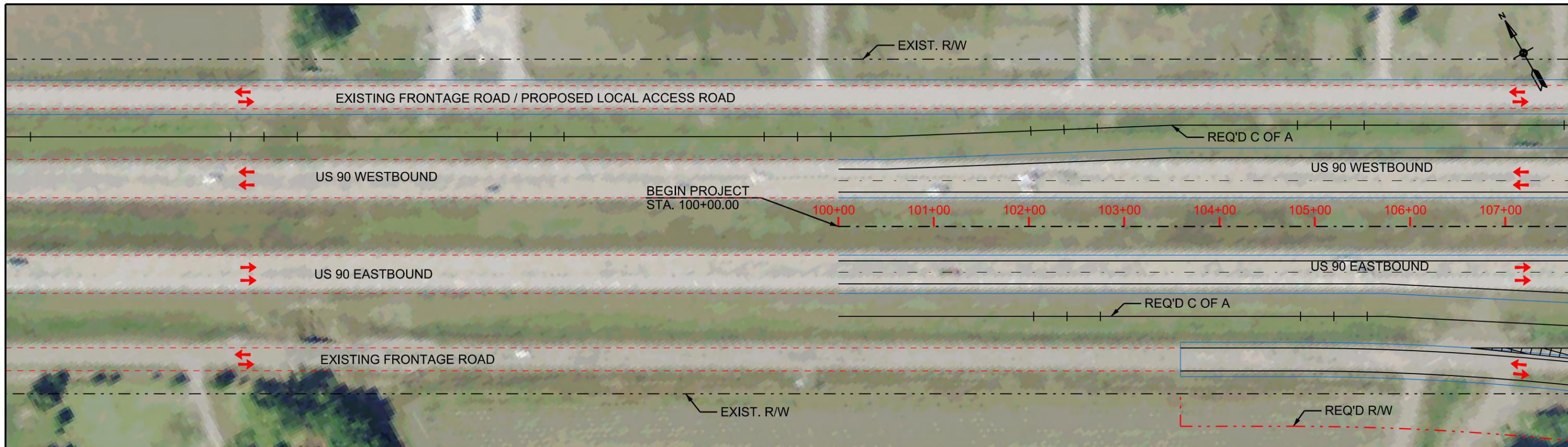
LEGEND

 PLAN AND PROFILE SHEET BORDER

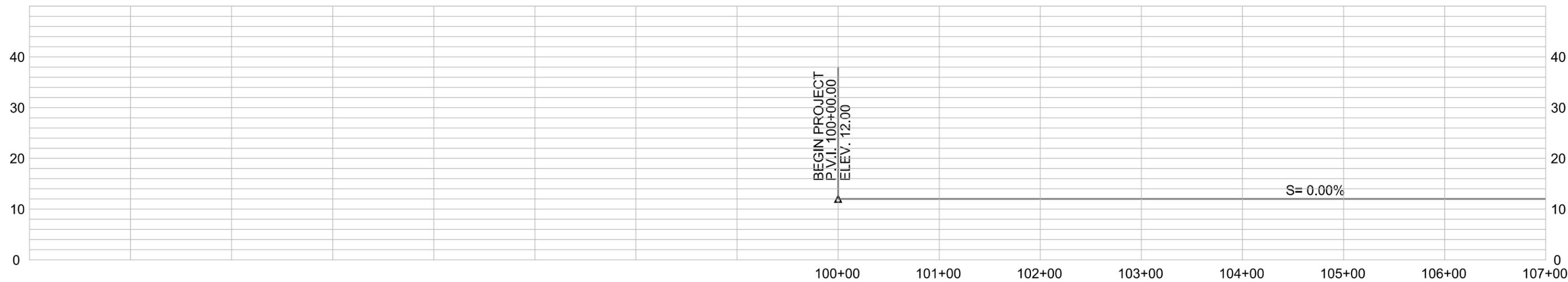
FRONTAGE ROAD KEY PLAN



KEY PLAN  
ALTERNATIVE B  
FRONTAGE ROADS

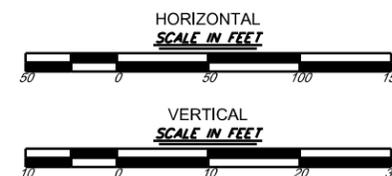


US 90 PLAN  
SCALE: 1" = 100'



US 90 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

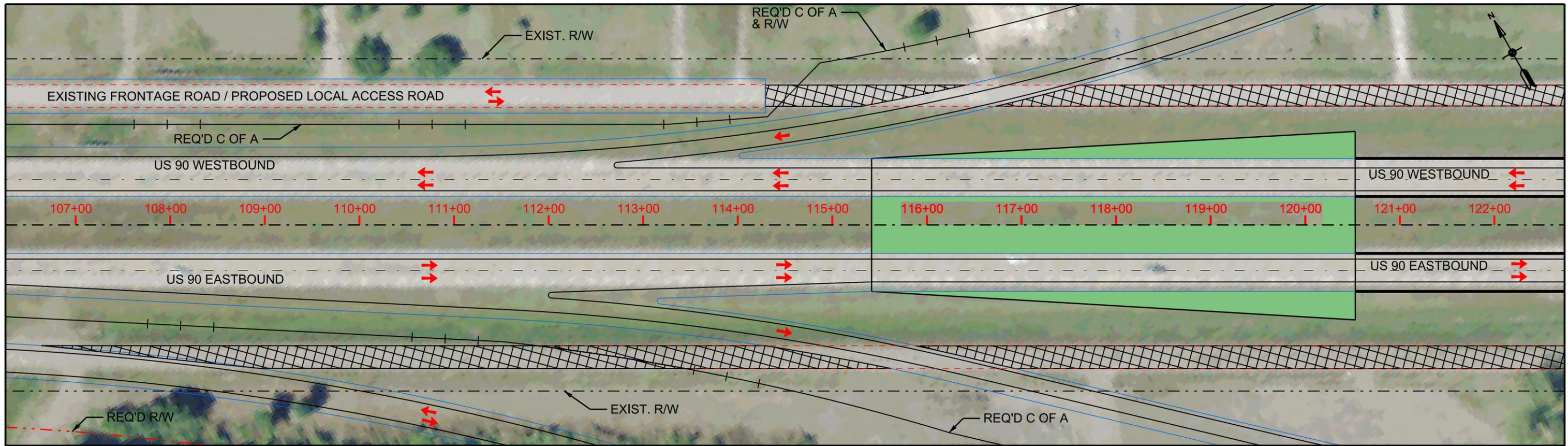
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED



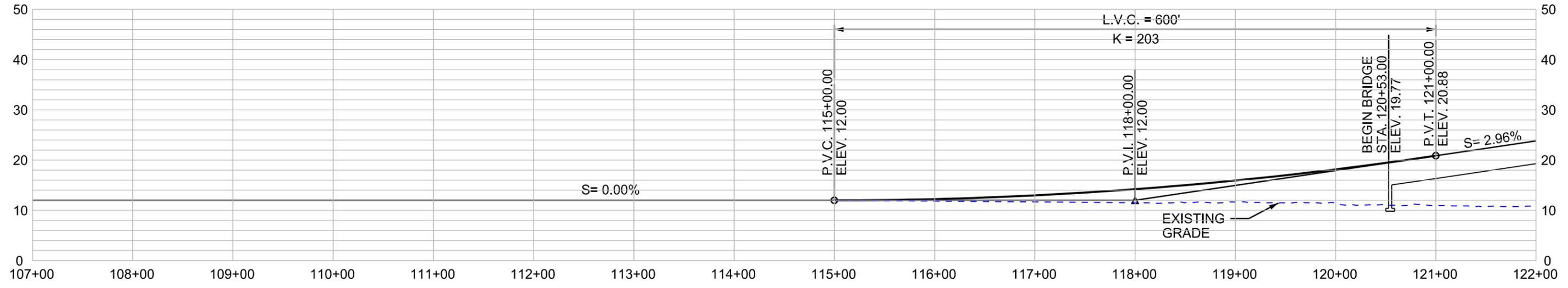
SHEET 01

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE B  
US 90 OVER LA 318

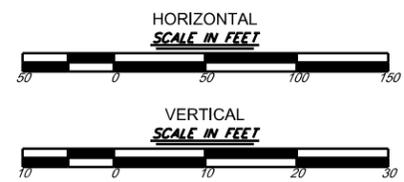


US 90 PLAN  
SCALE: 1" = 100'



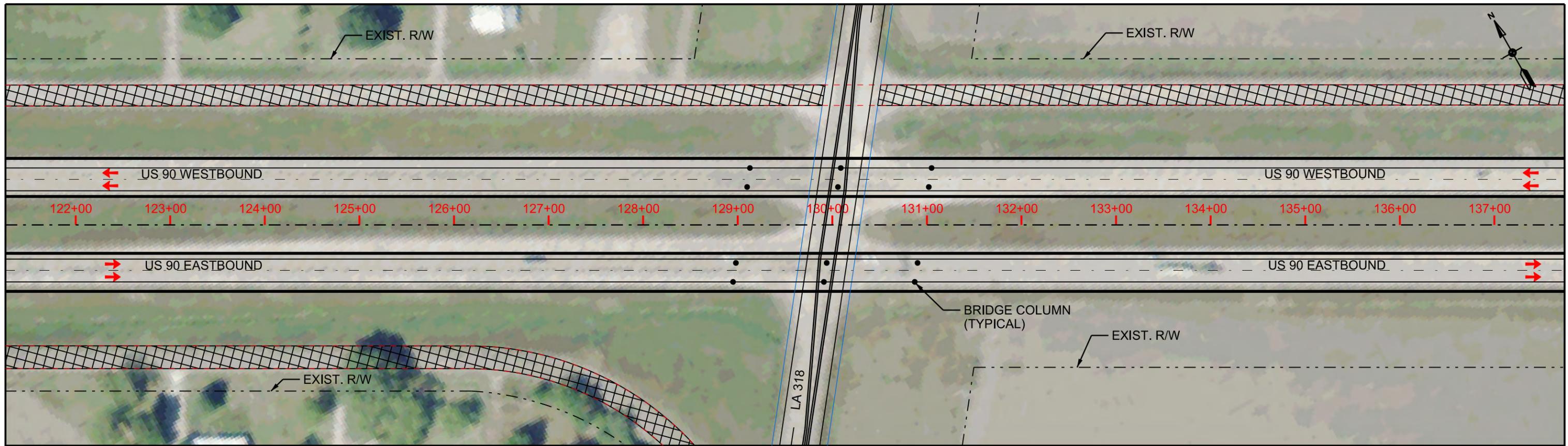
US 90 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT

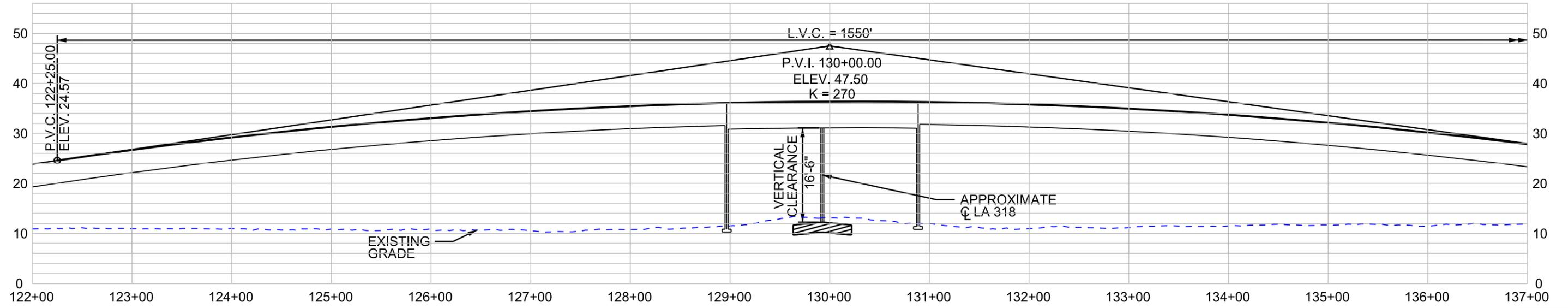


US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE B  
US 90 OVER LA 318

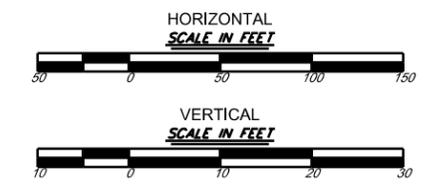


US 90 PLAN  
SCALE: 1" = 100'



US 90 PROFILE  
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VERTICAL SCALE: 1" = 20'

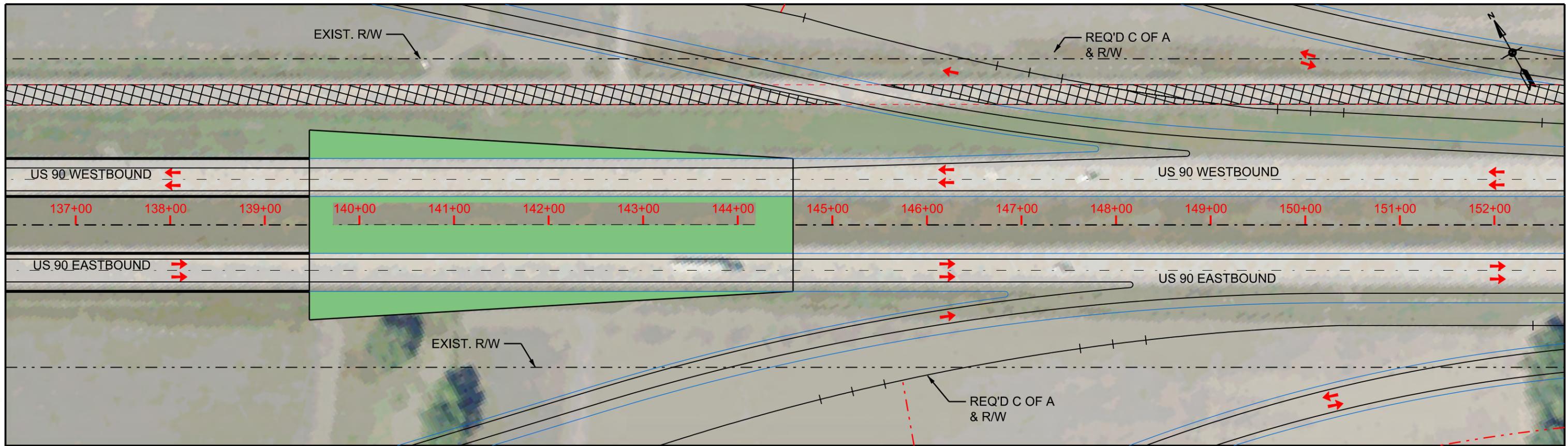
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	LA 318 PROPOSED ROADWAY SECTION
	BRIDGE PIER COLUMN



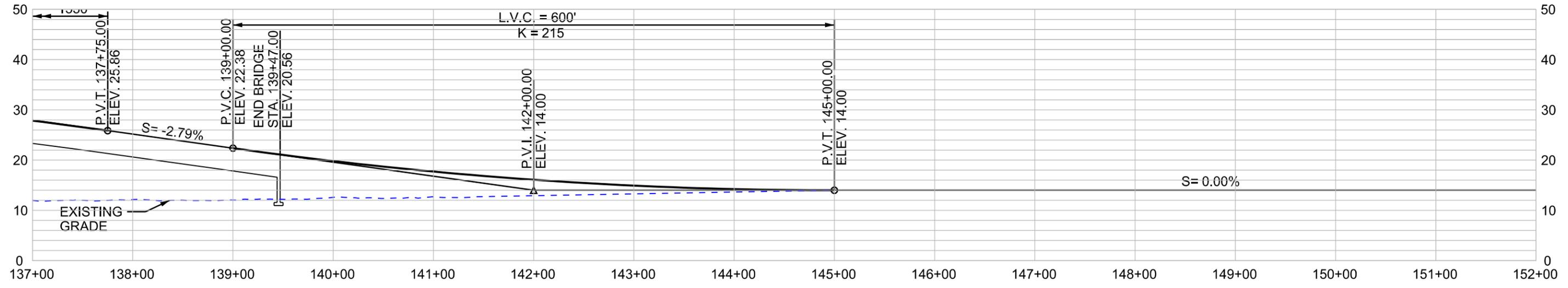
SHEET 03

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE B  
US 90 OVER LA 318



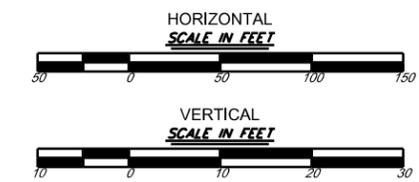
US 90 PLAN  
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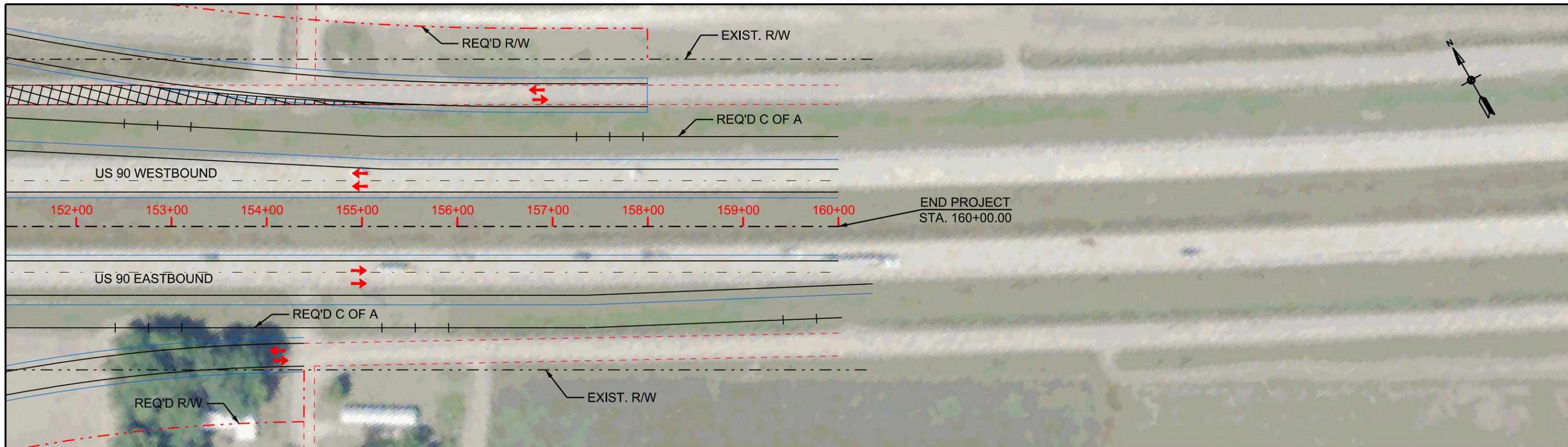


US 90 PROFILE  
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VERTICAL SCALE: 1" = 20'

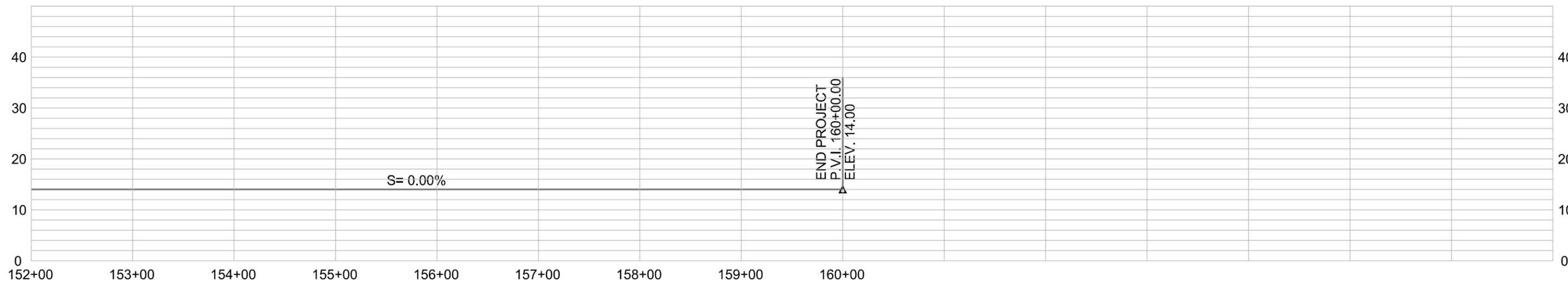
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT



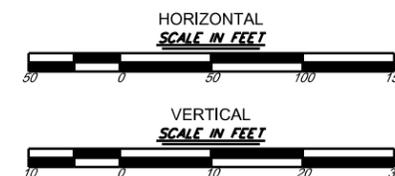


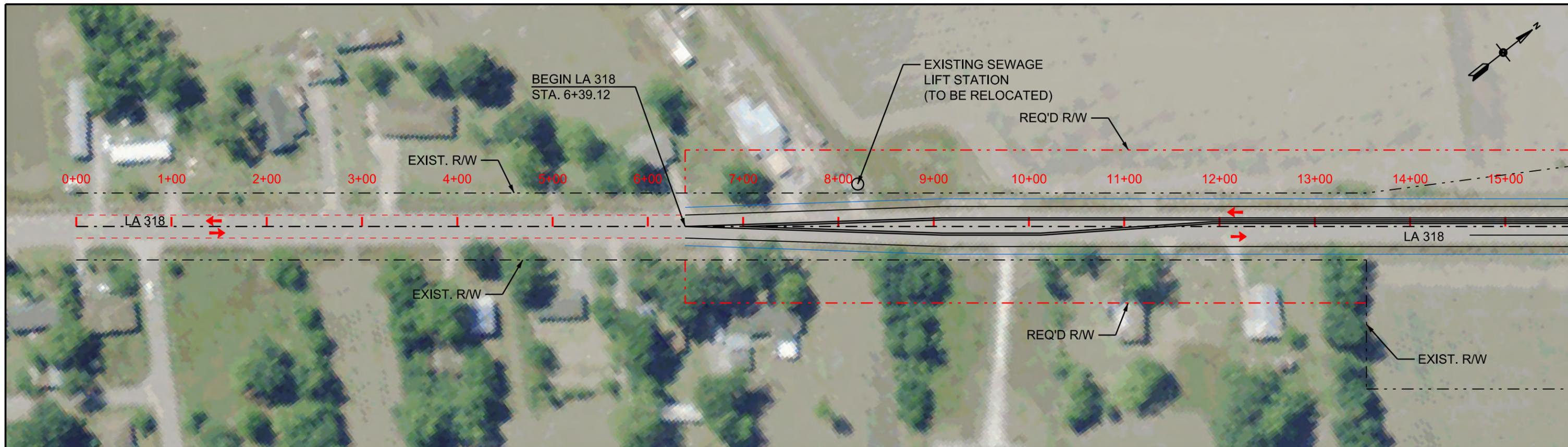
US 90 PLAN  
SCALE: 1" = 100'



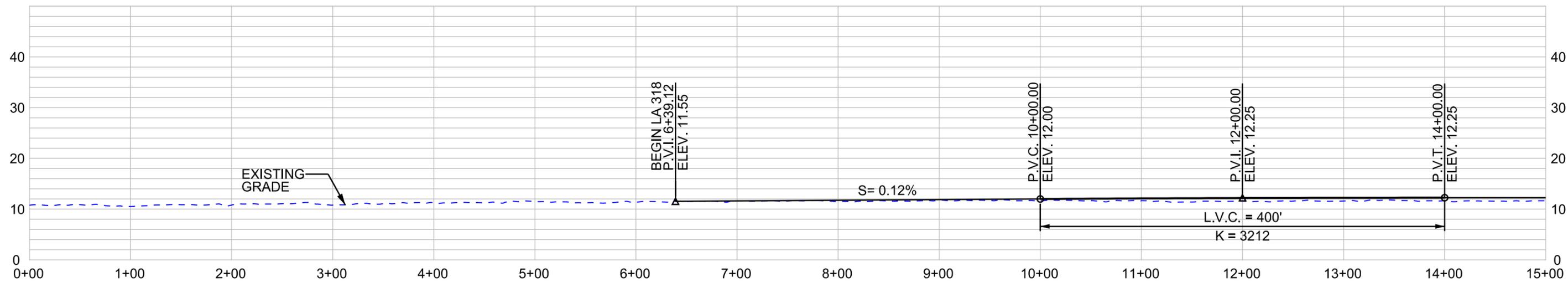
US 90 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 10'

LEGEND	
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	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED



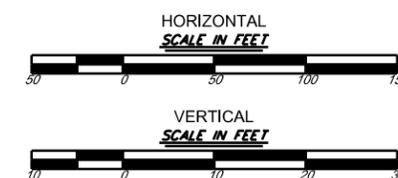


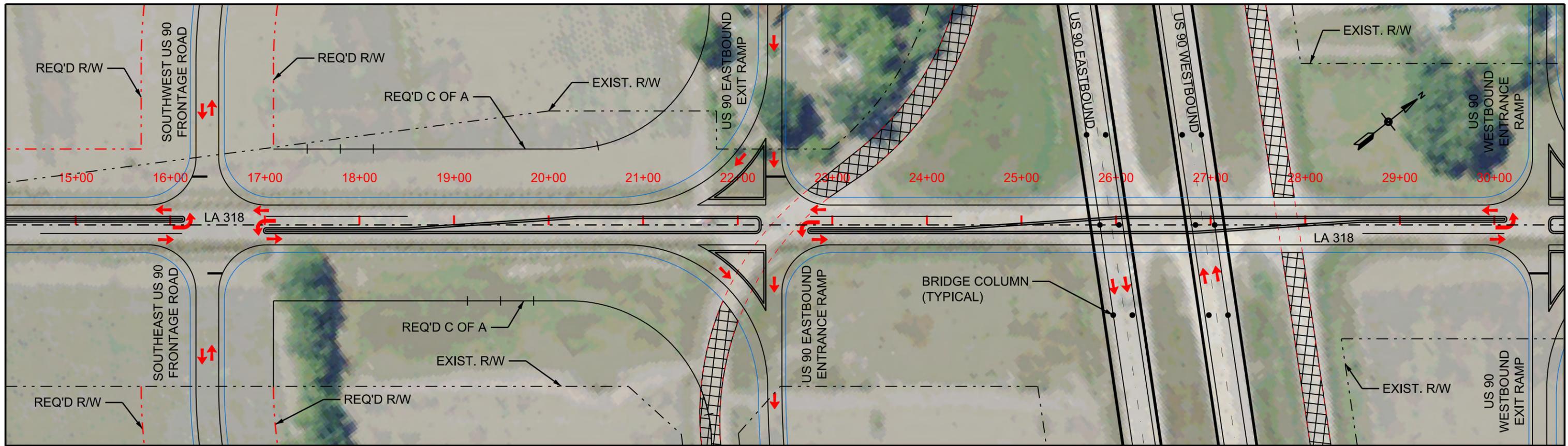
LA 318 PLAN  
SCALE: 1" = 100'



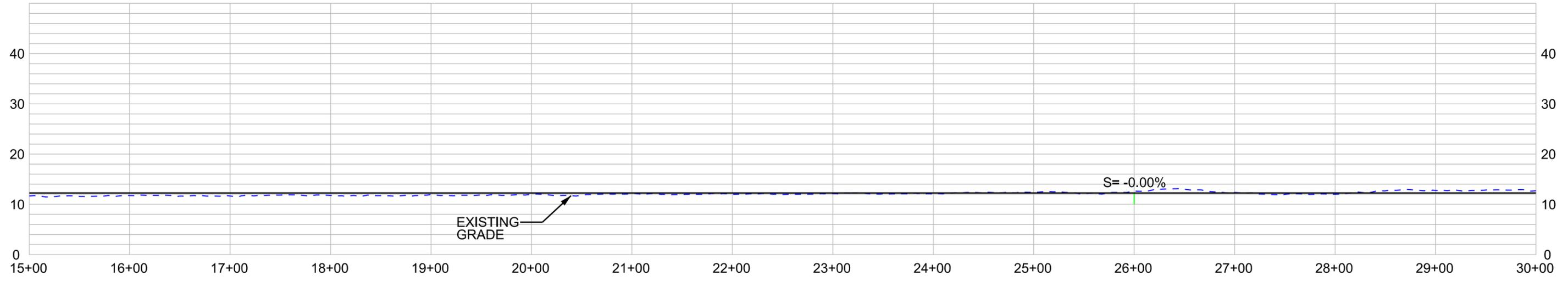
LA 318 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
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LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY



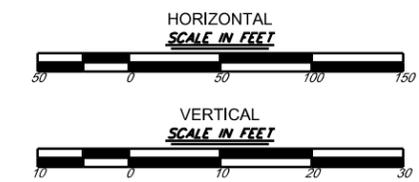


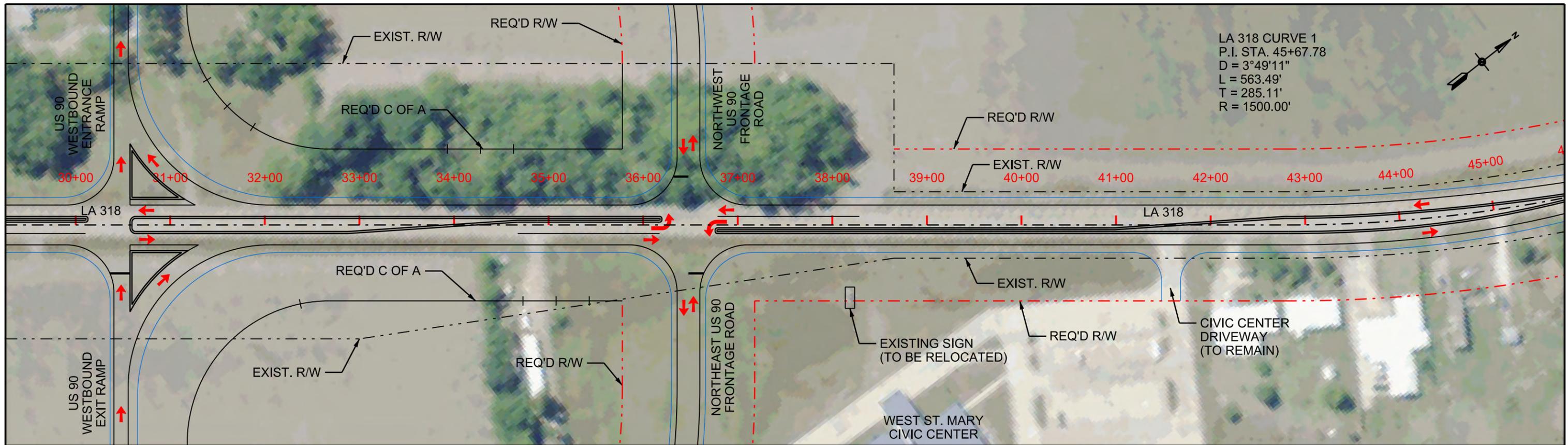
LA 318 PLAN  
SCALE: 1" = 100'



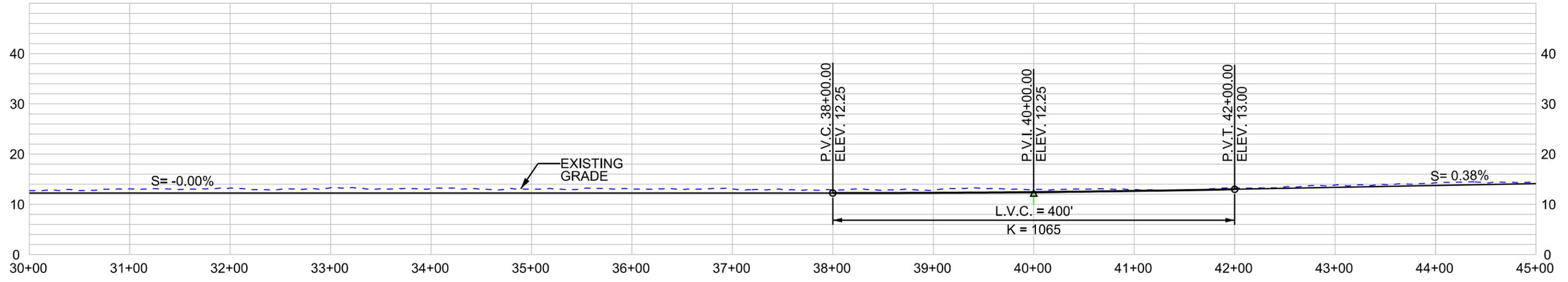
LA 318 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE PIER COLUMN



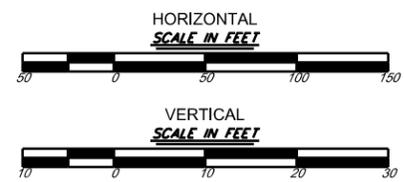


LA 318 PLAN  
SCALE: 1" = 100'



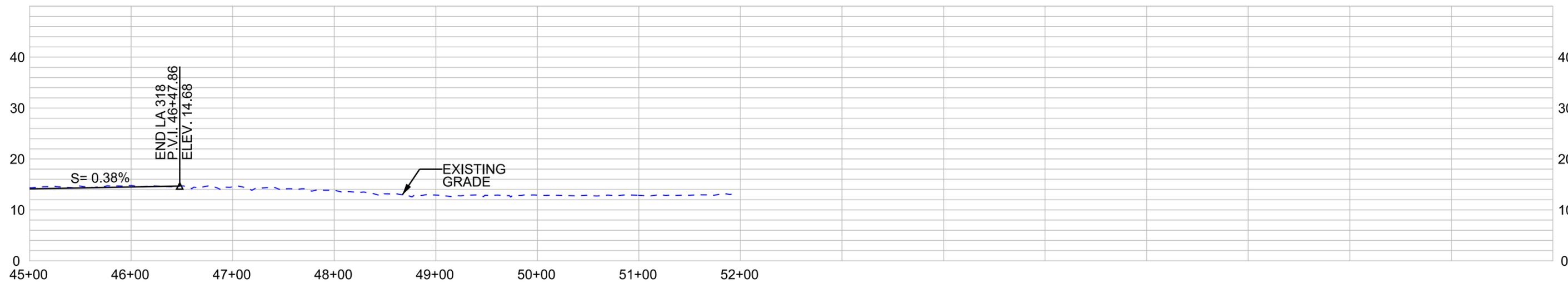
LA 318 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY



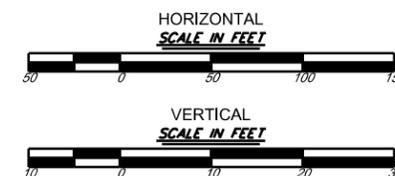


LA 318 PLAN  
SCALE: 1" = 100'



LA 318 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

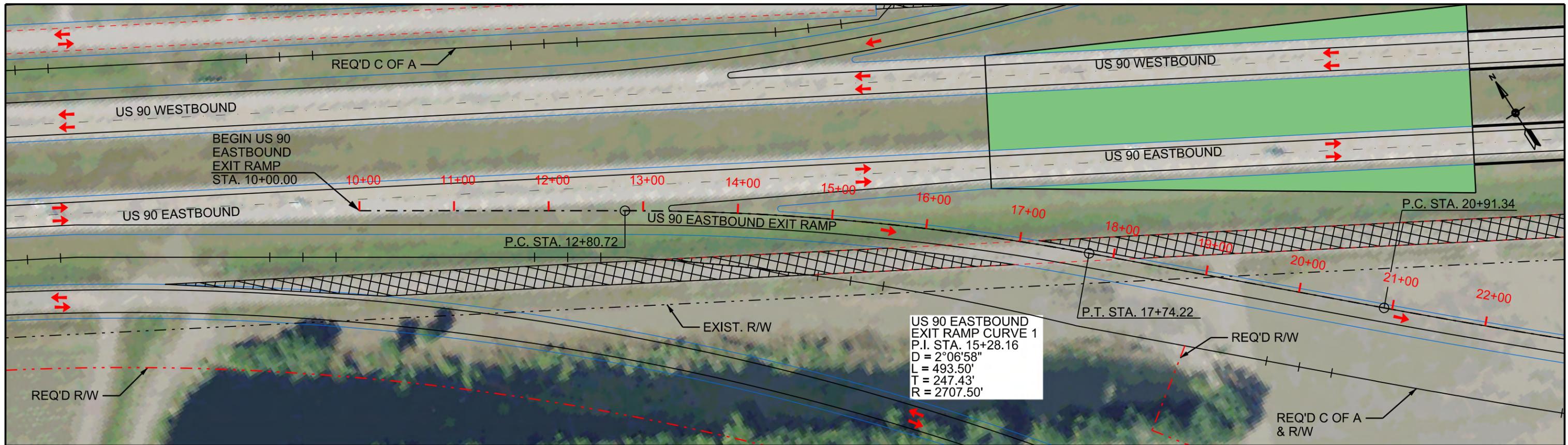
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY



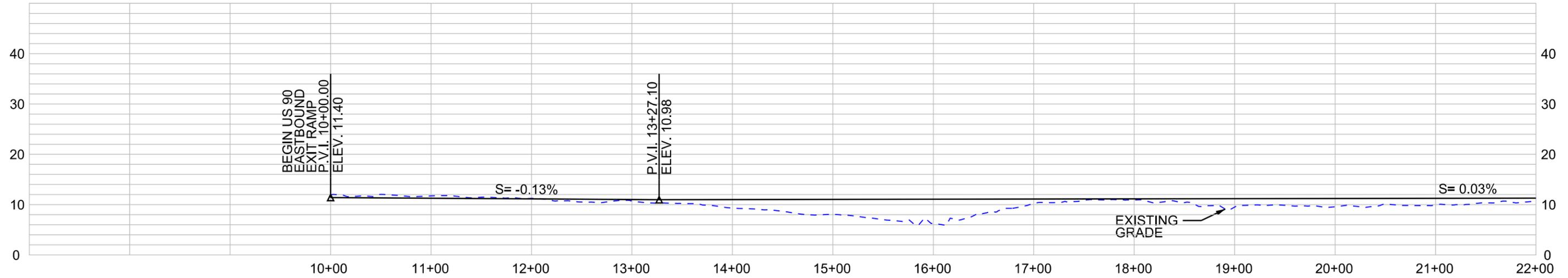
SHEET 09

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE B  
LA 318

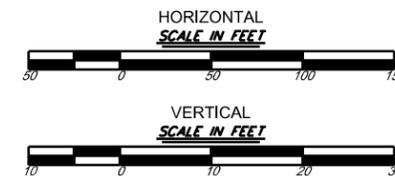


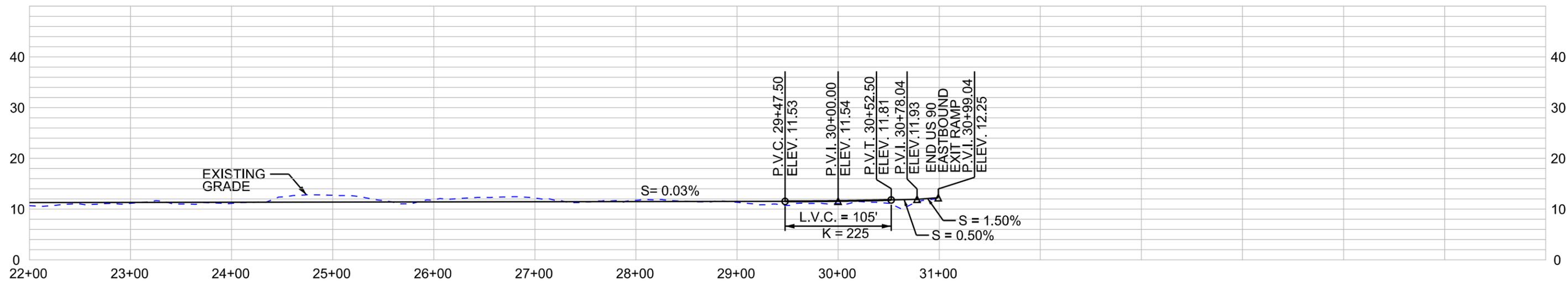
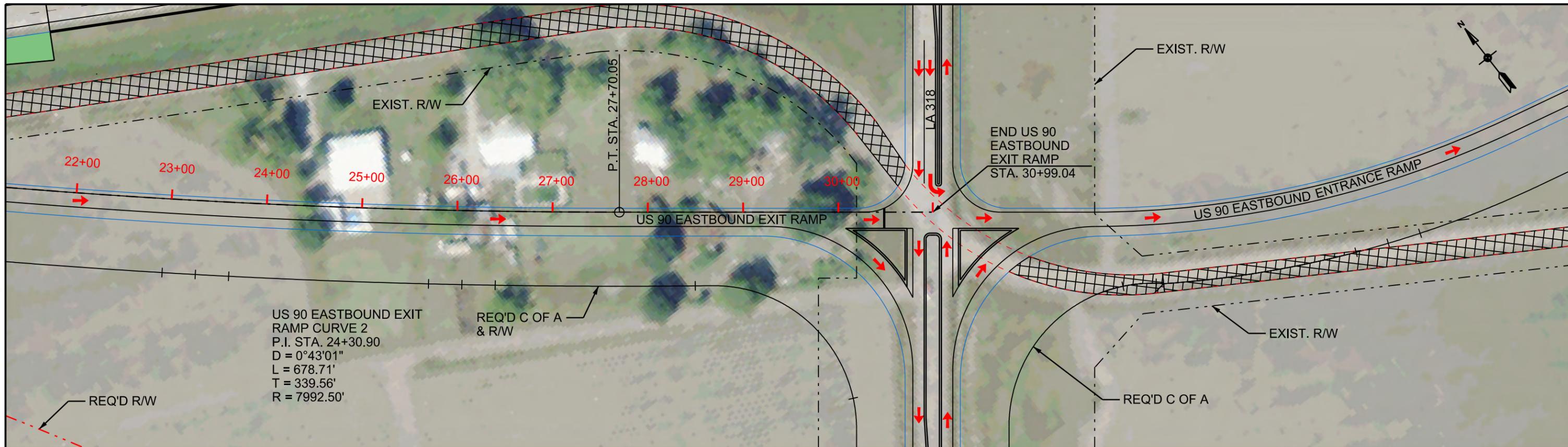
US 90 EASTBOUND EXIT RAMP PLAN  
 SCALE: 1" = 100'



US 90 EASTBOUND EXIT RAMP PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

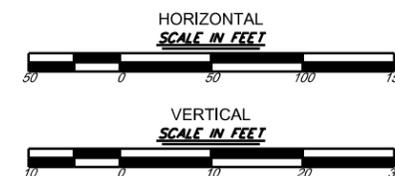
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT





**LEGEND**

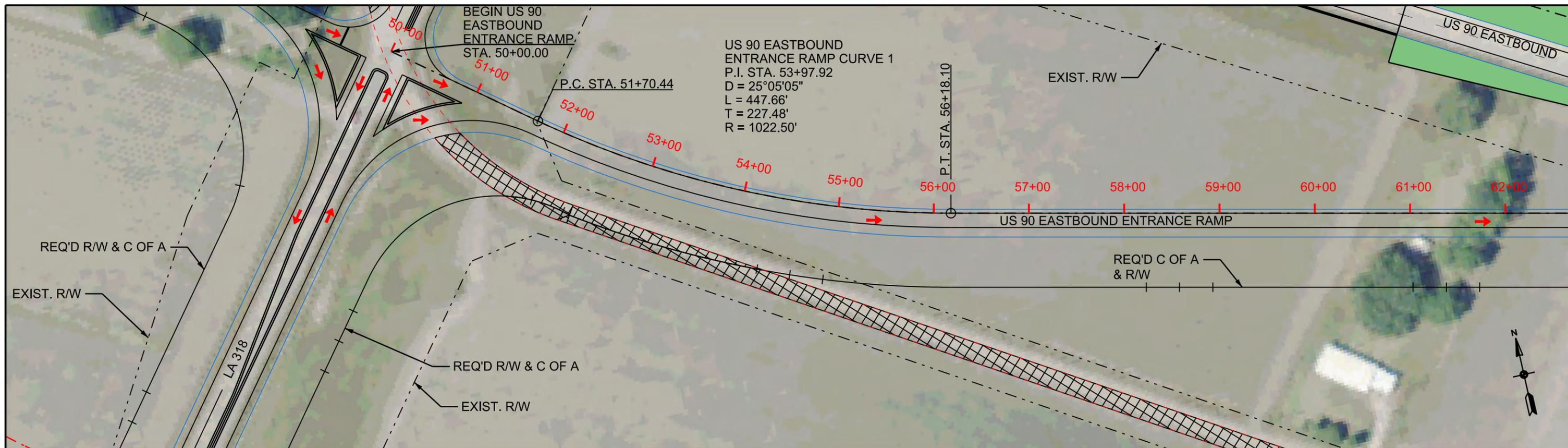
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED



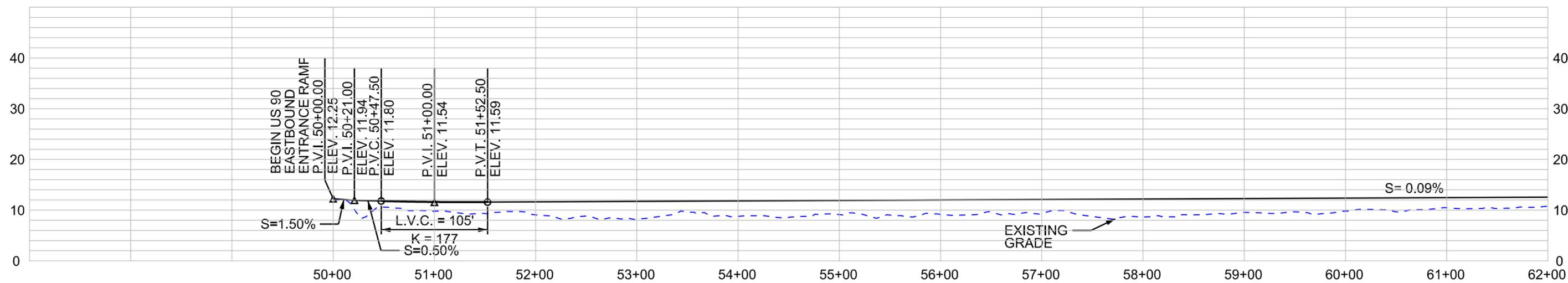
SHEET 11

US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE ALTERNATIVE B  
US 90 EASTBOUND EXIT RAMP

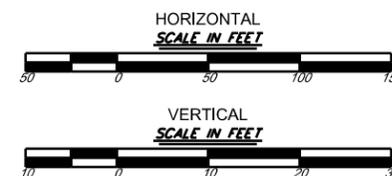


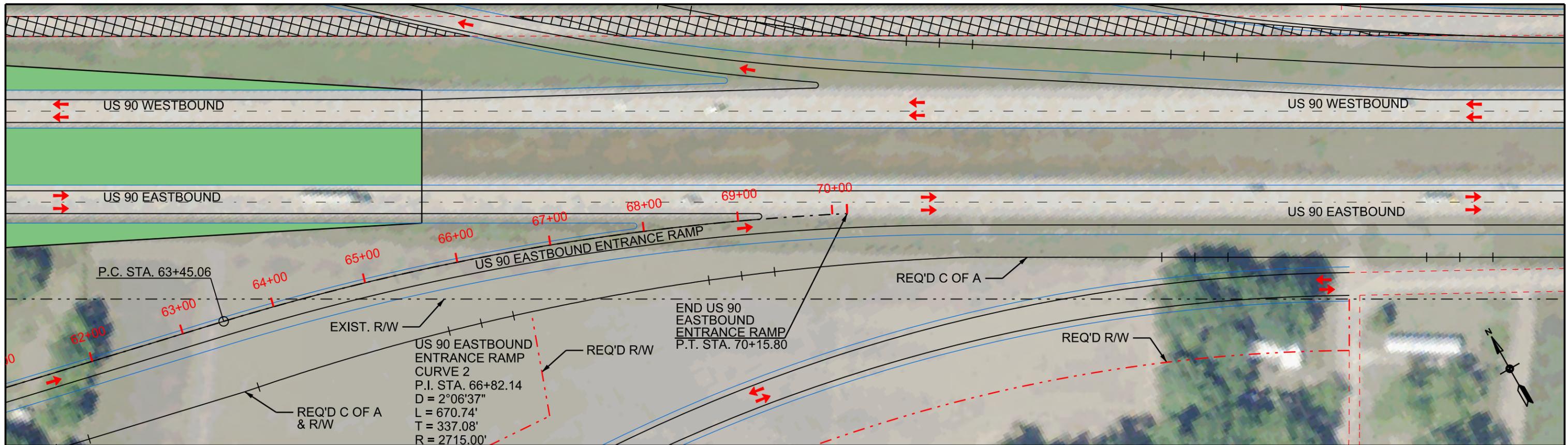
US 90 EASTBOUND ENTRANCE RAMP PLAN  
 SCALE: 1" = 100'



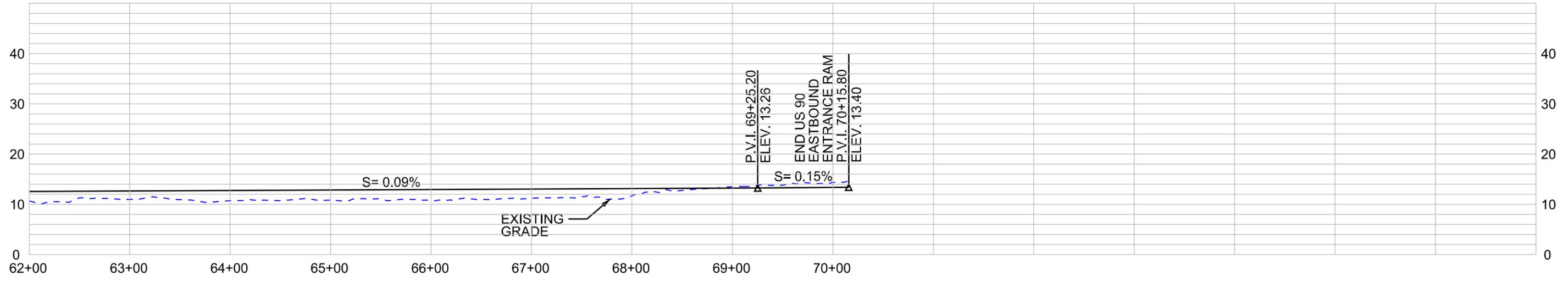
US 90 EASTBOUND ENTRANCE RAMP PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT



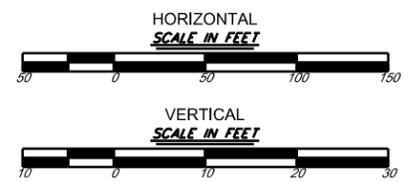


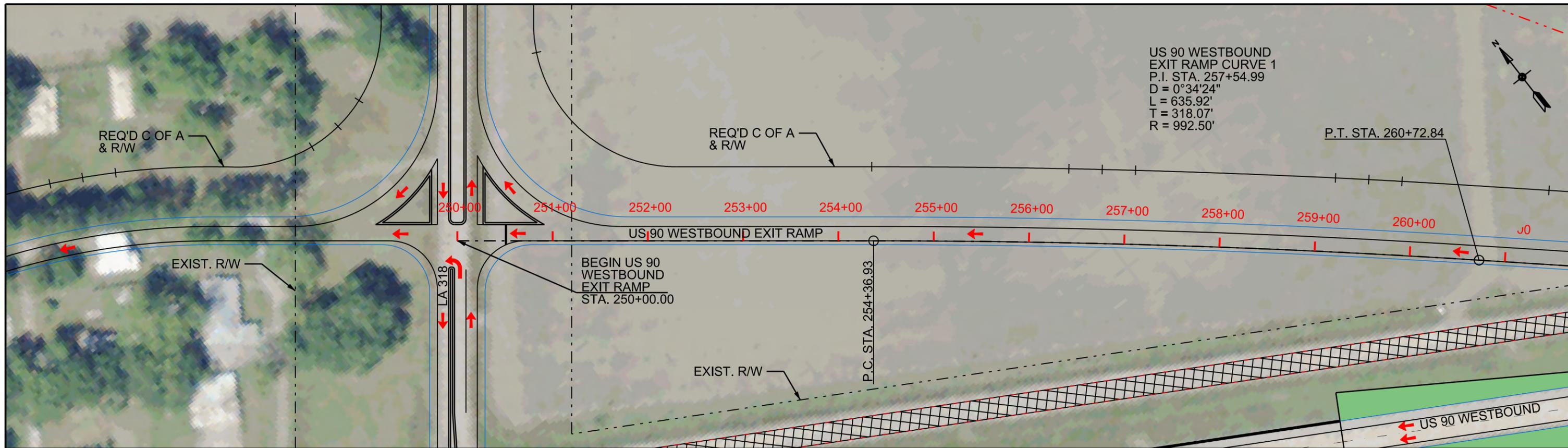
US 90 EASTBOUND ENTRANCE RAMP PLAN  
 SCALE: 1" = 100'



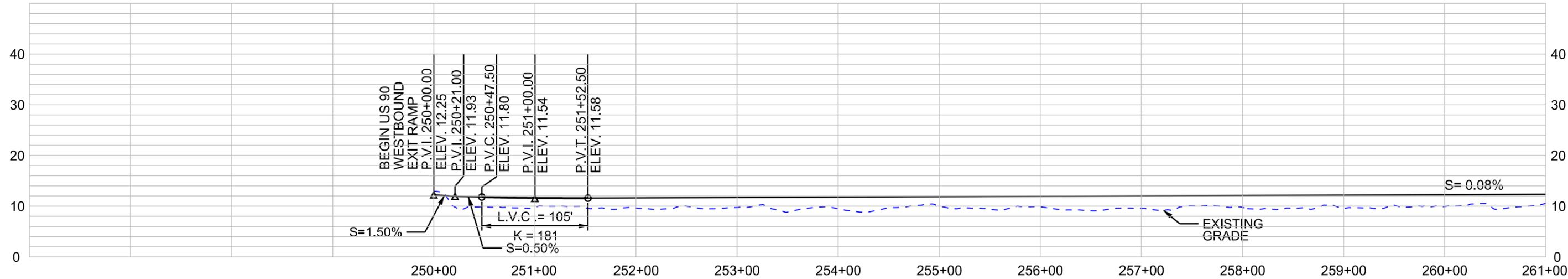
US 90 EASTBOUND ENTRANCE RAMP PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT



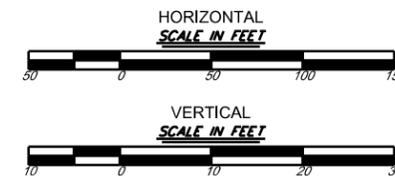


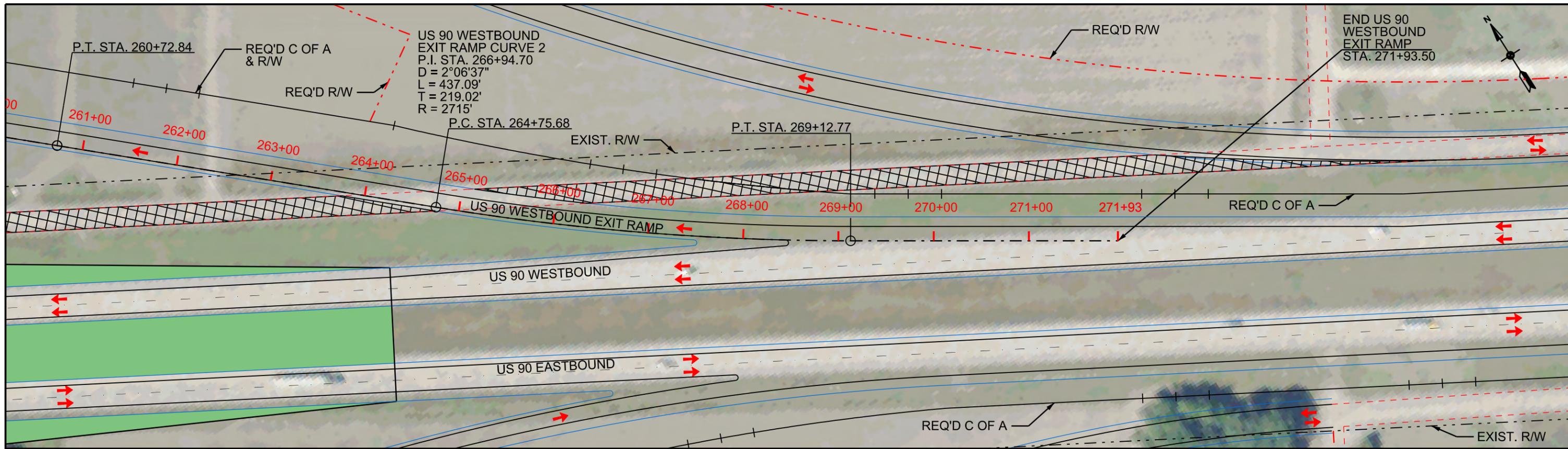
US 90 WESTBOUND EXIT RAMP PLAN  
SCALE: 1" = 100'



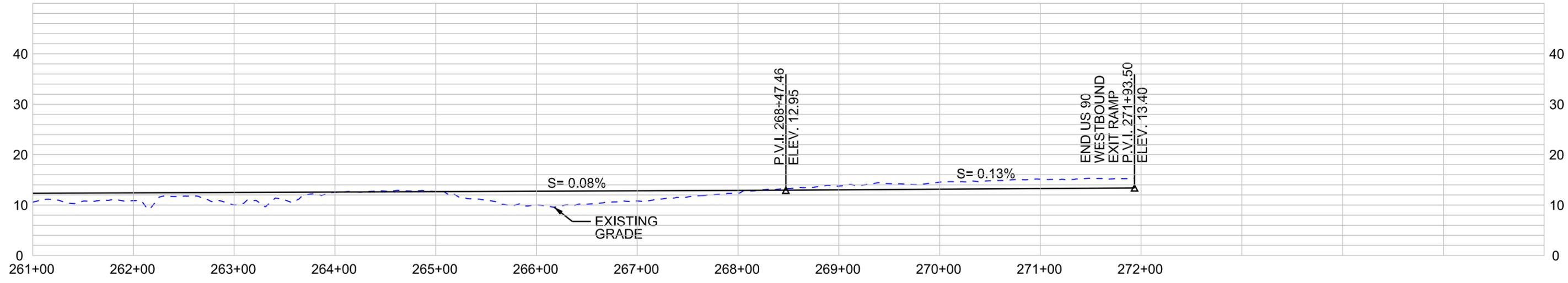
US 90 WESTBOUND EXIT RAMP PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT



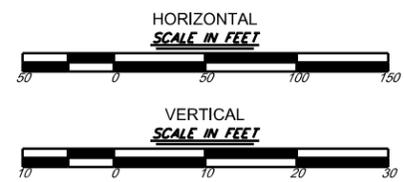


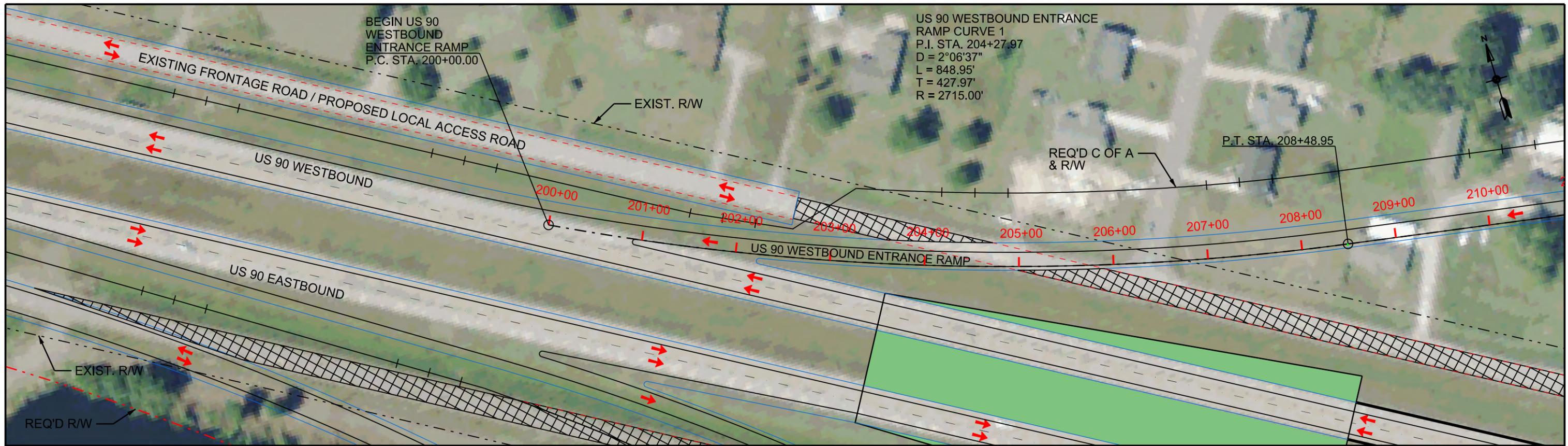
US 90 WESTBOUND EXIT RAMP PLAN  
SCALE: 1" = 100'



US 90 WESTBOUND EXIT RAMP PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

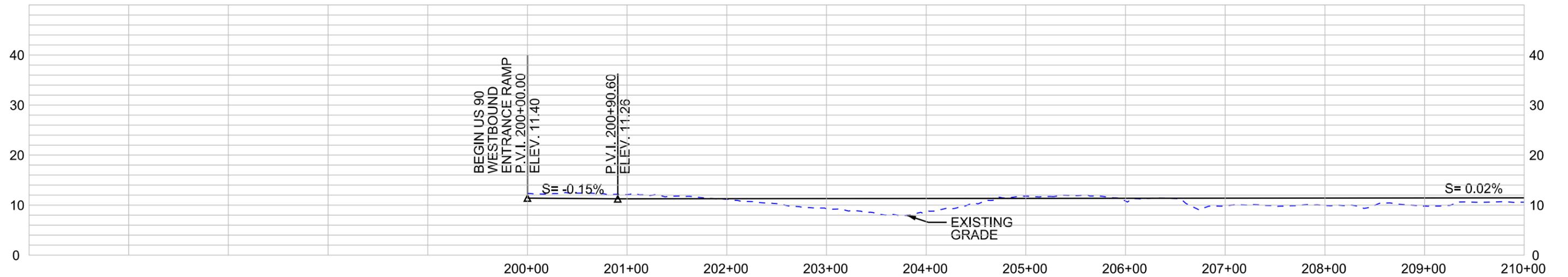
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT





US 90 WESTBOUND ENTRANCE RAMP PLAN

SCALE: 1" = 100'

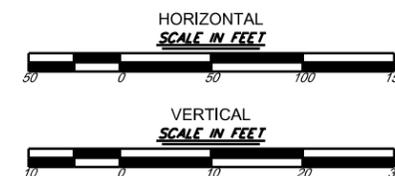


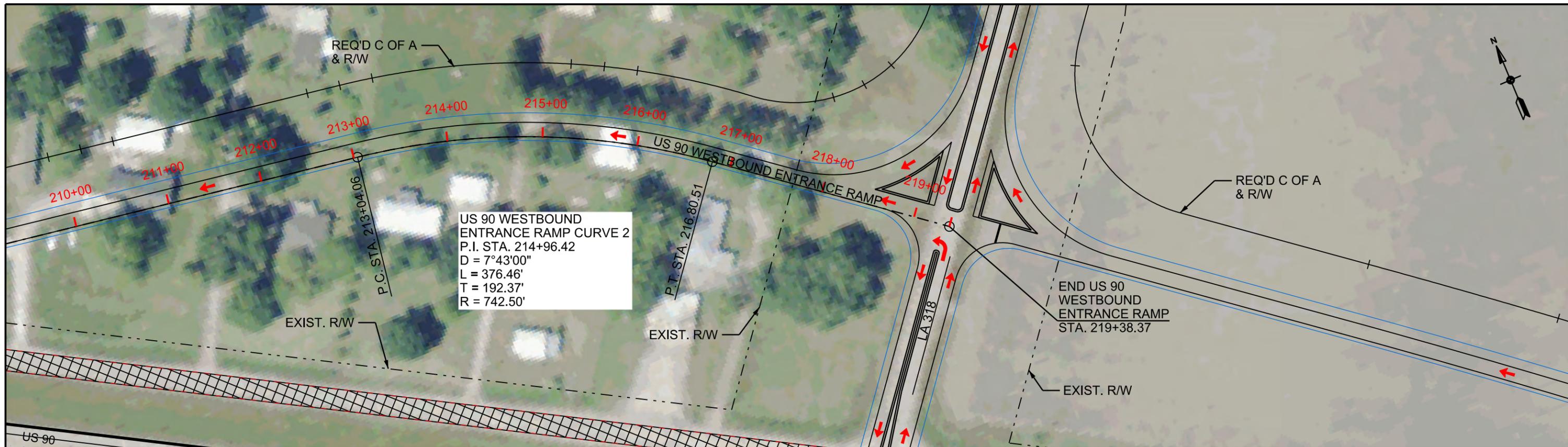
US 90 WESTBOUND ENTRANCE RAMP PROFILE

HORIZONTAL SCALE: 1" = 100'

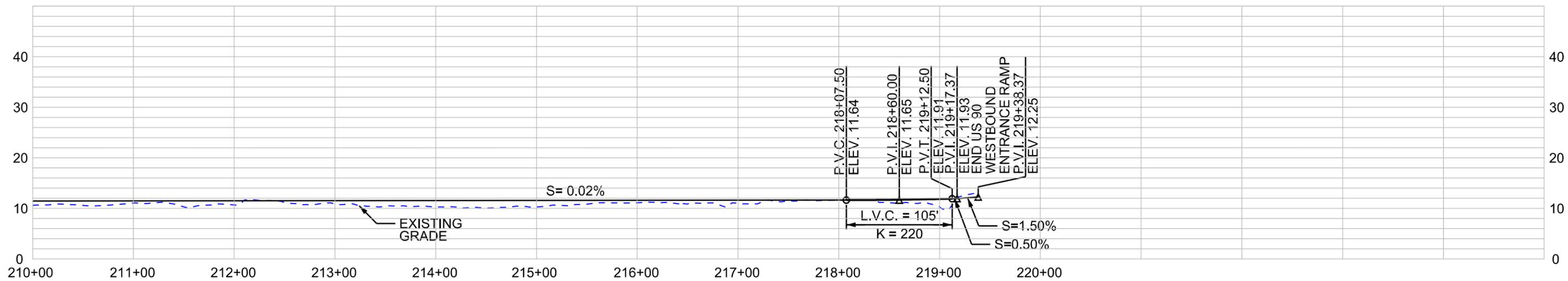
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT





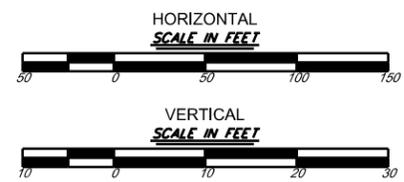
US 90 WESTBOUND ENTRANCE RAMP PLAN  
 SCALE: 1" = 100'

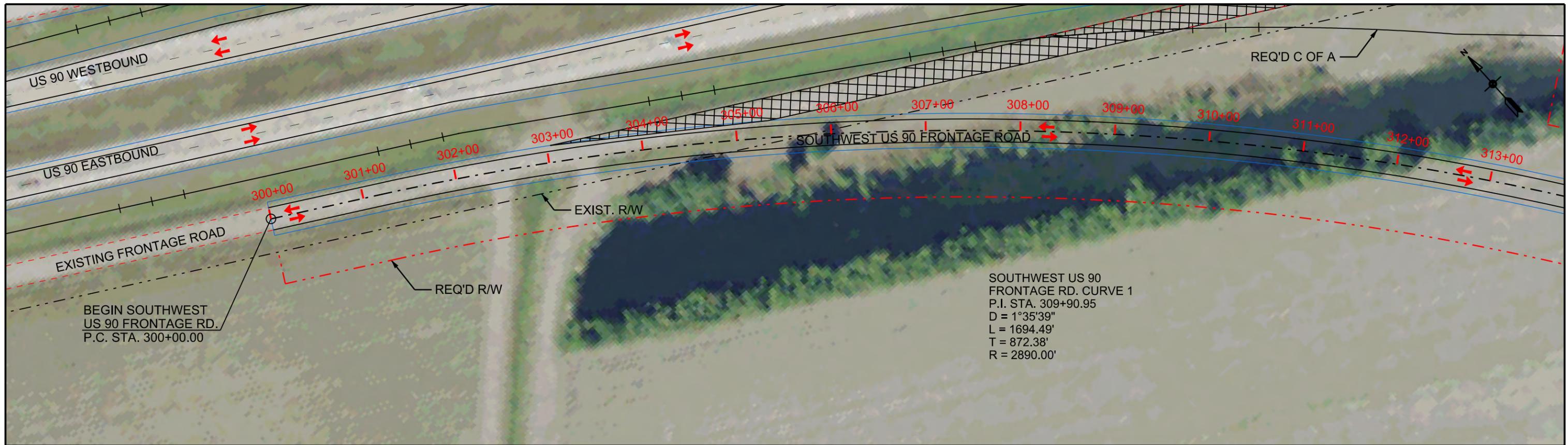


US 90 WESTBOUND ENTRANCE RAMP PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

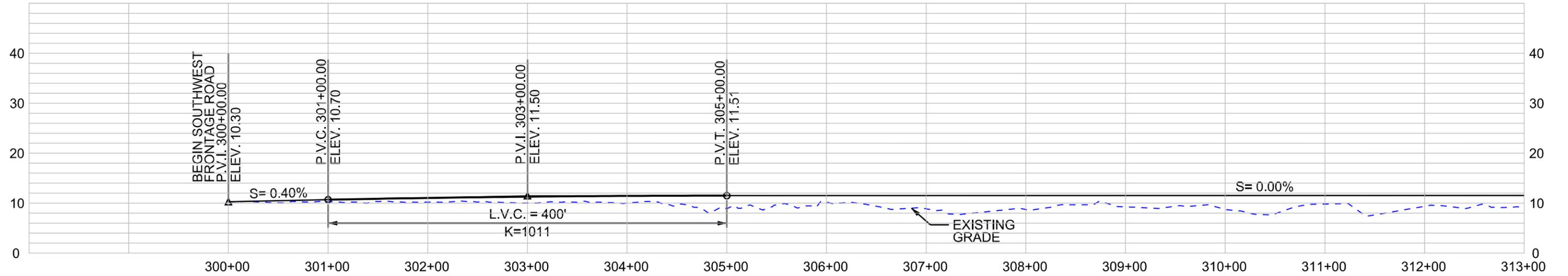
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED



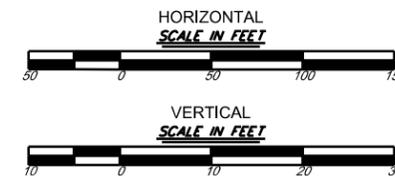


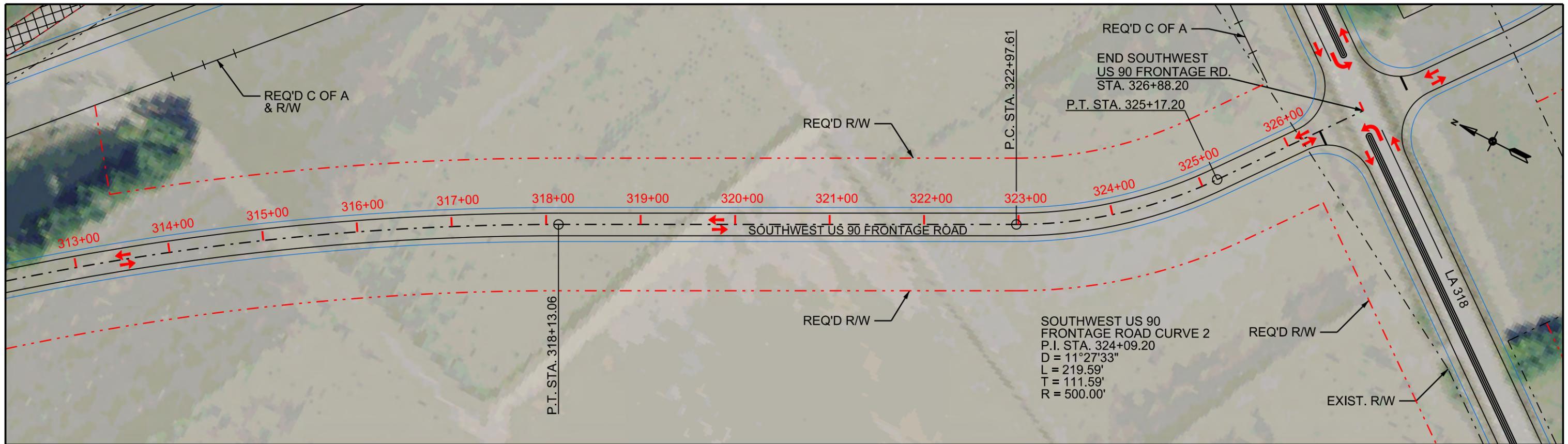
SOUTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1" = 100'



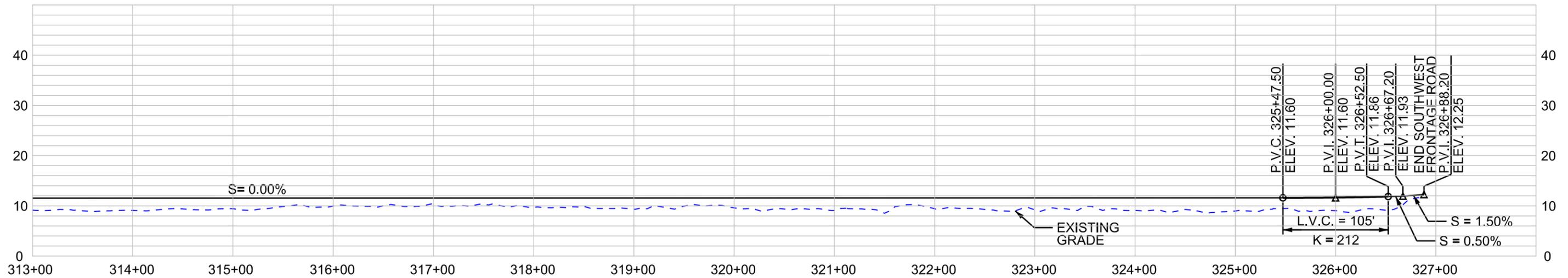
SOUTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED



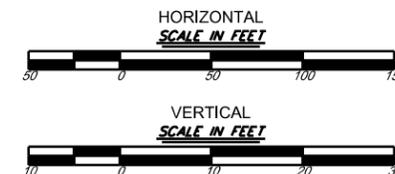


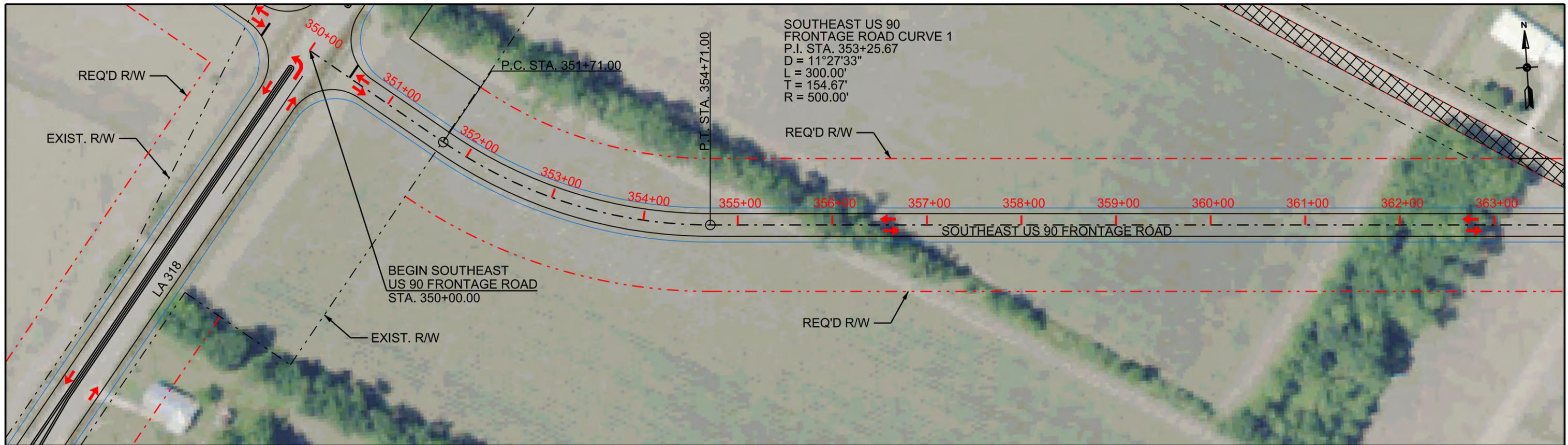
**SOUTHWEST US 90 FRONTAGE ROAD PLAN**  
SCALE: 1" = 100'



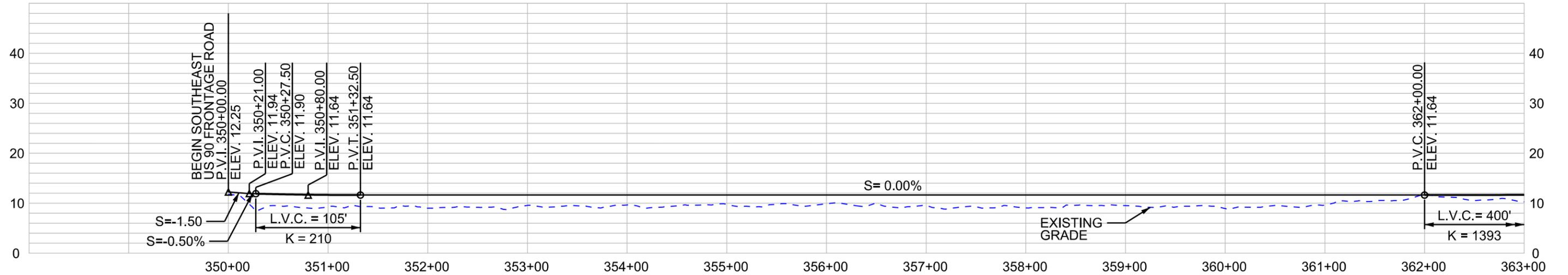
**SOUTHWEST US 90 FRONTAGE ROAD PROFILE**  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED



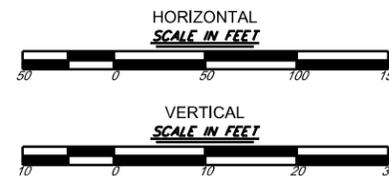


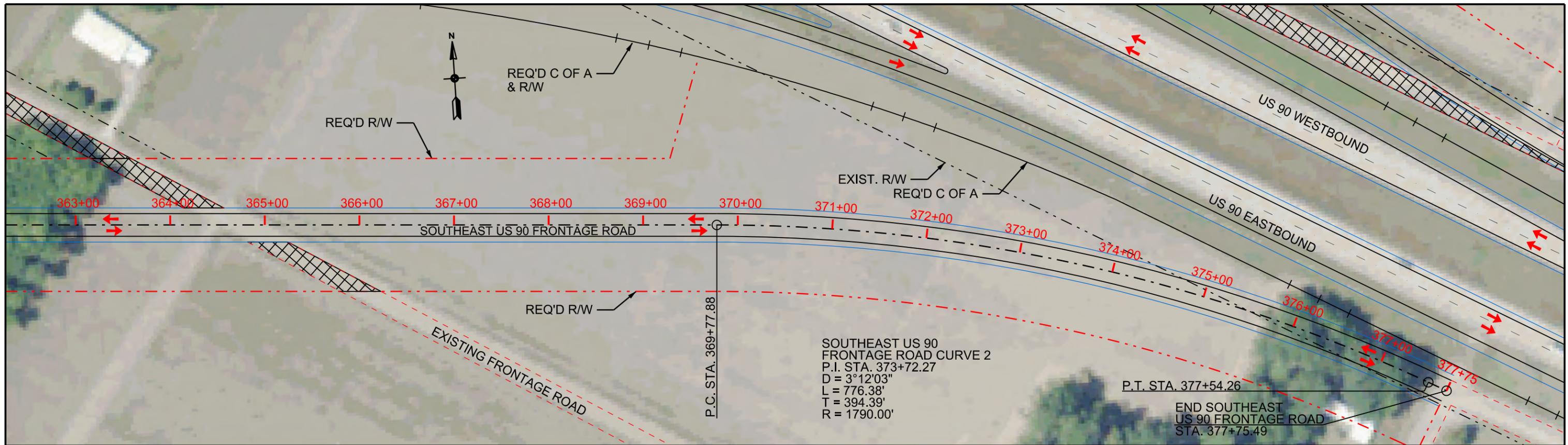
**SOUTHEAST US 90 FRONTAGE ROAD PLAN**  
 SCALE: 1" = 100'



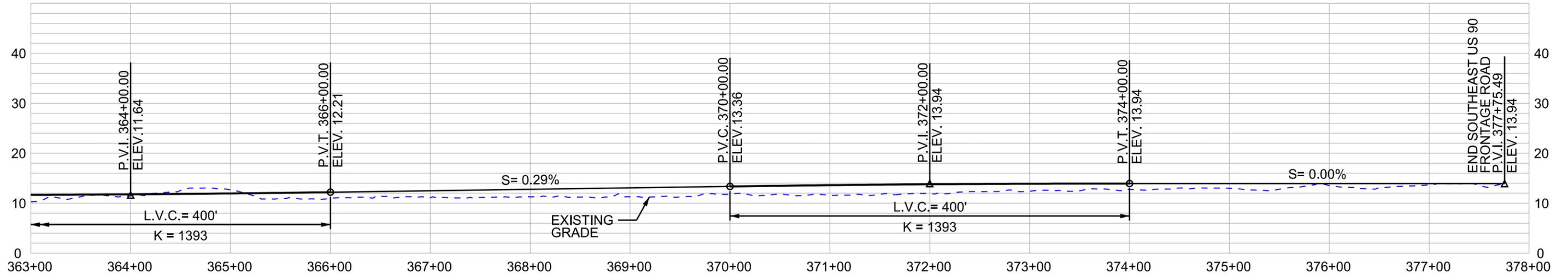
**SOUTHEAST US 90 FRONTAGE ROAD PROFILE**  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED



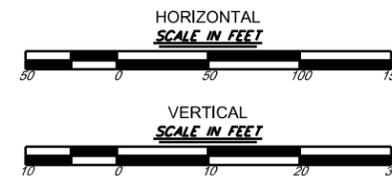


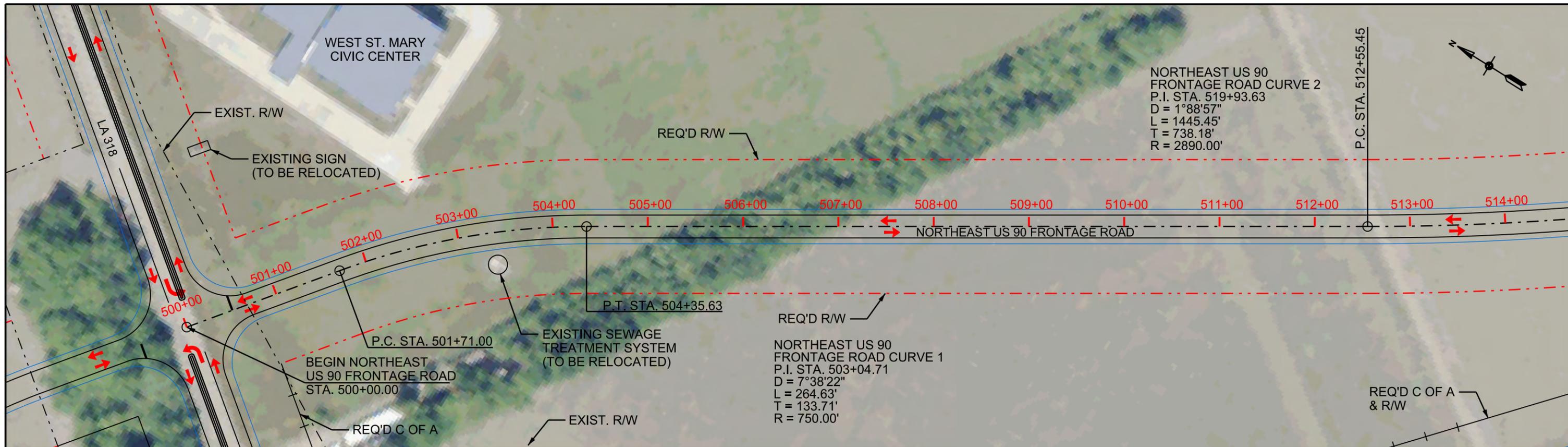
**SOUTHEAST US 90 FRONTAGE ROAD PLAN**  
SCALE: 1" = 100'



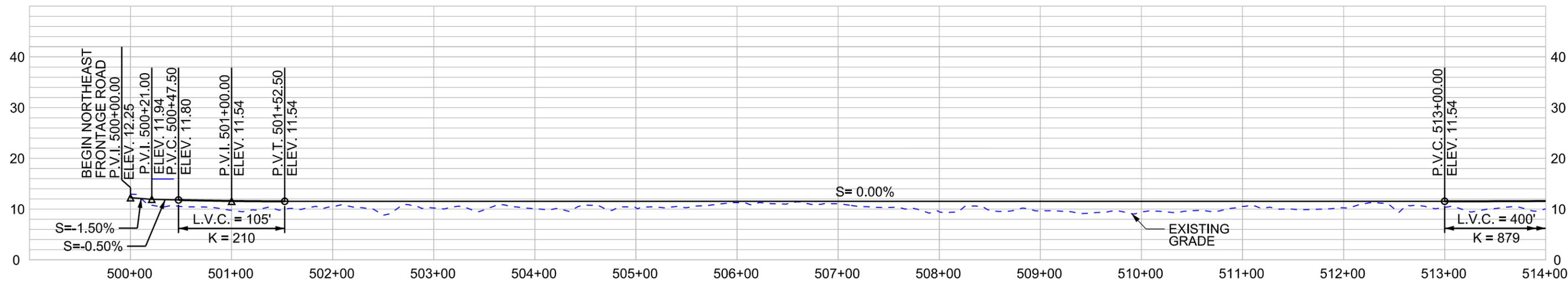
**SOUTHEAST US 90 FRONTAGE ROAD PROFILE**  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED





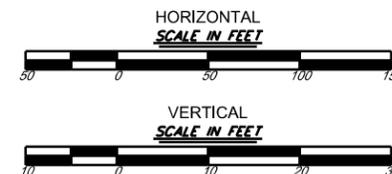
NORTHEAST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1" = 100'

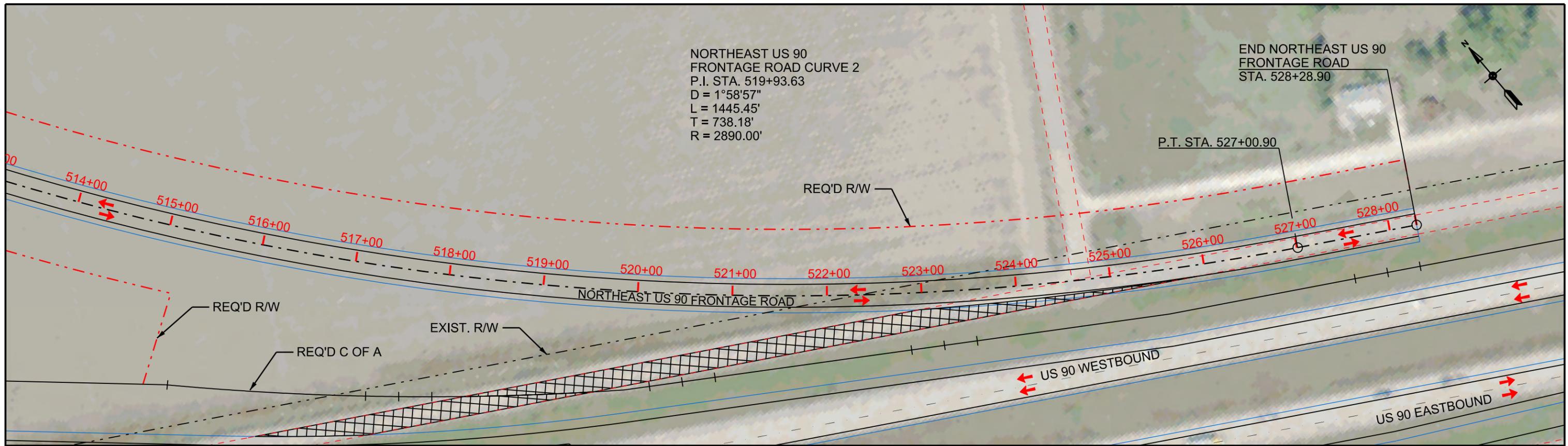


NORTHEAST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

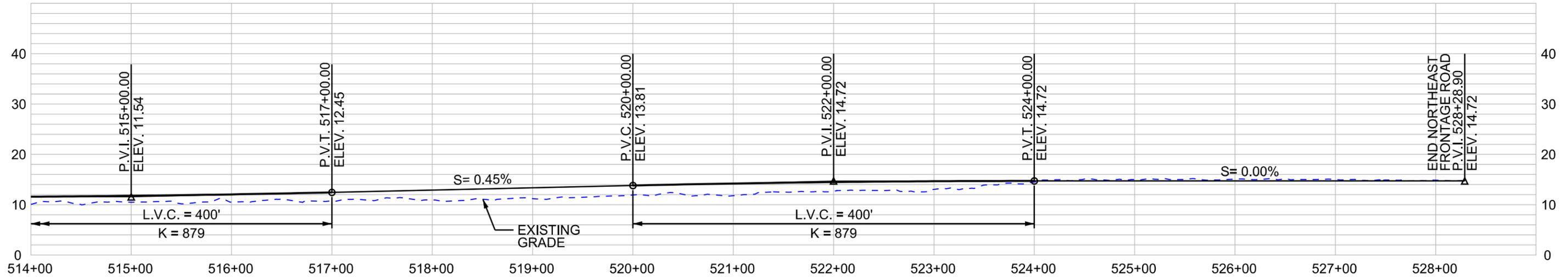
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY





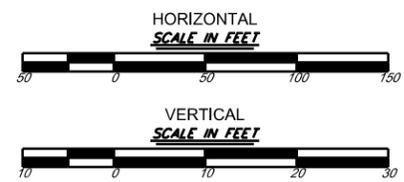
NORTHEAST US 90 FRONTAGE ROAD PLAN  
SCALE: 1" = 100'

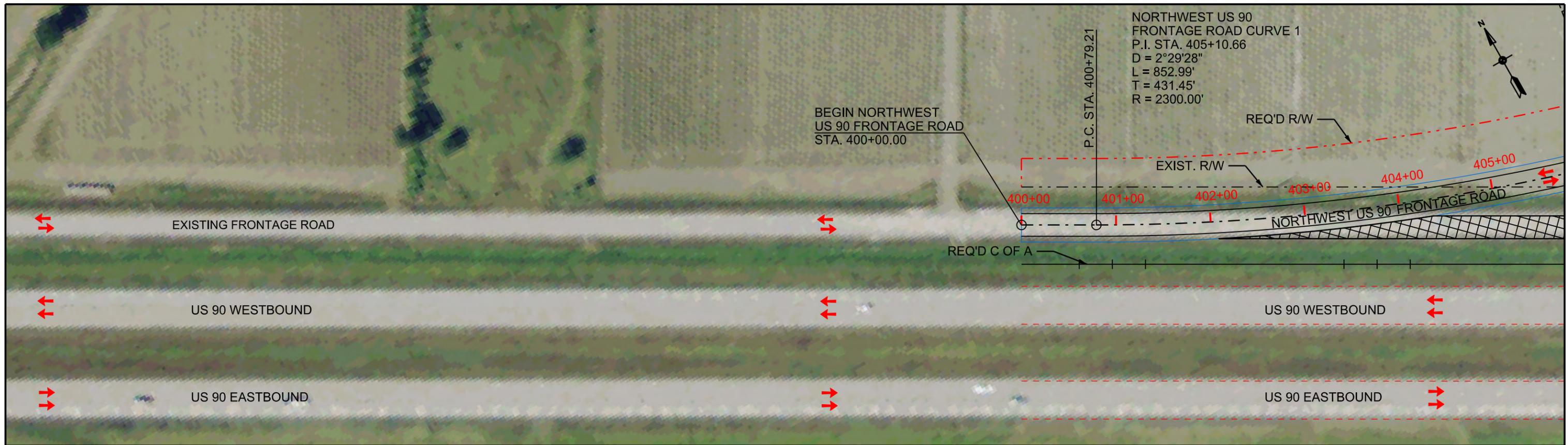


NORTHEAST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

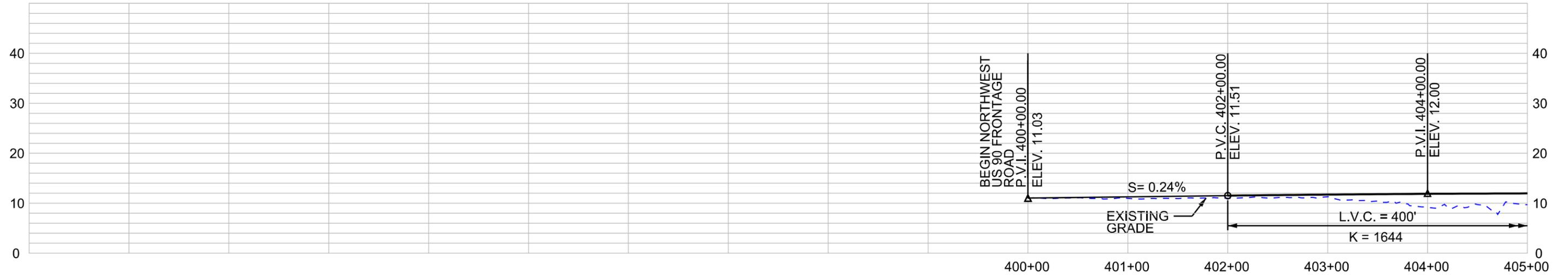
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED





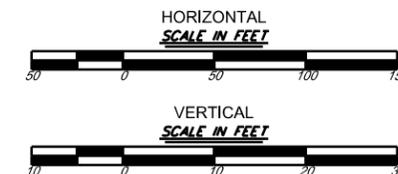
NORTHWEST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1" = 100'

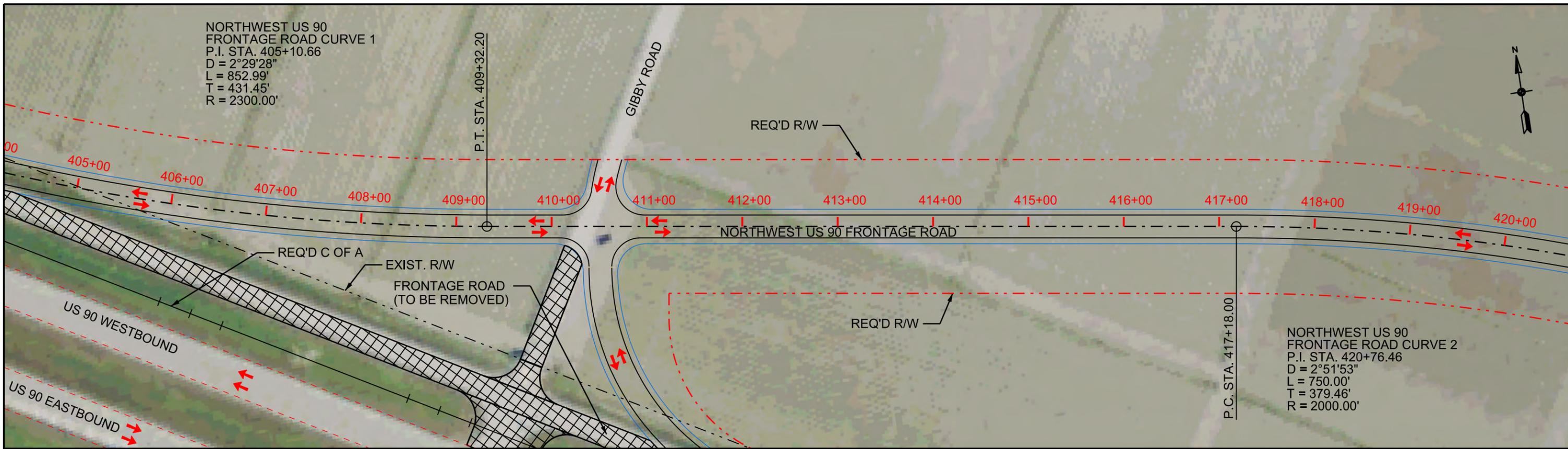


NORTHWEST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

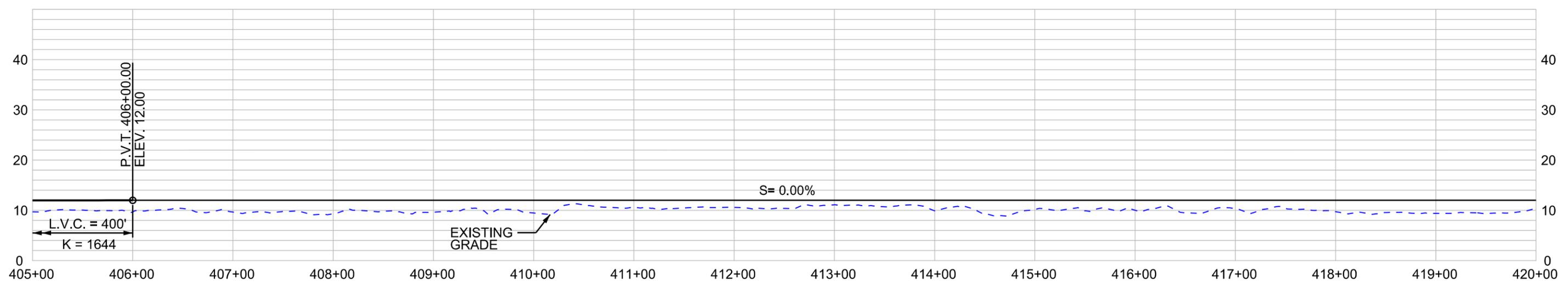
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED





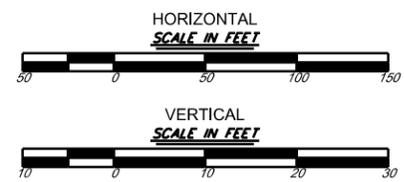
NORTHWEST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1" = 100'

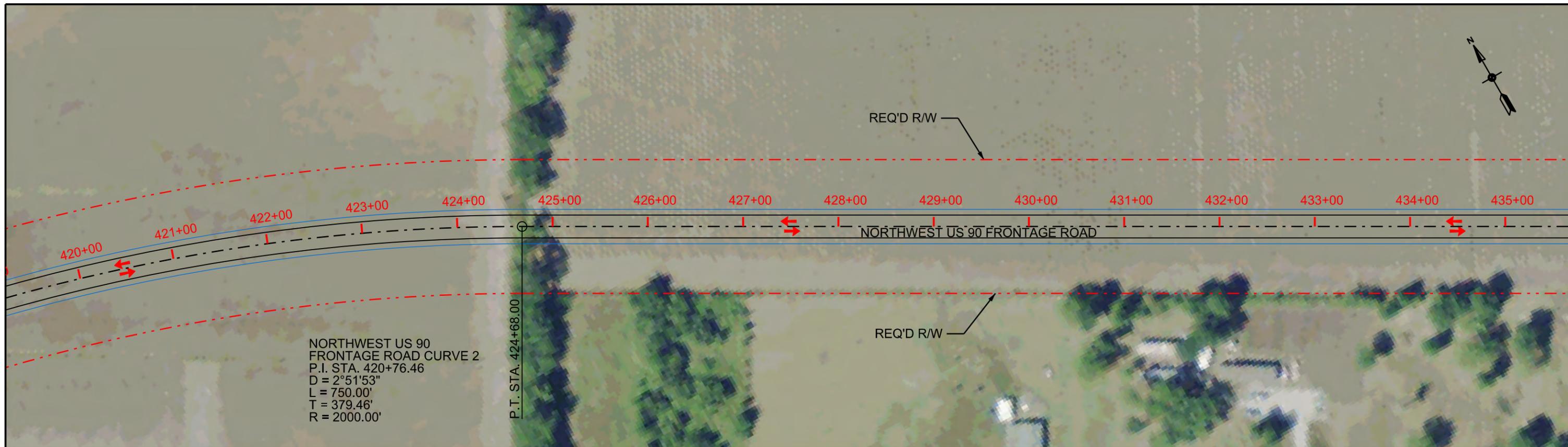


NORTHWEST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

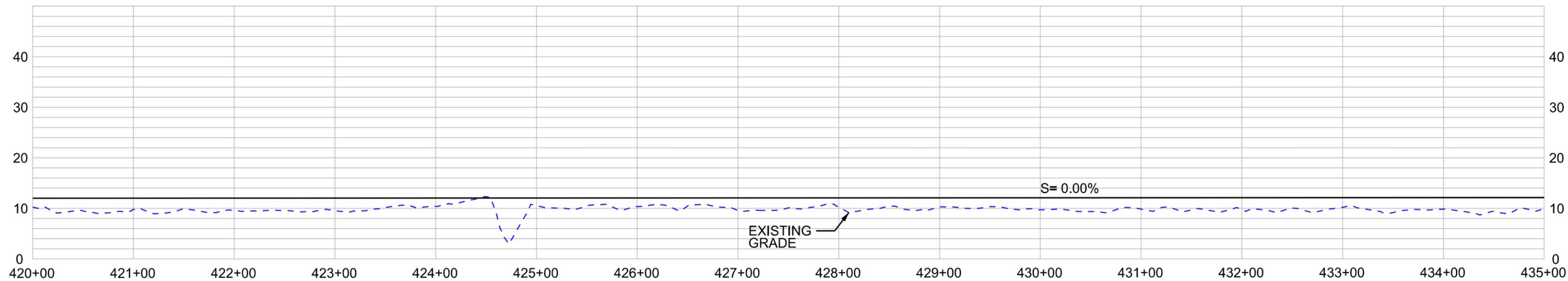
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED



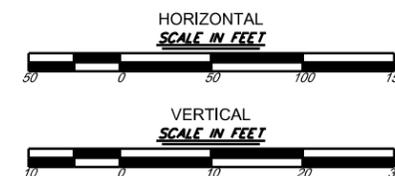


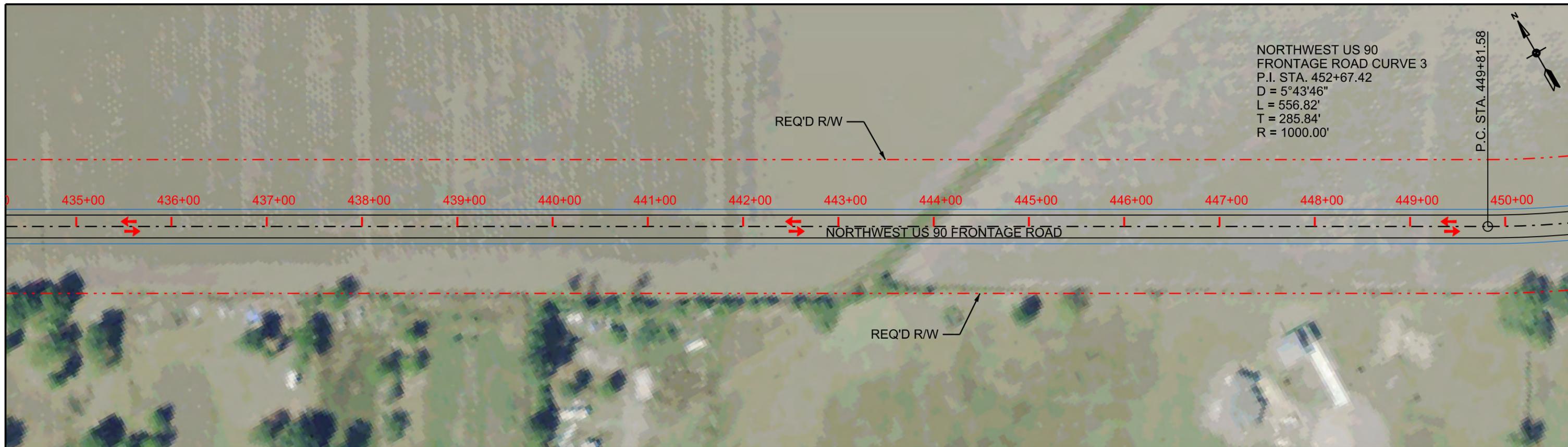
NORTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1" = 100'



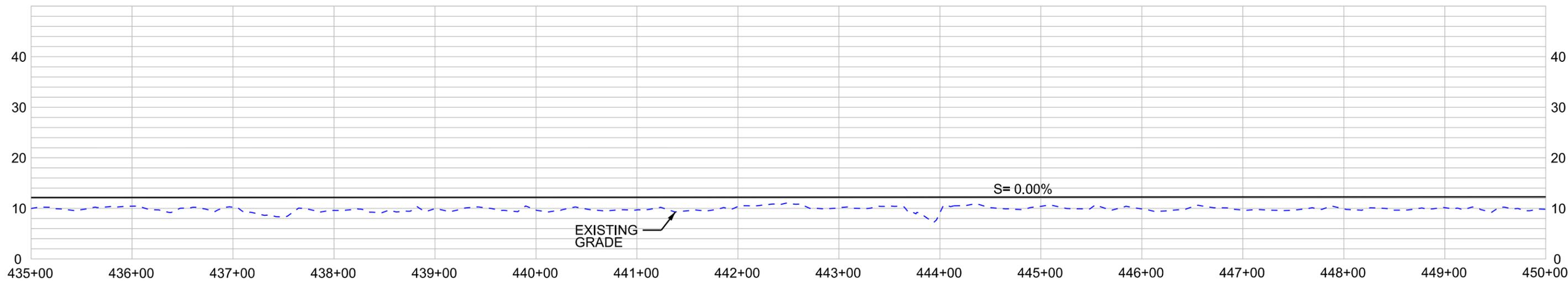
NORTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY



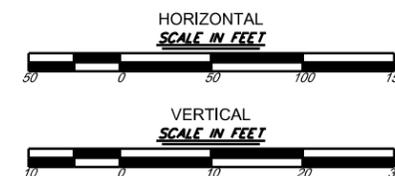


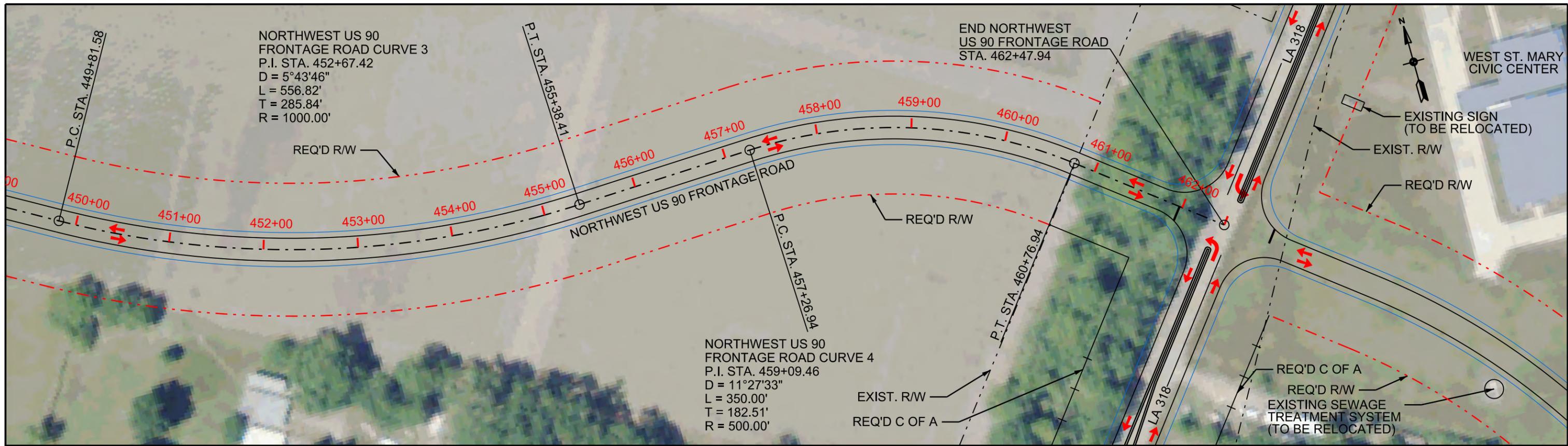
NORTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1" = 100'



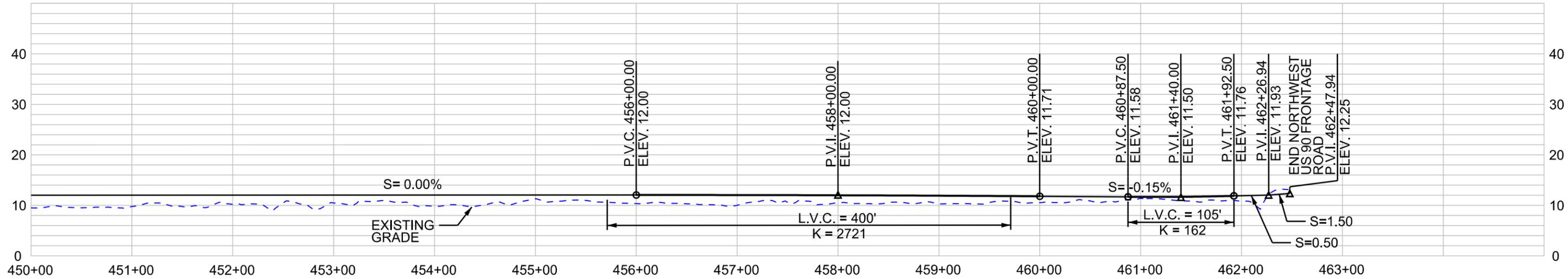
NORTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY





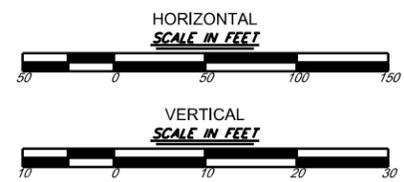
**NORTHWEST US 90 FRONTAGE ROAD PLAN**  
 SCALE: 1" = 100'



**NORTHWEST US 90 FRONTAGE ROAD PROFILE**  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

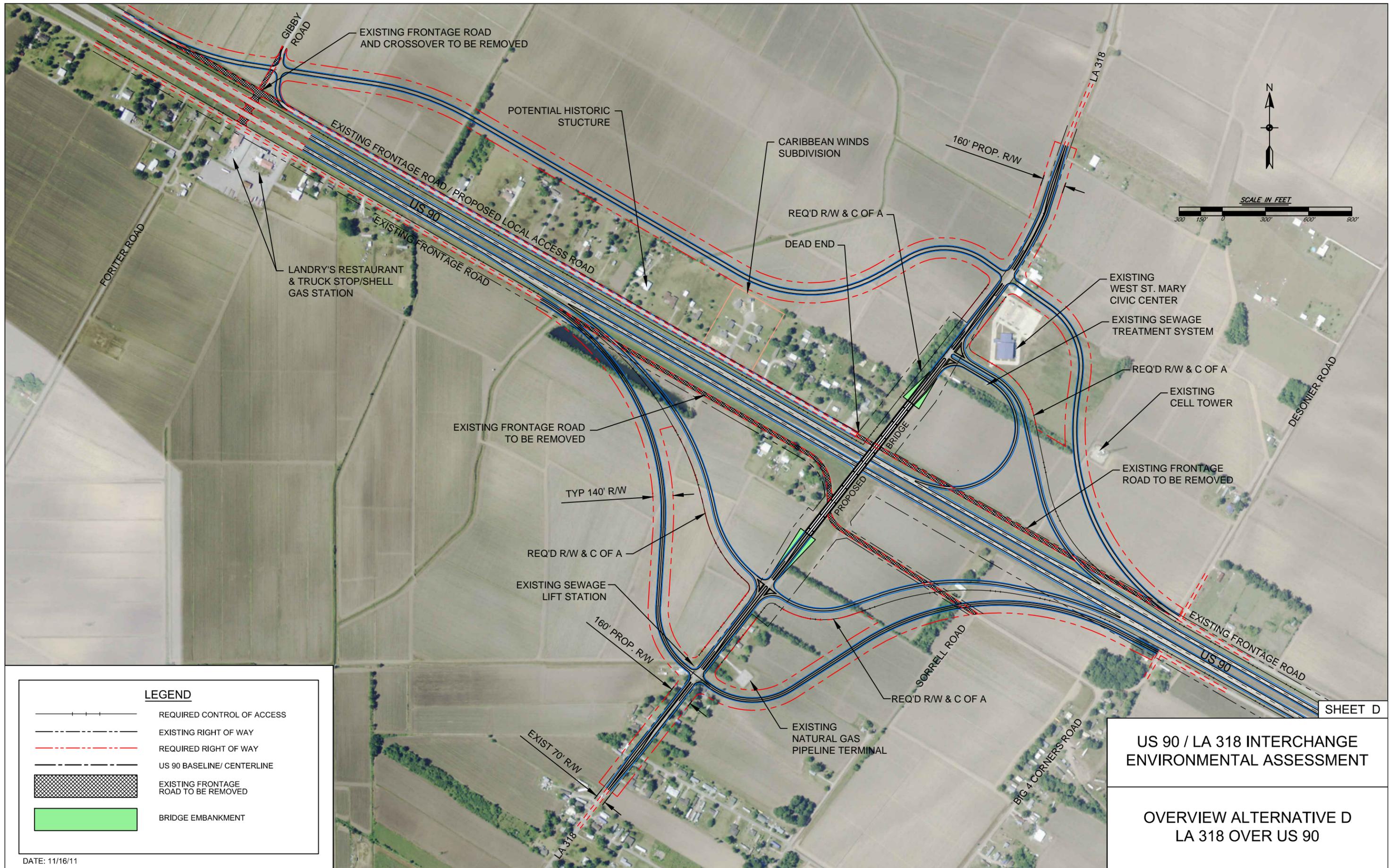
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY



**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**PLAN AND PROFILE ALTERNATIVE B**  
**NORTHWEST US 90 FRONTAGE ROAD**



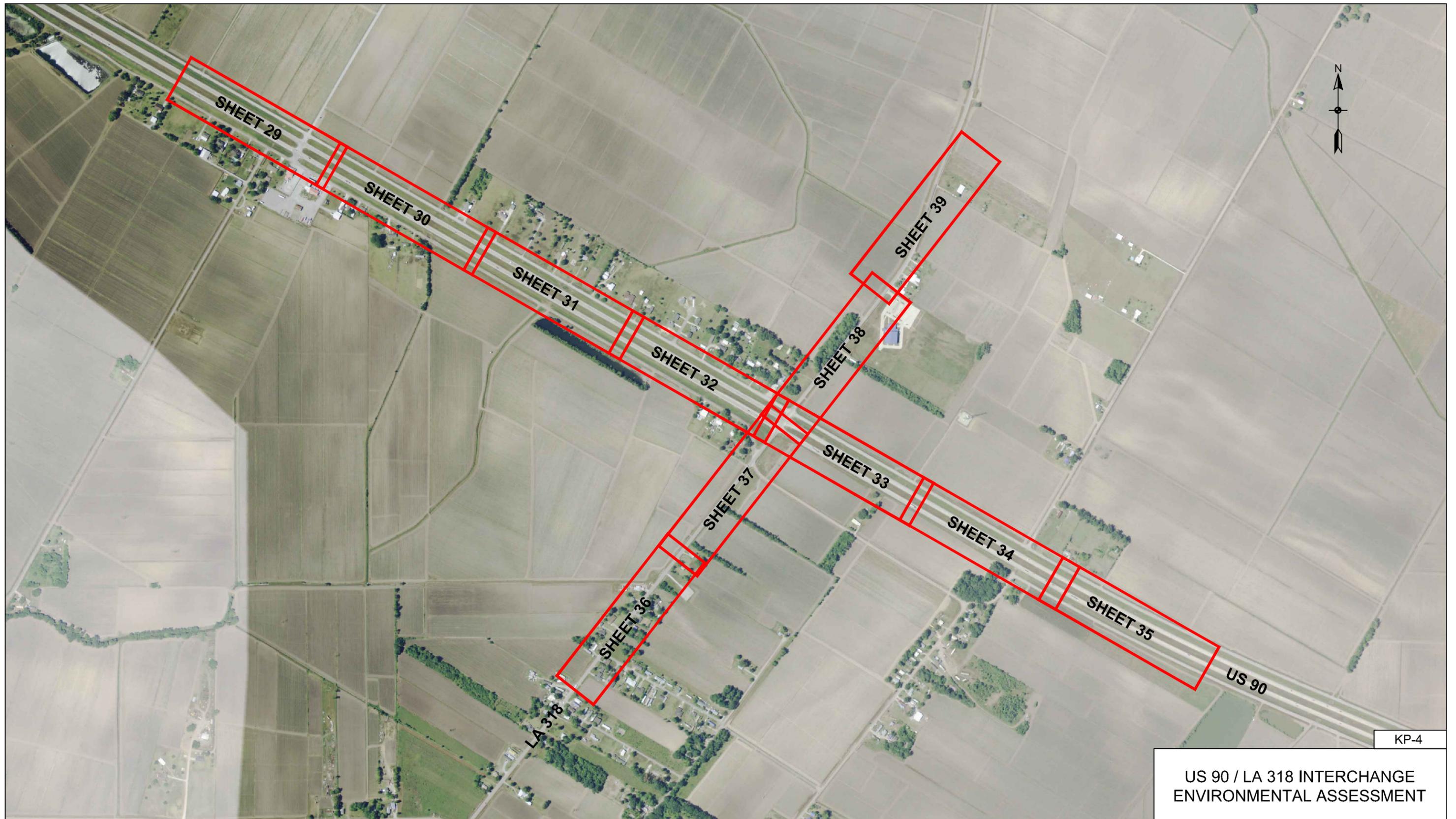
LEGEND	
	REQUIRED CONTROL OF ACCESS
	EXISTING RIGHT OF WAY
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT

DATE: 11/16/11

SHEET D

**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**OVERVIEW ALTERNATIVE D  
LA 318 OVER US 90**



KP-4

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

KEY PLAN  
ALTERNATIVE D  
LA 318 OVER US 90

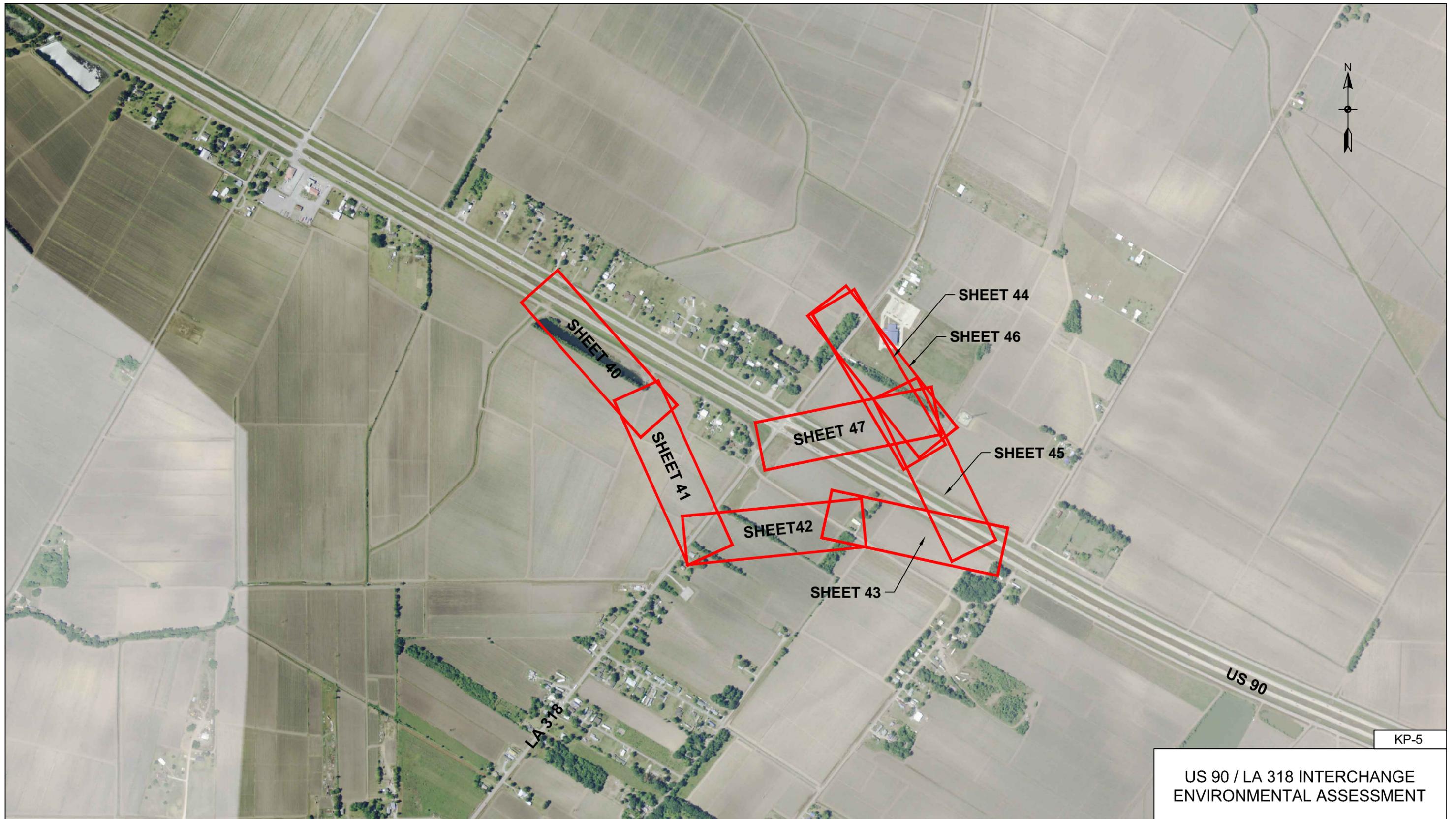
LEGEND

 PLAN AND PROFILE SHEET BORDER

DATE: 11/16/11

US 90 & LA 318 KEY PLAN





KP-5

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

KEY PLAN  
ALTERNATIVE D  
LA 318 OVER US 90

LEGEND

 PLAN AND PROFILE SHEET BORDER

DATE: 11/16/11

RAMP KEY PLAN





KP-6

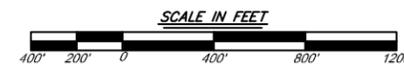
US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

**LEGEND**

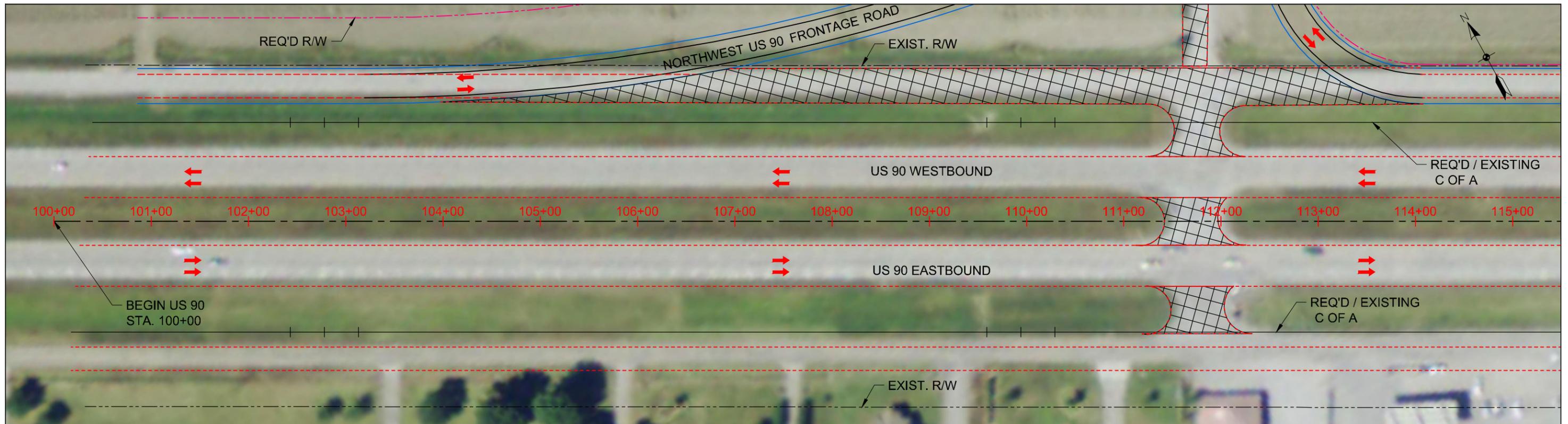
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DATE: 11/16/11

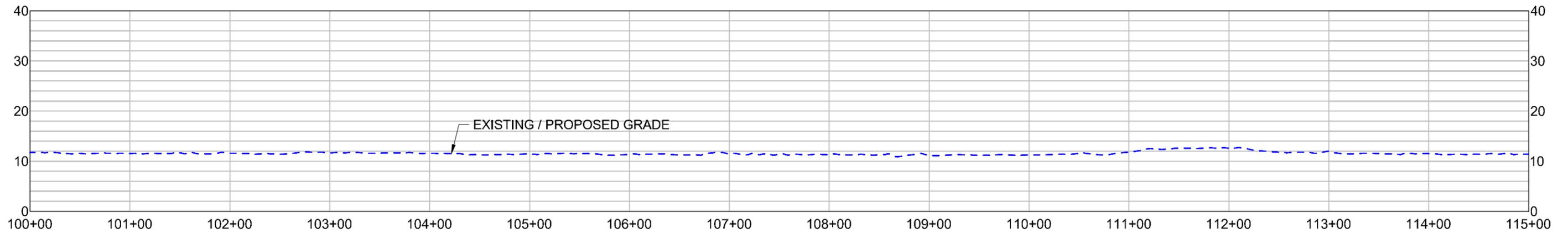
**FRONTAGE ROADS KEY PLAN**



KEY PLAN  
ALTERNATIVE D  
LA 318 OVER US 90



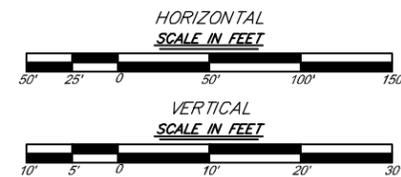
US 90 PLAN  
SCALE: 1"=100'



US 90 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

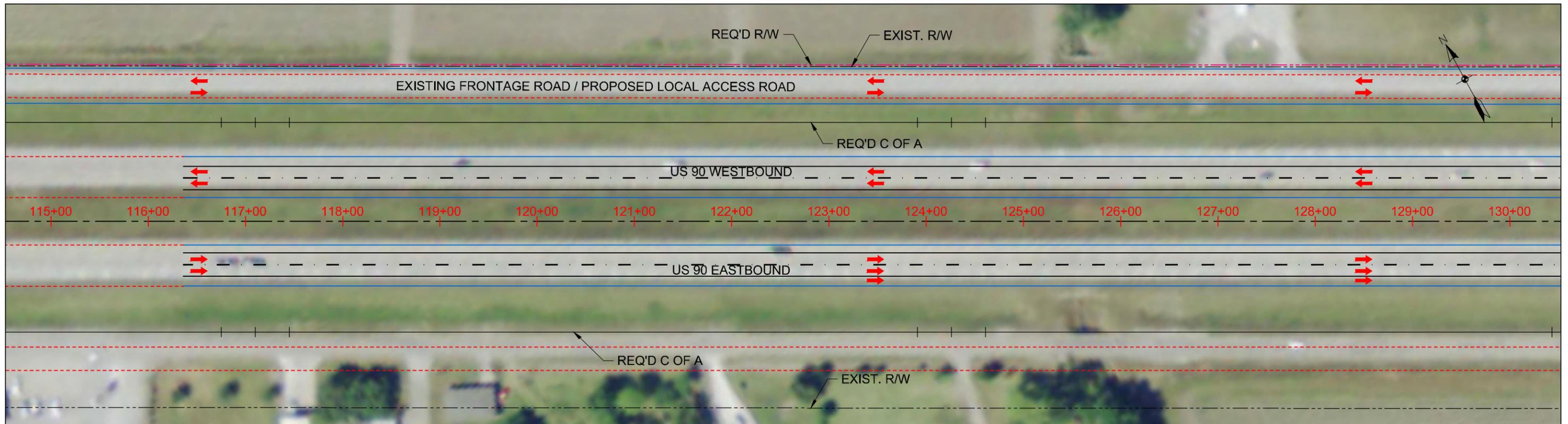
DATE: 11/16/11



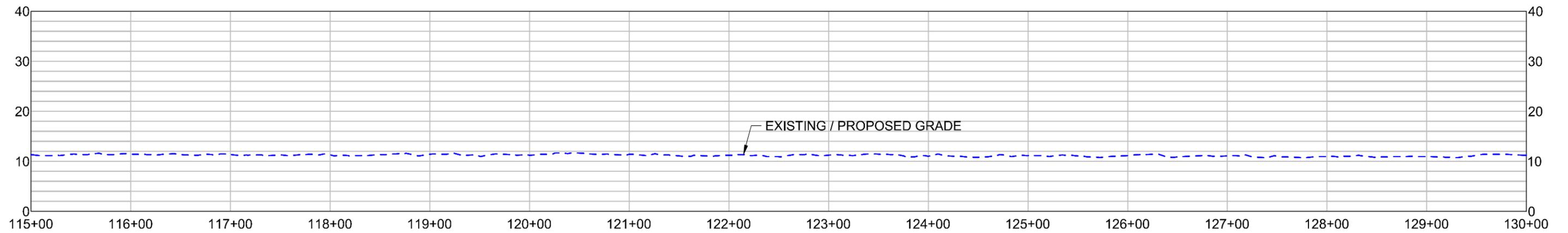
SHEET 29

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90



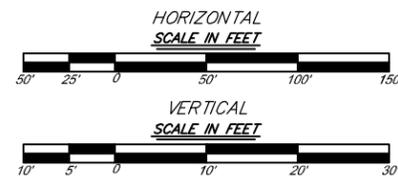
US 90 PLAN  
SCALE: 1"=100'



US 90 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY

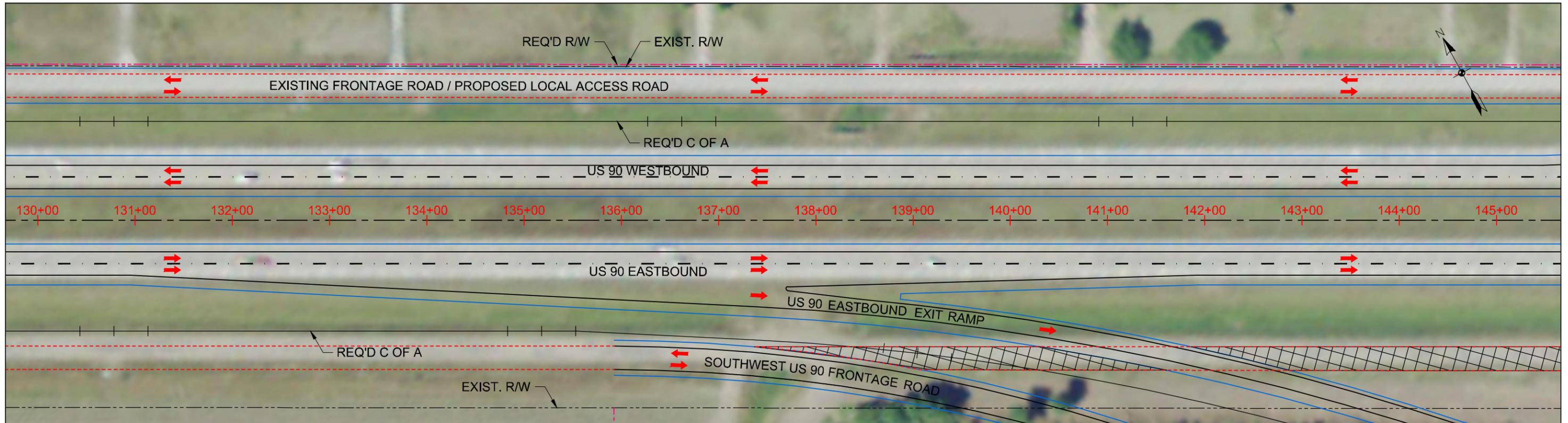
DATE: 11/16/11



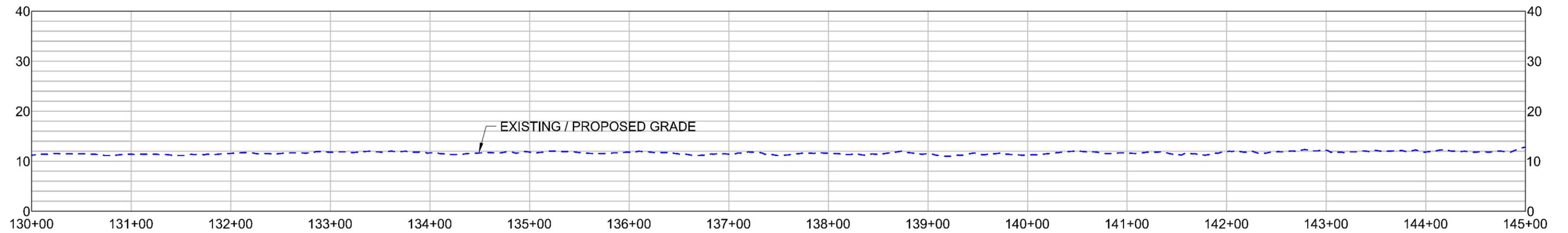
SHEET 30

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90



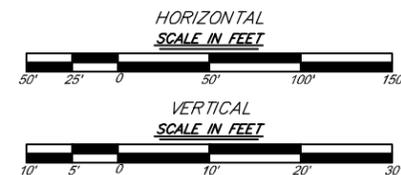
US 90 PLAN  
SCALE: 1"=100'



US 90 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

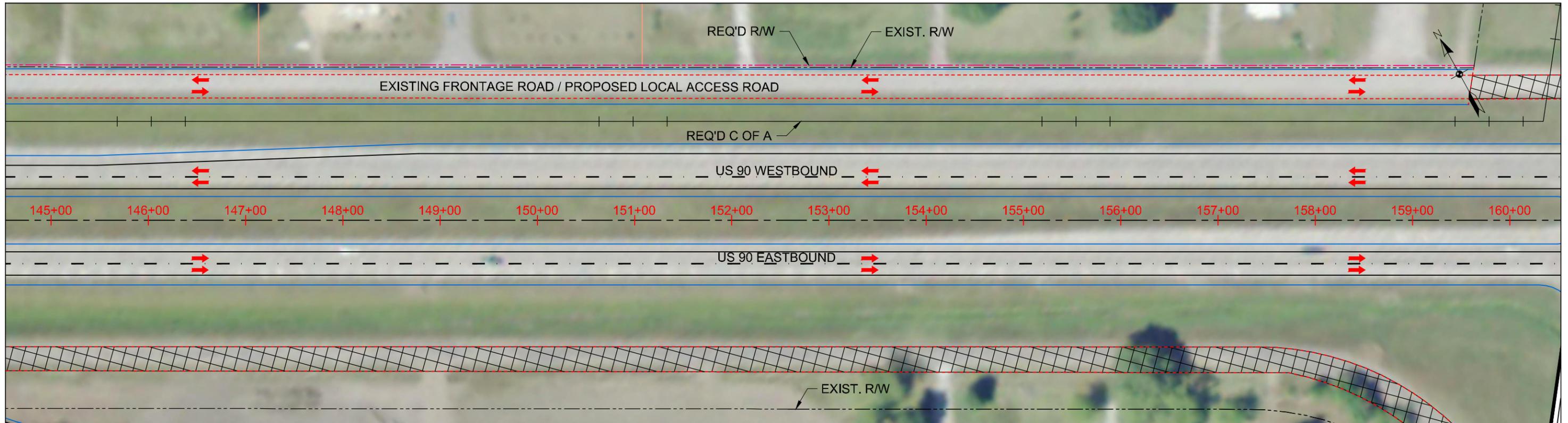
DATE: 11/16/11



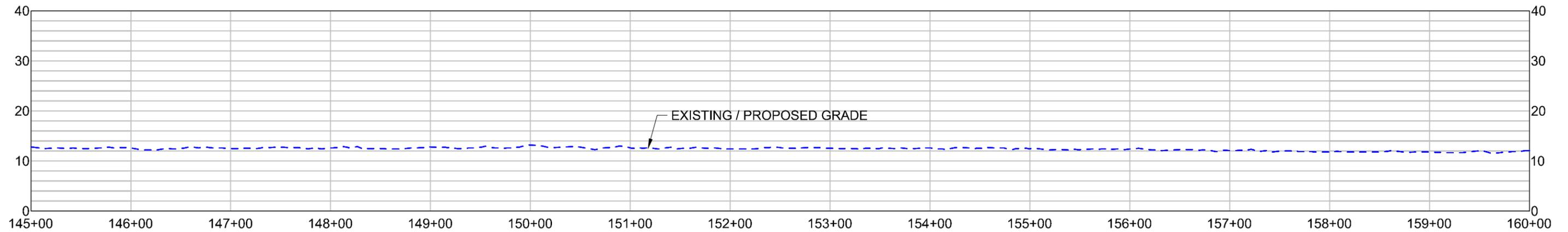
SHEET 31

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90



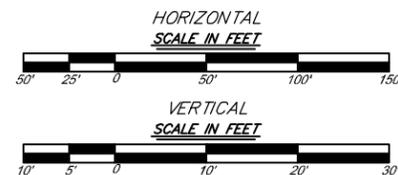
US 90 PLAN  
SCALE: 1"=100'



US 90 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

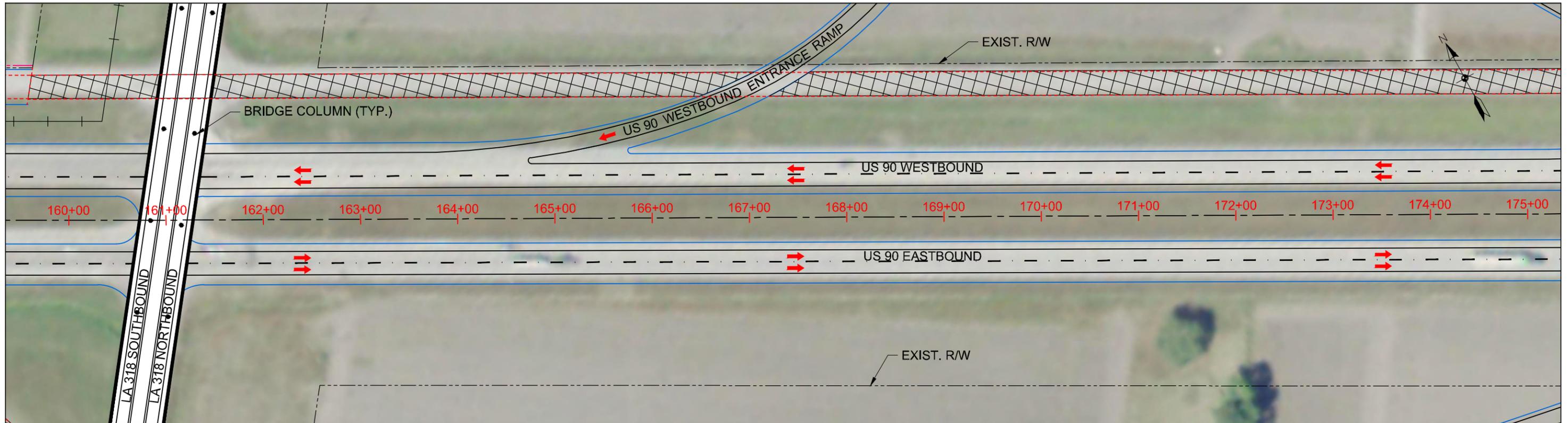
DATE: 11/16/11



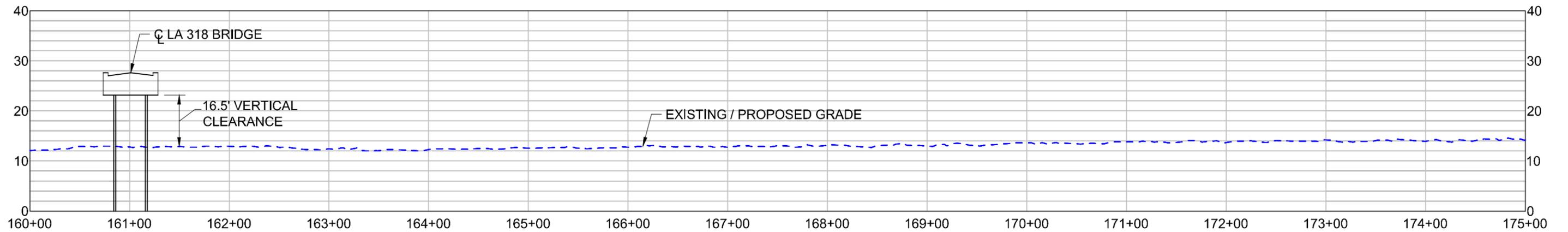
SHEET 32

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90



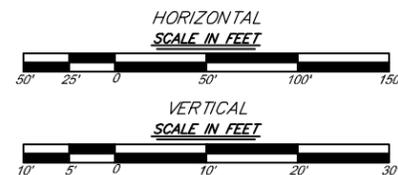
US 90 PLAN  
SCALE: 1"=100'



US 90 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE PIER COLUMN

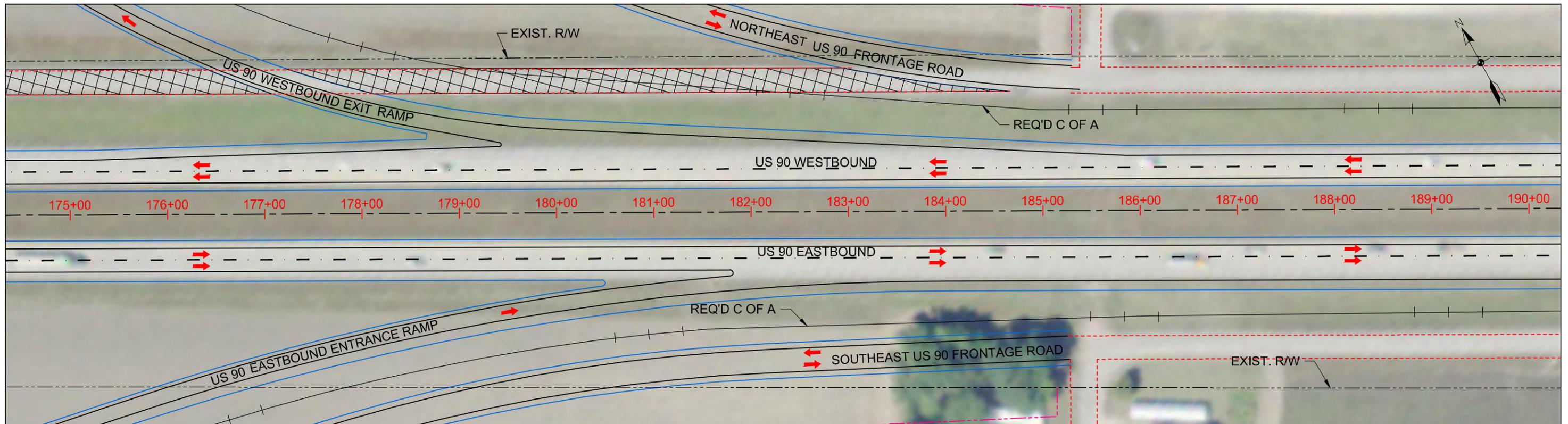
DATE: 11/16/11



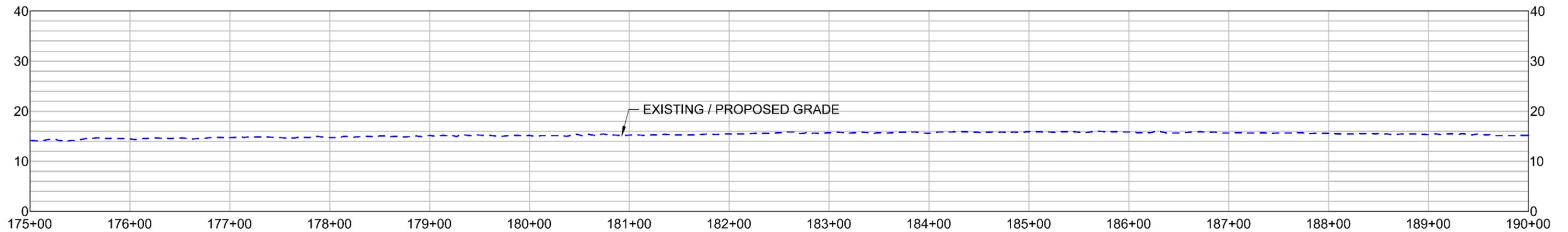
SHEET 33

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90



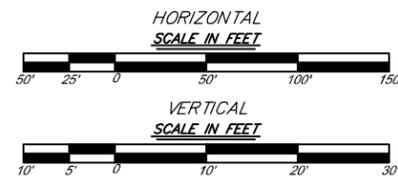
US 90 PLAN  
SCALE: 1"=100'



US 90 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

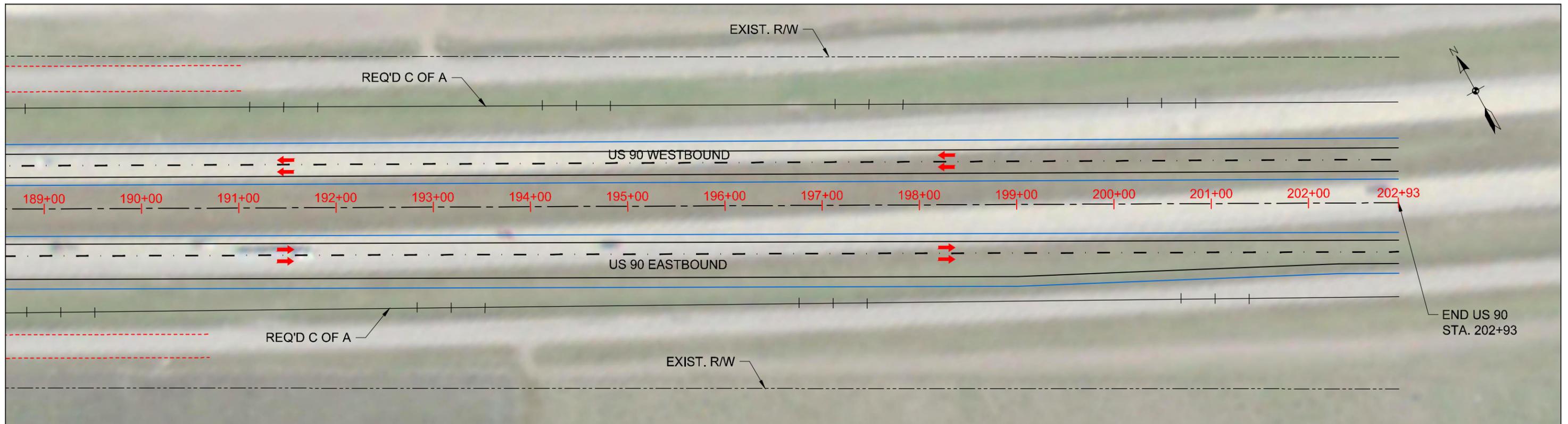
DATE: 11/16/11



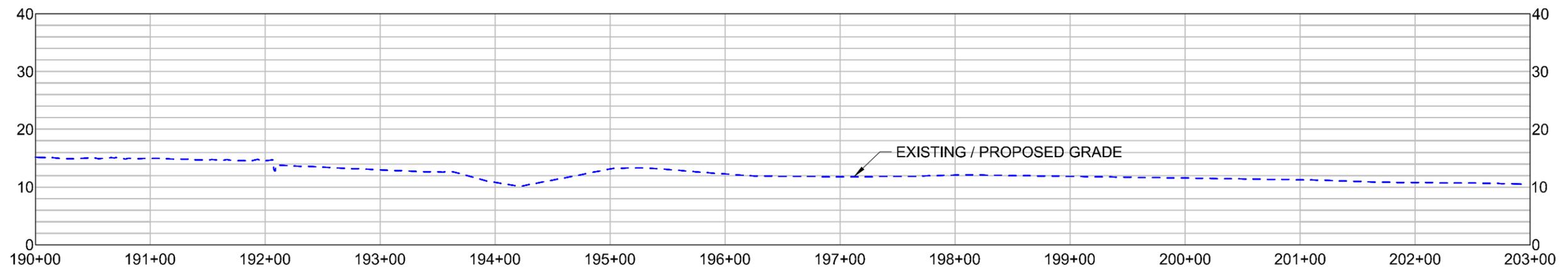
SHEET 34

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90



US 90 PLAN  
SCALE: 1"=100'

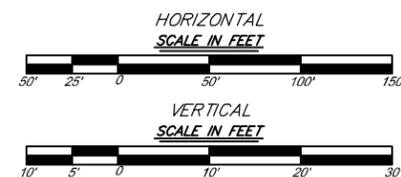


US 90 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

SHEET 35

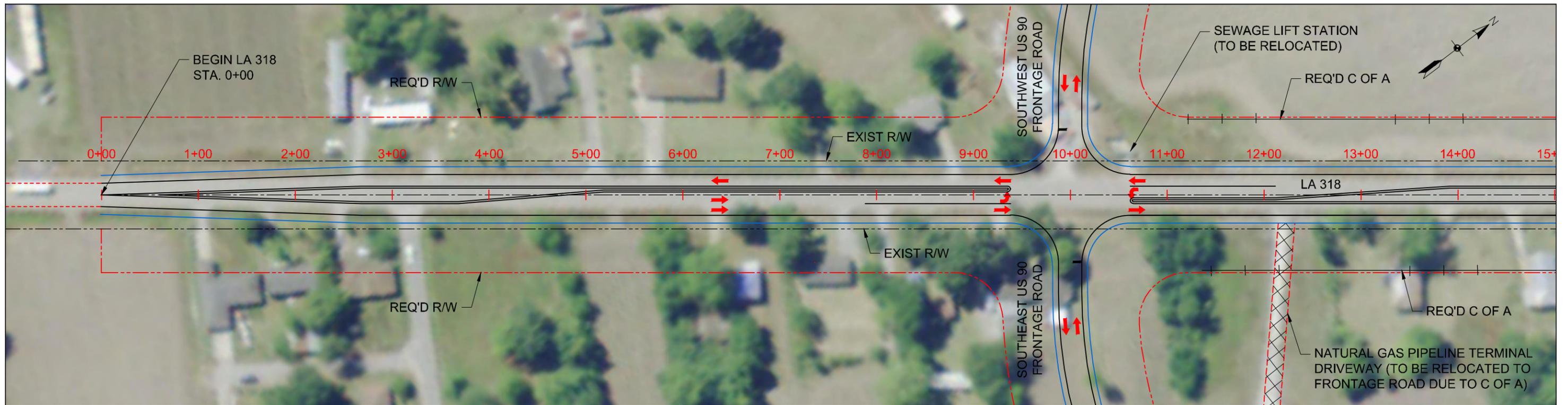
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY

DATE: 11/16/11

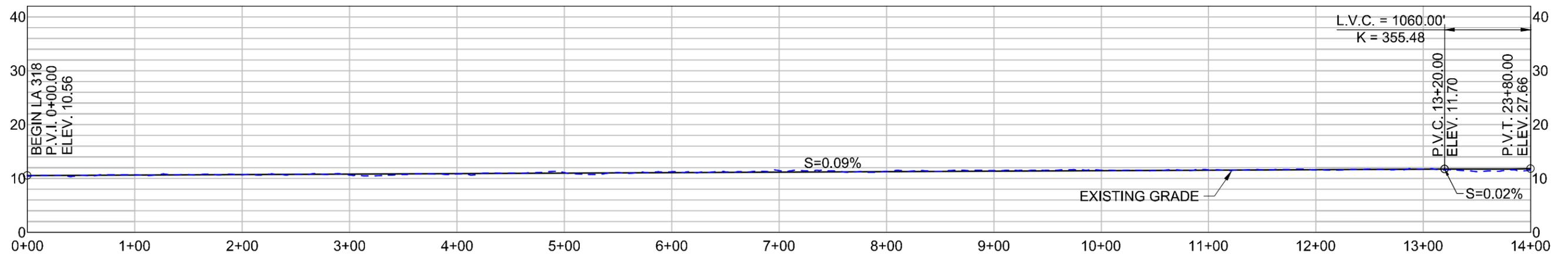


US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90



LA 318 PLAN  
SCALE: 1"=100'

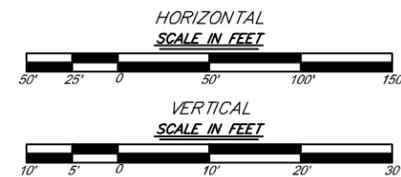


LA 318 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

SHEET 36

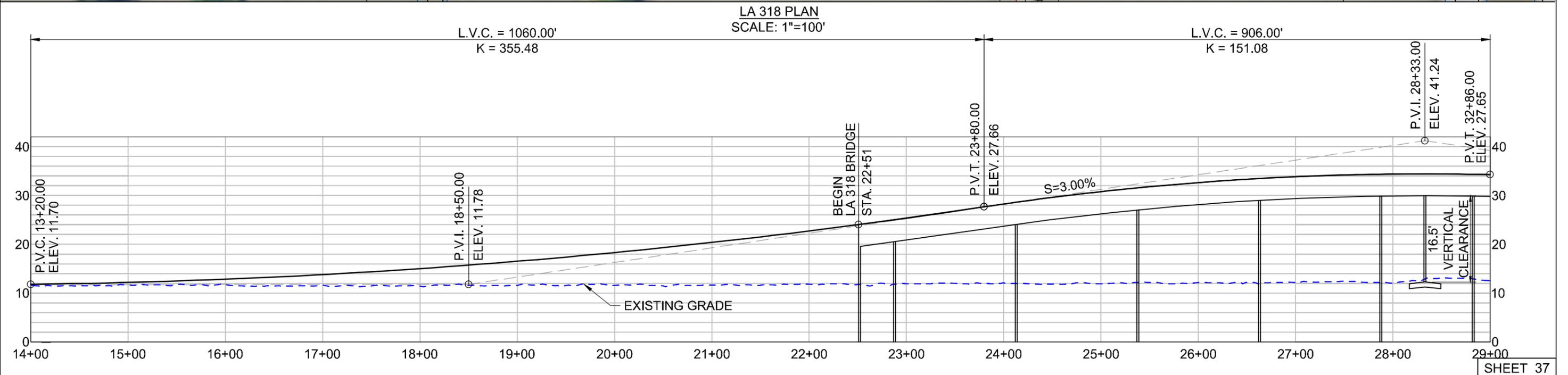
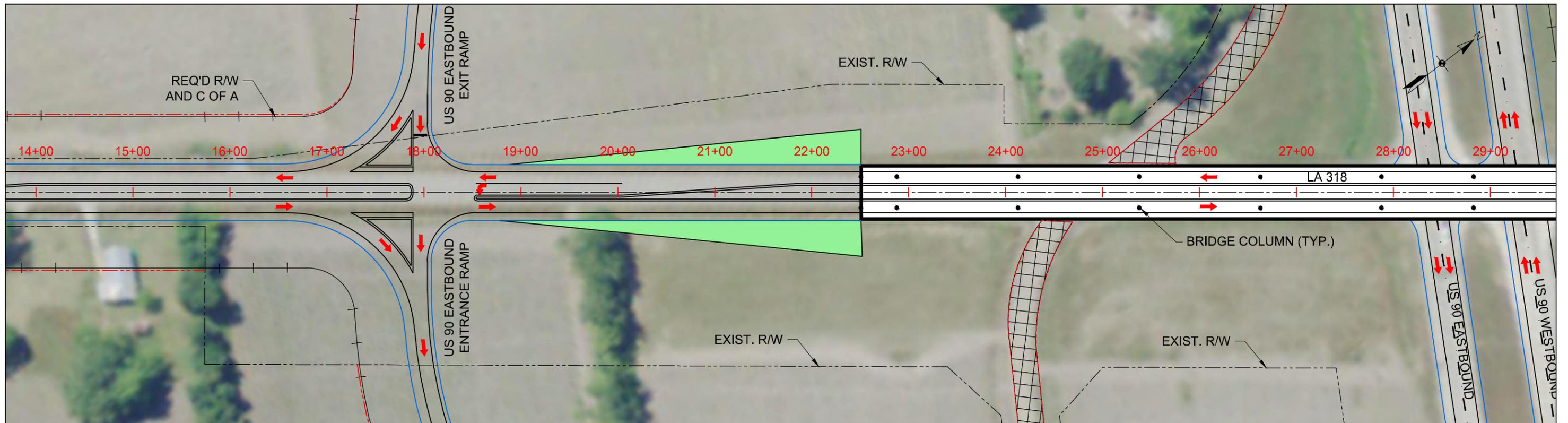
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY

DATE: 11/16/11



US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
LA 318

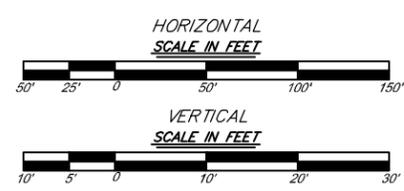


**LEGEND**

- REQUIRED CONTROL OF ACCESS
- REQUIRED RIGHT OF WAY
- LA 318 BASELINE/ CENTERLINE
- EXISTING RIGHT OF WAY
- EXISTING FRONTAGE ROAD TO BE REMOVED
- BRIDGE EMBANKMENT
- BRIDGE PIER COLUMN

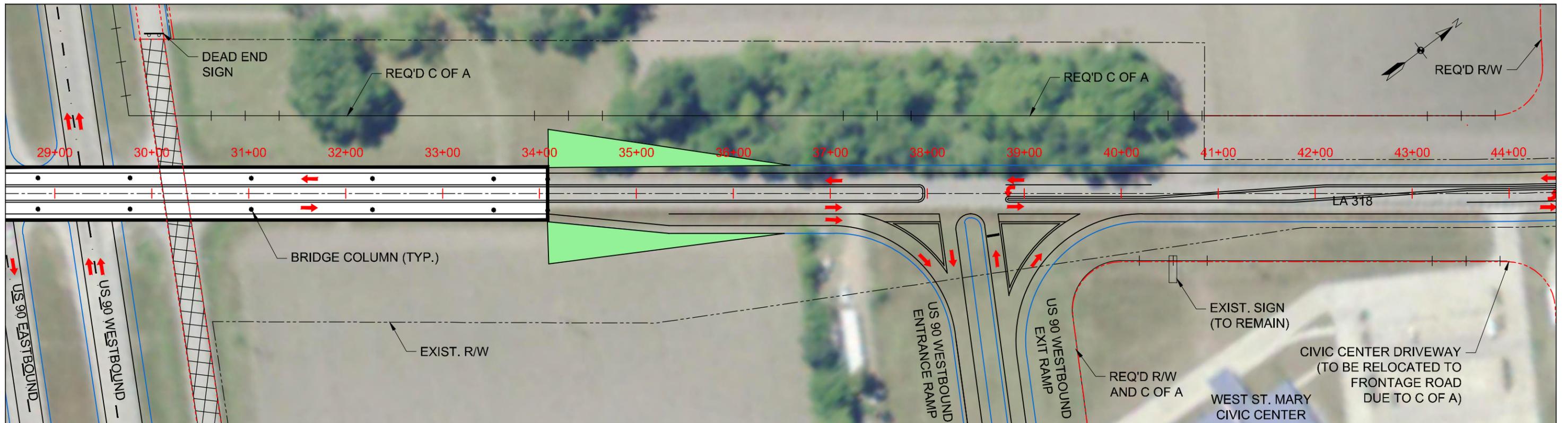
DATE: 11/16/11

**LA 318 PROFILE**  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

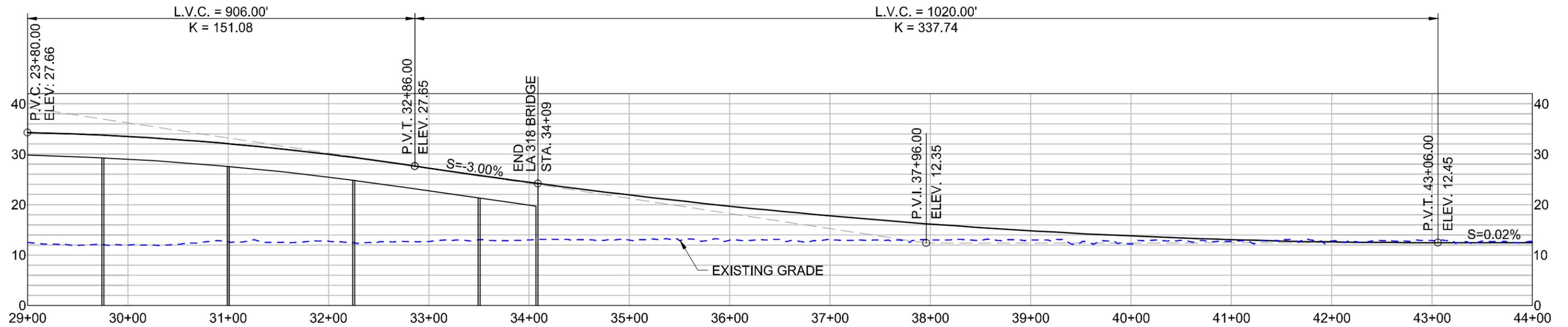


**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**PLAN AND PROFILE ALTERNATIVE D LA 318**



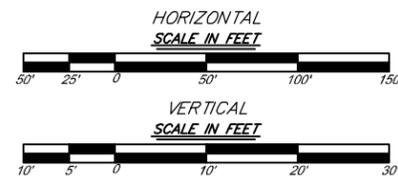
LA 318 PLAN  
SCALE: 1"=100'



LA 318 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 BASELINE/ CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT
	BRIDGE PIER COLUMN

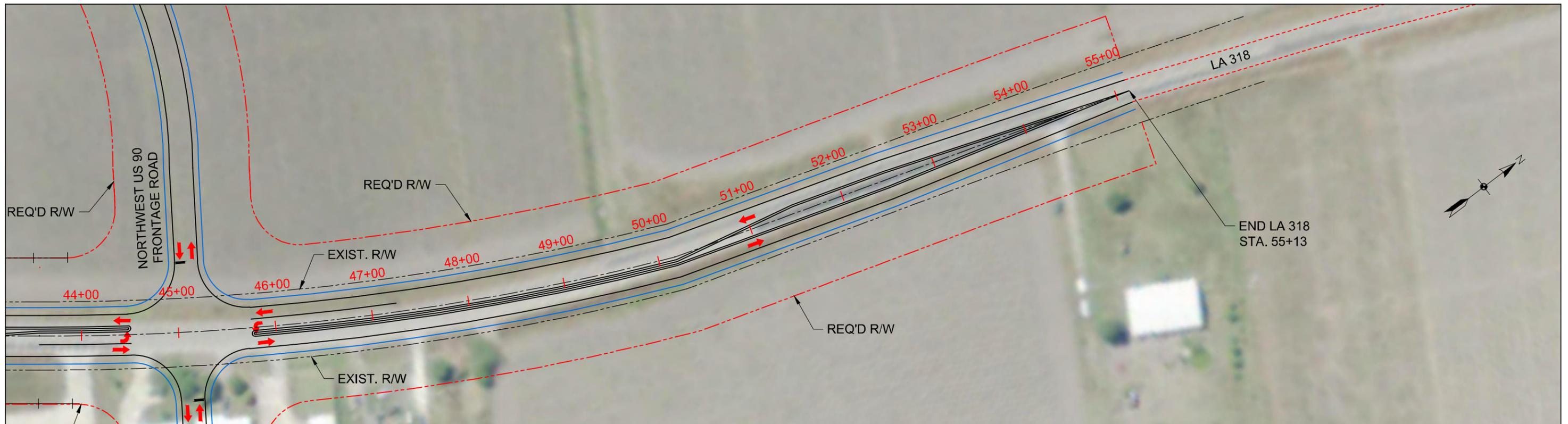
DATE: 11/16/11



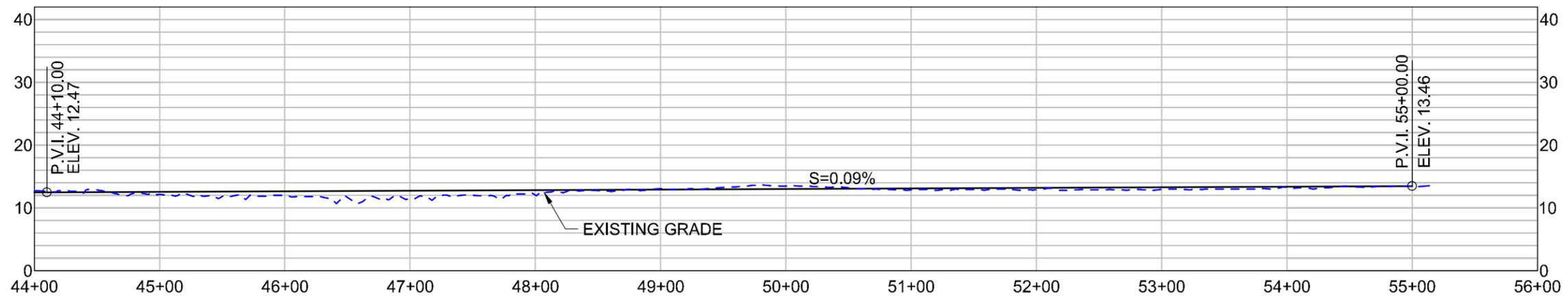
SHEET 38

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
LA 318



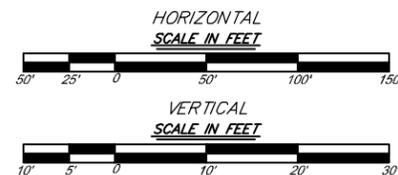
LA 318 PLAN  
SCALE: 1"=100'



LA 318 PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
—+—+—+—	REQUIRED CONTROL OF ACCESS
---	REQUIRED RIGHT OF WAY
---	LA 318 BASELINE/ CENTERLINE
---	EXISTING RIGHT OF WAY

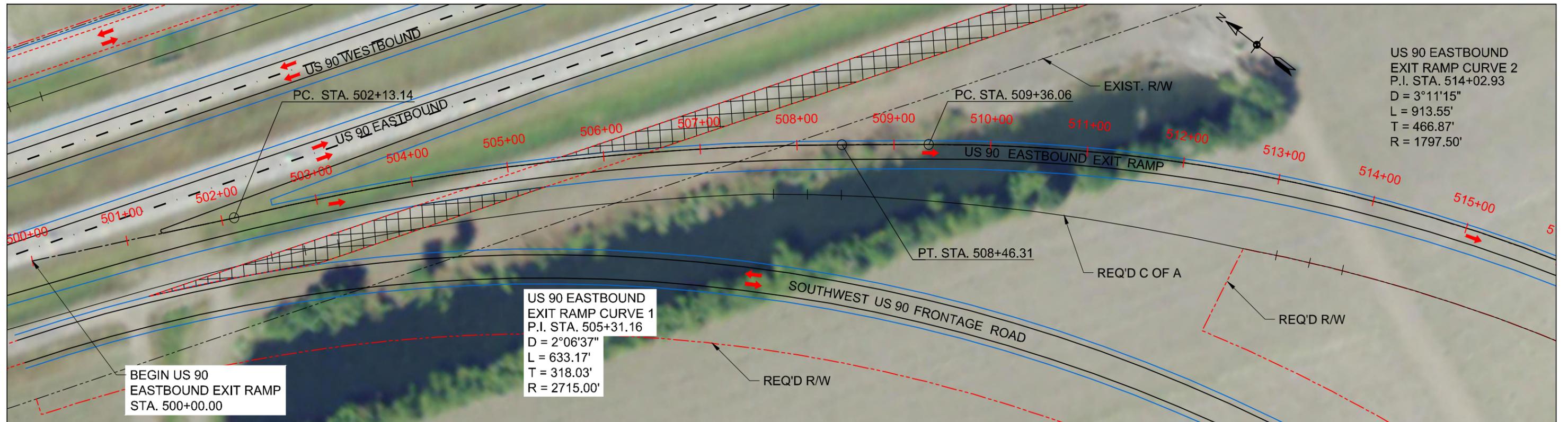
DATE: 11/16/11



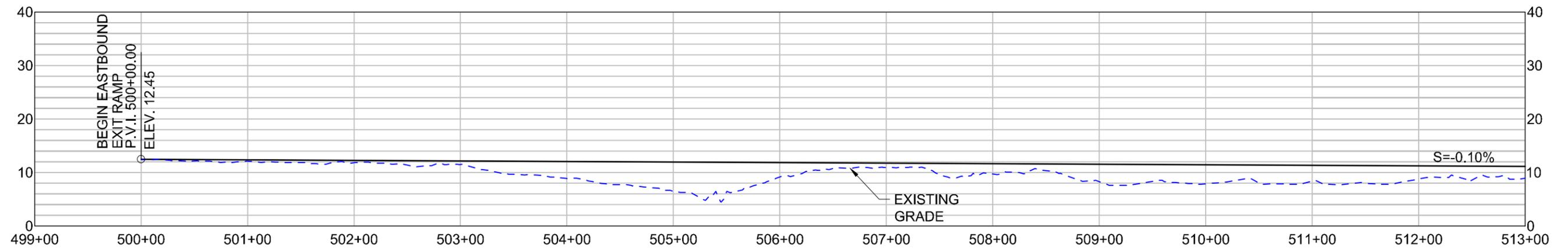
SHEET 39

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
LA 318



US 90 EASTBOUND EXIT RAMP PLAN  
 SCALE: 1"=100'

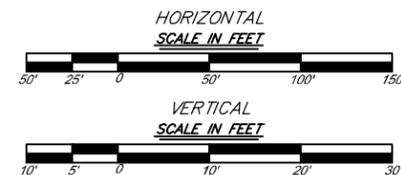


US 90 EASTBOUND EXIT RAMP PROFILE  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

SHEET 40

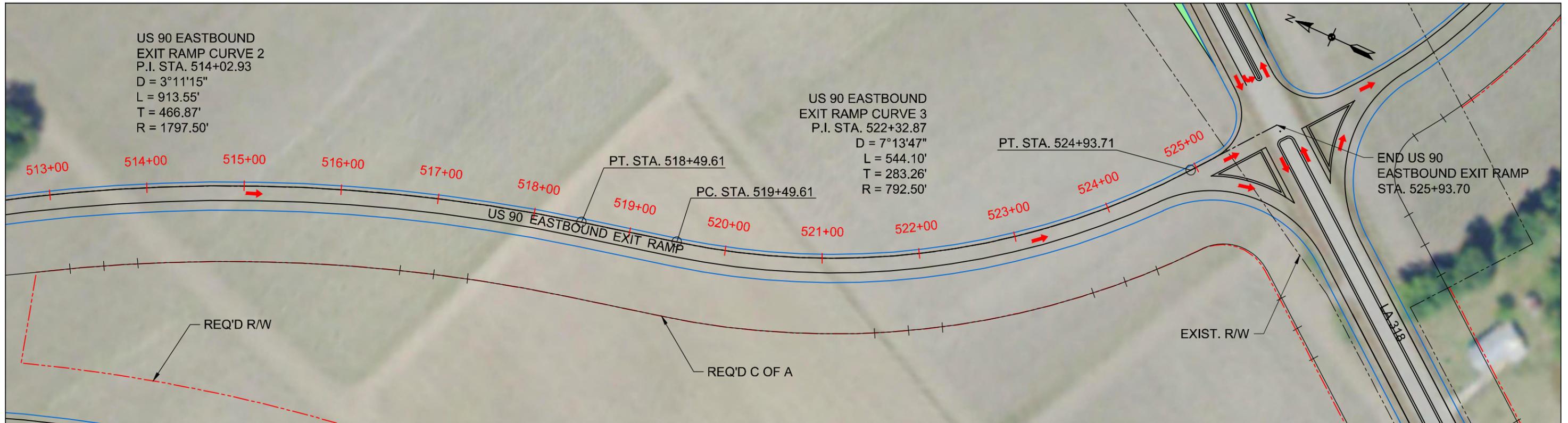
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

DATE: 11/16/11

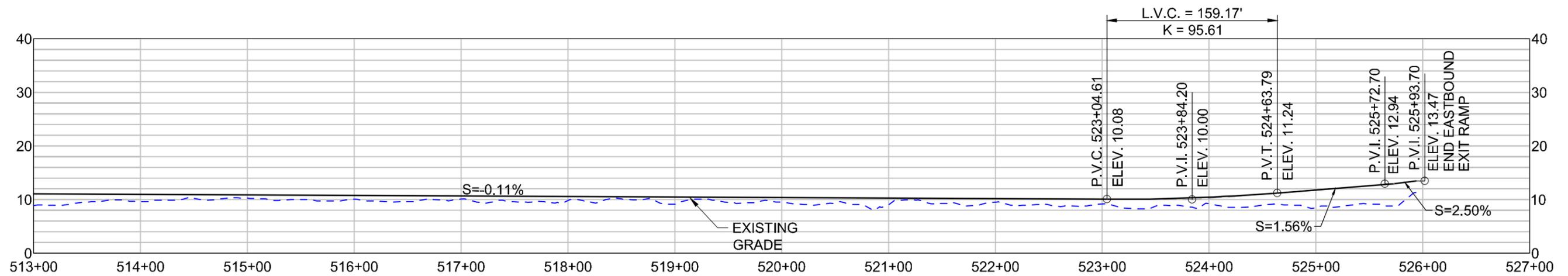


US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE ALTERNATIVE D  
 US 90 EASTBOUND EXIT RAMP



US 90 EASTBOUND EXIT RAMP PLAN  
SCALE: 1"=100'

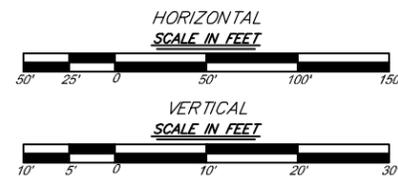


US 90 EASTBOUND EXIT RAMP PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

SHEET 41

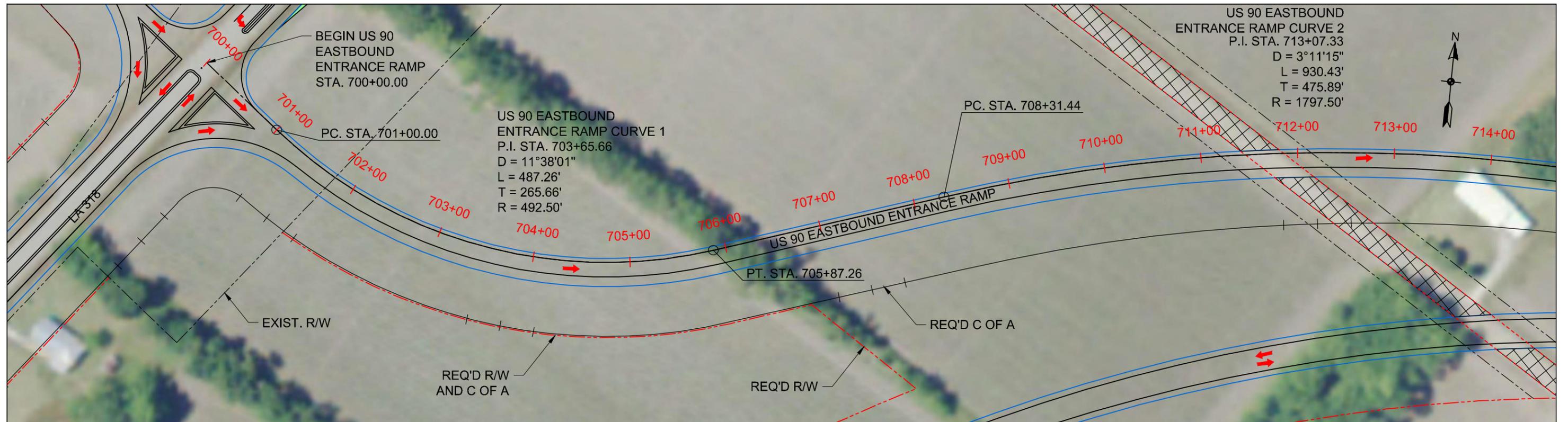
LEGEND	
—+—+—+—	REQUIRED CONTROL OF ACCESS
---	REQUIRED RIGHT OF WAY
---	US 90 EASTBOUND EXIT RAMP BASELINE
---	EXISTING RIGHT OF WAY
█	BRIDGE EMBANKMENT

DATE: 11/16/11

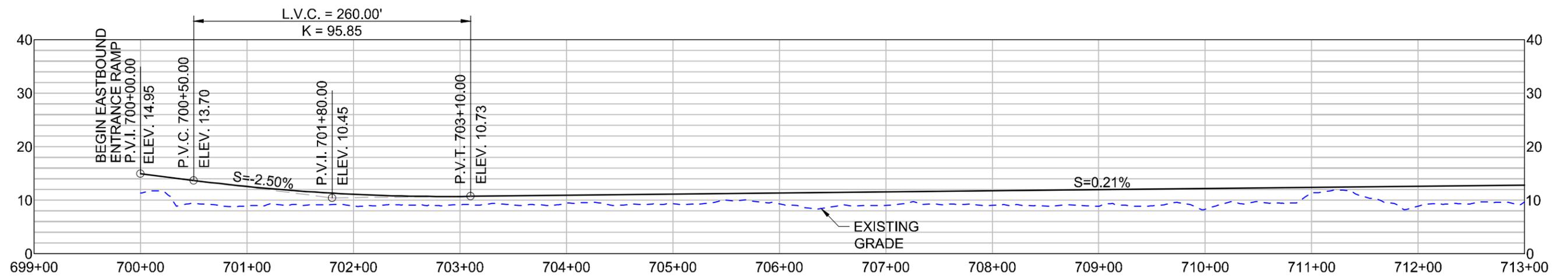


US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90 EASTBOUND EXIT RAMP



**US 90 EASTBOUND ENTRANCE RAMP PLAN**  
 SCALE: 1" = 100'

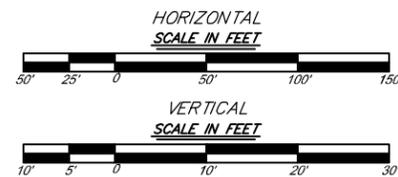


**US 90 EASTBOUND ENTRANCE RAMP PROFILE**  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

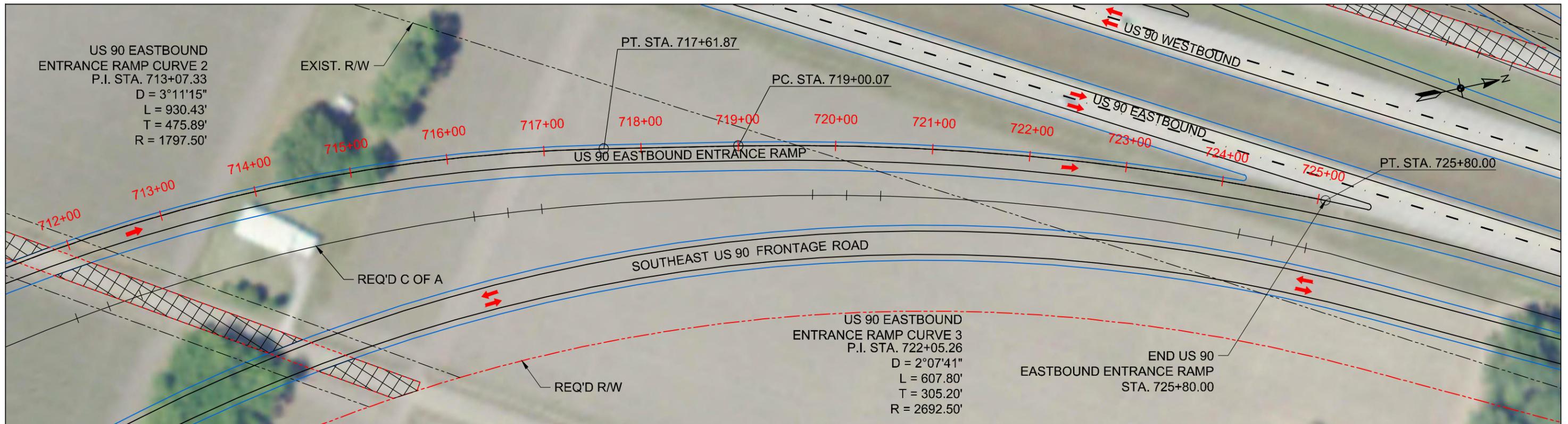
DATE: 11/16/11



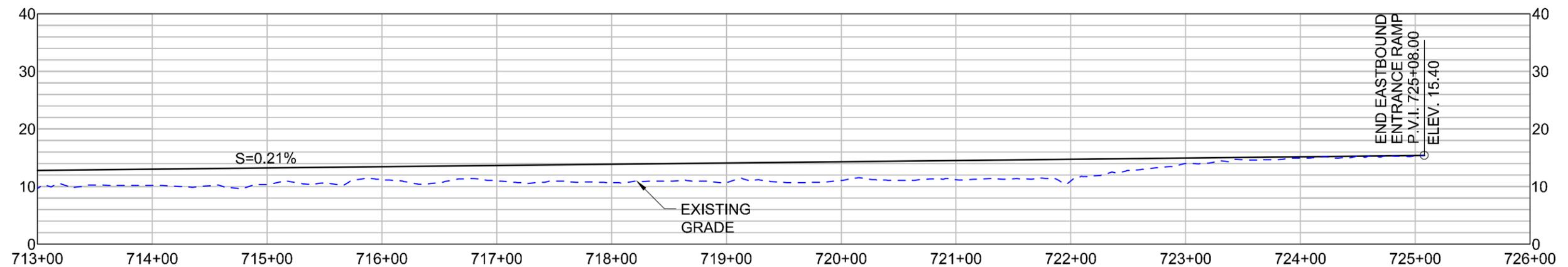
SHEET 42

US 90 / LA 318 INTERCHANGE  
 ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
 ALTERNATIVE D  
 US 90 EASTBOUND ENTRANCE RAMP



US 90 EASTBOUND ENTRANCE RAMP PLAN  
 SCALE: 1" = 100'

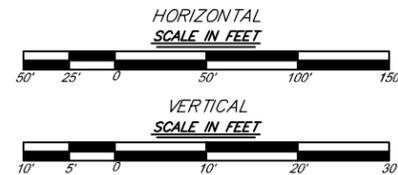


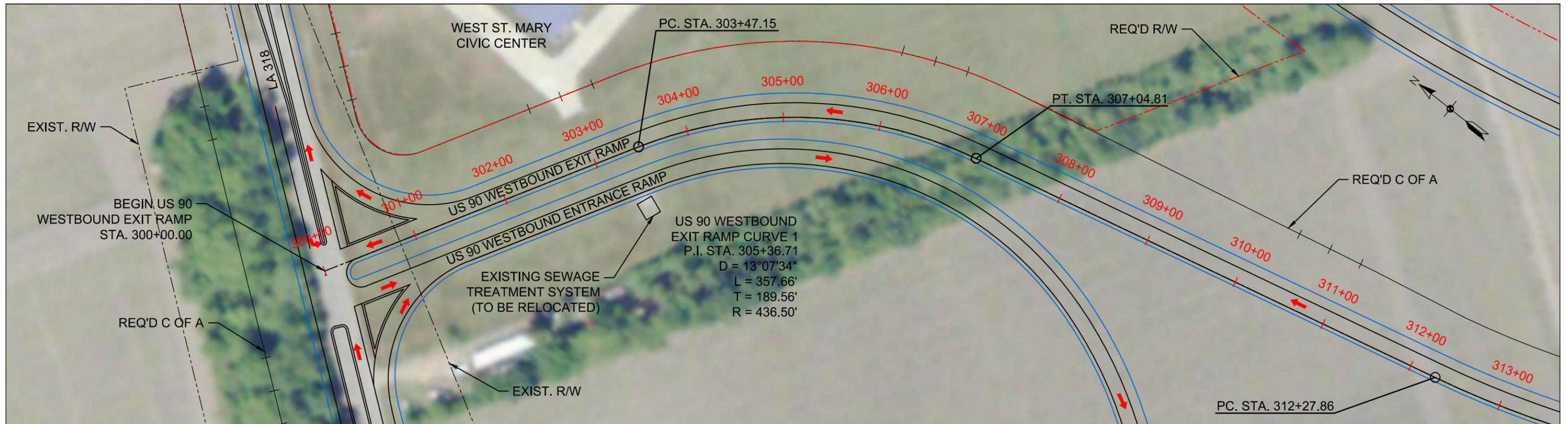
US 90 EASTBOUND ENTRANCE RAMP PROFILE  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

**LEGEND**

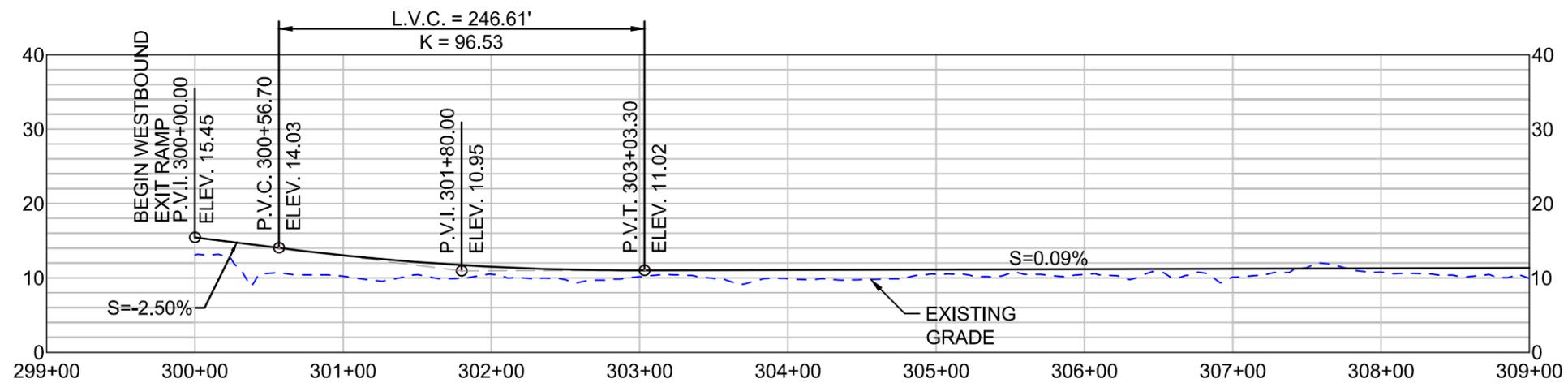
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

DATE: 11/16/11





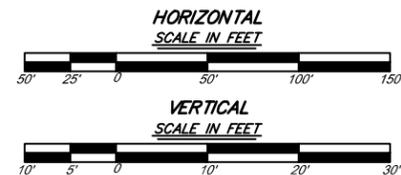
US 90 WESTBOUND EXIT RAMP PLAN  
 SCALE: 1"=100'



US 90 WESTBOUND EXIT RAMP PROFILE  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

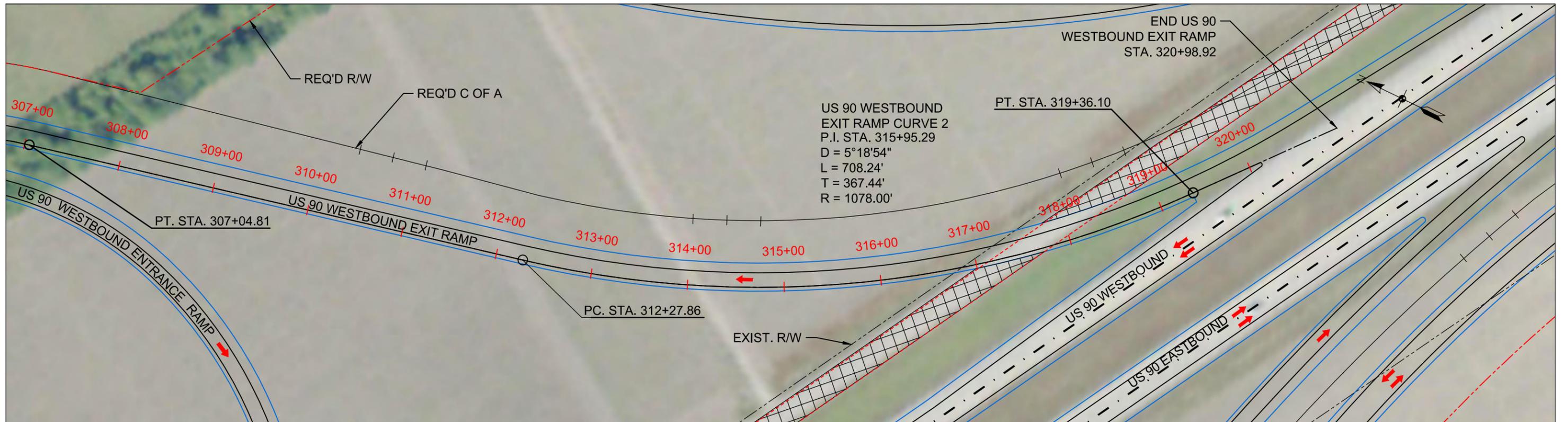
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY

DATE: 11/16/11

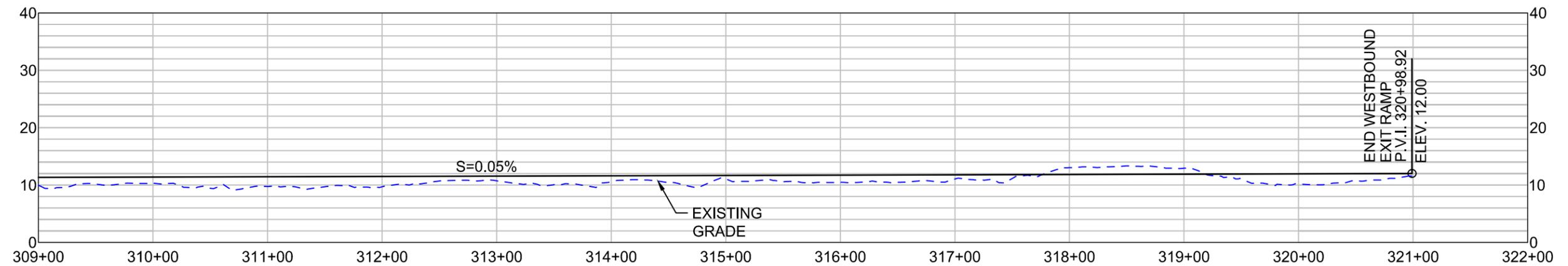


US 90 / LA 318 INTERCHANGE  
 ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
 ALTERNATIVE D  
 US 90 WESTBOUND EXIT RAMP



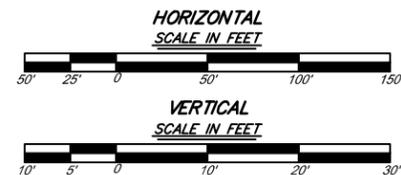
US 90 WESTBOUND EXIT RAMP PLAN  
 SCALE: 1"=100'



US 90 WESTBOUND EXIT RAMP PROFILE  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

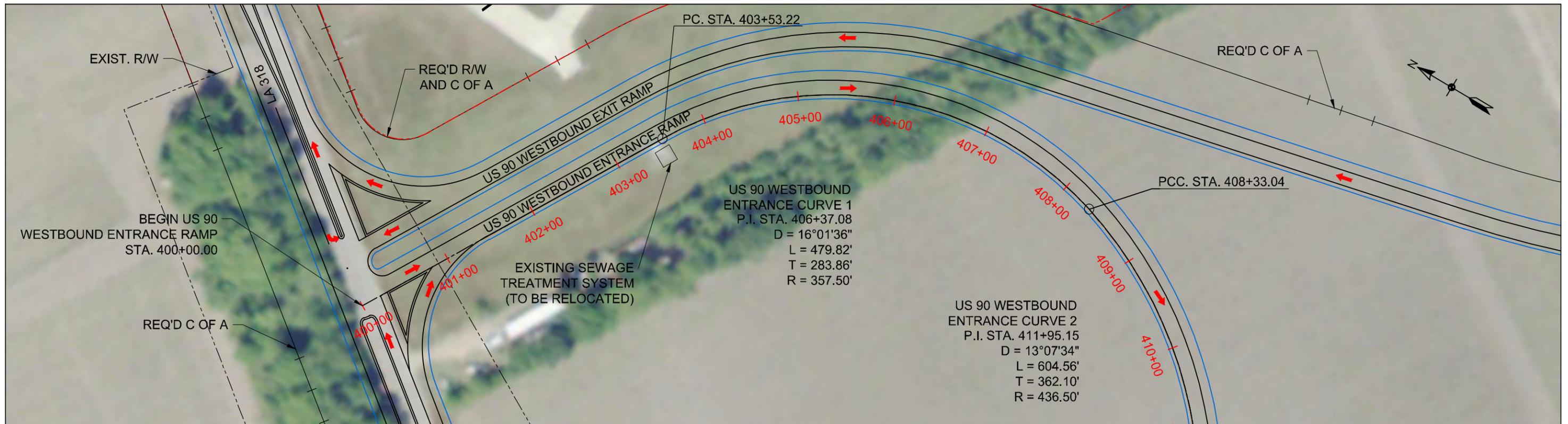
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

DATE: 11/16/11

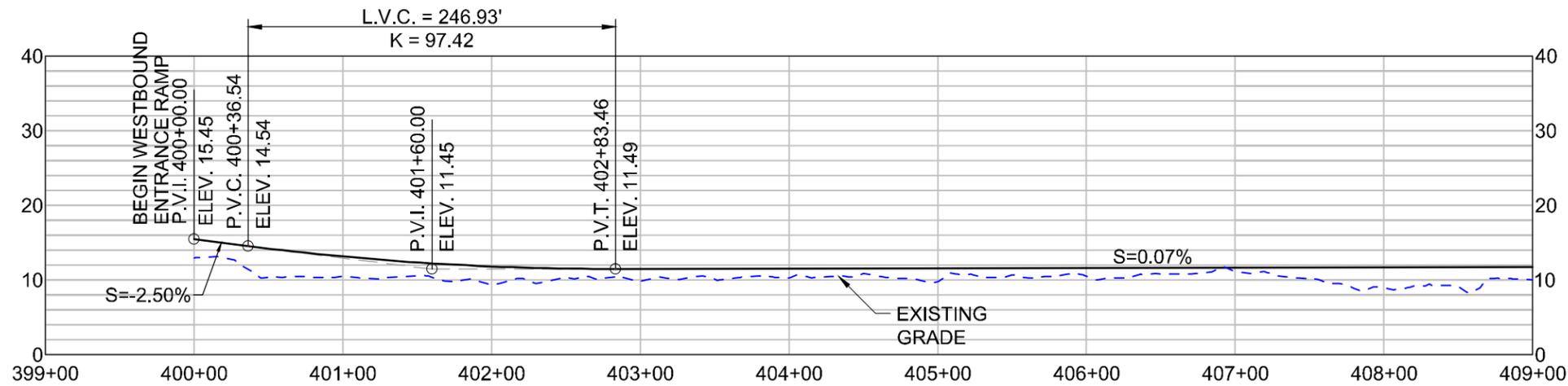


US 90 / LA 318 INTERCHANGE  
 ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
 ALTERNATIVE D  
 US 90 WESTBOUND EXIT RAMP



US 90 WESTBOUND ENTRANCE RAMP PLAN  
SCALE: 1"=100'

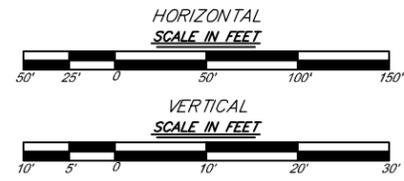


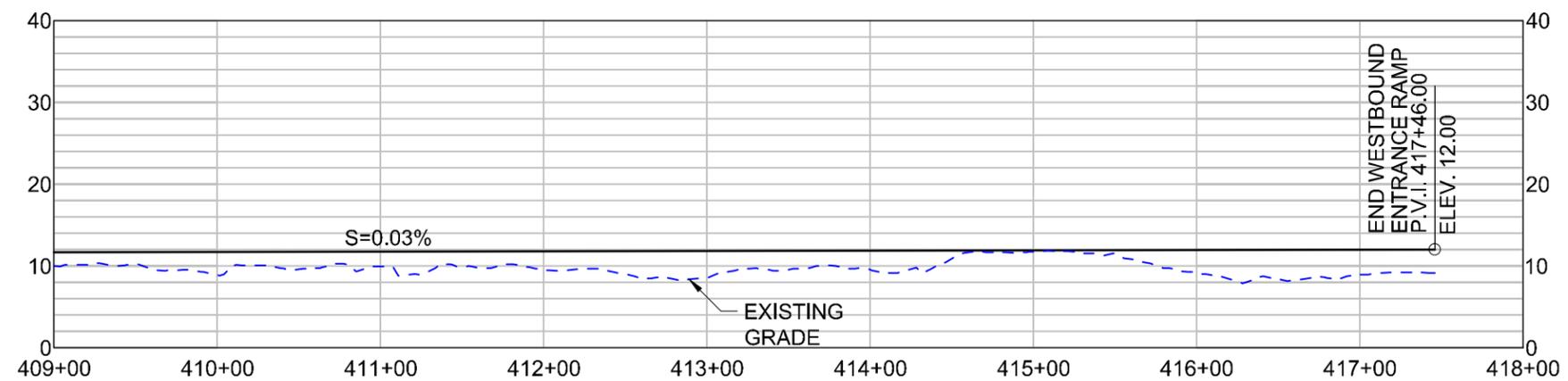
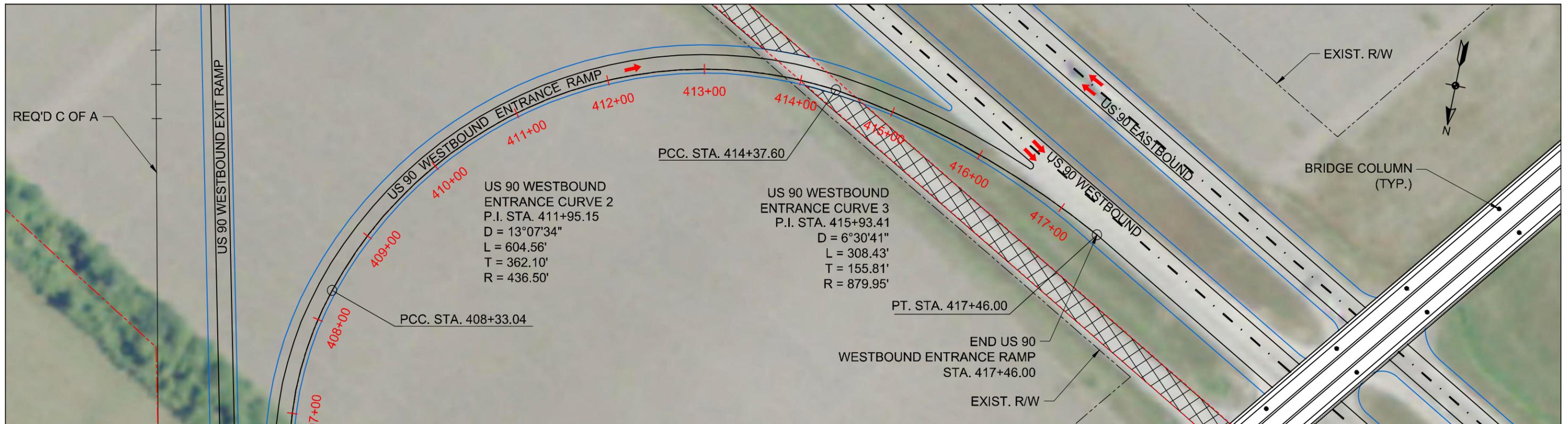
US 90 WESTBOUND ENTRANCE RAMP PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

**LEGEND**

- +—+—+— REQUIRED CONTROL OF ACCESS
- — — — — REQUIRED RIGHT OF WAY
- — — — — US 90 WESTBOUND ENTRANCE RAMP BASELINE
- — — — — EXISTING RIGHT OF WAY

DATE: 11/16/11

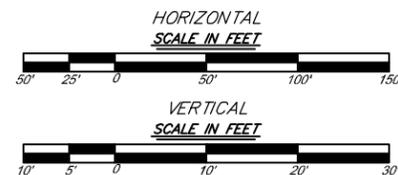




**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE PIER COLUMN

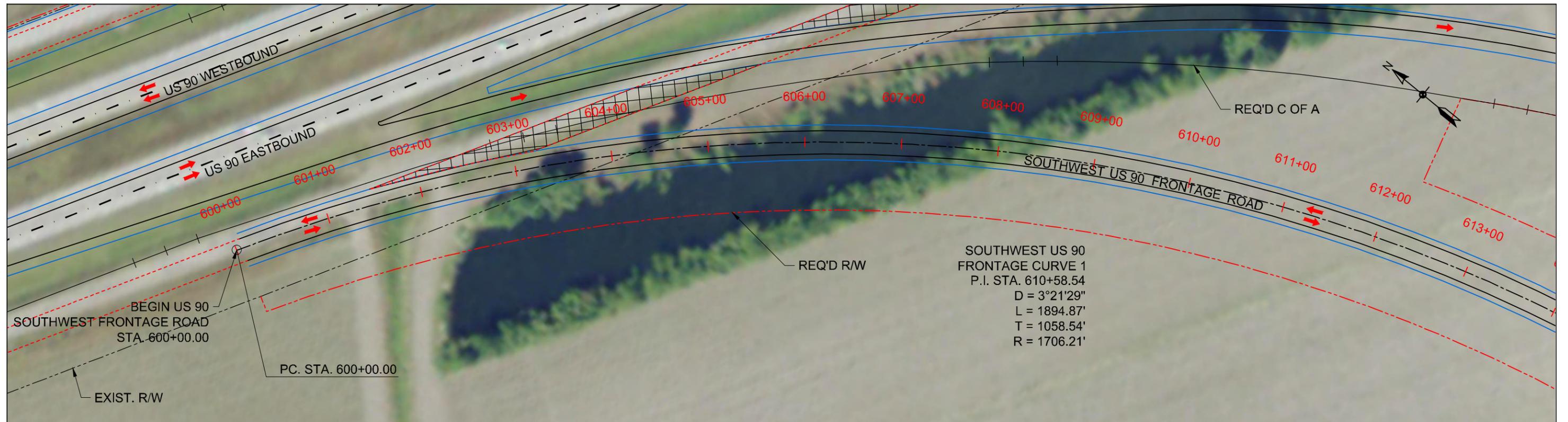
DATE: 11/16/11



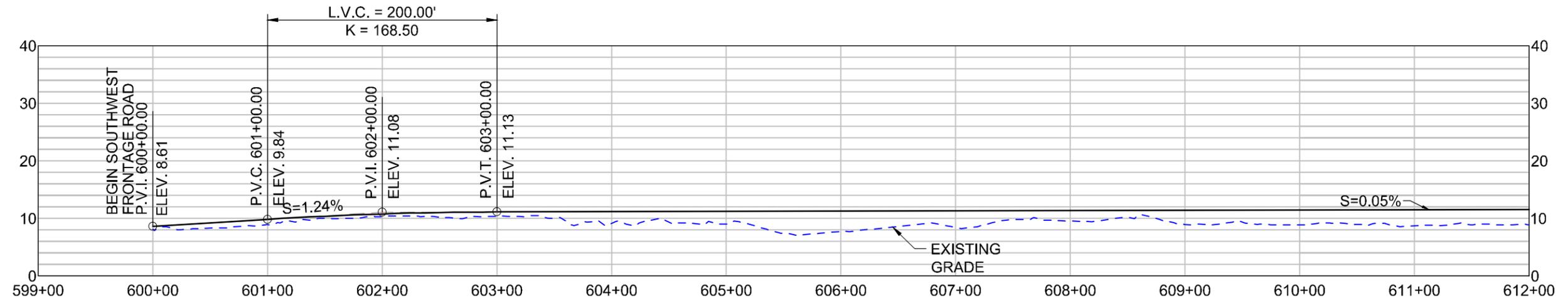
SHEET 47

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
US 90 WESTBOUND ENTRANCE RAMP



SOUTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'

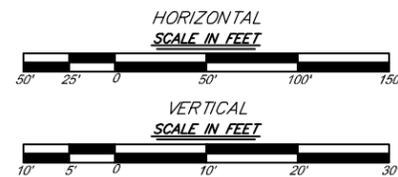


SOUTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

SHEET 48

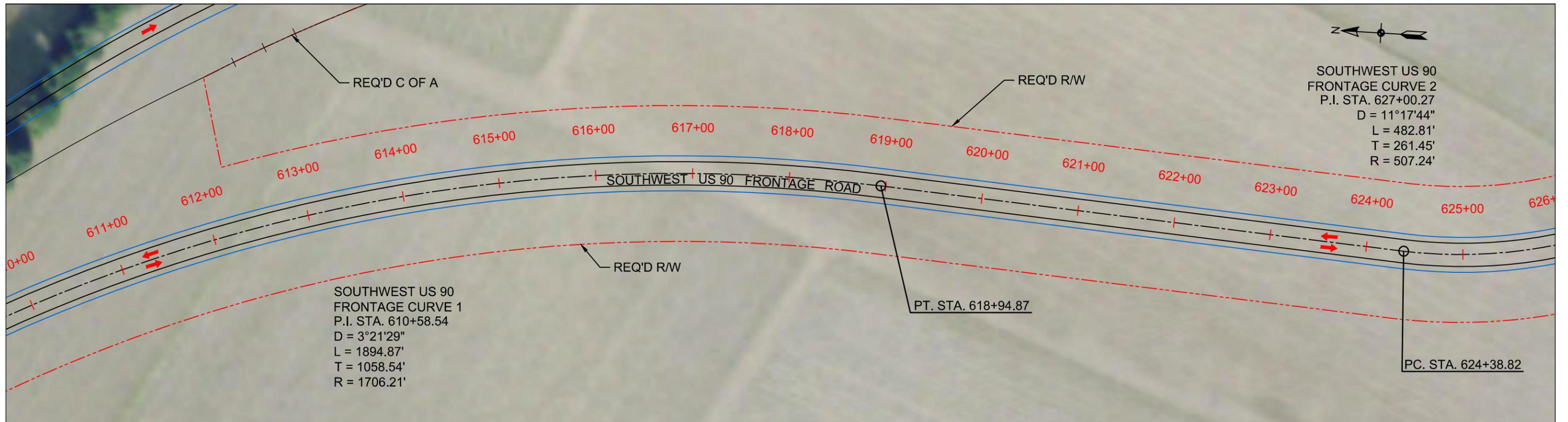
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHWEST US 90 FRONTAGE ROAD CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

DATE: 11/16/11

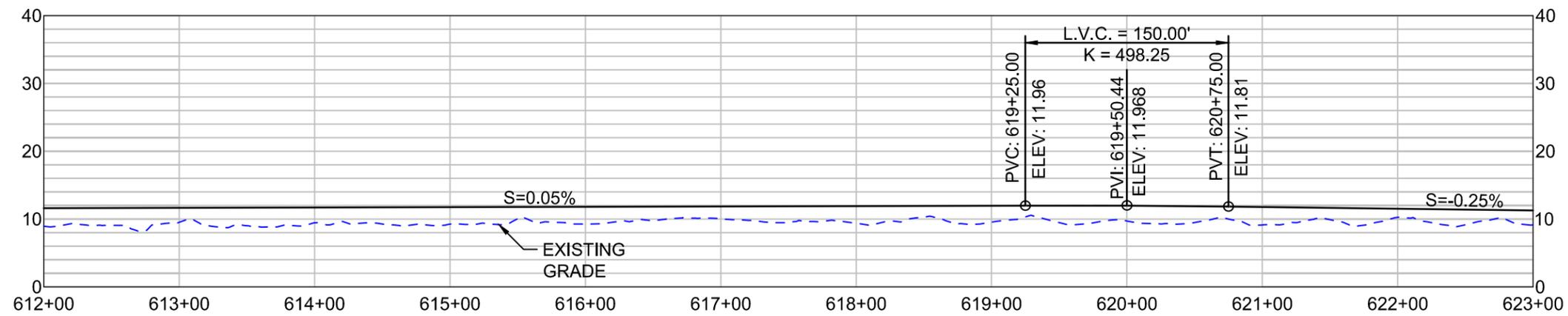


US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
SOUTHWEST US 90 FRONTAGE ROAD



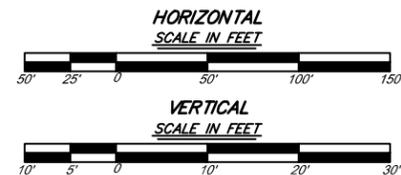
SOUTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'



SOUTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

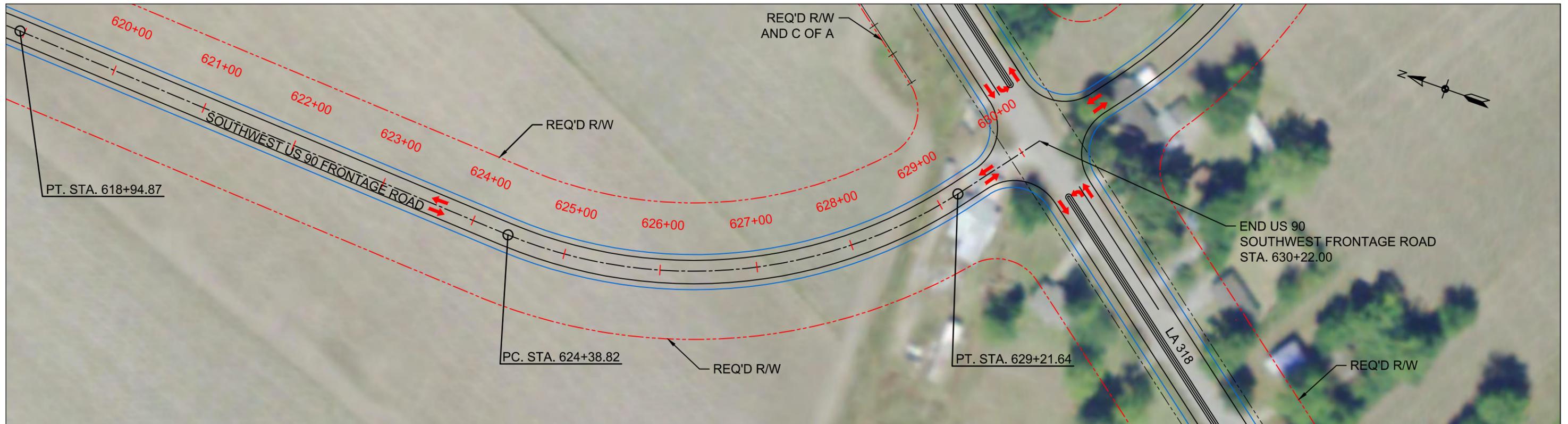
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHWEST US 90 FRONTAGE ROAD CENTERLINE
	EXISTING RIGHT OF WAY

DATE: 11/16/11

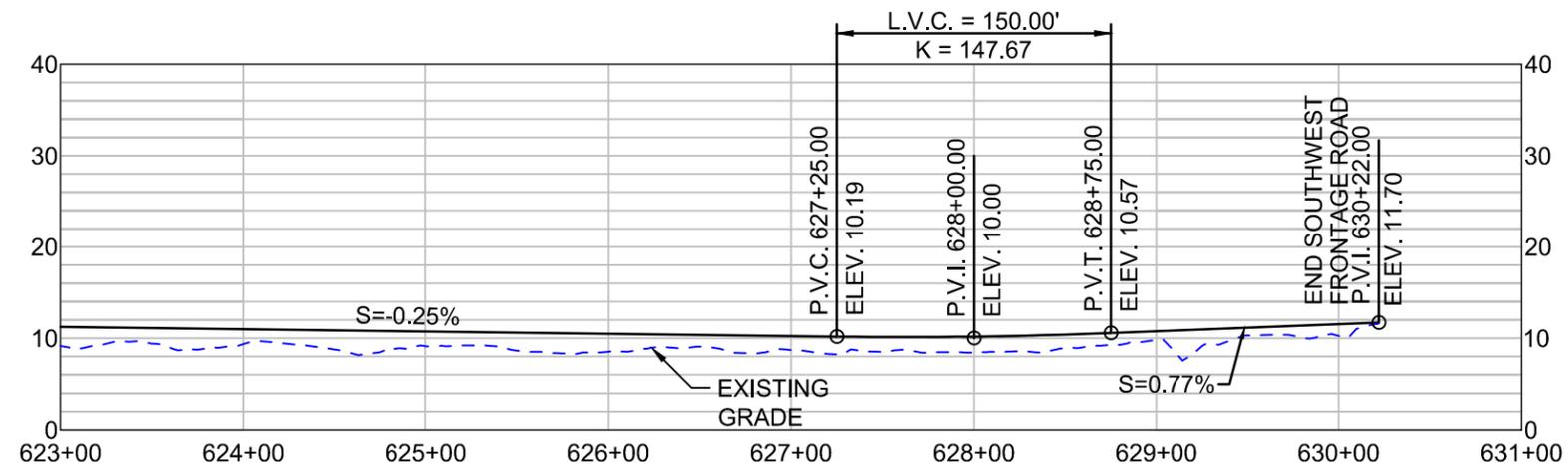


US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
SOUTHWEST US 90 FRONTAGE ROAD



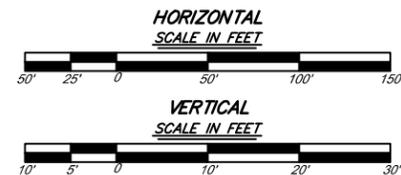
SOUTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'



SOUTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHWEST US 90 FRONTAGE ROAD CENTERLINE
	EXISTING RIGHT OF WAY

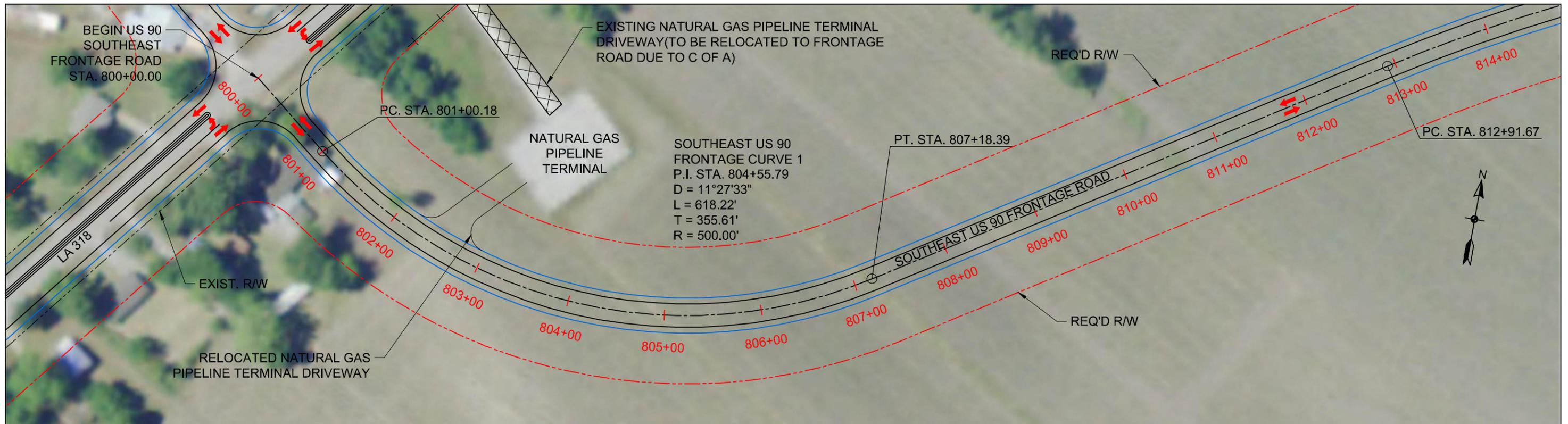
DATE: 11/16/11



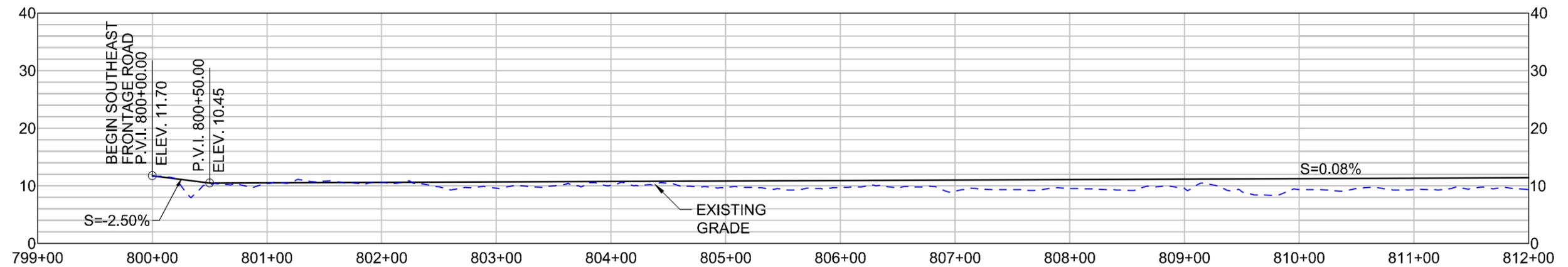
SHEET 50

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
SOUTHWEST US 90 FRONTAGE ROAD



SOUTHEAST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1"=100'

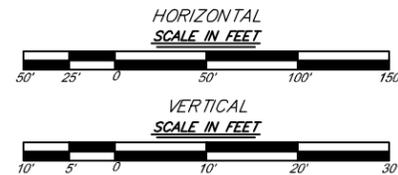


SOUTHEAST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHEAST US 90 FRONTAGE ROAD CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING NATURAL GAS PIPELINE TERMINAL DRIVEWAY (TO BE REMOVED)

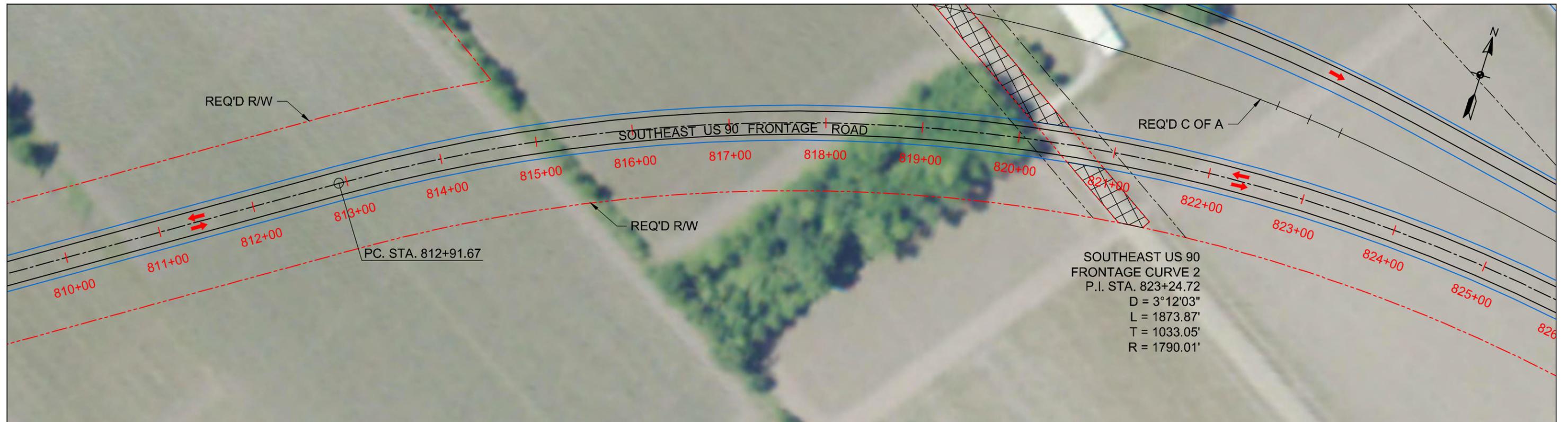
DATE: 11/16/11



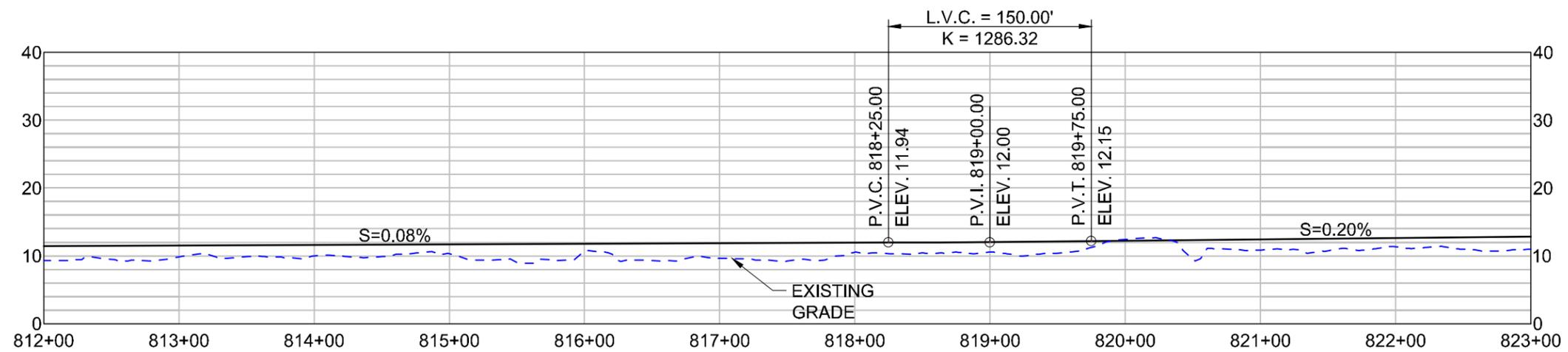
SHEET 51

US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE ALTERNATIVE D SOUTHEAST US 90 FRONTAGE ROAD



SOUTHEAST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1"=100'

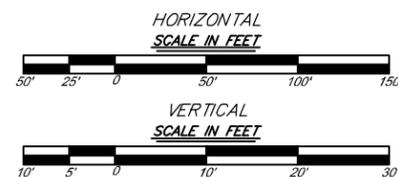


SOUTHEAST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHEAST US 90 FRONTAGE ROAD CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

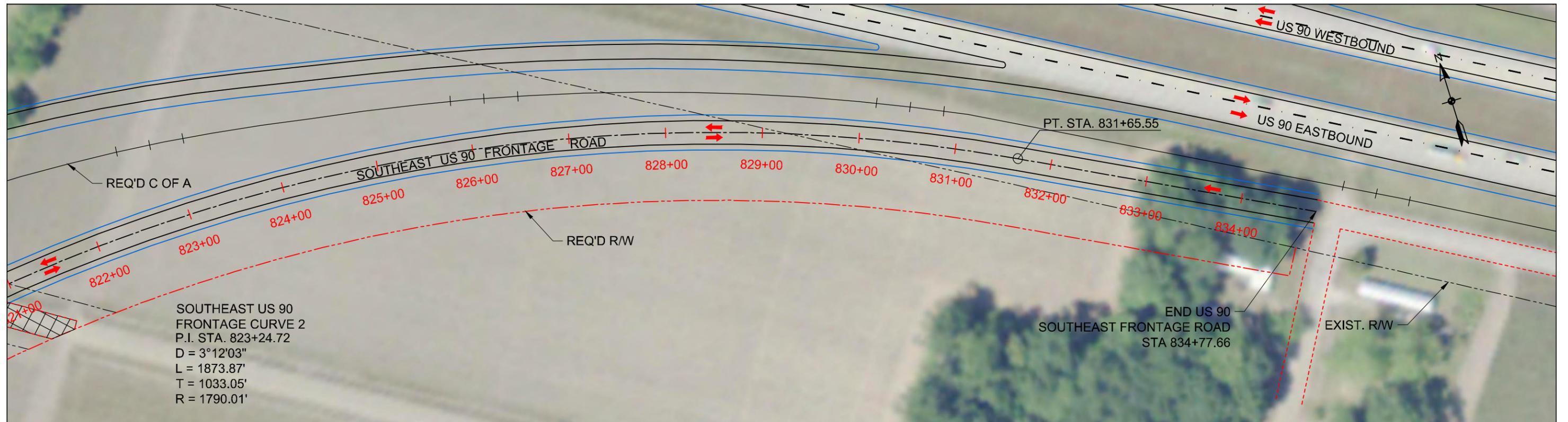
DATE: 11/16/11



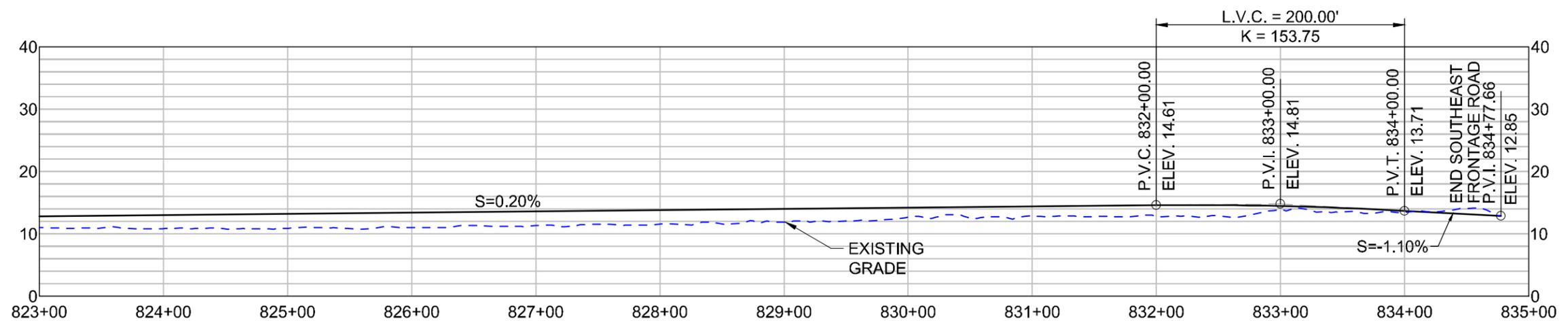
SHEET 52

US 90 / LA 318 INTERCHANGE  
 ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
 ALTERNATIVE D  
 SOUTHEAST US 90 FRONTAGE ROAD



SOUTHEAST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'

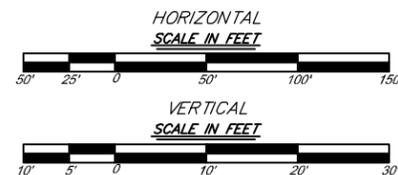


SOUTHEAST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

SHEET 53

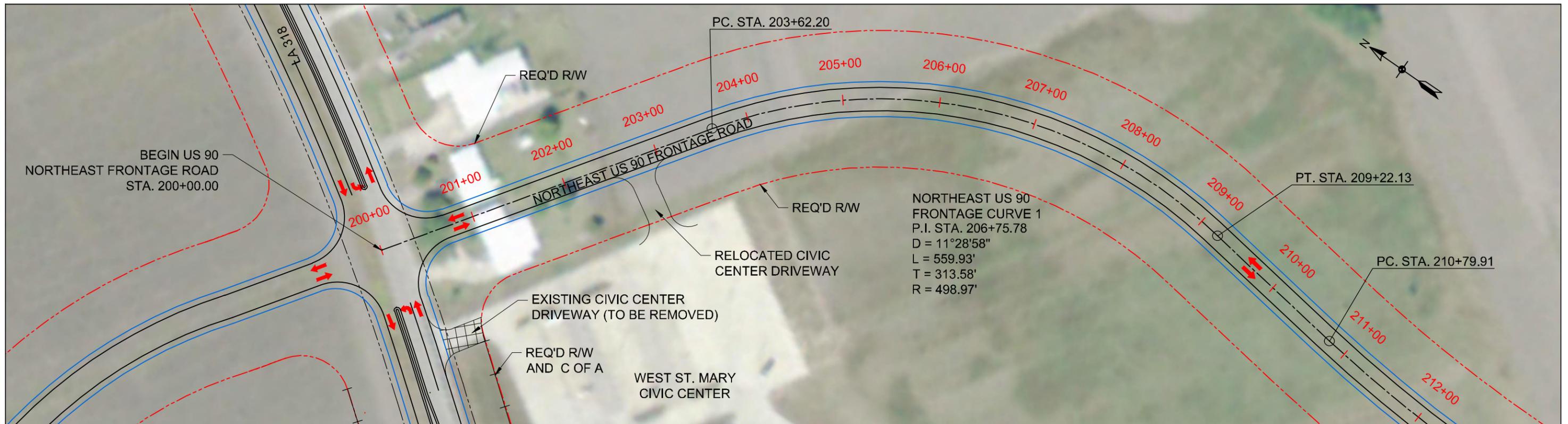
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHEAST US 90 FRONTAGE ROAD CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

DATE: 11/16/11

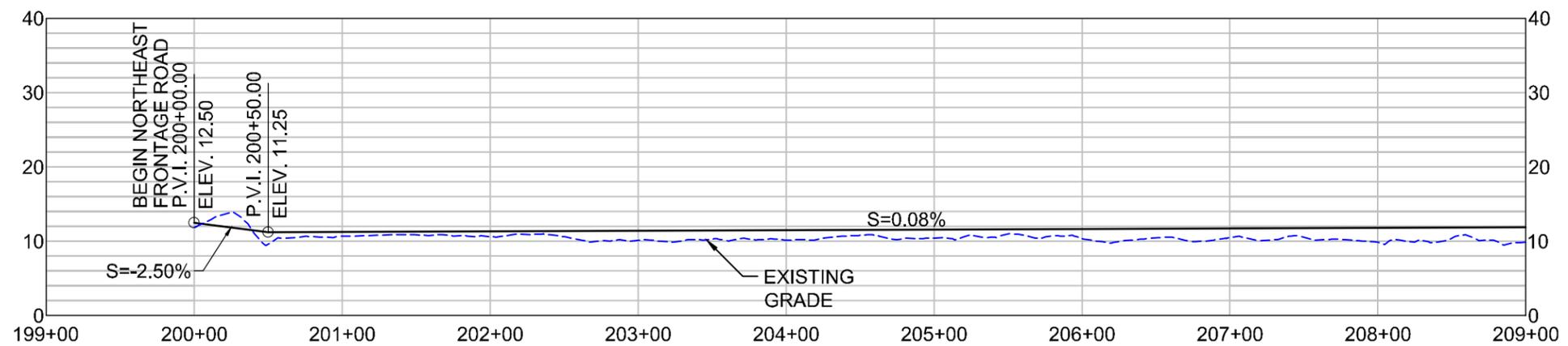


US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE ALTERNATIVE D SOUTHEAST US 90 FRONTAGE ROAD



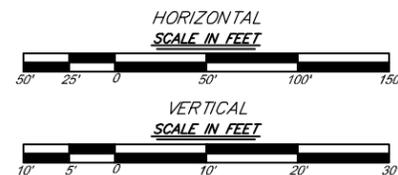
NORTHEAST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'



NORTHEAST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
—+—+—+—	REQUIRED CONTROL OF ACCESS
---	REQUIRED RIGHT OF WAY
---	NORTHEAST US 90 FRONTAGE ROAD CENTERLINE
---	EXISTING RIGHT OF WAY
XXXXXX	EXISTING CIVIC CENTER DRIVEWAY (TO BE REMOVED)

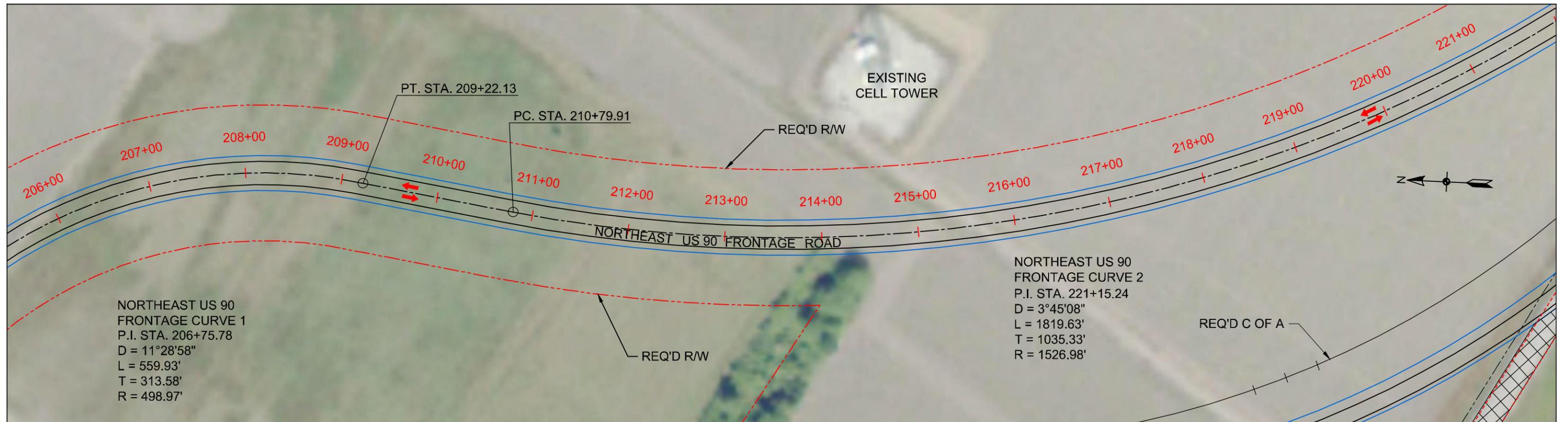
DATE: 11/16/11



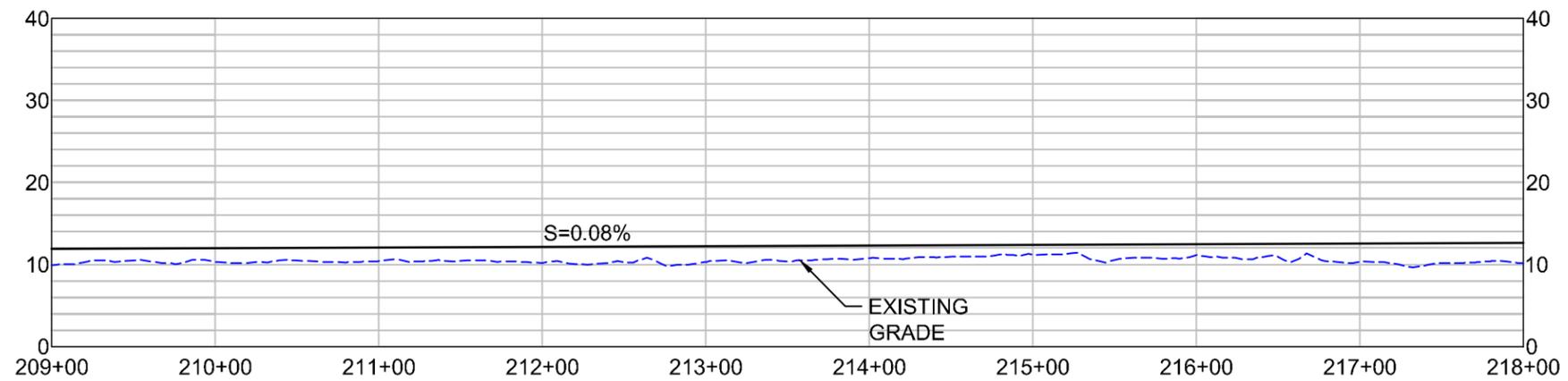
SHEET 54

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
NORTHEAST US 90 FRONTAGE ROAD



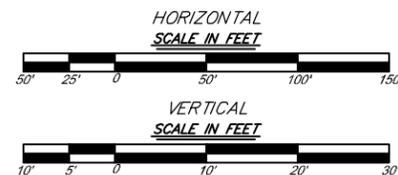
NORTHEAST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1"=100'



NORTHEAST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

LEGEND	
—+—+—+—	REQUIRED CONTROL OF ACCESS
---	REQUIRED RIGHT OF WAY
---	NORTHEAST US 90 FRONTAGE ROAD CENTERLINE
---	EXISTING RIGHT OF WAY
XXXXXX	EXISTING FRONTAGE ROAD TO BE REMOVED

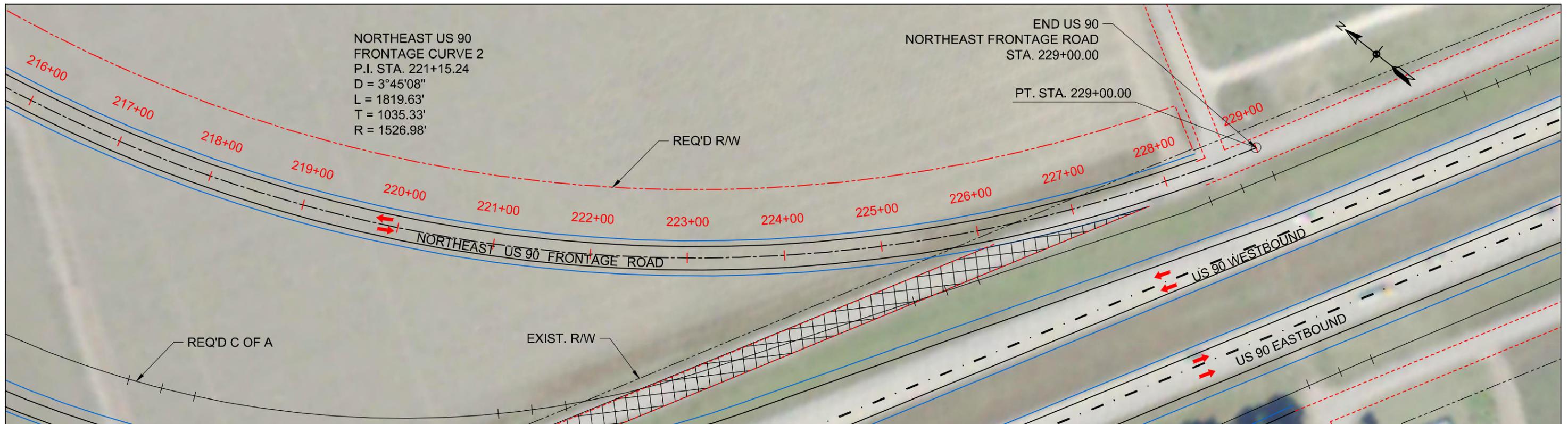
DATE: 11/16/11



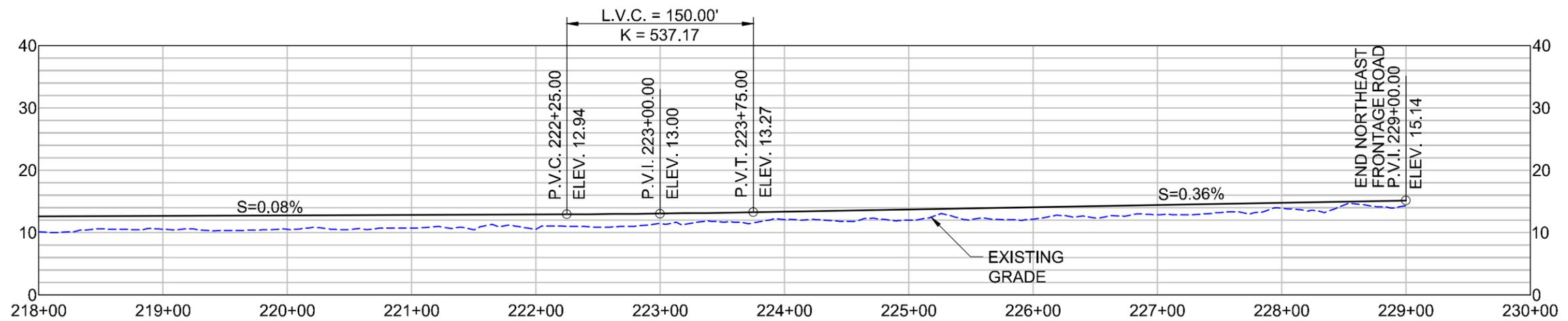
SHEET 55

US 90 / LA 318 INTERCHANGE  
 ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
 ALTERNATIVE D  
 NORTHEAST US 90 FRONTAGE ROAD



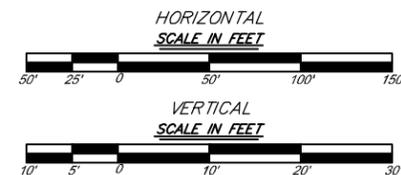
NORTHEAST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'



NORTHEAST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHEAST US 90 FRONTAGE ROAD CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

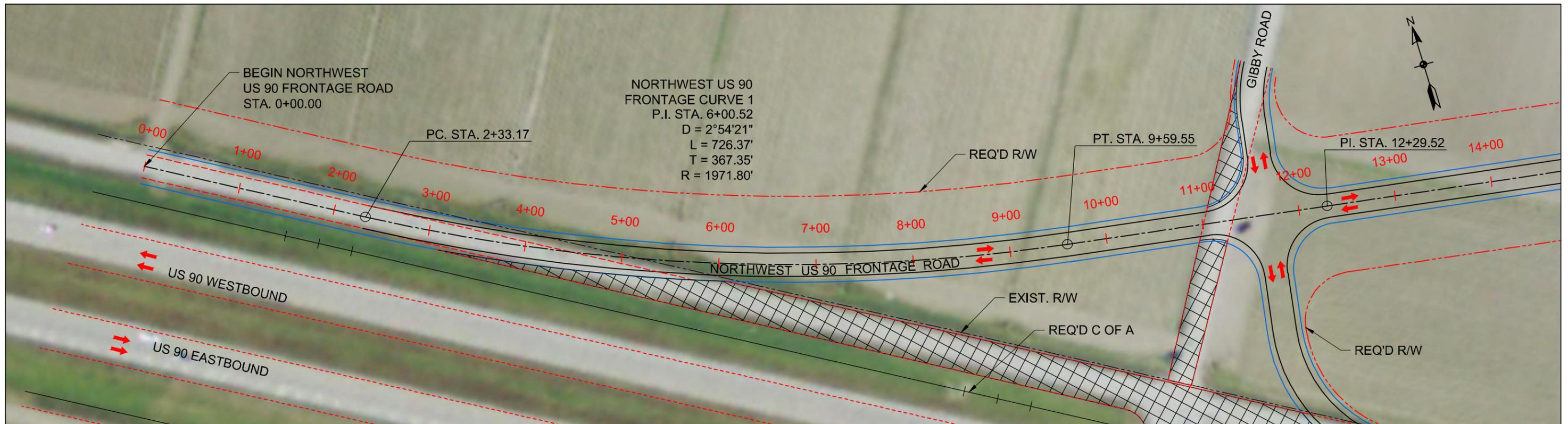
DATE: 11/16/11



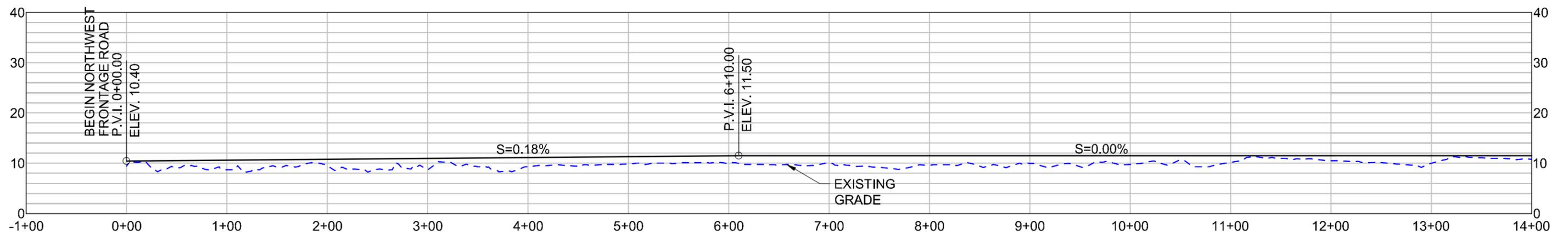
SHEET 56

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
NORTHEAST US 90 FRONTAGE ROAD



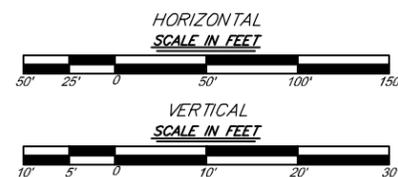
**NORTHWEST US 90 FRONTAGE ROAD PLAN**  
 SCALE: 1"=100'



**NORTHWEST US 90 FRONTAGE ROAD PROFILE**  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED

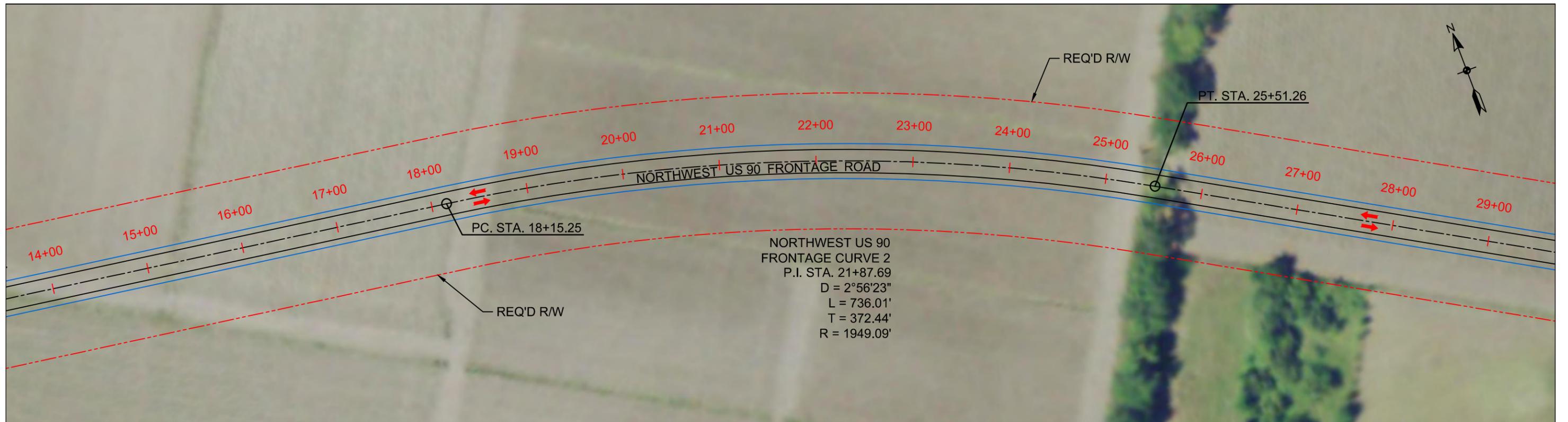
DATE: 11/16/11



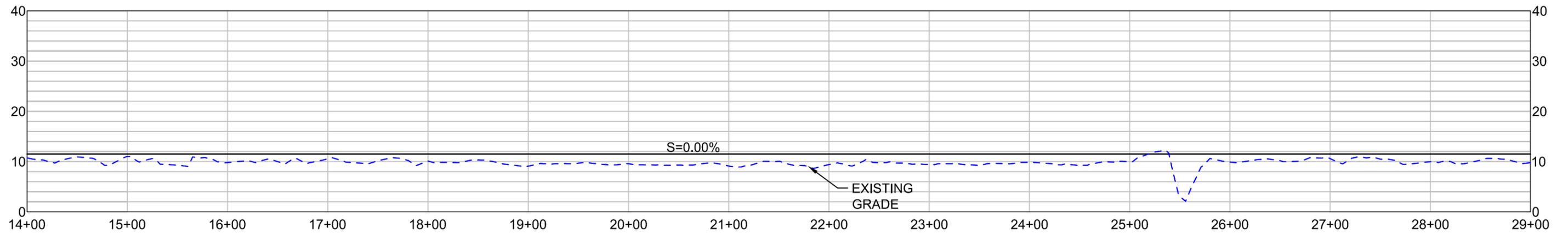
SHEET 57

US 90 / LA 318 INTERCHANGE  
 ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
 ALTERNATIVE D  
 NORTHWEST US 90 FRONTAGE ROAD



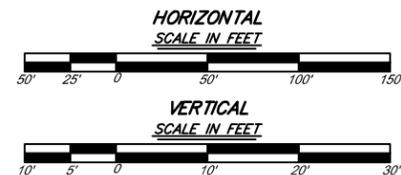
NORTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'



NORTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
—+—+—+—	REQUIRED CONTROL OF ACCESS
- - - - -	REQUIRED RIGHT OF WAY
— — — — —	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE
- - - - -	EXISTING RIGHT OF WAY

DATE: 11/16/11



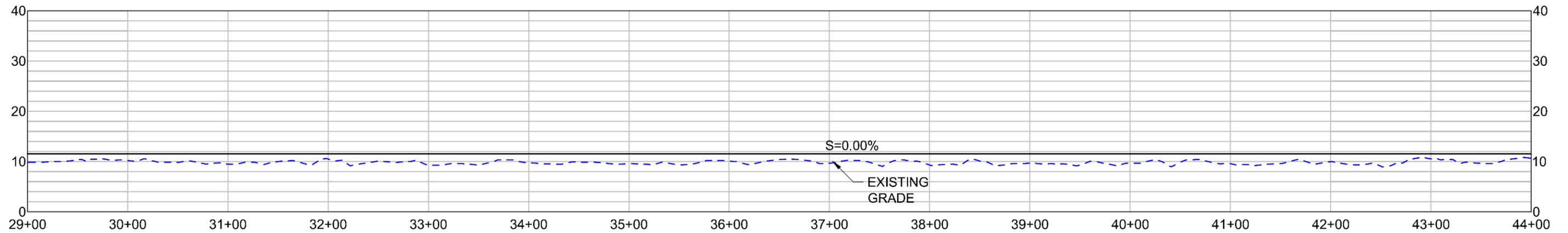
SHEET 58

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
NORTHWEST US 90 FRONTAGE ROAD



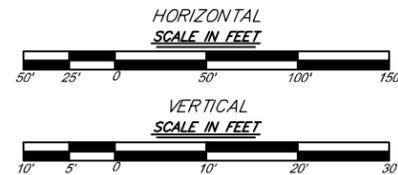
NORTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'



NORTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
—+—+—+—	REQUIRED CONTROL OF ACCESS
— — — — —	REQUIRED RIGHT OF WAY
— — — — —	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE
— — — — —	EXISTING RIGHT OF WAY

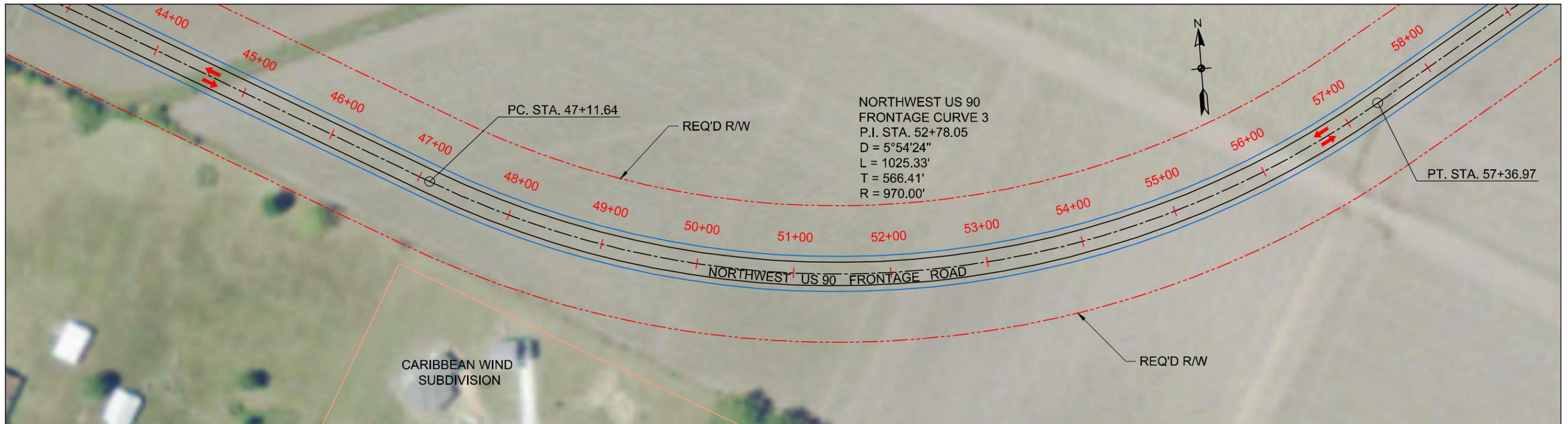
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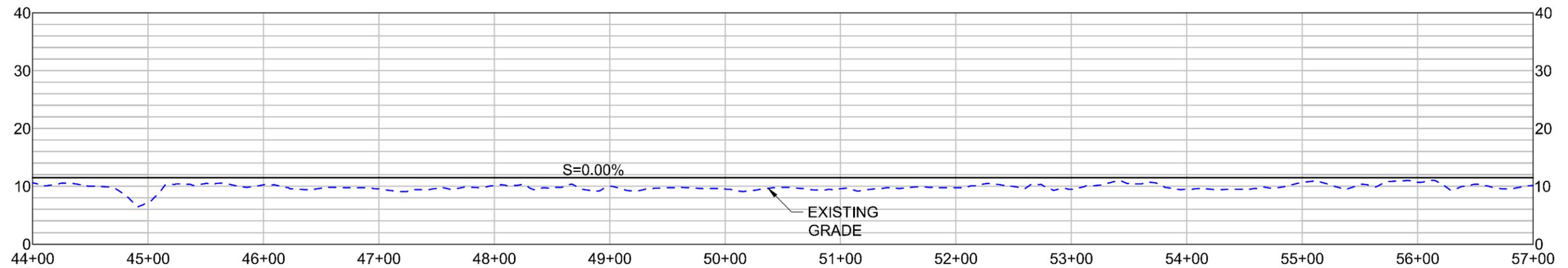
SHEET 59

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
NORTHWEST US 90 FRONTAGE ROAD



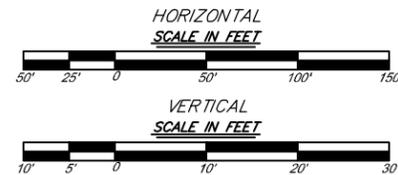
NORTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1"=100'



NORTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: 1"=20'

LEGEND	
—+—+—+—	REQUIRED CONTROL OF ACCESS
---	REQUIRED RIGHT OF WAY
---	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE
---	EXISTING RIGHT OF WAY

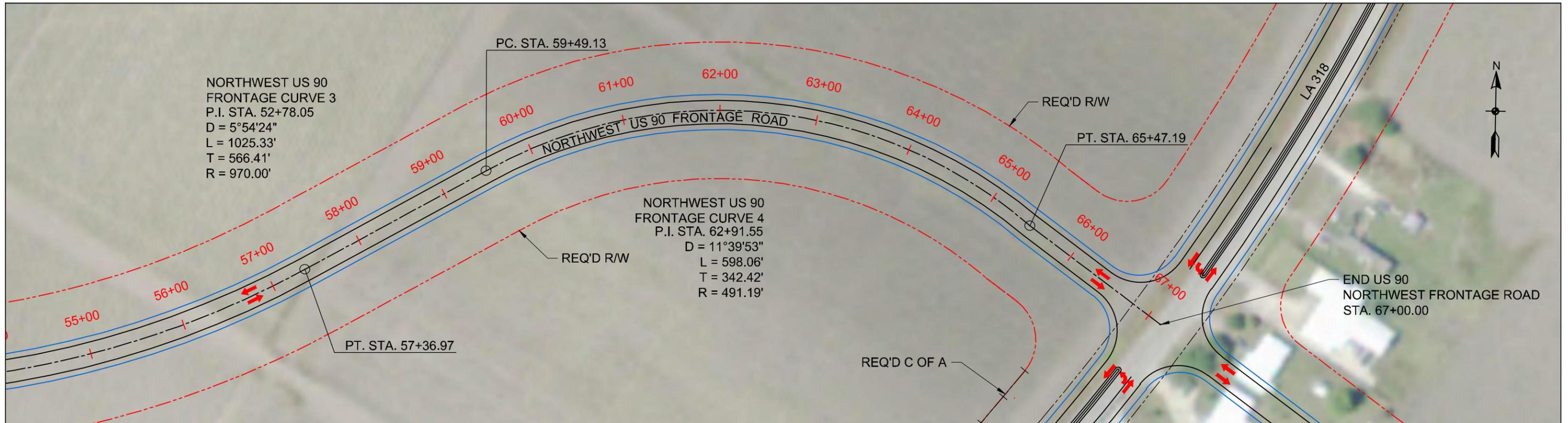
DATE: 11/16/11



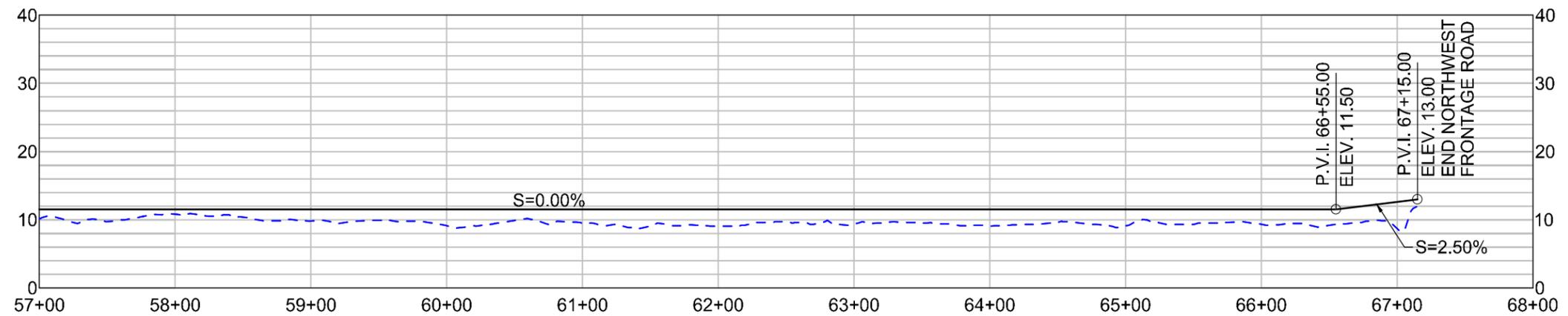
SHEET 60

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE D  
NORTHWEST US 90 FRONTAGE ROAD



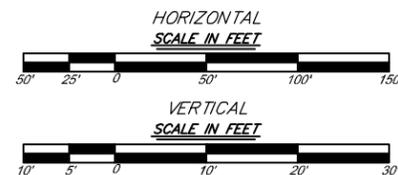
**NORTHWEST US 90 FRONTAGE ROAD PLAN**  
 SCALE: 1"=100'



**NORTHWEST US 90 FRONTAGE ROAD PROFILE**  
 HORIZONTAL SCALE: 1"=100'  
 VERTICAL SCALE: 1"=20'

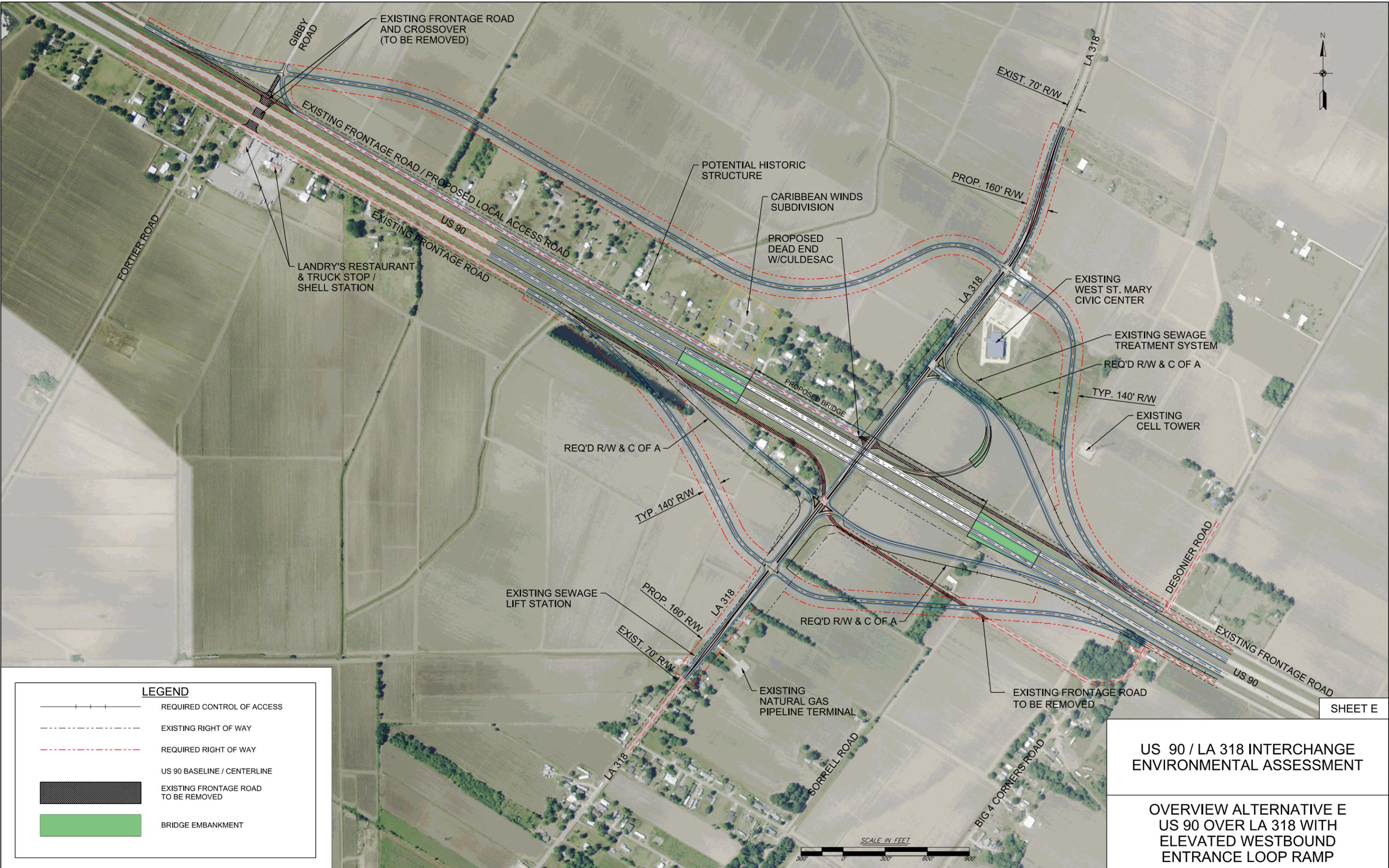
LEGEND	
—+—+—+—	REQUIRED CONTROL OF ACCESS
---	REQUIRED RIGHT OF WAY
---	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE
---	EXISTING RIGHT OF WAY

DATE: 11/16/11



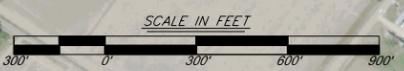
US 90 / LA 318 INTERCHANGE  
 ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
 ALTERNATIVE D  
 NORTHWEST US 90 FRONTAGE ROAD



**LEGEND**

	REQUIRED CONTROL OF ACCESS
	EXISTING RIGHT OF WAY
	REQUIRED RIGHT OF WAY
	US 90 BASELINE / CENTERLINE
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT



SHEET E

**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**OVERVIEW ALTERNATIVE E  
US 90 OVER LA 318 WITH  
ELEVATED WESTBOUND  
ENTRANCE LOOP RAMP**



KP - 7

LEGEND

 PLAN AND PROFILE SHEET BORDER

US 90 & LA 318 KEY PLAN



US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

KEY PLAN  
ALTERNATIVE E  
US 90 & LA 318



KP - 8

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

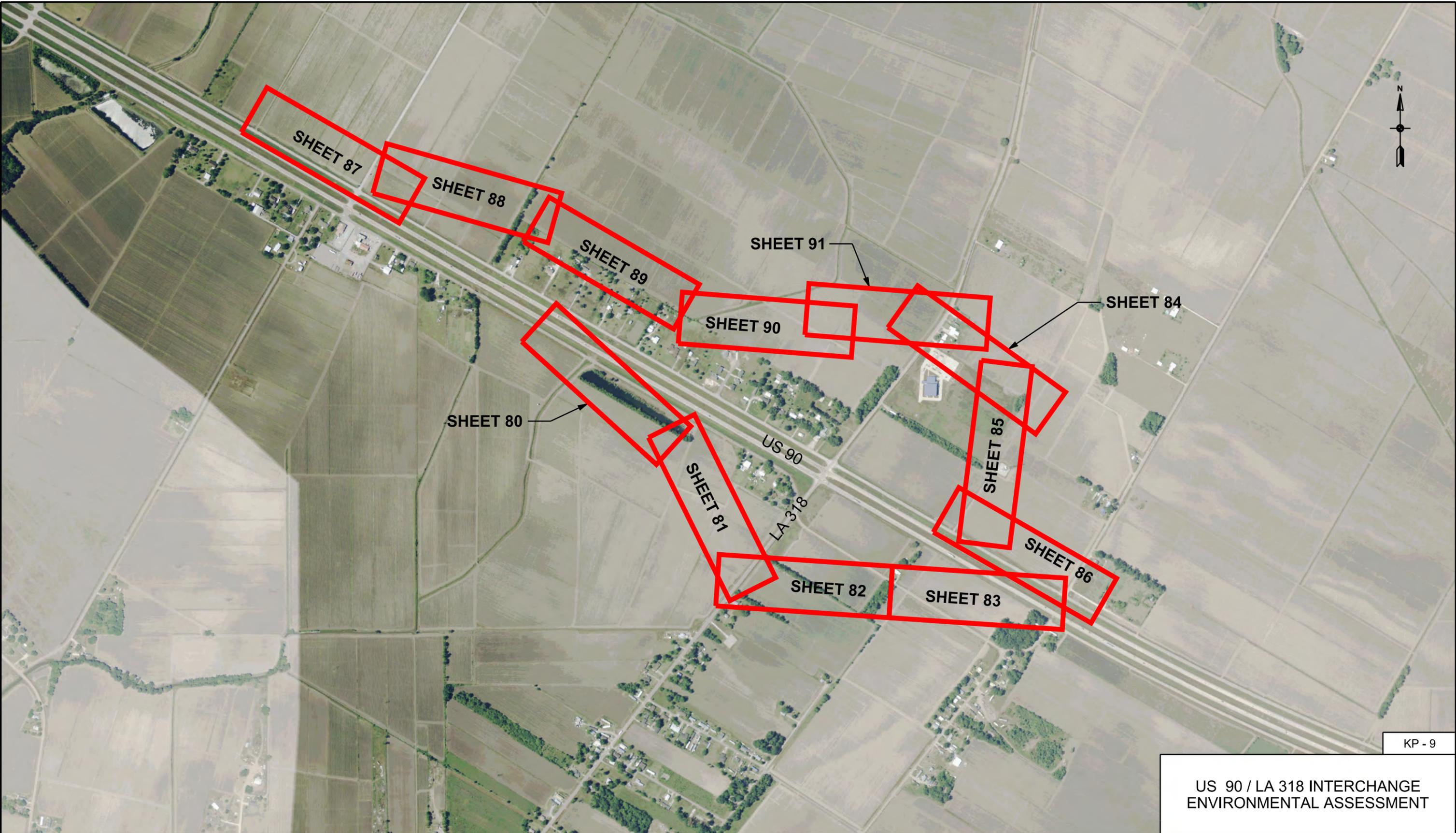
LEGEND

 PLAN AND PROFILE SHEET BORDER

US 90 RAMPS KEY PLAN



KEY PLAN  
ALTERNATIVE E  
US 90 RAMPS



SHEET 87

SHEET 88

SHEET 89

SHEET 91

SHEET 84

SHEET 90

SHEET 80

US-90

SHEET 85

SHEET 81

LA-318

SHEET 86

SHEET 82

SHEET 83

KP - 9

US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT

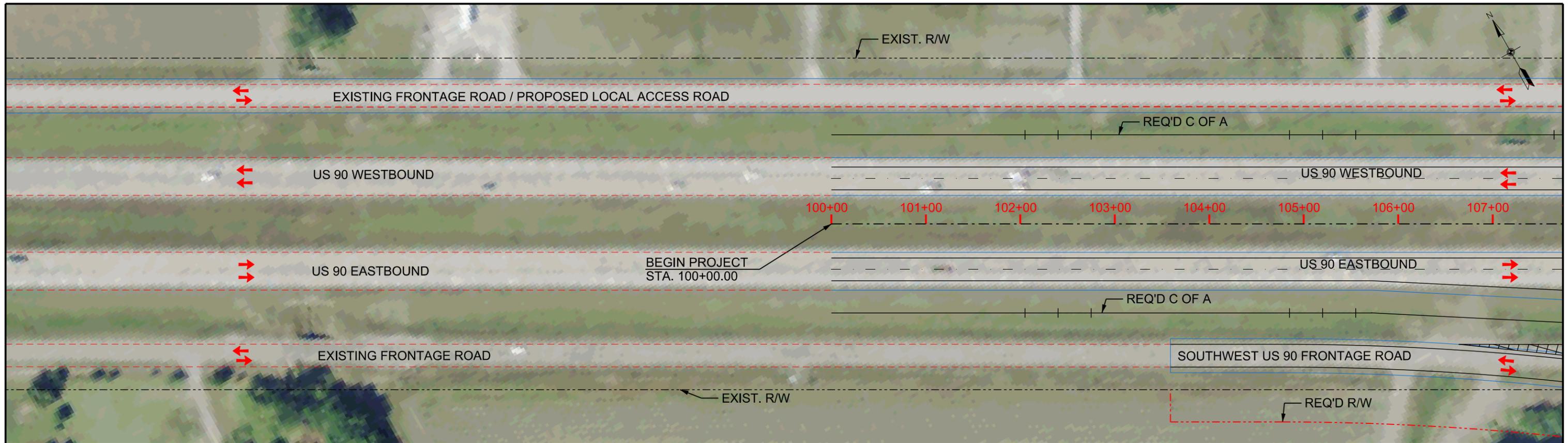
LEGEND

 PLAN AND PROFILE SHEET BORDER

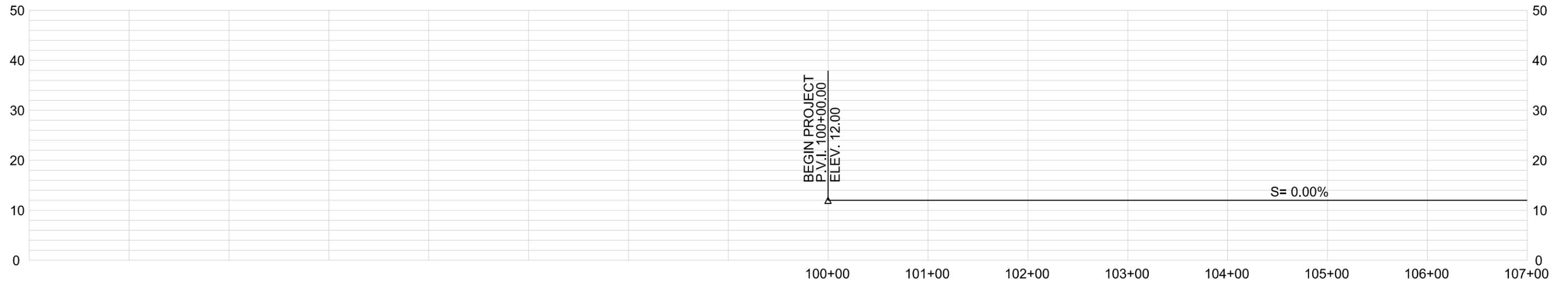
FRONTAGE ROADS KEY PLAN



KEY PLAN ALTERNATIVE E FRONTAGE ROADS

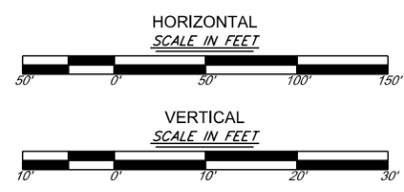


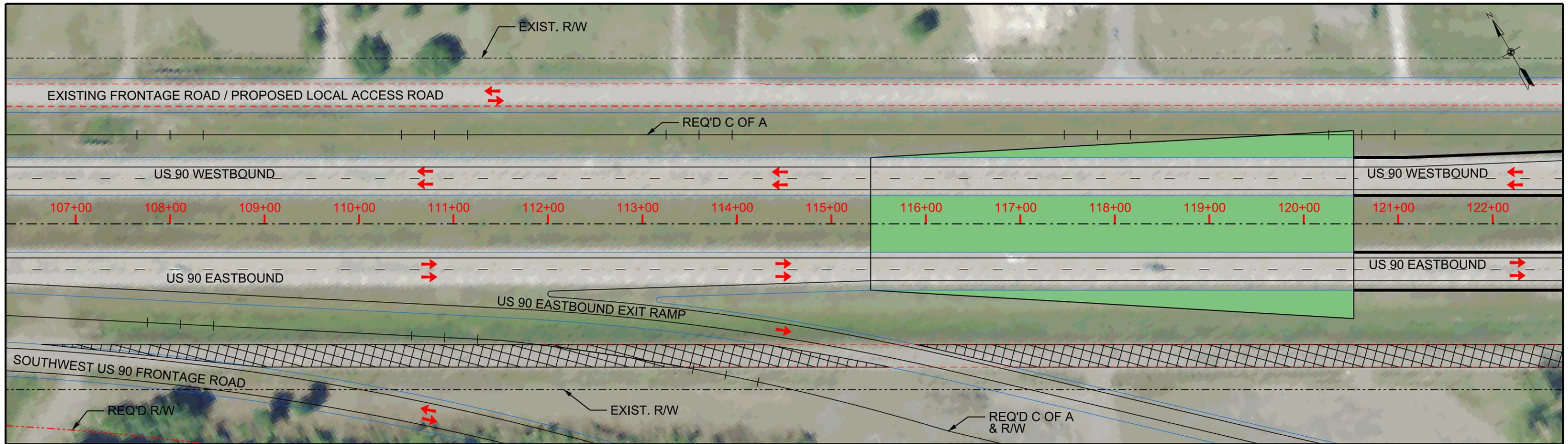
US 90 PLAN  
SCALE: 1" = 100'



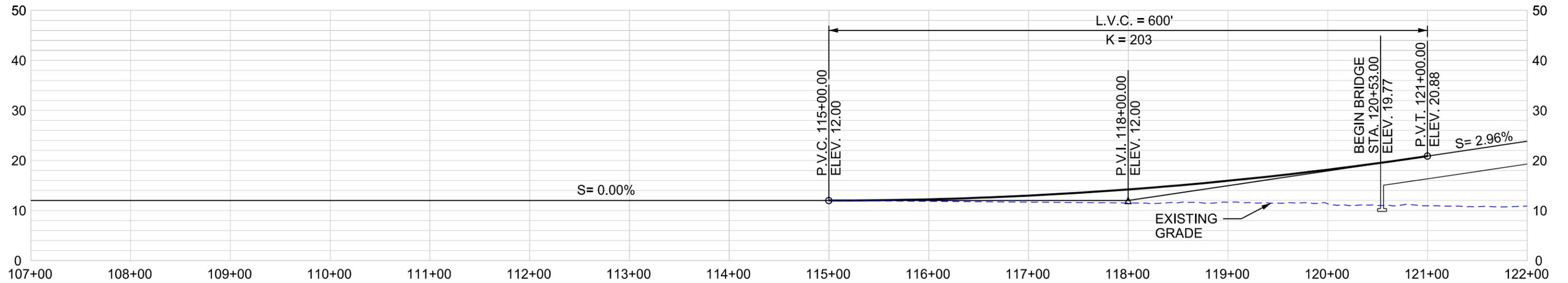
US 90 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED





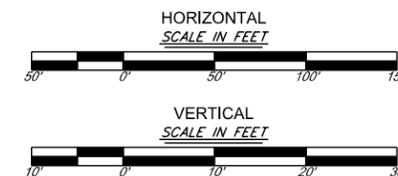
US 90 PLAN  
SCALE: 1" = 100'

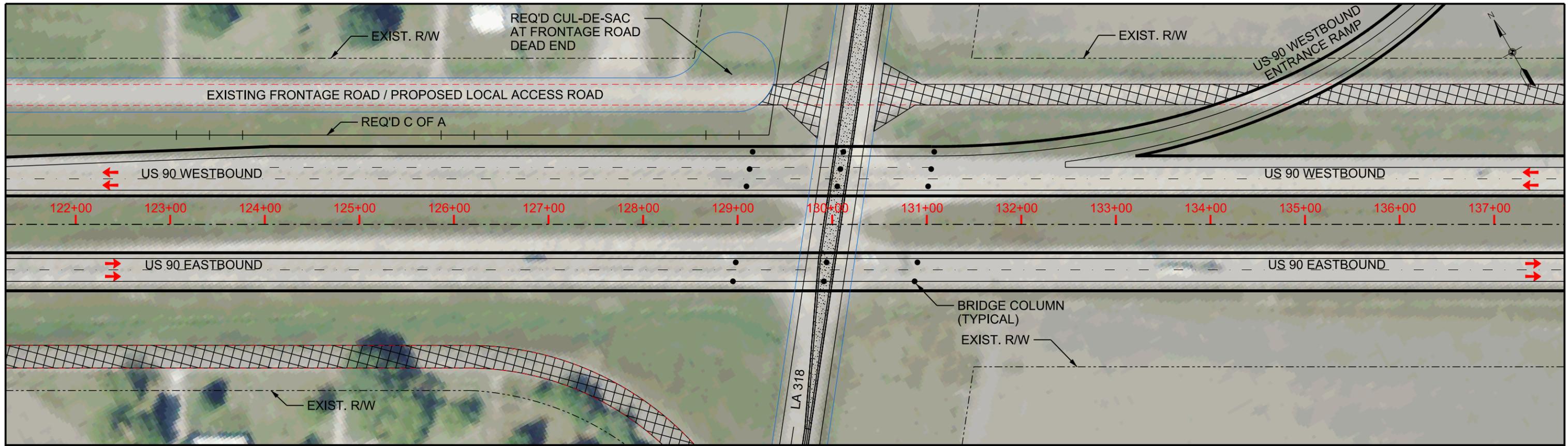


US 90 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

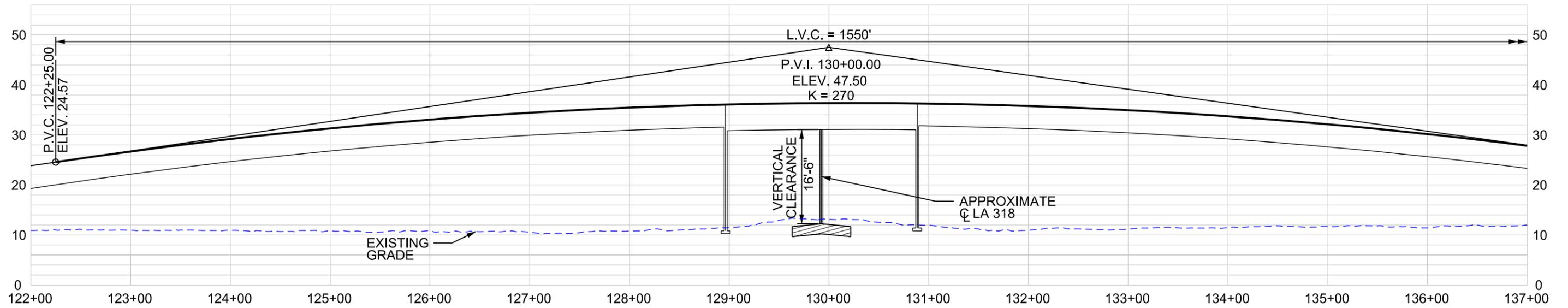
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT



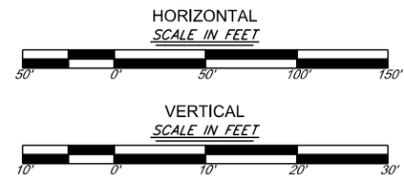


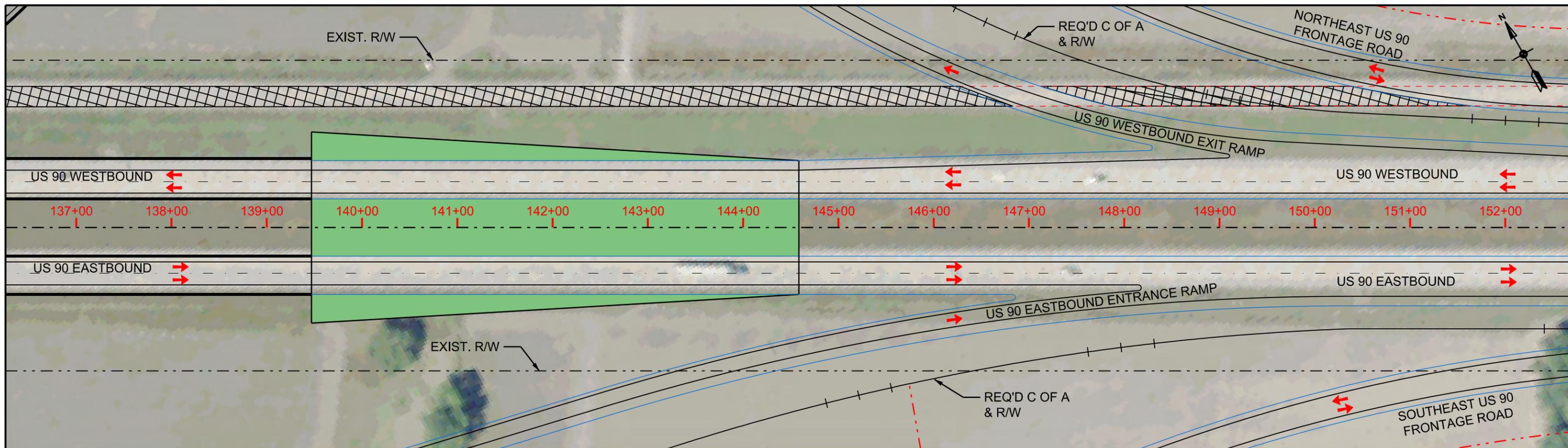
US 90 PLAN  
SCALE: 1" = 100'



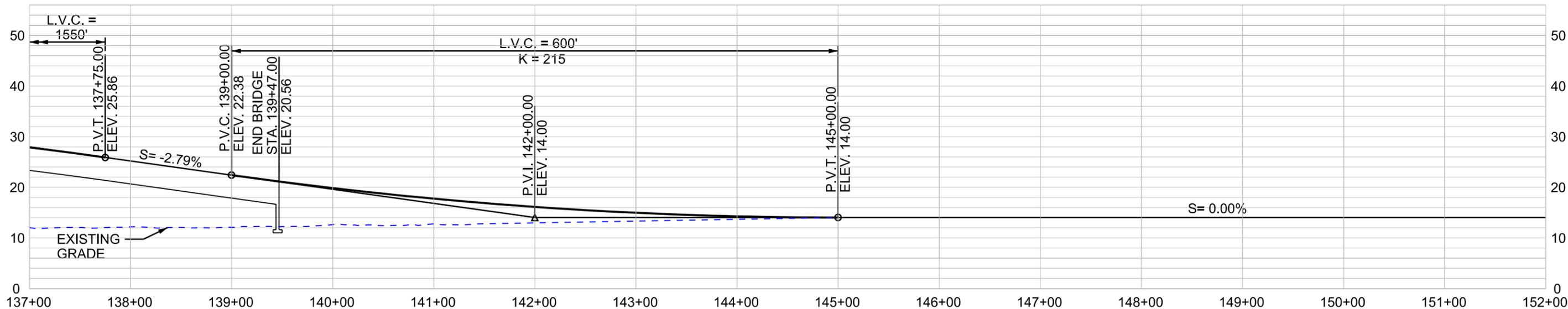
US 90 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED
	RAISED CONCRETE MEDIAN
	LA 318 PROPOSED ROADWAY SECTION
	BRIDGE PIER COLUMN





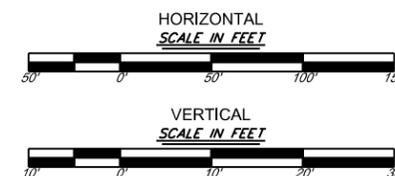
US 90 PLAN  
SCALE: 1" = 100'



US 90 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

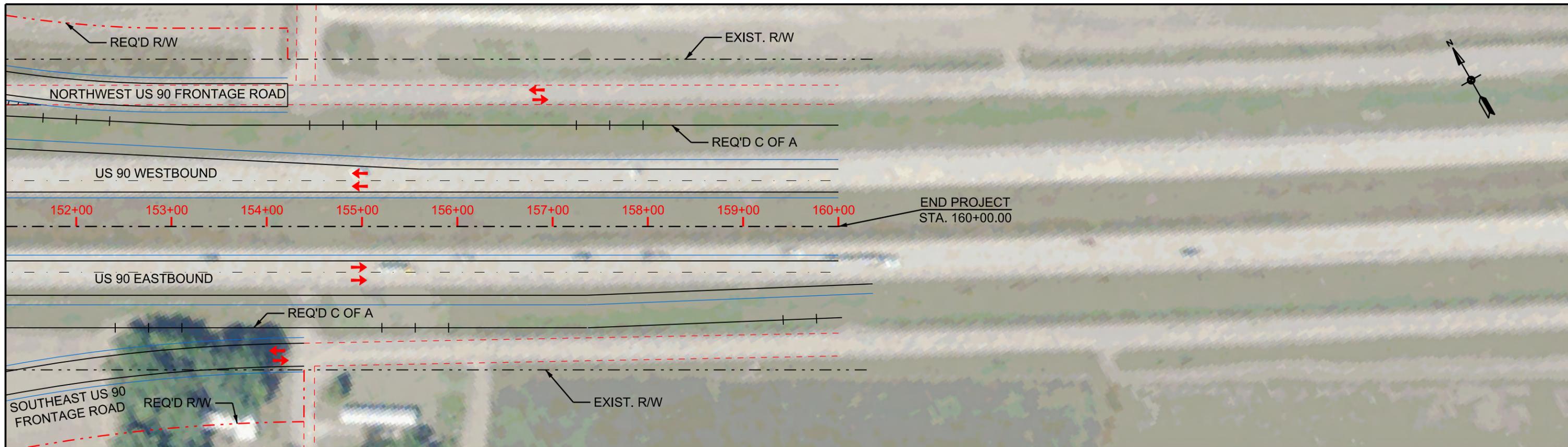
SHEET 65

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT

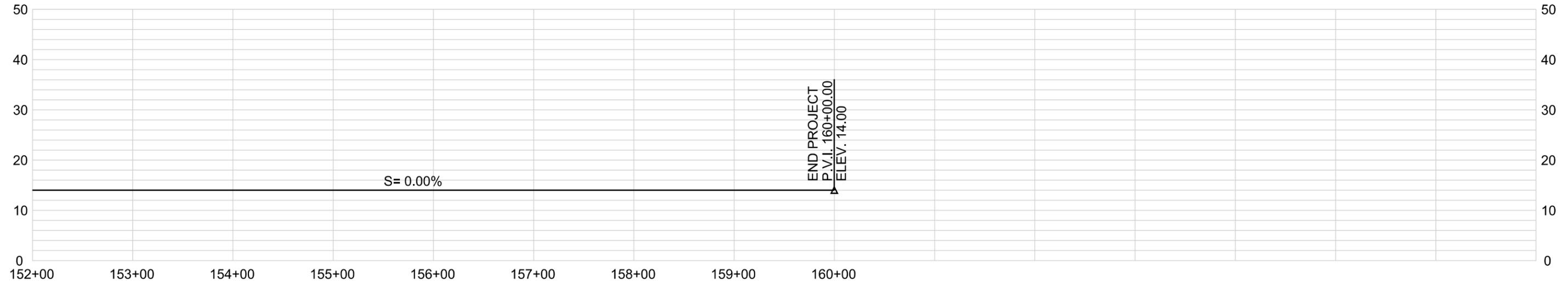


US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE E  
US 90 OVER LA 318

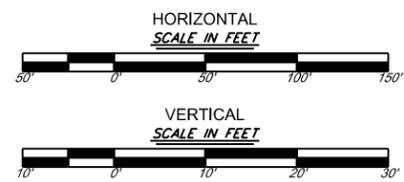


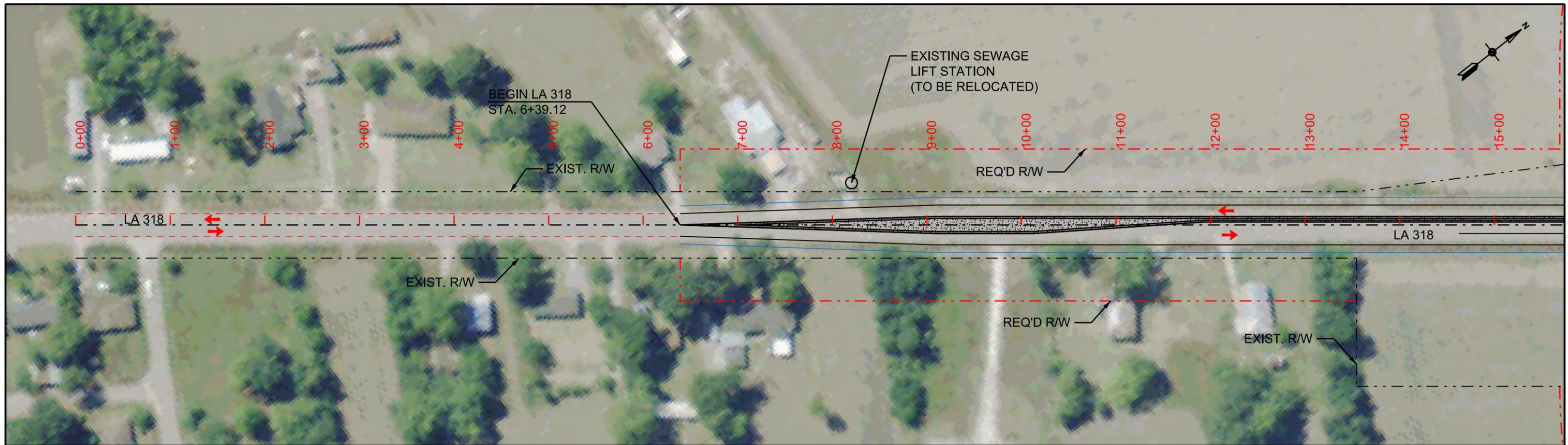
US 90 PLAN  
SCALE: 1" = 100'



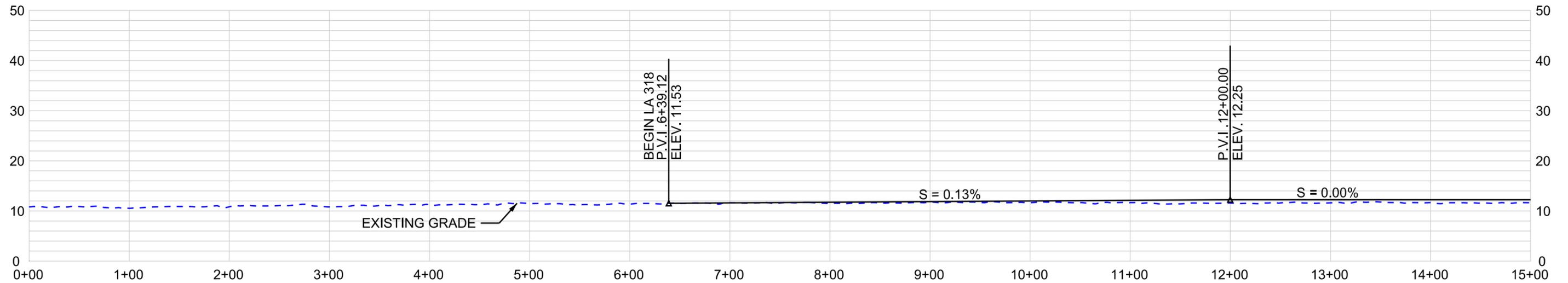
US 90 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 10'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT



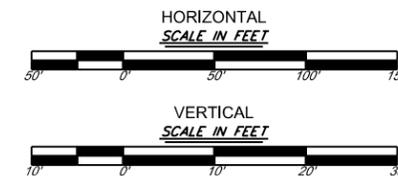


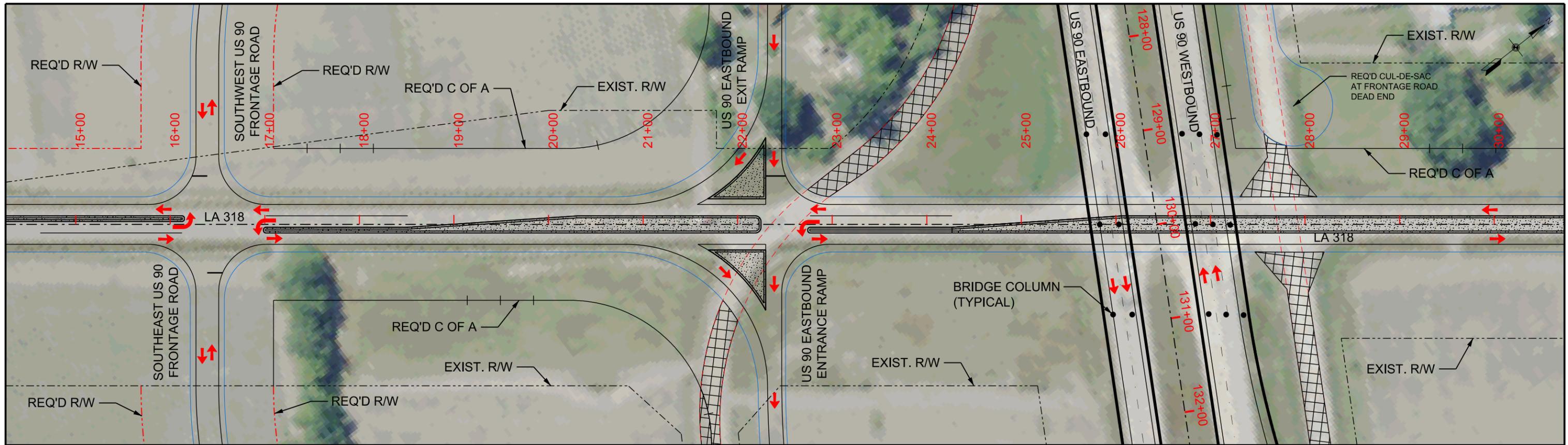
LA 318 PLAN  
SCALE: 1" = 100'



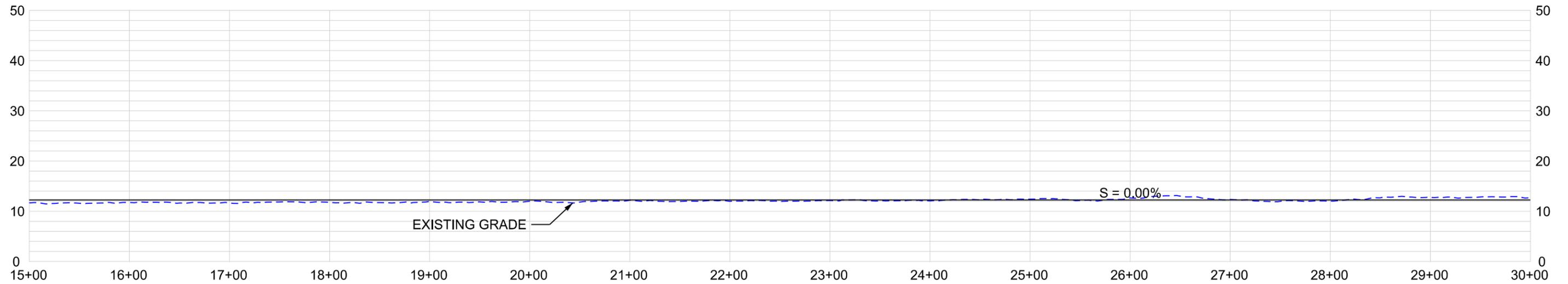
LA 318 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	RAISED CONCRETE MEDIAN



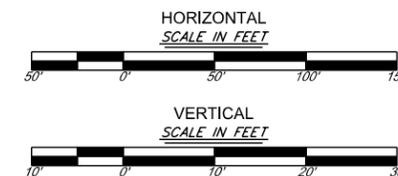


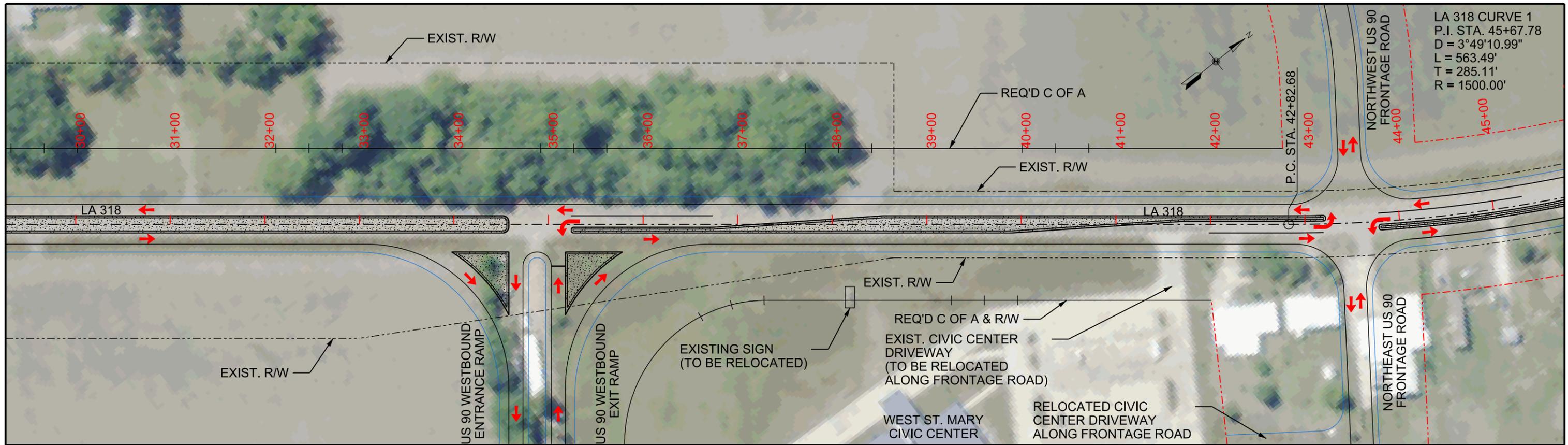
LA 318 PLAN  
SCALE: 1" = 100'



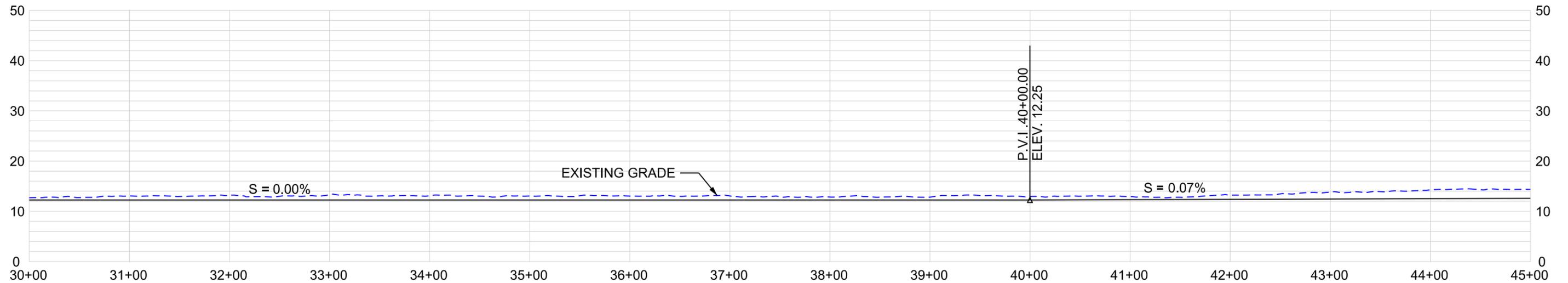
LA 318 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	BRIDGE PIER COLUMN
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED
	RAISED CONCRETE MEDIAN





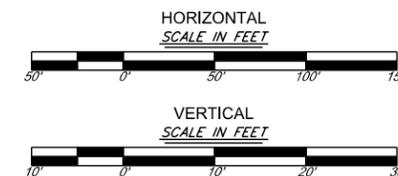
LA 318 PLAN  
 SCALE: 1" = 100'

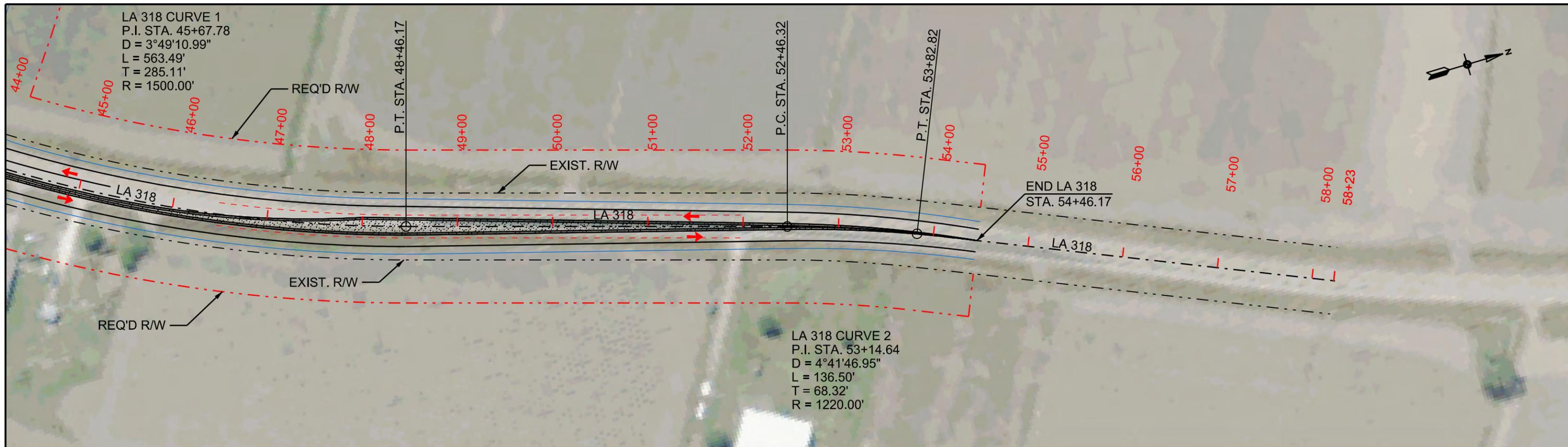


LA 318 PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

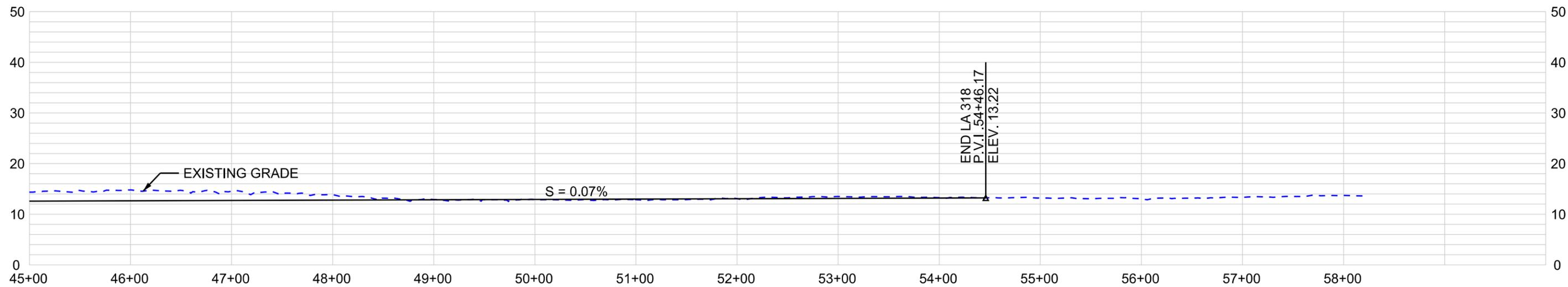
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	RAISED CONCRETE MEDIAN



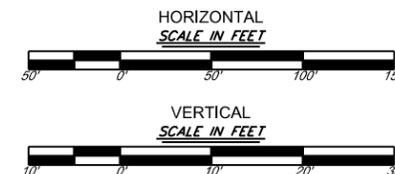


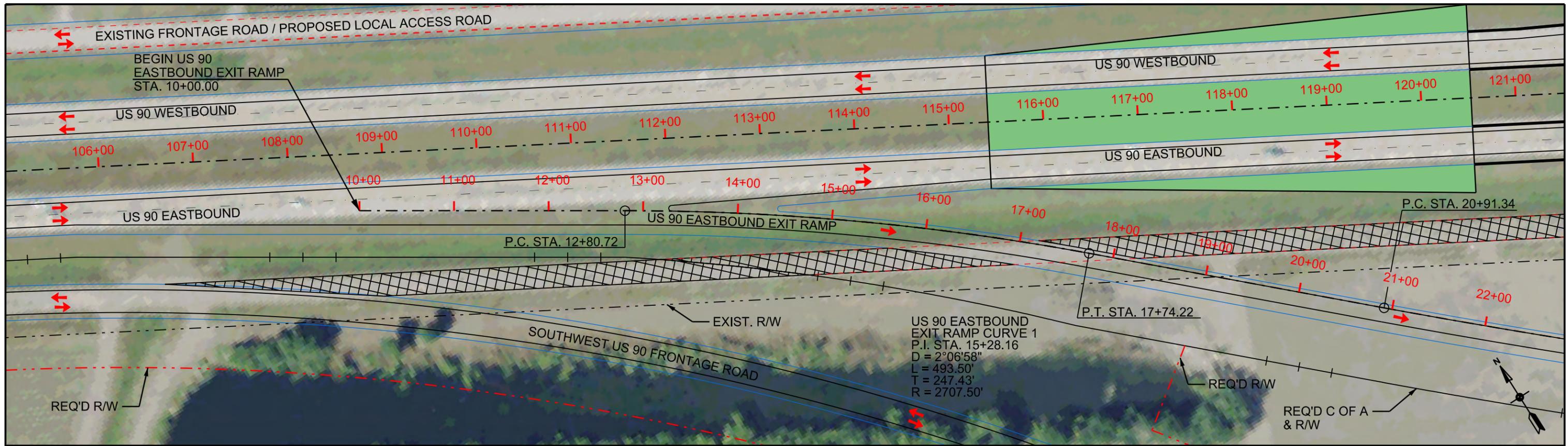
LA 318 PLAN  
SCALE: 1" = 100'



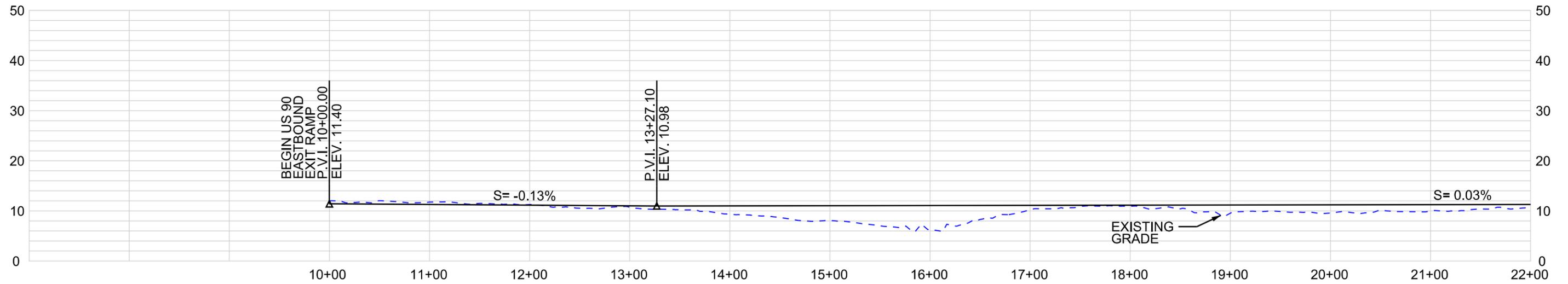
LA 318 PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	LA 318 CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	RAISED CONCRETE MEDIAN

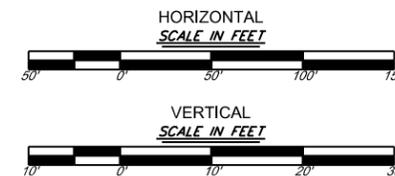


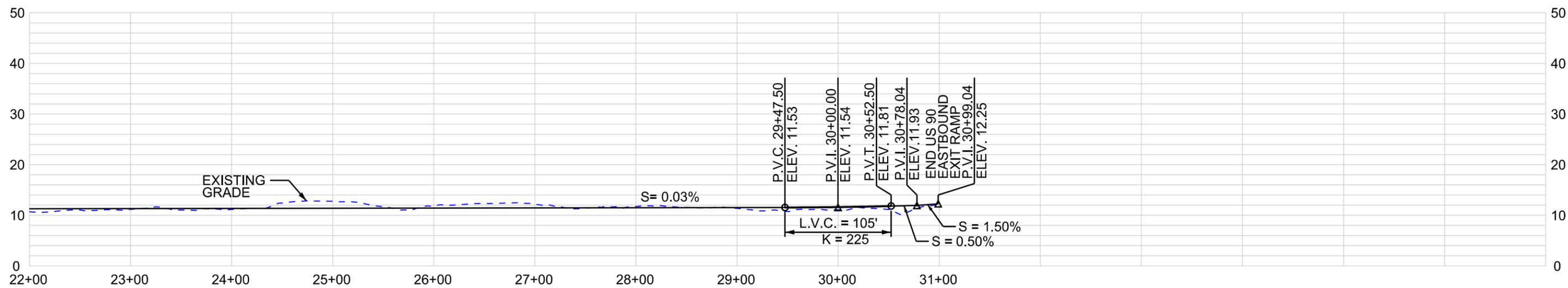
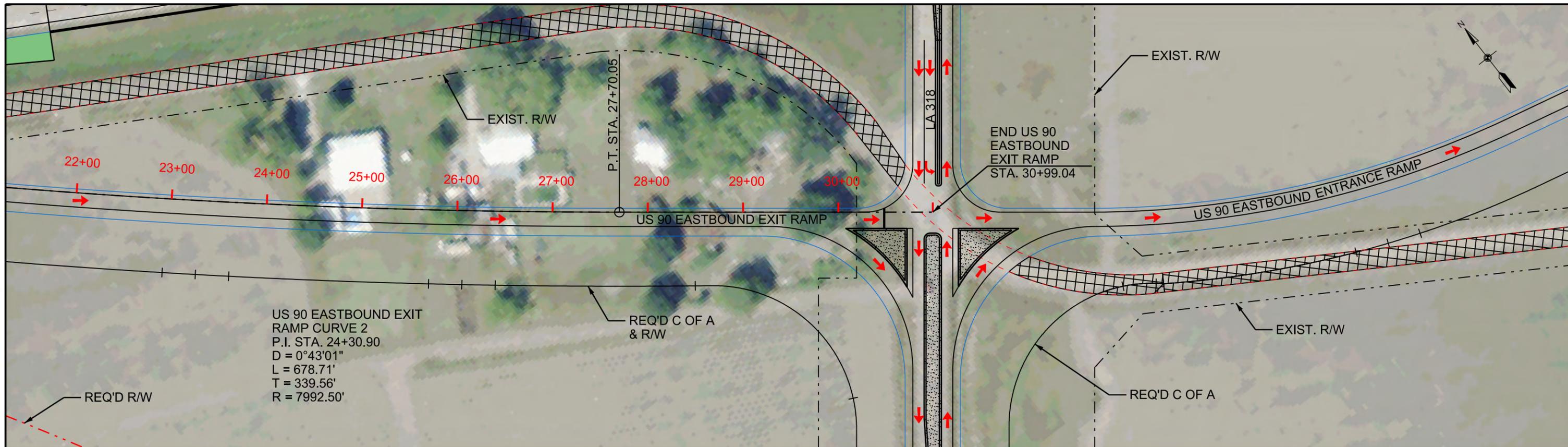


US 90 EASTBOUND EXIT RAMP PLAN  
 SCALE: 1" = 100'

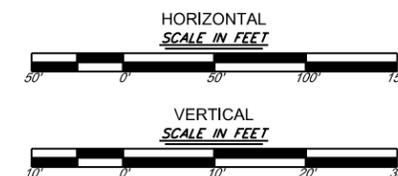


LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT





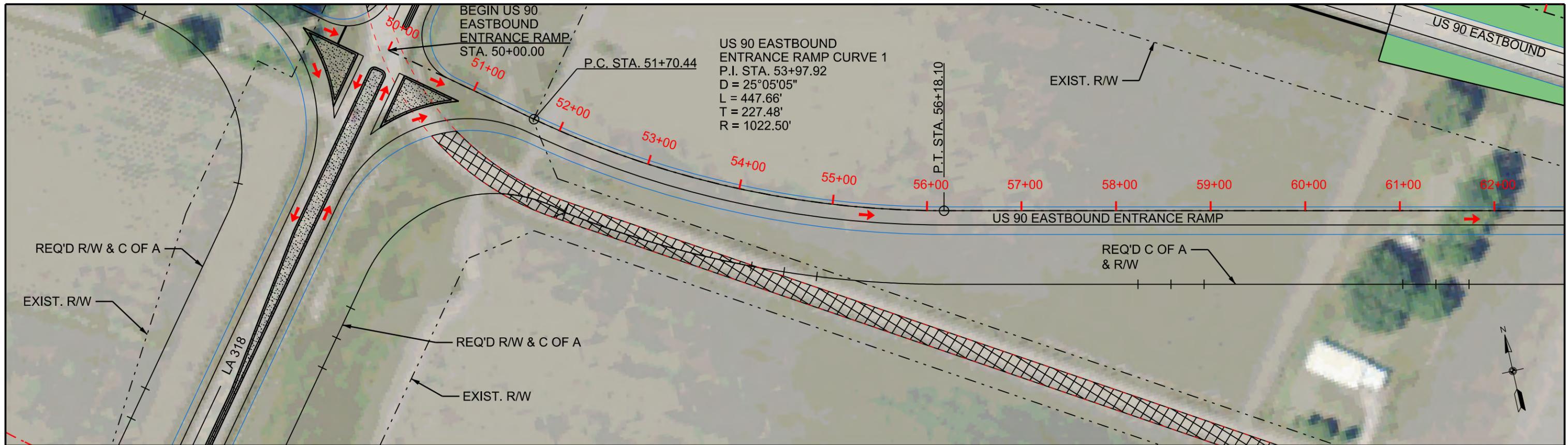
LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED
	RAISED CONCRETE MEDIAN
	BRIDGE EMBANKMENT



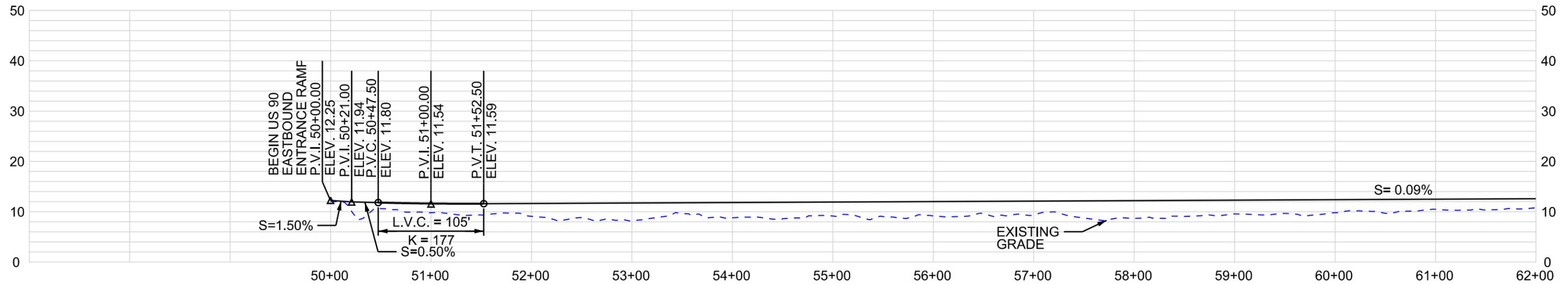
SHEET 72

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE  
ALTERNATIVE E  
US 90 EASTBOUND EXIT RAMP

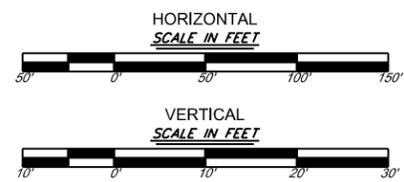


**US 90 EASTBOUND ENTRANCE RAMP PLAN**  
SCALE: 1" = 100'



**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED
	RAISED CONCRETE MEDIAN
	BRIDGE EMBANKMENT

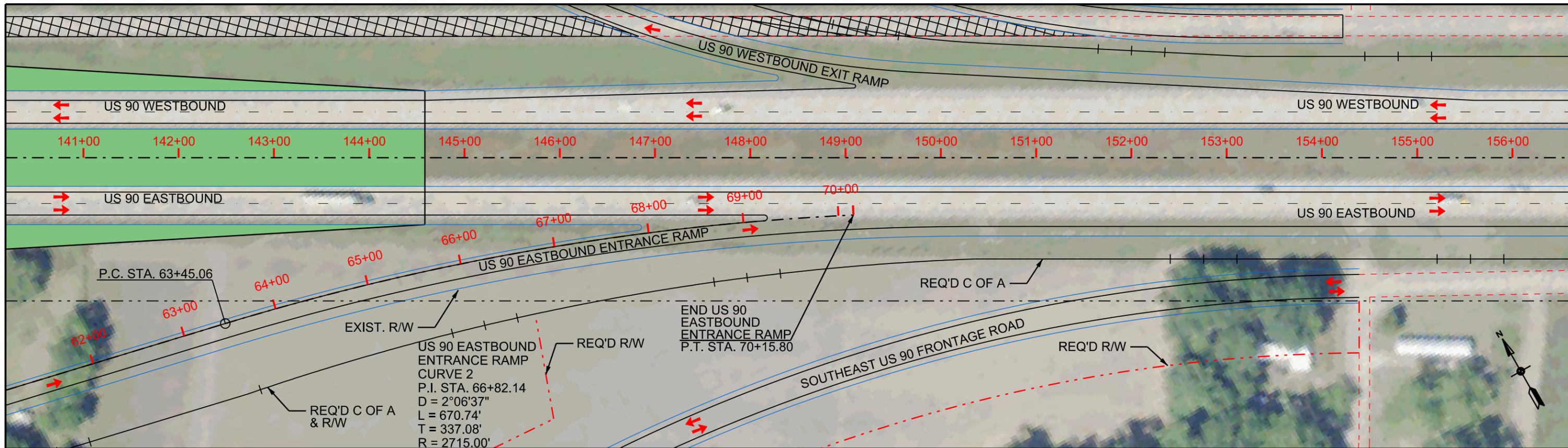


SHEET 73

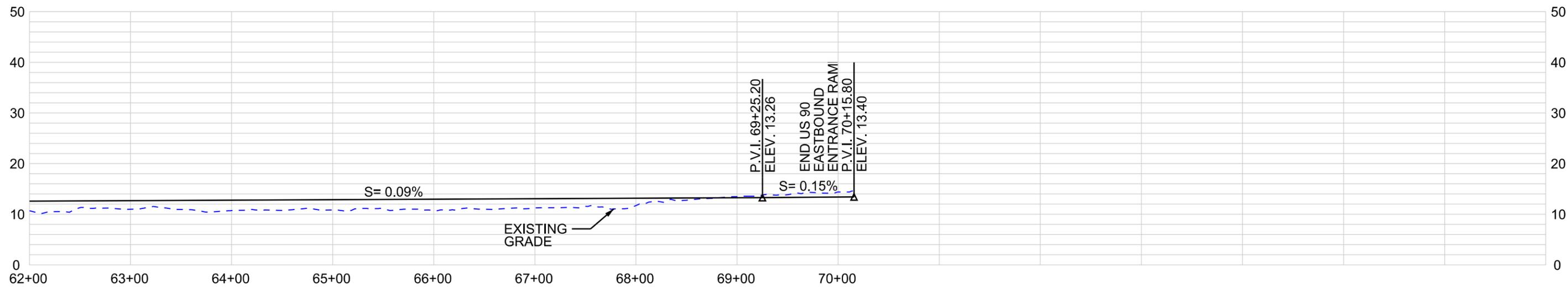
**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**PLAN AND PROFILE ALTERNATIVE E**

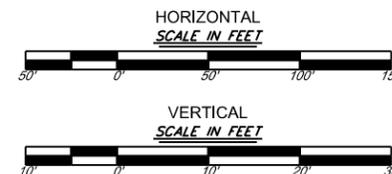
**US 90 EASTBOUND ENTRANCE RAMP**

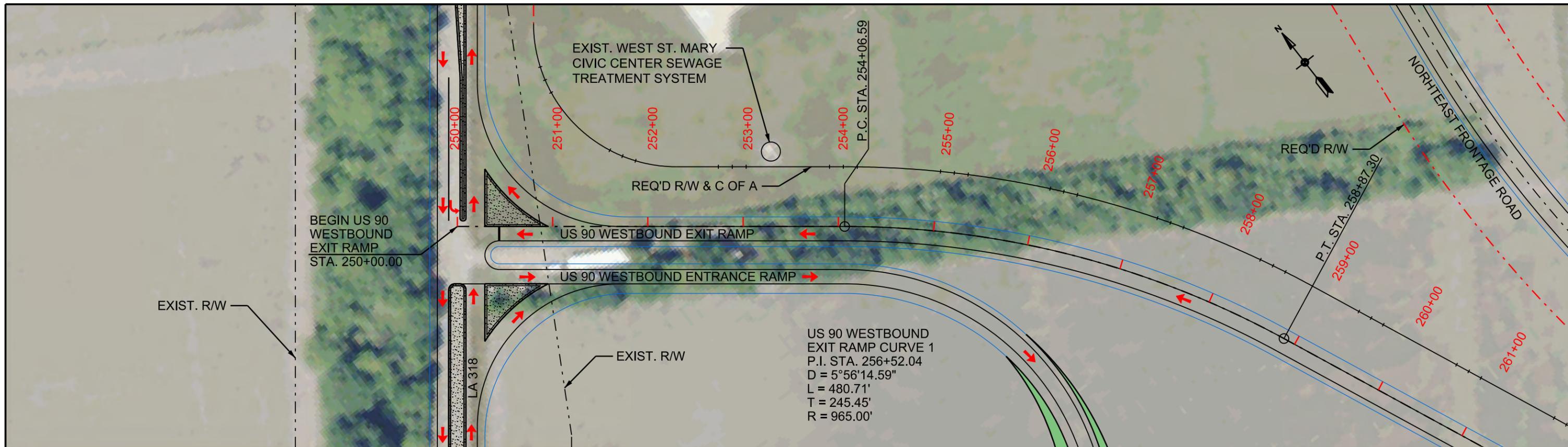


US 90 EASTBOUND ENTRANCE RAMP PLAN  
 SCALE: 1" = 100'

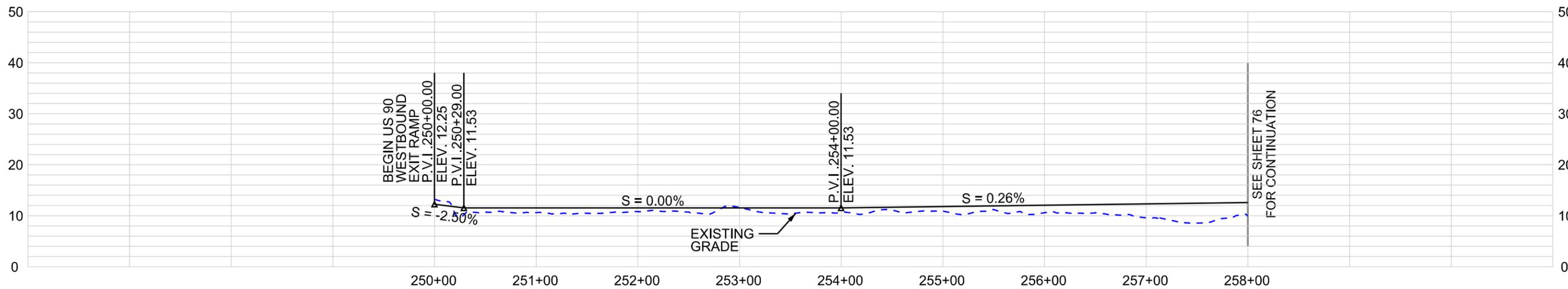


LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 EASTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT





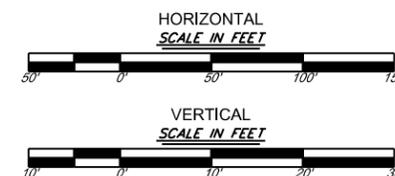
US 90 WESTBOUND EXIT RAMP PLAN  
 SCALE: 1" = 100'

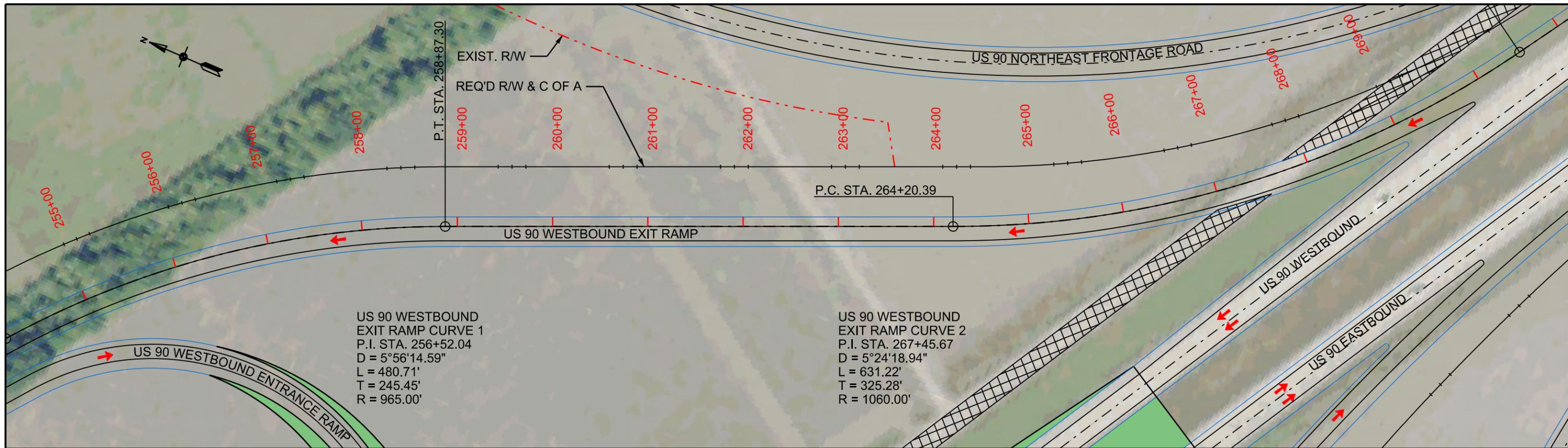


US 90 WESTBOUND EXIT RAMP PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

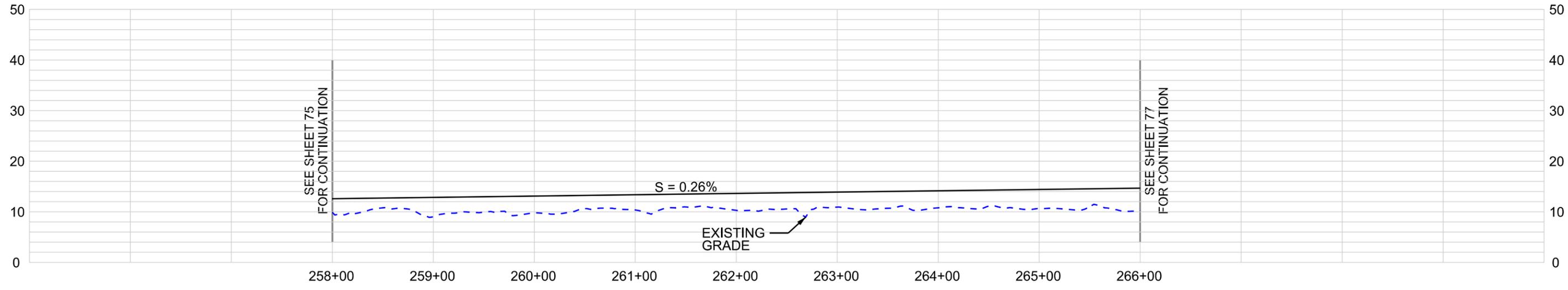
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	RAISED CONCRETE MEDIAN



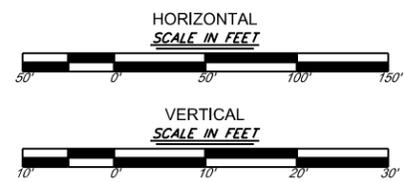


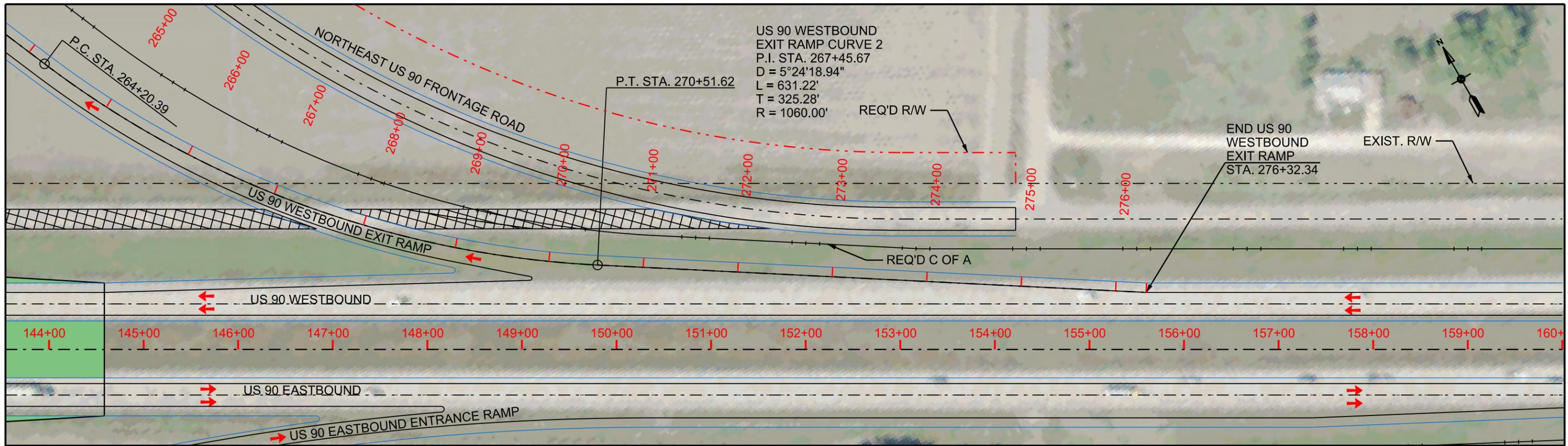
US 90 WESTBOUND EXIT RAMP PLAN  
SCALE: 1" = 100'



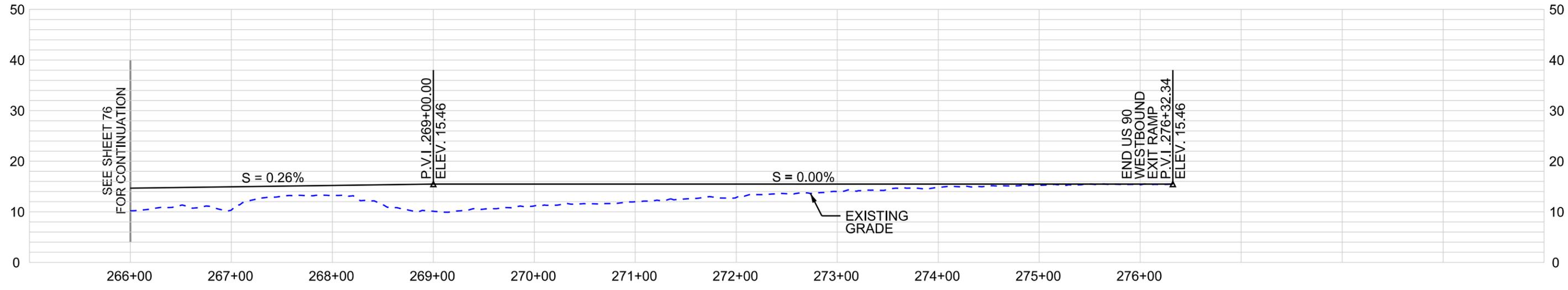
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT





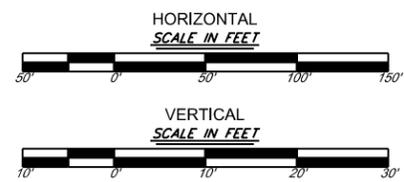
US 90 WESTBOUND EXIT RAMP PLAN  
SCALE: 1" = 100'



US 90 WESTBOUND EXIT RAMP PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

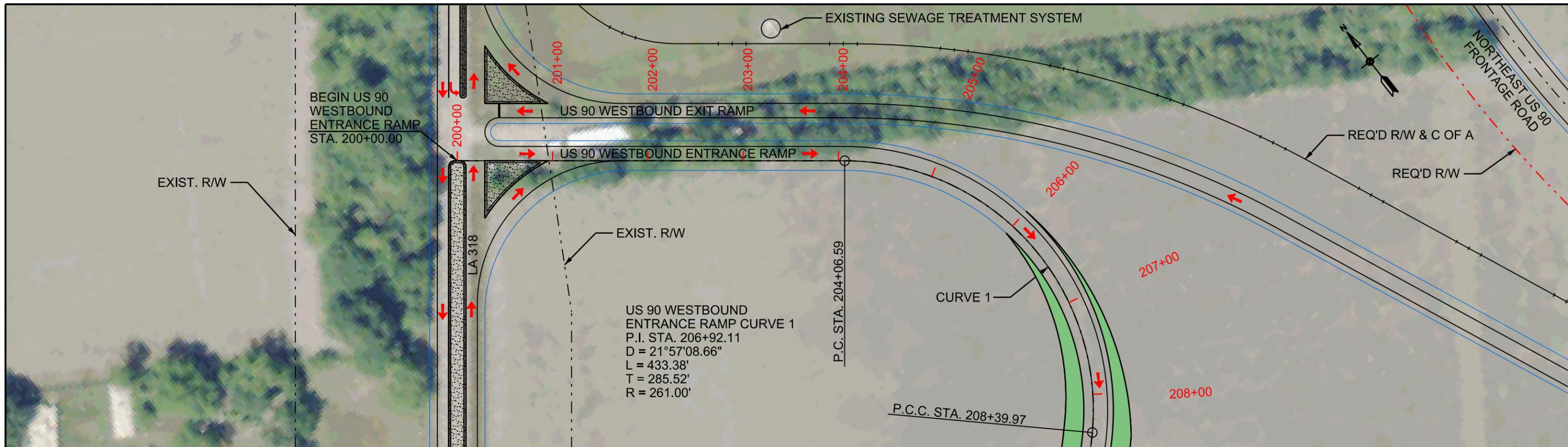
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND EXIT RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT

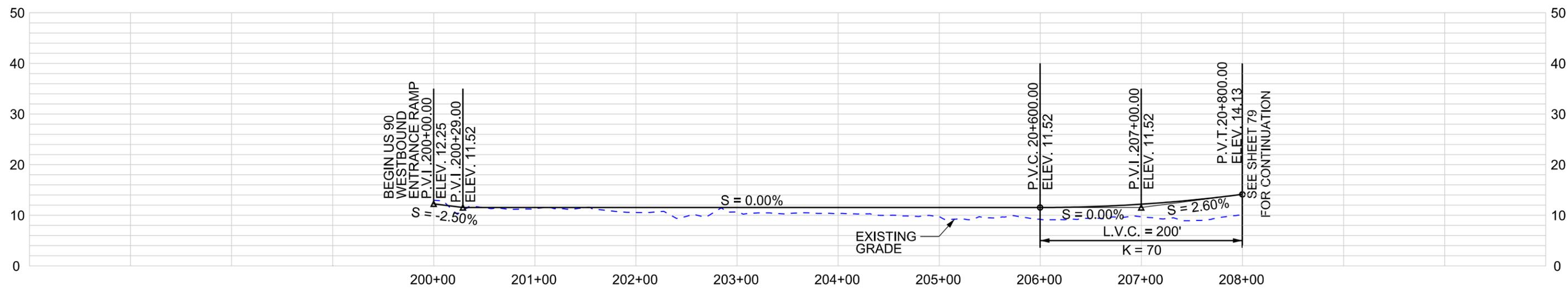


US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE ALTERNATIVE E  
US 90 WESTBOUND EXIT RAMP



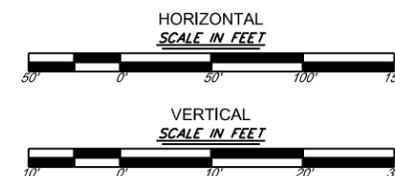
**US 90 WESTBOUND ENTRANCE RAMP PLAN**  
 SCALE: 1" = 100'

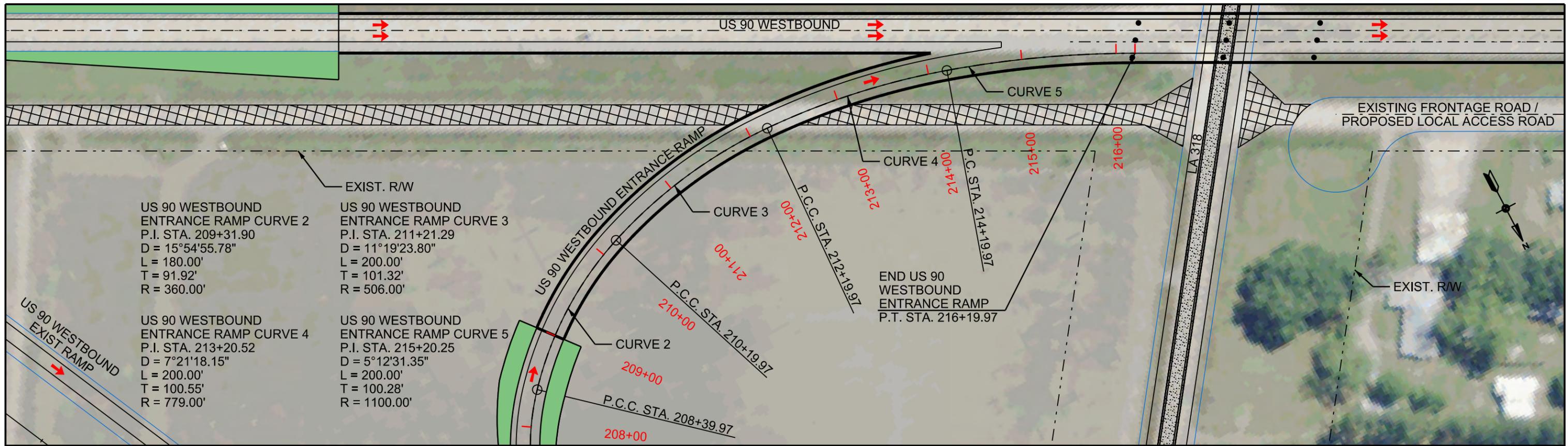


**US 90 WESTBOUND ENTRANCE RAMP PROFILE**  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

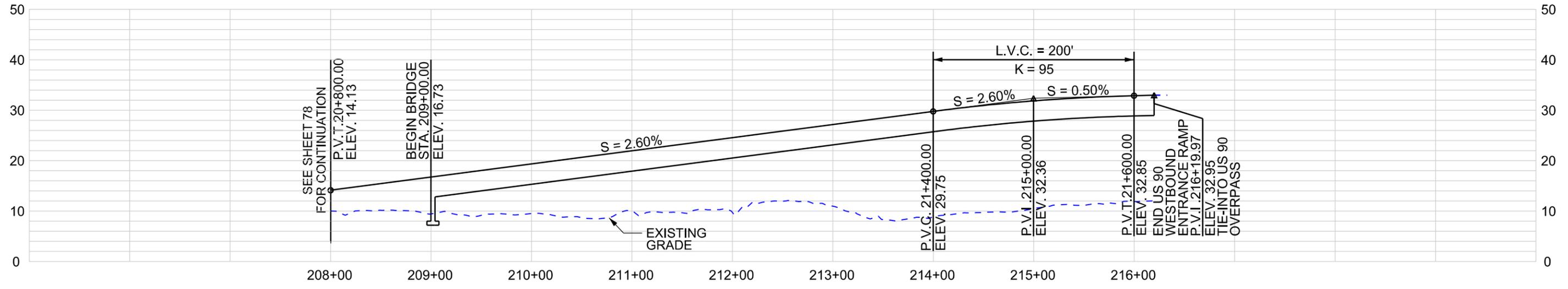
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	RAISED CONCRETE MEDIAN





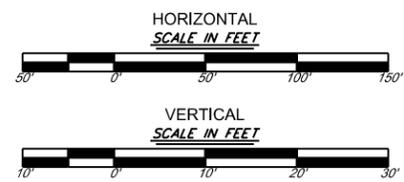
**US 90 WESTBOUND ENTRANCE RAMP PLAN**  
SCALE: 1" = 100'



**US 90 WESTBOUND ENTRANCE RAMP PROFILE**  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

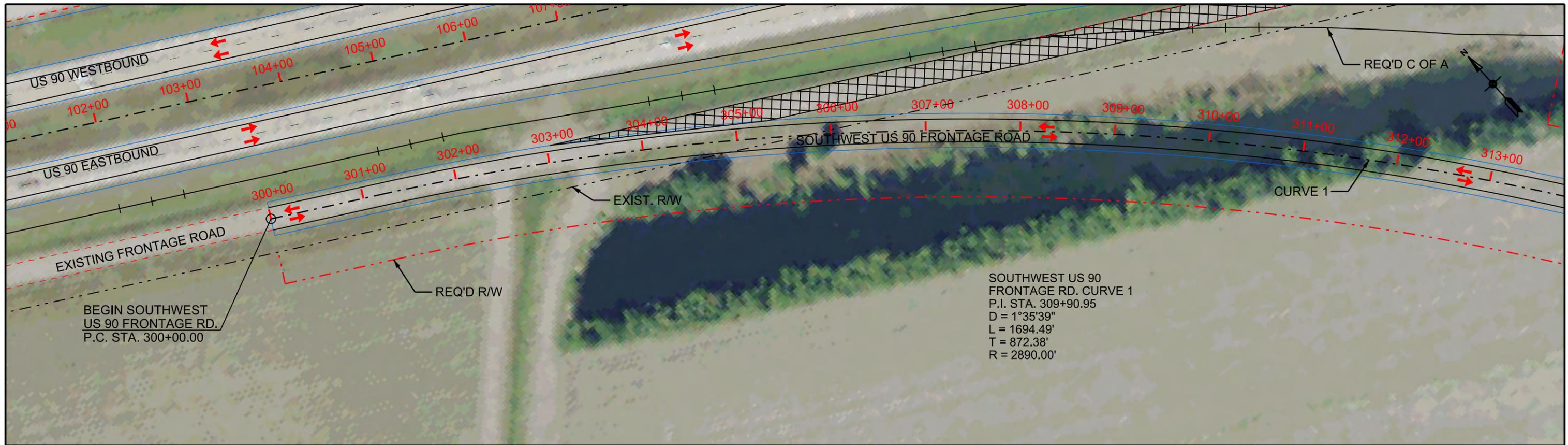
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	US 90 WESTBOUND ENTRANCE RAMP BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	RAISED CONCRETE MEDIAN
	BRIDGE EMBANKMENT

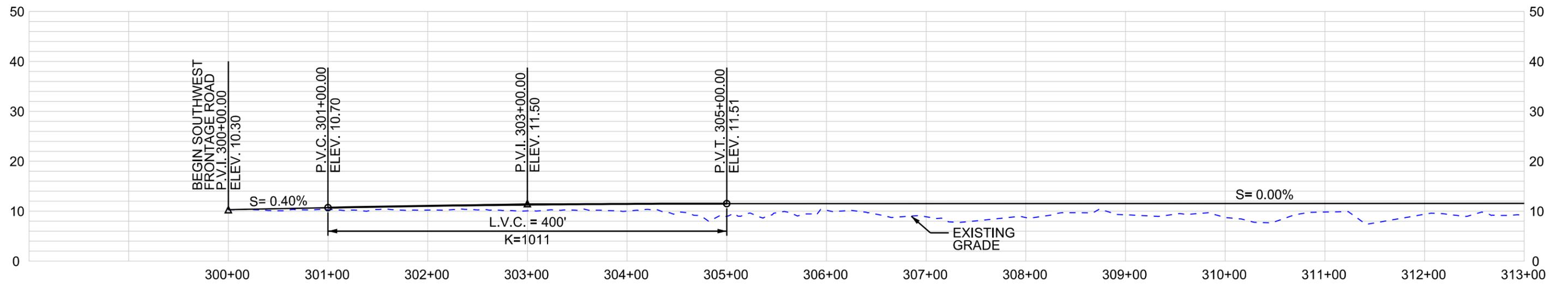


**US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT**

**PLAN AND PROFILE ALTERNATIVE E**  
**US 90 WESTBOUND ENTRANCE RAMP**

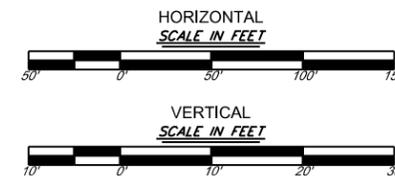


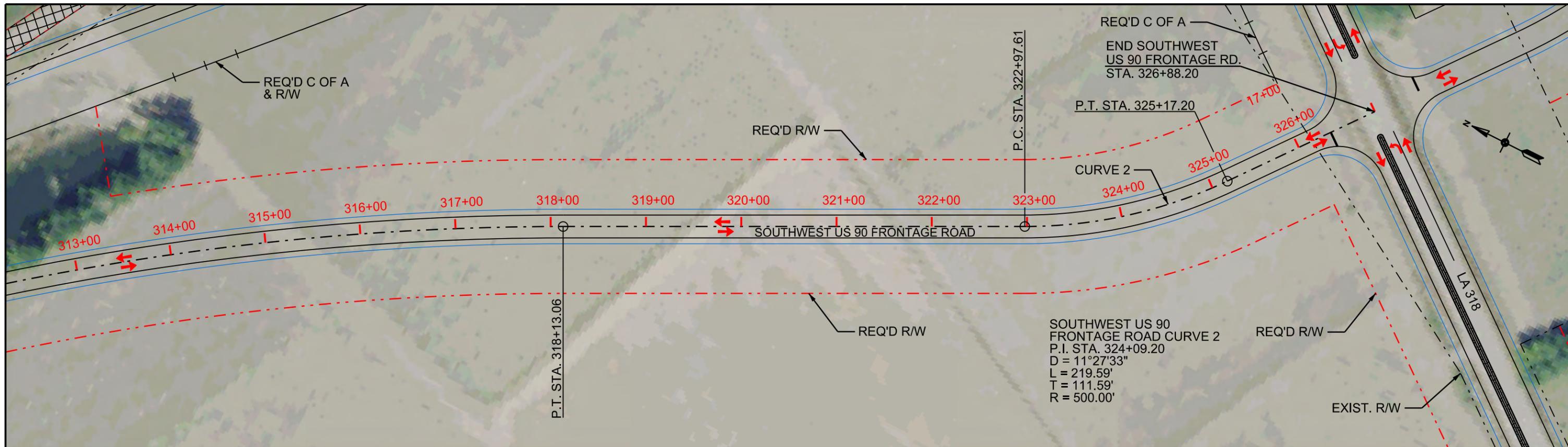
SOUTHWEST US 90 FRONTAGE ROAD PLAN  
SCALE: 1" = 100'



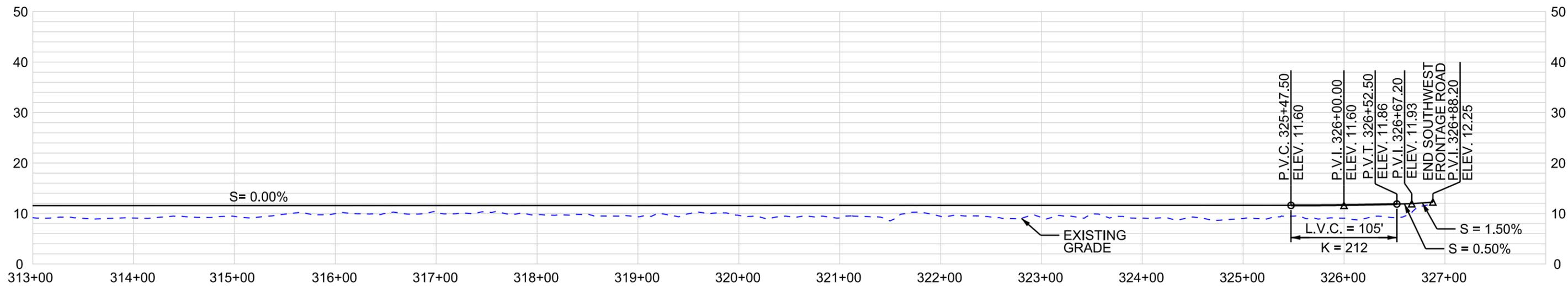
SOUTHWEST US 90 FRONTAGE ROAD PROFILE  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED



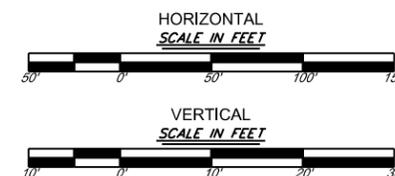


**SOUTHWEST US 90 FRONTAGE ROAD PLAN**  
 SCALE: 1" = 100'



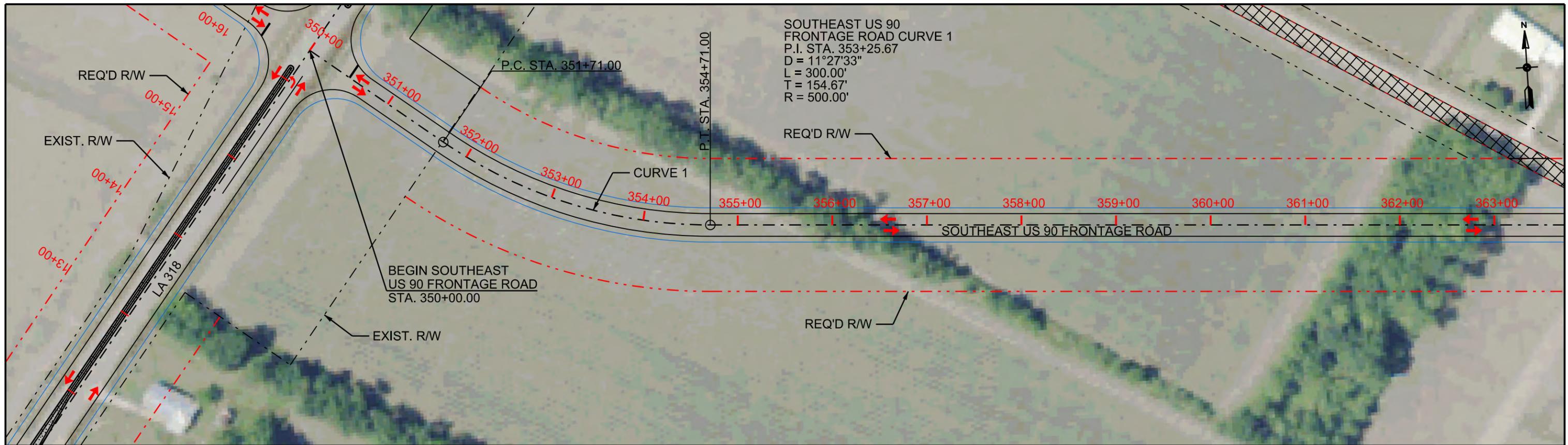
**SOUTHWEST US 90 FRONTAGE ROAD PROFILE**  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	RAISED CONCRETE MEDIAN

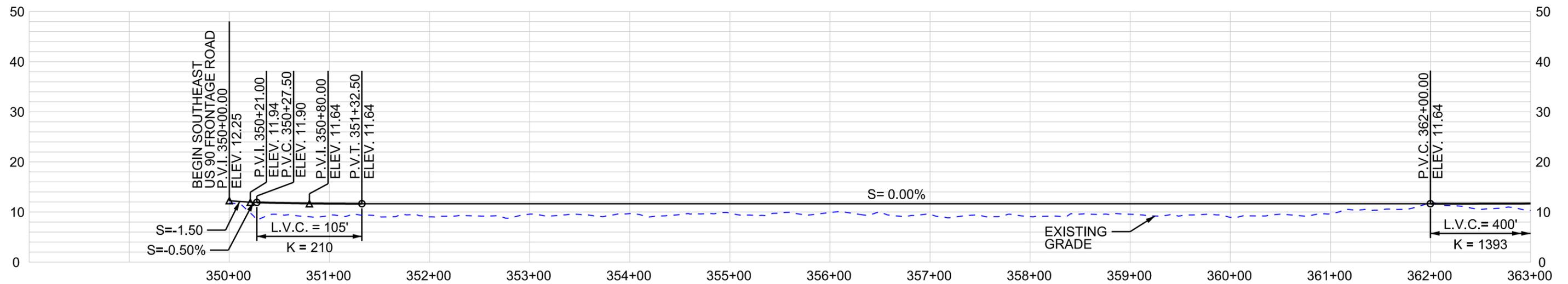


US 90 / LA 318 INTERCHANGE ENVIRONMENTAL ASSESSMENT

PLAN AND PROFILE ALTERNATIVE E  
 SOUTHWEST US 90 FRONTAGE ROAD

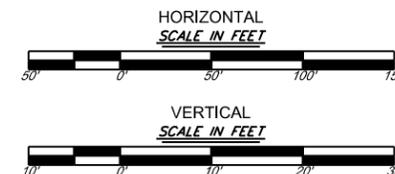


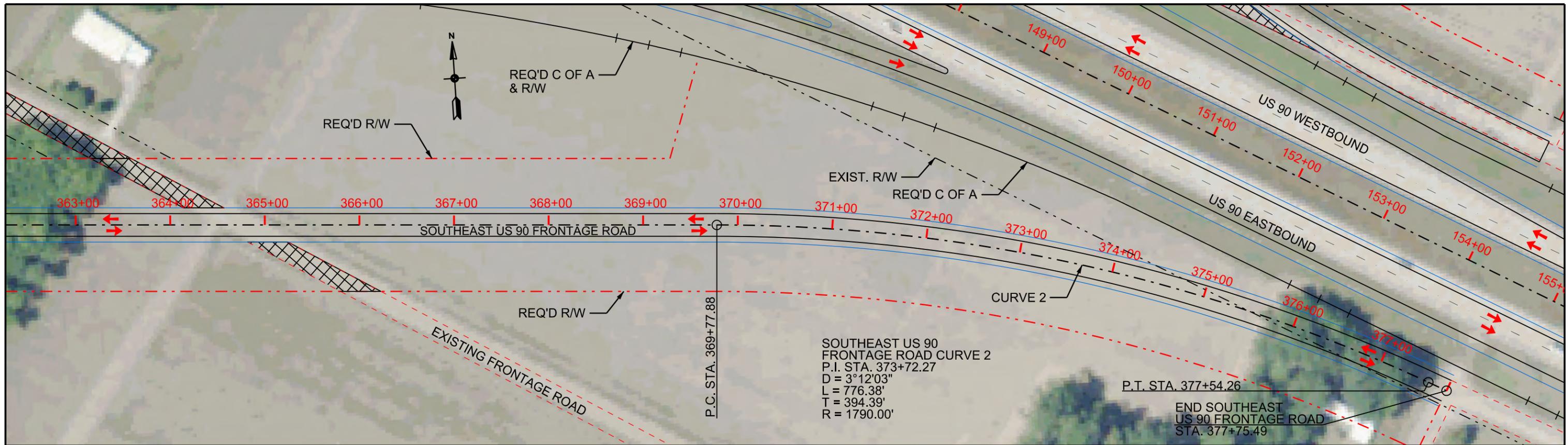
**SOUTHEAST US 90 FRONTAGE ROAD PLAN**  
 SCALE: 1" = 100'



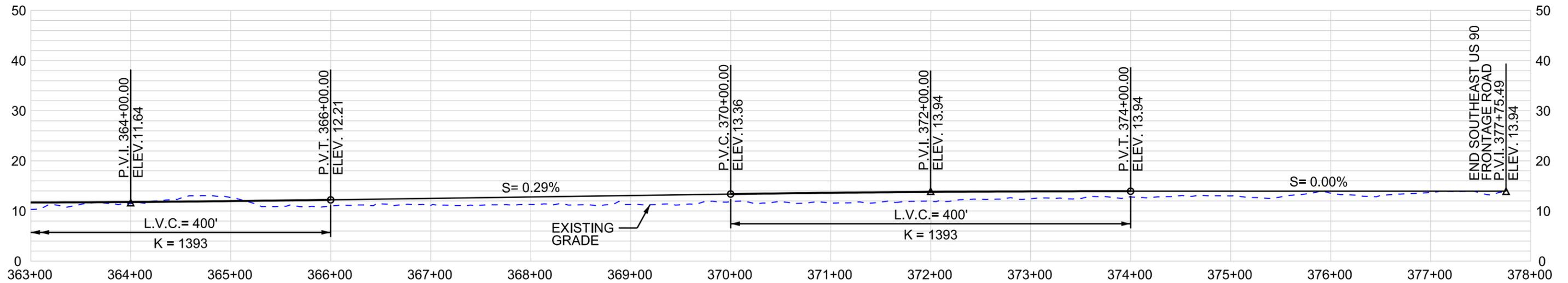
**SOUTHEAST US 90 FRONTAGE ROAD PROFILE**  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	RAISED CONCRETE MEDIAN



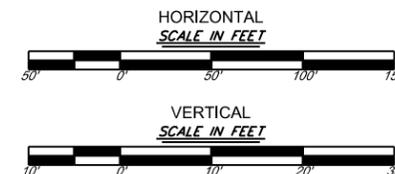


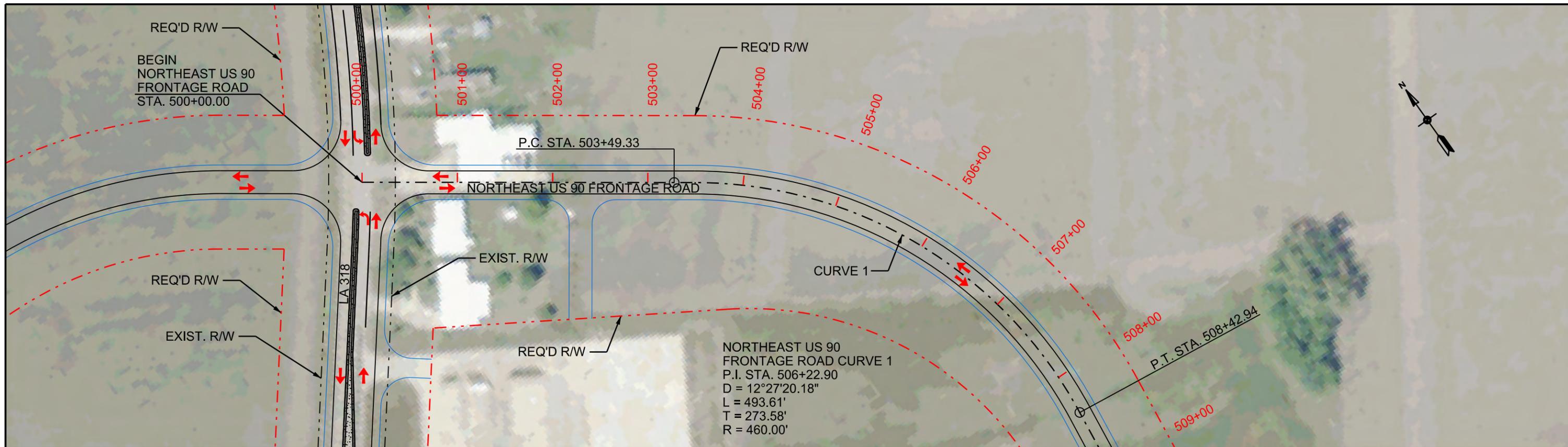
SOUTHEAST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1" = 100'



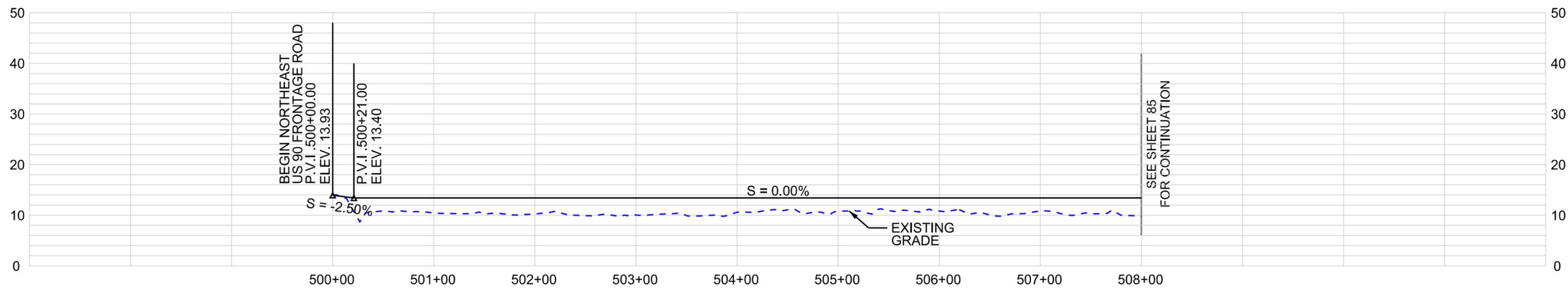
SOUTHEAST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	SOUTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	EXISTING FRONTAGE ROAD TO BE REMOVED



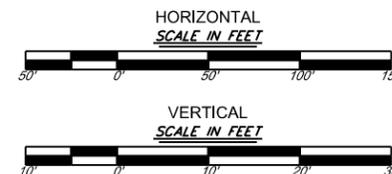


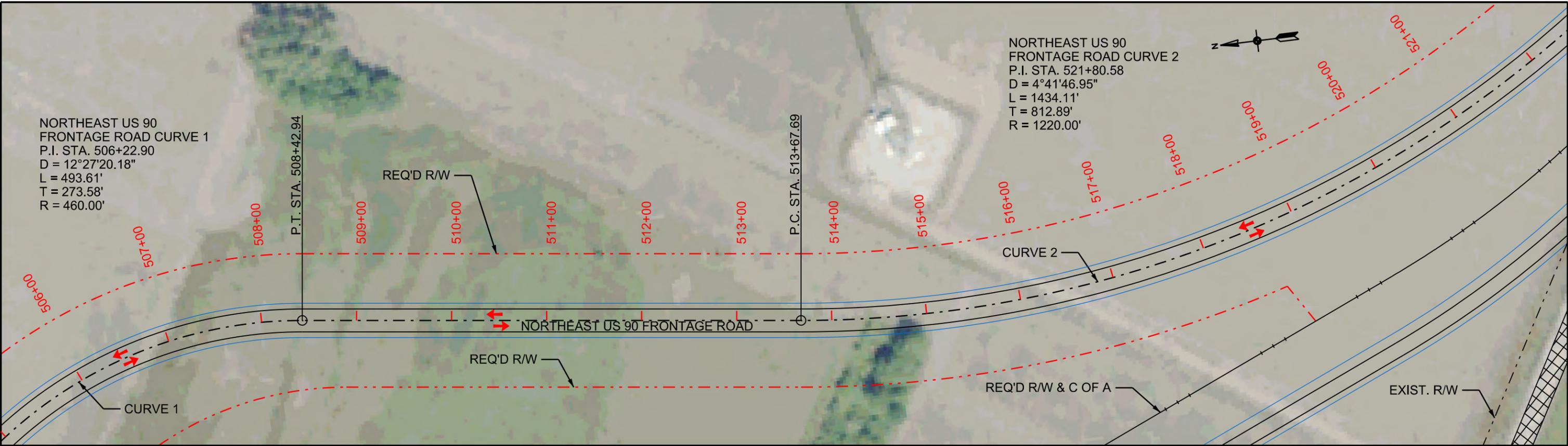
NORTHEAST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1" = 100'



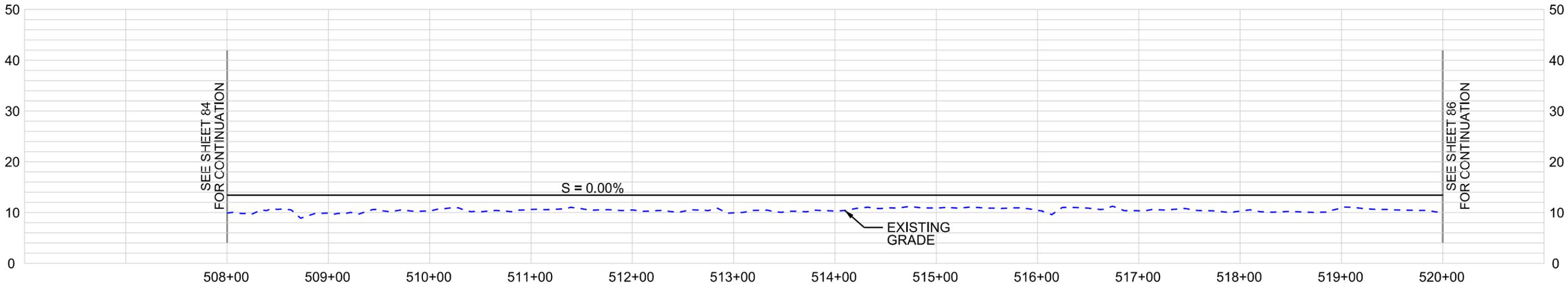
NORTHEAST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	RAISED CONCRETE MEDIAN



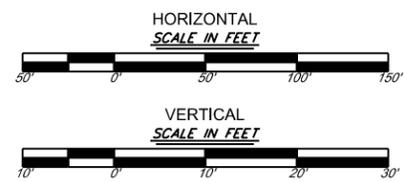


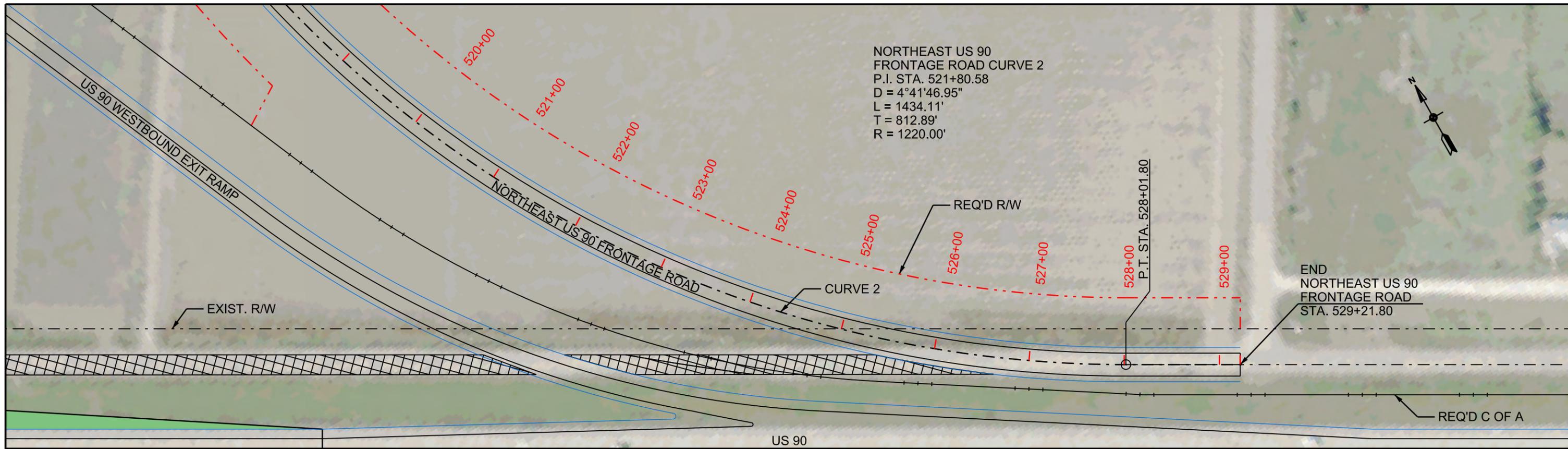
**NORTHEAST US 90 FRONTAGE ROAD PLAN**  
 SCALE: 1" = 100'



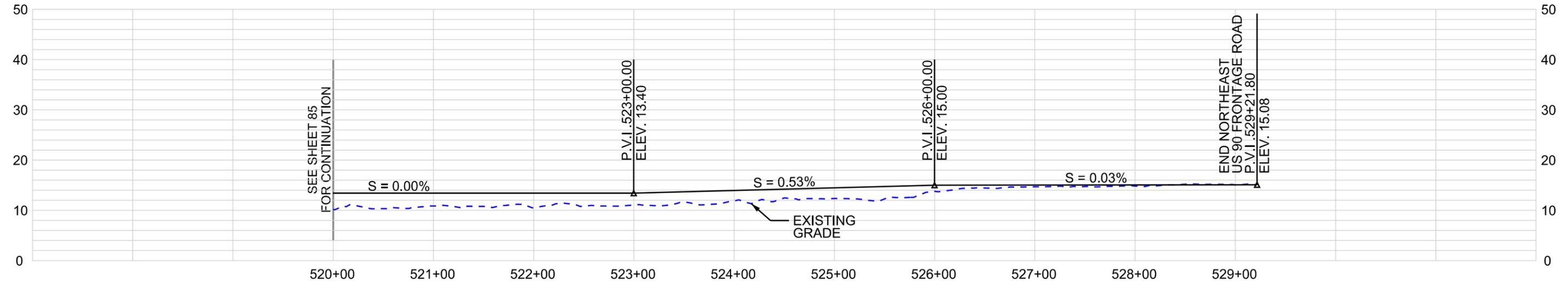
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED





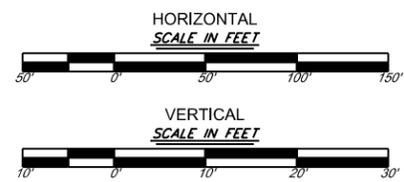
NORTHEAST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1" = 100'

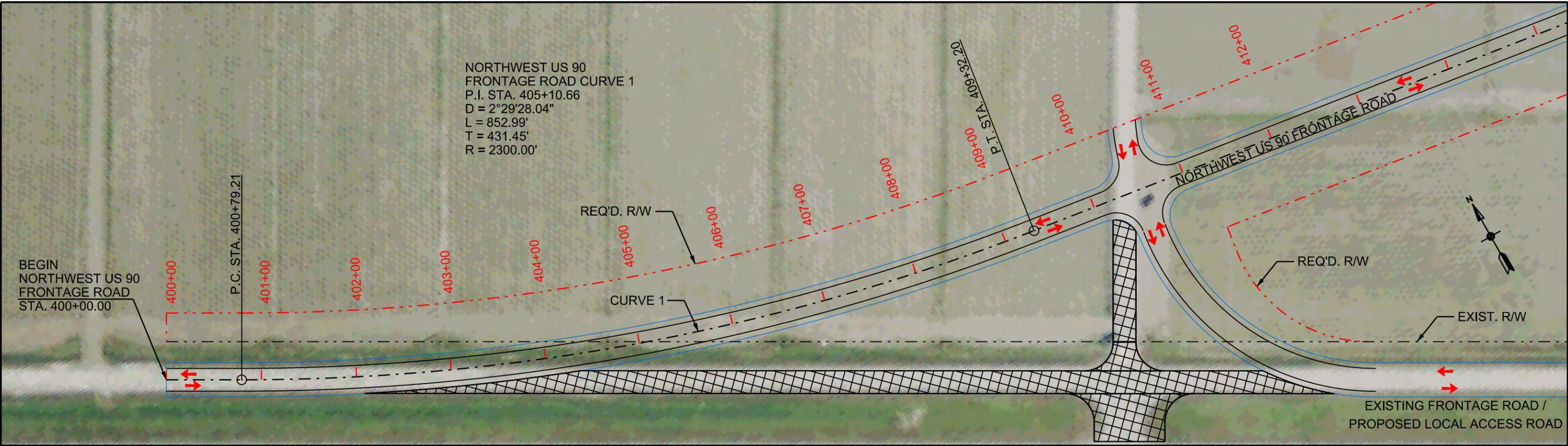


NORTHEAST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

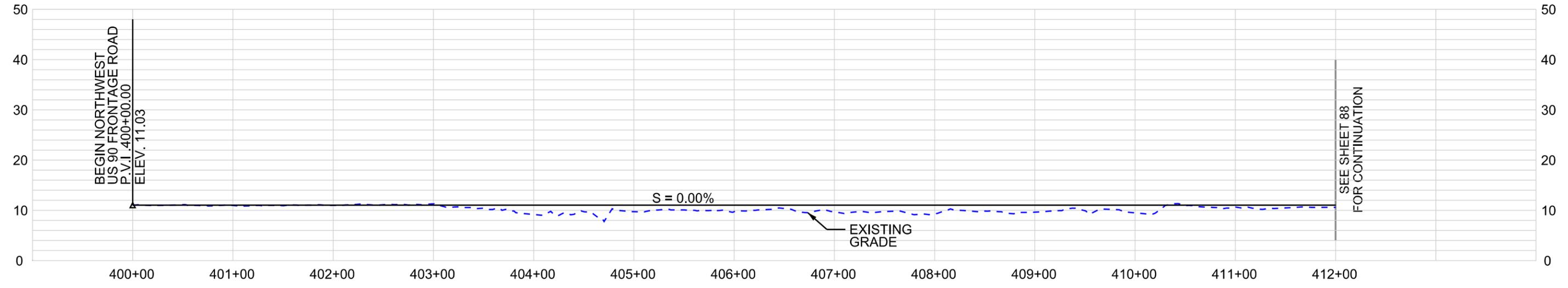
**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHEAST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED
	BRIDGE EMBANKMENT





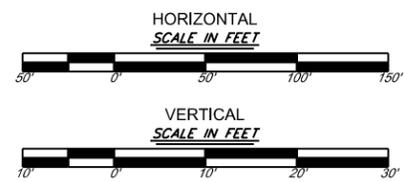
NORTHWEST US 90 FRONTAGE ROAD PLAN  
 SCALE: 1" = 100'

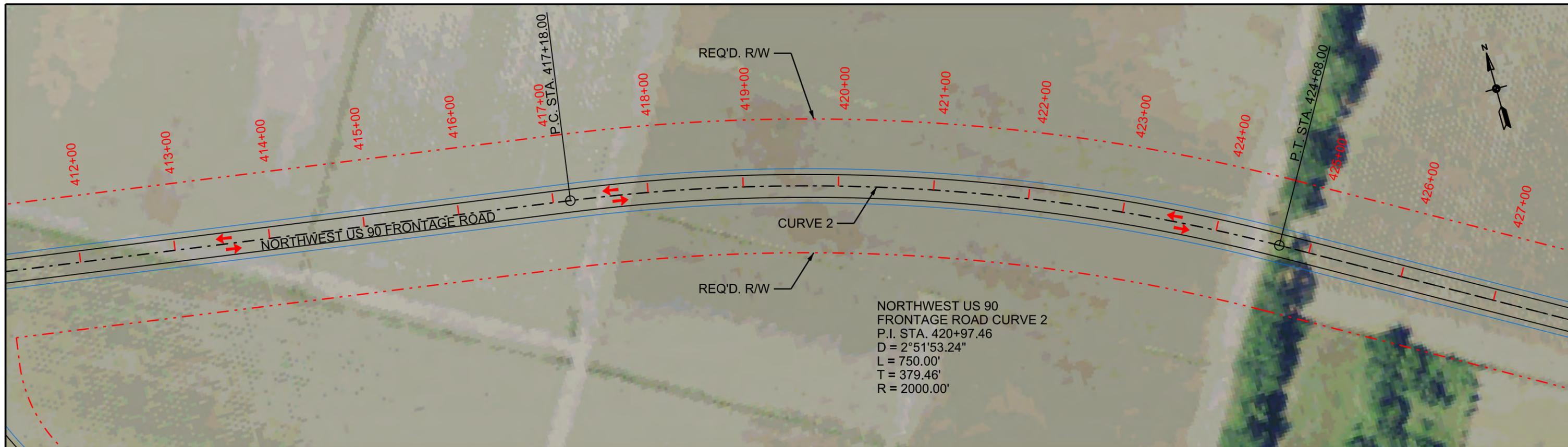


NORTHWEST US 90 FRONTAGE ROAD PROFILE  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

**LEGEND**

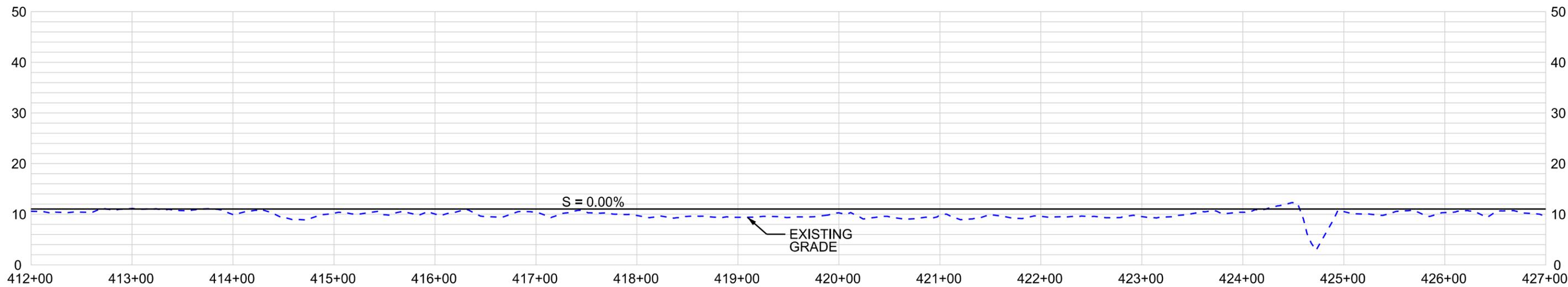
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	EXISTING FRONTAGE ROAD TO BE REMOVED





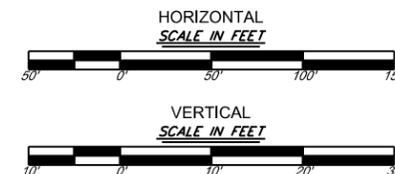
NORTHWEST US 90  
FRONTAGE ROAD CURVE 2  
P.I. STA. 420+97.46  
D = 2°51'53.24"  
L = 750.00'  
T = 379.46'  
R = 2000.00'

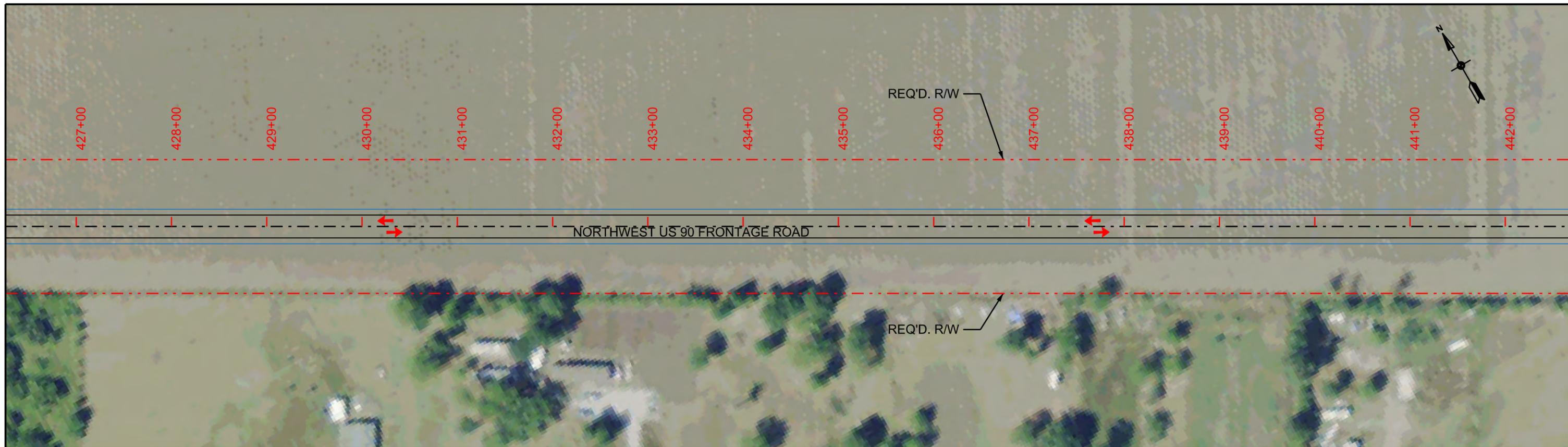
**NORTHWEST US 90 FRONTAGE ROAD PLAN**  
SCALE: 1" = 100'



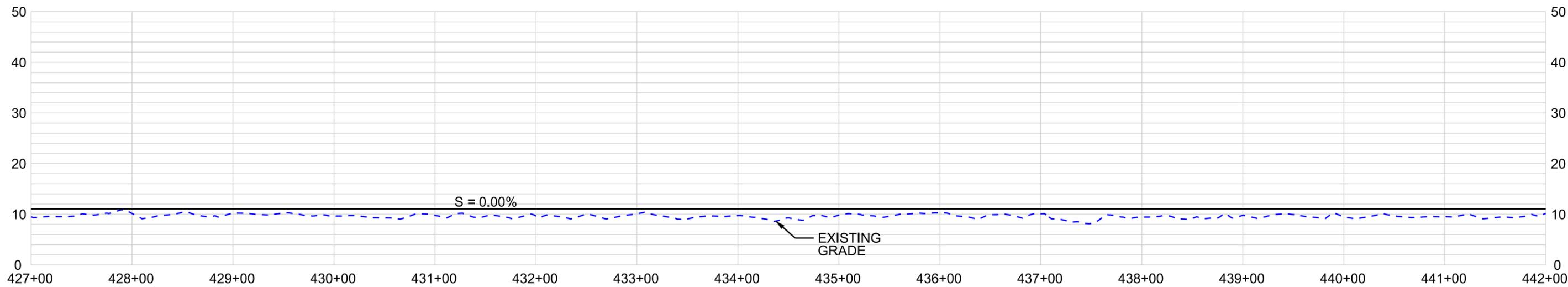
**NORTHWEST US 90 FRONTAGE ROAD PROFILE**  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY



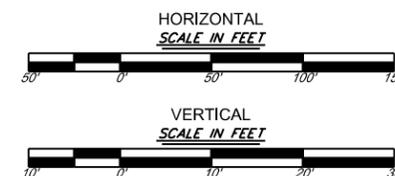


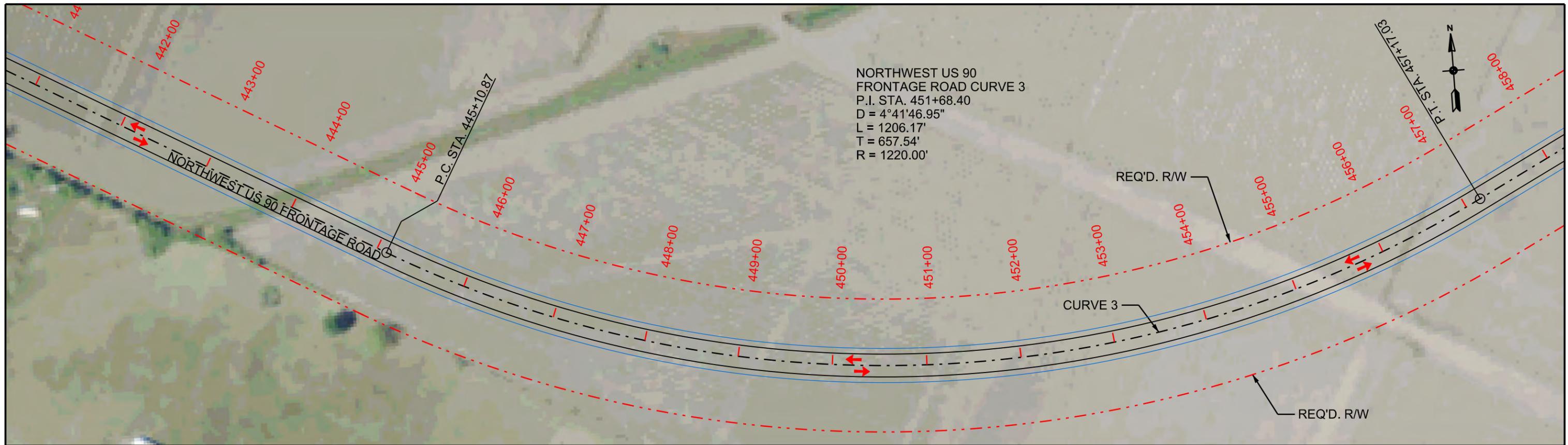
**NORTHWEST US 90 FRONTAGE ROAD PLAN**  
SCALE: 1" = 100'



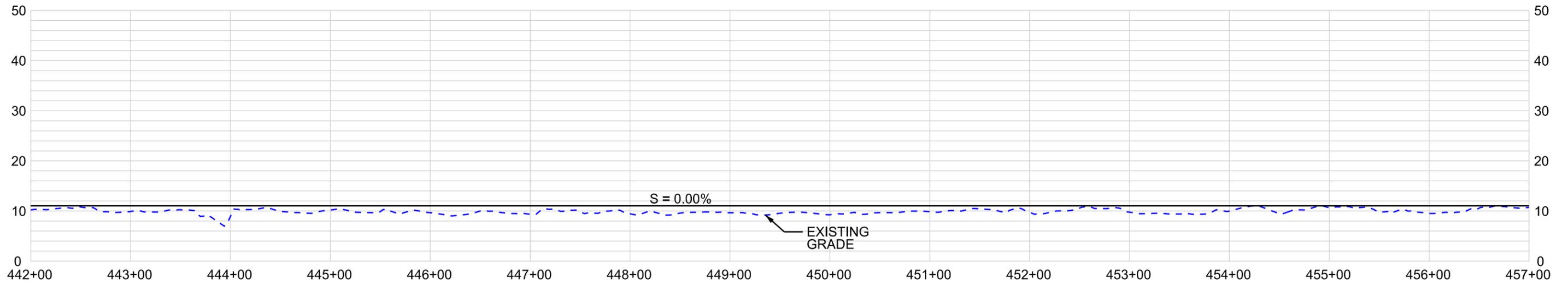
**NORTHWEST US 90 FRONTAGE ROAD PROFILE**  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY



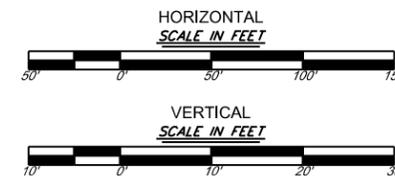


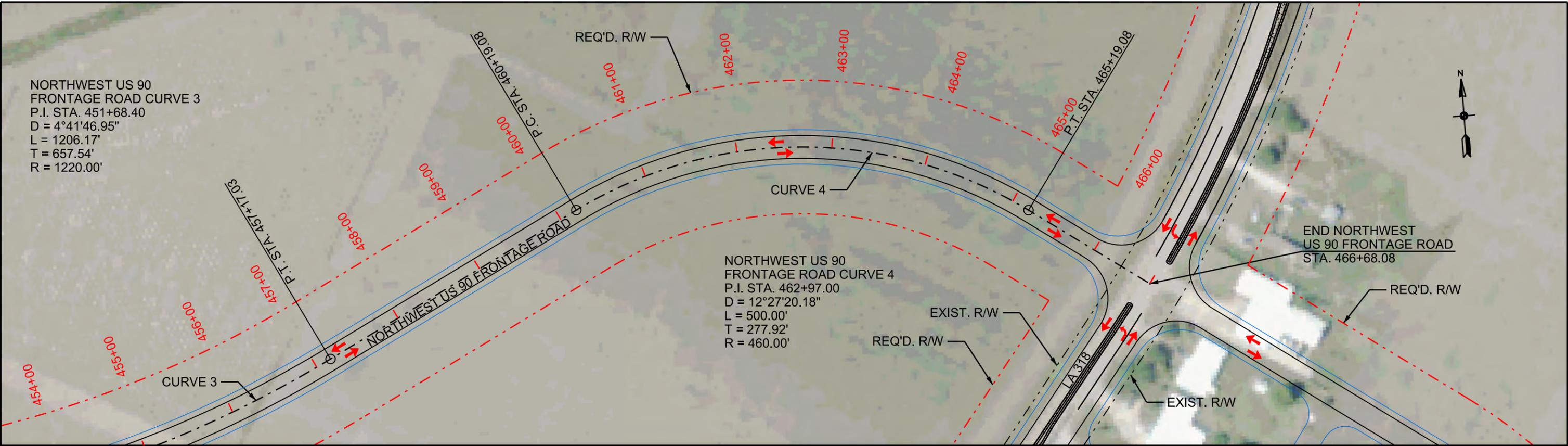
**NORTHWEST US 90 FRONTAGE ROAD PLAN**  
SCALE: 1" = 100'



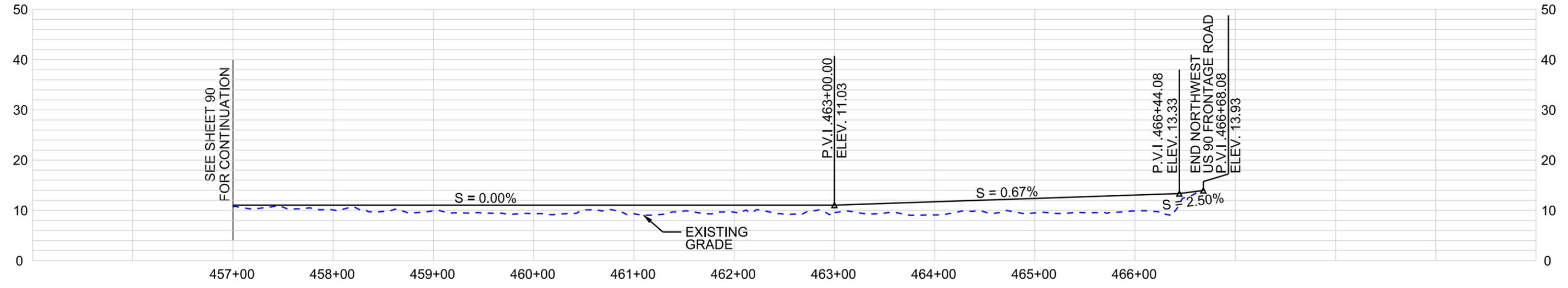
**NORTHWEST US 90 FRONTAGE ROAD PROFILE**  
HORIZONTAL SCALE: 1" = 100'  
VERTICAL SCALE: 1" = 20'

LEGEND	
	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY





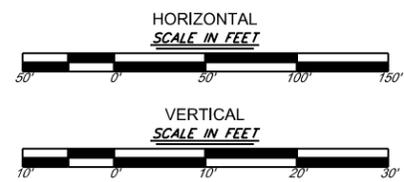
**NORTHWEST US 90 FRONTAGE ROAD PLAN**  
 SCALE: 1" = 100'



**NORTHWEST US 90 FRONTAGE ROAD PROFILE**  
 HORIZONTAL SCALE: 1" = 100'  
 VERTICAL SCALE: 1" = 20'

**LEGEND**

	REQUIRED CONTROL OF ACCESS
	REQUIRED RIGHT OF WAY
	NORTHWEST US 90 FRONTAGE ROAD CENTERLINE / BASELINE
	EXISTING RIGHT OF WAY
	RAISED CONCRETE MEDIAN



# APPENDIX B

# US 90 AT LA 318 INTERCHANGE

## CONSTRUCTION COST ESTIMATE

### GENERAL COST ESTIMATE NOTES:

1. Referenced unit costs for quantities were taken from Louisiana Department of Transportation 4<sup>th</sup> Quarter of 2010 Unit Price Index.
2. Construction cost related percentages were calculated using references in the Louisiana Department of Transportation Roadway Design Procedures and Details.
3. Bridge unit costs were assumed to be \$120 per Square Foot.
4. Temporary Signs and Barricades cost was calculated based on 7% of construction cost total.
5. Contingency costs were assumed to be 30% for this project.
6. Utility relocations were estimated at \$50,000 for the project area.
7. Mobilization cost was calculated based on 5% of construction cost total.
8. Construction Layout was calculated based on 2% of construction cost total.
9. Clearing and Grubbing was calculated as \$1000 per Acre.
10. Construction, Engineering, and Inspection costs were calculated at 10% of construction cost total.
11. Roadway Sections were estimated to include:
  - a. Concrete Sections of US 90 and Ramps
    - i. 10" Portland Cement Concrete Pavement
    - ii. 12" Class II Base Course
    - iii. 12" Lime Treated Soil
  - b. LA 318 and Frontage Roads
    - i. 2" Asphalt Wearing Course
    - ii. 3" Asphalt Binder Course
    - iii. 12" Class II Base Course
    - iv. 12" Lime Treated Soil

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**US 90 Interchange Cost Estimate Summary**

ITEM	COST
CLEARING AND GRUBBING (\$1000 / ACRE)	\$ 67,000.00
US 90 ROADWAY RECONSTRUCTION	\$ 3,010,000.00
US 90 BRIDGE CONSTRUCTION	\$ 18,182,400.00
LA 318 ROADWAY WIDENING	\$ 2,460,000.00
US 90 RAMP CONSTRUCTION	\$ 3,090,000.00
US 90 FRONTAGE ROADS	\$ 4,420,000.00
WEST ST. MARY CIVIC CENTER SEWAGE TREATMENT SYSTEM	\$ 100,000.00
LA 318 SEWAGE LIFT STATION	\$ 50,000.00
UTILITY RELOCATIONS	\$ 50,000.00
<b>SUB TOTAL</b>	<b>\$ 31,429,400.00</b>
TEMPORARY SIGNS AND BARRICADES	\$ 2,200,058.00
MOBILIZATION	\$ 1,571,470.00
CONSTRUCTION LAYOUT	\$ 628,588.00
<b>CONSTRUCTION SUB TOTAL</b>	<b>\$ 35,829,516.00</b>
CE&I COST TOTAL	\$ 3,582,951.60
<b>TOTAL PROJECT COST</b>	<b>\$ 39,412,467.60</b>

**US 90 / LA 318 INTERCHANGE  
CONSTRUCTION COST ESTIMATE**

<b>LOCATION</b>	<b>\$ / SF</b>	<b>L</b>	<b>W</b>	<b>TOTAL \$</b>
US 90 Over LA 318 Eastbound	\$120	1894	40	\$ 9,091,200.00
US 90 Over LA 318 Westbound	\$120	1894	40	\$ 9,091,200.00
US 90 Bridge Construction				\$ 18,182,400.00
US 90 Roadway				\$ 3,010,000.00
<b>US 90 BRIDGE AND ROADWAY TOTAL</b>				<b>\$ 21,192,400.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**US 90 Roadway**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	17,778	\$ 124,446.00
EMBANKMENT	CU YD	\$ 13.00	4,444	\$ 57,772.00
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	26,667	\$ 1,333,350.00
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	26,667	\$ 613,341.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	26,667	\$ 133,335.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	6,000	\$ 6,000.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	6,000	\$ 6,000.00
PAVEMENT MARKING (4" SKIP-WHITE)	LIN FT	\$ 0.50	6,000	\$ 3,000.00
REFLECTORIZED PAVEMENT MARKERS	EACH	\$ 4.00	80	\$ 320.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	20	\$ 20,000.00
HYDRO SEEDING	AC	\$ 1,500.00	10	\$ 15,000.00
SUBTOTAL CONSTRUCTION				\$ 2,312,564.00
CONTIGENCY - 30%				\$ 693,769.20
TOTAL CONSTRUCTION				\$ 3,006,333.20
ROUNDED TOTAL CONSTRUCTION				\$ 3,010,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 3,010,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**Widening LA 318 from Centerline**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	4,148	\$ 29,036.00
EMBANKMENT	CU YD	\$ 13.00	20,444	\$ 265,772.00
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 95.00	2,964	\$ 281,580.00
ASPHALT BASE COURSE (4" THICK)	TON	\$ 95.00	5,929	\$ 563,255.00
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	25,778	\$ 592,894.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	25,778	\$ 128,890.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	8,000	\$ 8,000.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	8,000	\$ 8,000.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	500	\$ 2,000.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	8	\$ 8,000.00
HYDRO SEEDING	AC	\$ 15.00	16	\$ 241.50
SUBTOTAL CONSTRUCTION				\$ 1,887,668.50
CONTIGENCY - 30%				\$ 566,300.55
TOTAL CONSTRUCTION				\$ 2,453,969.05
ROUNDED TOTAL CONSTRUCTION				\$ 2,460,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 2,460,000.00</b>

**LA 318 / US 90 INTERCHANGE  
ALTERNATIVE B RAMP COST SUMMARY**

<b>Summary of Ramp Construction</b>	<b>Estimated Implementation Cost</b>
Westbound Entrance Ramp to US 90	\$740,000
Westbound Exit Ramp from US 90	\$780,000
Eastbound Exit Ramp from US 90	\$800,000
Eastbound Entrance Ramp to US 90	\$770,000
<b>Total Estimated Cost Ramp Construction</b>	<b>\$3,090,000</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**Westbound Entrance Ramp to US 90**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	355	\$ 2,485.00
EMBANKMENT	CU YD	\$ 13.00	4,260	\$ 55,380.00
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	6,177	\$ 308,850.00
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	6,603	\$ 151,869.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	6,603	\$ 33,015.00
SHOULDER AGGREGATE (6" THICK)	CU YD	\$ 13.00	71	\$ 923.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	1,917	\$ 1,917.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	1,917	\$ 1,917.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	0	\$ -
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	2	\$ 2,000.00
HYDRO SEEDING	AC	\$ 1,500.00	4	\$ 6,000.00
SUBTOTAL CONSTRUCTION				\$ 564,356.00
CONTIGENCY - 30%				\$ 169,306.80
TOTAL CONSTRUCTION				\$ 733,662.80
ROUNDED TOTAL CONSTRUCTION				\$ 740,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 740,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**Westbound Exit Ramp from US 90**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	1,811	\$ 12,677.00
EMBANKMENT	CU YD	\$ 13.00	689	\$ 8,957.00
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	6,999	\$ 349,950.00
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	7,481	\$ 172,063.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	7,481	\$ 37,405.00
SHOULDER AGGREGATE (6" THICK)	CU YD	\$ 13.00	80	\$ 1,040.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,172	\$ 2,172.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	2,172	\$ 2,172.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	0	\$ -
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	2	\$ 3,000.00
SUBTOTAL CONSTRUCTION				\$ 592,436.00
CONTIGENCY - 30%				\$ 177,730.80
TOTAL CONSTRUCTION				\$ 770,166.80
ROUNDED TOTAL CONSTRUCTION				\$ 780,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 780,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**Eastbound Exit Ramp from US 90**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	385	\$ 2,695.00
EMBANKMENT	CU YD	\$ 13.00	4,618	\$ 60,034.00
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	6,696	\$ 334,800.00
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	7,158	\$ 164,634.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	7,158	\$ 35,790.00
SHOULDER AGGREGATE (6" THICK)	CU YD	\$ 13.00	77	\$ 1,001.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,078	\$ 2,078.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	2,078	\$ 2,078.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	0	\$ -
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 615,110.00
CONTIGENCY - 30%				\$ 184,533.00
TOTAL CONSTRUCTION				\$ 799,643.00
ROUNDED TOTAL CONSTRUCTION				\$ 800,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 800,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**Eastbound Entrance Ramp to US 90**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	369	\$ 2,583.00
EMBANKMENT	CU YD	\$ 13.00	4,431	\$ 57,603.00
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	6,425	\$ 321,250.00
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	6,868	\$ 157,964.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	6,868	\$ 34,340.00
SHOULDER AGGREGATE (6" THICK)	CU YD	\$ 13.00	74	\$ 962.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	1,994	\$ 1,994.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	1,994	\$ 1,994.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	0	\$ -
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 590,690.00
CONTIGENCY - 30%				\$ 177,207.00
TOTAL CONSTRUCTION				\$ 767,897.00
ROUNDED TOTAL CONSTRUCTION				\$ 770,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 770,000.00</b>

<b>LA 318 / US 90 INTERCHANGE</b>	
<b>Summary of Frontage Road Construction</b>	<b>Estimated Implementation Cost</b>
Northwest US 90 Frontage Road	\$1,900,000
Northeast US 90 Frontage Road	\$860,000
Southwest US 09 Frontage Road	\$820,000
Southeast US 90 Frontage Road	\$840,000
<b>Total Estimated Cost Horizontal Improvements</b>	<b>\$4,420,000</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**Northwest US 90 Frontage Road**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	1,153	\$ 8,071.00
EMBANKMENT	CU YD	\$ 13.00	15,452	\$ 200,876.00
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 70.00	2,864	\$ 200,480.00
ASPHALT BINDER COURSE (3" THICK)	TON	\$ 70.00	4,297	\$ 300,790.00
CLASS II BASE COURSE (10" THICK)	SQ YD	\$ 23.00	24,908	\$ 572,884.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	24,908	\$ 124,540.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	6,227	\$ 6,227.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	12,454	\$ 12,454.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	600	\$ 2,400.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	6	\$ 6,000.00
HYDRO SEEDING	AC	\$ 1,500.00	14	\$ 21,000.00
SUBTOTAL CONSTRUCTION				\$ 1,455,722.00
CONTIGENCY - 30%				\$ 436,716.60
TOTAL CONSTRUCTION				\$ 1,892,438.60
ROUNDED TOTAL CONSTRUCTION				\$ 1,900,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 1,900,000.00</b>

**US-90 / LA-318 INTERCHANGE  
ALTERNATIVE B**

**Northeast US 90 Frontage Road**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	520	\$ 3,640.00
EMBANKMENT	CU YD	\$ 13.00	6,968	\$ 90,584.00
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 70.00	1,292	\$ 90,440.00
ASPHALT BINDER COURSE (3" THICK)	TON	\$ 70.00	1,938	\$ 135,660.00
CLASS II BASE COURSE (10" THICK)	SQ YD	\$ 23.00	11,232	\$ 258,336.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	11,232	\$ 56,160.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,808	\$ 2,808.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	5,616	\$ 5,616.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	140	\$ 560.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 656,804.00
CONTIGENCY - 30%				\$ 197,041.20
TOTAL CONSTRUCTION				\$ 853,845.20
ROUNDED TOTAL CONSTRUCTION				\$ 860,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 860,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**Southwest US 90 Frontage Road**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	494	\$ 3,458.00
EMBANKMENT	CU YD	\$ 13.00	6,618	\$ 86,034.00
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 70.00	1,227	\$ 85,890.00
ASPHALT BINDER COURSE (3" THICK)	TON	\$ 70.00	1,840	\$ 128,800.00
CLASS II BASE COURSE (10" THICK)	SQ YD	\$ 23.00	10,668	\$ 245,364.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	10,668	\$ 53,340.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,667	\$ 2,667.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	5,334	\$ 5,334.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	135	\$ 540.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 624,427.00
CONTIGENCY - 30%				\$ 187,328.10
TOTAL CONSTRUCTION				\$ 811,755.10
ROUNDED TOTAL CONSTRUCTION				\$ 820,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 820,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE B**

**Southeast US 90 Frontage Road**

Date: 15-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	510	\$ 3,570.00
EMBANKMENT	CU YD	\$ 13.00	6,834	\$ 88,842.00
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 70.00	1,267	\$ 88,690.00
ASPHALT BINDER COURSE (3" THICK)	TON	\$ 70.00	1,900	\$ 133,000.00
CLASS II BASE COURSE (10" THICK)	SQ YD	\$ 23.00	11,016	\$ 253,368.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	11,016	\$ 55,080.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,754	\$ 2,754.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	5,508	\$ 5,508.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	140	\$ 560.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 644,372.00
CONTIGENCY - 30%				\$ 193,311.60
TOTAL CONSTRUCTION				\$ 837,683.60
ROUNDED TOTAL CONSTRUCTION				\$ 840,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 840,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**US 90 Interchange Cost Estimate Summary**

<b>ITEM</b>	<b>COST</b>
CLEARING AND GRUBBING (\$1000 / ACRE)	\$ 78,000.00
LA 318 ROADWAY RECONSTRUCTION	\$ 2,310,000.00
LA 318 BRIDGE CONSTRUCTION	\$ 7,225,920.00
US 90 RAMP CONSTRUCTION	\$ 6,000,000.00
US 90 FRONTAGE ROADS	\$ 4,910,000.00
WEST ST. MARY CIVIC CENTER SEWAGE TREATMENT SYSTEM	\$ 100,000.00
LA 318 SEWAGE LIFT STATION	\$ 50,000.00
UTILITY RELOCATIONS	\$ 50,000.00
<b>SUB TOTAL</b>	<b>\$ 20,723,920.00</b>
TEMPORARY SIGNS AND BARRICADES	\$ 1,450,674.40
MOBILIZATION	\$ 1,036,196.00
CONSTRUCTION LAYOUT	\$ 414,478.40
<b>CONSTRUCTION SUB TOTAL</b>	<b>\$ 23,625,268.80</b>
CE&I COST TOTAL	\$ 2,362,526.88
<b>TOTAL PROJECT COST</b>	<b>\$ 25,987,795.68</b>

**US 90 / LA 318 INTERCHANGE  
CONSTRUCTION COST ESTIMATE**

<b>LOCATION</b>	<b>\$ / SF</b>	<b>L</b>	<b>W</b>	<b>TOTAL \$</b>
LA 318 over US 90	\$120	1158	52	\$ 7,225,920.00
LA 318 Roadway Widening				\$ 2,310,000.00
<b>LA 318 BRIDGE AND ROADWAY TOTAL</b>				<b>\$ 9,535,920.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Widening LA 318 from Centerline**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	12,908	\$ 90,356.00
EMBANKMENT	CU YD	\$ 13.00	4,722	\$ 61,386.00
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 95.00	2,947	\$ 279,942.21
ASPHALT BINDER COURSE (4" THICK)	TON	\$ 95.00	5,894	\$ 559,884.42
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	25,624	\$ 589,352.03
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	25,624	\$ 128,120.01
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	8,714	\$ 8,714.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	8,714	\$ 8,714.00
PAVEMENT MARKING (4" SKIP-WHITE)	LIN FT	\$ 1.00	4,357	\$ 4,357.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	20	\$ 20,000.00
HYDRO SEEDING	AC	\$ 1,500.00	12	\$ 18,000.00
SUBTOTAL CONSTRUCTION				\$ 1,769,425.67
CONTIGENCY - 30%				\$ 530,827.70
TOTAL CONSTRUCTION				\$ 2,300,253.37
ROUNDED TOTAL CONSTRUCTION				\$ 2,310,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 2,310,000.00</b>

**LA 318 / US 90 INTERCHANGE  
ALTERNATIVE D RAMP COST ESTIMATES**

<b>Summary of Ramp Construction</b>	<b>Estimated Implementation Cost</b>
Westbound Entrance Ramp to US 90	\$1,320,000
Westbound Exit Ramp from US 90	\$1,320,000
Eastbound Exit Ramp from US 90	\$1,660,000
Eastbound Entrance Ramp to US 90	\$1,700,000
<b>Total Estimated Cost Ramp Construction</b>	<b>\$6,000,000</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Westbound Entrance Ramp to US 90**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	662	\$ 4,635.56
EMBANKMENT	CU YD	\$ 13.00	7,947	\$ 103,306.67
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	10,709	\$ 535,466.67
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	12,317	\$ 283,298.67
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	12,317	\$ 61,586.67
SHOULDER AGGREGATE (6" THICK)	CU YD	\$ 13.00	65	\$ 840.67
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	3,576	\$ 3,576.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	3,576	\$ 3,576.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 1,008,886.89
CONTIGENCY - 30%				\$ 302,666.07
TOTAL CONSTRUCTION				\$ 1,311,552.96
ROUNDED TOTAL CONSTRUCTION				\$ 1,320,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 1,320,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Westbound Exit Ramp from US 90**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	3,639	\$ 25,472.61
EMBANKMENT	CU YD	\$ 13.00	1,384	\$ 17,994.94
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	11,539	\$ 576,961.11
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	13,271	\$ 305,243.22
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	13,271	\$ 66,357.22
SHOULDER AGGREGATE (6" THICK)	CU YD	\$ 13.00	70	\$ 906.15
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	3,853	\$ 3,853.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	3,853	\$ 3,853.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 1,013,241.25
CONTIGENCY - 30%				\$ 303,972.38
TOTAL CONSTRUCTION				\$ 1,317,213.63
ROUNDED TOTAL CONSTRUCTION				\$ 1,320,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 1,320,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Eastbound Exit Ramp from US 90**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	835	\$ 5,842.41
EMBANKMENT	CU YD	\$ 13.00	10,016	\$ 130,202.22
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	13,591	\$ 679,550.00
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	15,524	\$ 357,054.56
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	15,524	\$ 77,620.56
SHOULDER AGGREGATE (6" THICK)	CU YD	\$ 13.00	89	\$ 1,160.85
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	4,507	\$ 4,507.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	4,507	\$ 4,507.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 1,273,044.59
CONTIGENCY - 30%				\$ 381,913.38
TOTAL CONSTRUCTION				\$ 1,654,957.97
ROUNDED TOTAL CONSTRUCTION				\$ 1,660,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 1,660,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Eastbound Entrance Ramp to US 90**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	853	\$ 5,968.15
EMBANKMENT	CU YD	\$ 13.00	10,231	\$ 133,004.44
PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQ YD	\$ 50.00	13,904	\$ 695,177.78
CLASS II BASE COURSE (12" THICK)	SQ YD	\$ 23.00	15,858	\$ 364,739.11
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	15,858	\$ 79,291.11
SHOULDER AGGREGATE (6" THICK)	CU YD	\$ 13.00	93	\$ 1,207.56
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	4,604	\$ 4,604.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	4,604	\$ 4,604.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 1,301,196.15
CONTIGENCY - 30%				\$ 390,358.84
TOTAL CONSTRUCTION				\$ 1,691,554.99
ROUNDED TOTAL CONSTRUCTION				\$ 1,700,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 1,700,000.00</b>

**LA 318 / US 90 INTERCHANGE**

<b>Summary of Frontage Road Construction</b>	<b>Estimated Implementation Cost</b>
Northwest US 90 Frontage Road	\$2,040,000
Northeast US 90 Frontage Road	\$890,000
Southwest US 90 Frontage Road	\$920,000
Southeast US 90 Frontage Road	\$1,060,000
<b>Total Estimated Cost Horizontal Improvements</b>	<b>\$4,910,000</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Northwest US 90 Frontage Road**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	1,244	\$ 8,704.63
EMBANKMENT	CU YD	\$ 13.00	16,663	\$ 216,620.93
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 70.00	3,089	\$ 216,223.00
ASPHALT BINDER COURSE (3" THICK)	TON	\$ 70.00	4,633	\$ 324,334.50
CLASS II BASE COURSE (10" THICK)	SQ YD	\$ 23.00	26,860	\$ 617,780.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	26,860	\$ 134,300.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	6,715	\$ 6,715.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	13,430	\$ 13,430.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	670	\$ 2,680.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	6	\$ 6,000.00
HYDRO SEEDING	AC	\$ 1,500.00	14	\$ 21,000.00
SUBTOTAL CONSTRUCTION				\$ 1,567,788.06
CONTIGENCY - 30%				\$ 470,336.42
TOTAL CONSTRUCTION				\$ 2,038,124.47
ROUNDED TOTAL CONSTRUCTION				\$ 2,040,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 2,040,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Northeast US 90 Frontage Road**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	537	\$ 3,757.96
EMBANKMENT	CU YD	\$ 13.00	7,194	\$ 93,519.59
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 70.00	1,334	\$ 93,347.80
ASPHALT BINDER COURSE (3" THICK)	TON	\$ 70.00	2,000	\$ 140,021.70
CLASS II BASE COURSE (10" THICK)	SQ YD	\$ 23.00	11,596	\$ 266,708.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	11,596	\$ 57,980.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,899	\$ 2,899.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	5,798	\$ 5,798.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	140	\$ 560.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 677,592.06
CONTIGENCY - 30%				\$ 203,277.62
TOTAL CONSTRUCTION				\$ 880,869.67
ROUNDED TOTAL CONSTRUCTION				\$ 890,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 890,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Southwest US 90 Frontage Road**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	560	\$ 3,917.41
EMBANKMENT	CU YD	\$ 13.00	7,499	\$ 97,487.48
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 70.00	1,390	\$ 97,308.40
ASPHALT BINDER COURSE (3" THICK)	TON	\$ 70.00	2,085	\$ 145,962.60
CLASS II BASE COURSE (10" THICK)	SQ YD	\$ 23.00	12,088	\$ 278,024.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	12,088	\$ 60,440.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	3,022	\$ 3,022.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	6,044	\$ 6,044.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	135	\$ 540.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 705,745.89
CONTIGENCY - 30%				\$ 211,723.77
TOTAL CONSTRUCTION				\$ 917,469.66
ROUNDED TOTAL CONSTRUCTION				\$ 920,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 920,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE D**

**Southeast US 90 Frontage Road**

Date: 16-Sep-11

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	644	\$ 4,508.52
EMBANKMENT	CU YD	\$ 13.00	8,631	\$ 112,197.70
ASPHALT WEARING COURSE (2" THICK)	TON	\$ 70.00	1,600	\$ 111,991.60
ASPHALT BINDER COURSE (3" THICK)	TON	\$ 70.00	2,400	\$ 167,987.40
CLASS II BASE COURSE (10" THICK)	SQ YD	\$ 23.00	13,912	\$ 319,976.00
LIME TREATMENT (12" THICK)	SQ YD	\$ 5.00	13,912	\$ 69,560.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	3,478	\$ 3,478.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	6,956	\$ 6,956.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	140	\$ 560.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 810,215.22
CONTIGENCY - 30%				\$ 243,064.57
TOTAL CONSTRUCTION				\$ 1,053,279.79
ROUNDED TOTAL CONSTRUCTION				\$ 1,060,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 1,060,000.00</b>

<b>US-90 / LA-318 INTERCHANGE ALTERNATIVE E</b>	
<b>US 90 Interchange Cost Estimate Summary</b>	
<b>ITEM</b>	<b>COST</b>
CLEARING AND GRUBBING (\$1000 / ACRE)	\$ 78,000.00
US 90 ROADWAY RECONSTRUCTION	\$ 3,010,000.00
US 90 BRIDGE CONSTRUCTION	\$ 19,444,560.00
LA 318 ROADWAY WIDENING	\$ 2,950,000.00
US 90 RAMP CONSTRUCTION	\$ 5,400,960.00
US 90 FRONTAGE ROADS	\$ 4,690,000.00
WEST ST. MARY CIVIC CENTER LIFT STATION	\$ 50,000.00
UTILITY RELOCATIONS	\$ 50,000.00
<b>SUB TOTAL</b>	<b>\$ 35,673,520.00</b>
TEMPORARY SIGNS AND BARRICADES	\$ 2,497,146.40
MOBILIZATION	\$ 1,783,676.00
CONSTRUCTION LAYOUT	\$ 713,470.40
<b>CONSTRUCTION SUB TOTAL</b>	<b>\$ 40,667,812.80</b>
CE&I COST TOTAL	\$ 4,066,781.28
<b>TOTAL PROJECT COST</b>	<b>\$ 44,734,594.08</b>

**US 90 BRIDGE AND ROADWAY TOTAL  
ALTERNATIVE E**

<b>LOCATION</b>	<b>\$ / SF</b>	<b>L</b>	<b>W</b>	<b>SF</b>	<b>TOTAL \$</b>
US-90 Over LA-318 Eastbound	\$120	1894	40	75,760	\$ 9,091,200.00
Acceleration and Merge Lane	\$120	---	---	10,518	\$ 1,262,160.00
US-90 Over LA-318 Westbound	\$120	1894	40	75,760	\$ 9,091,200.00
US 90 Bridge Construction					\$ 19,444,560.00
US 90 Roadway					\$ 3,010,000.00
<b>US 90 BRIDGE AND ROADWAY TOTAL</b>					<b>\$ 22,454,560.00</b>

**US-90 / LA-318 INTERCHANGE  
ALTERNATIVE E**

**US 90 Roadway**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	17,778	\$ 124,446.00
EMBANKMENT	CU YD	\$ 13.00	4,444	\$ 57,772.00
PORTLAND CEMENT CONCRETE PAVEMENT (10")	SQ YD	\$ 50.00	26,667	\$ 1,333,350.00
CLASS II BASE COURSE (12")	SQ YD	\$ 23.00	26,667	\$ 613,341.00
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	26,667	\$ 133,335.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	6,000	\$ 6,000.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	6,000	\$ 6,000.00
PAVEMENT MARKING (4" SKIP-WHITE)	LIN FT	\$ 0.50	6,000	\$ 3,000.00
REFLECTORIZED PAVEMENT MARKERS	EACH	\$ 4.00	80	\$ 320.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	20	\$ 20,000.00
HYDRO SEEDING	AC	\$ 1,500.00	10	\$ 15,000.00
<b>SUBTOTAL CONSTRUCTION</b>				<b>\$ 2,312,564.00</b>
<b>CONTINGENCY - 30%</b>				<b>\$ 693,769.20</b>
<b>TOTAL CONSTRUCTION</b>				<b>\$ 3,006,333.20</b>
<b>ROUNDED TOTAL CONSTRUCTION</b>				<b>\$ 3,010,000.00</b>
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 3,010,000.00</b>

**US-90 / LA-318 INTERCHANGE  
ALTERNATIVE E**

**Widening LA 318 from Centerline**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	4,985	\$ 34,895.26
EMBANKMENT	CU YD	\$ 13.00	24,569	\$ 319,398.44
ASPHALT 2" WEARING COURSE	TON	\$ 95.00	3,563	\$ 338,439.51
ASPHALT 4" BASE COURSE	TON	\$ 95.00	7,125	\$ 676,879.01
CLASS II BASE COURSE (12")	SQ YD	\$ 23.00	30,978	\$ 712,504.22
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	30,978	\$ 154,892.22
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	9,614	\$ 9,614.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	9,614	\$ 9,614.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	601	\$ 2,404.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	8	\$ 8,000.00
HYDRO SEEDING	AC	\$ 15.00	16	\$ 241.50
<b>SUBTOTAL CONSTRUCTION</b>				<b>\$ 2,266,882.16</b>
<b>CONTIGENCY - 30%</b>				<b>\$ 680,064.65</b>
<b>TOTAL CONSTRUCTION</b>				<b>\$ 2,946,946.81</b>
<b>ROUNDED TOTAL CONSTRUCTION</b>				<b>\$ 2,950,000.00</b>
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 2,950,000.00</b>

**US 90/LA 318 INTERCHANGE  
ALTERNATIVE E RAMP COST SUMMARY**

<b>Summary of Ramp Construction</b>	<b>Estimated Implementation Cost</b>
Westbound Entrance Ramp to US 90	\$ 3,030,960.00
Westbound Exit Ramp from US 90	\$ 790,000.00
Eastbound Exit Ramp from US 90	\$ 810,000.00
Eastbound Entrance Ramp to US 90	\$ 770,000.00
<b>Total Estimated Cost - Ramp Construction</b>	<b>\$ 5,400,960.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE E**

**Westbound Entrance Ramp to US 90**

ITEM	UNIT	UNIT COST	QUANTITY	TOTAL COST
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	163	\$ 1,139.44
EMBANKMENT	CU YD	\$ 13.00	2,444	\$ 31,776.33
PORTLAND CEMENT CONCRETE PAVEMENT (10")	SQ YD	\$ 50.00	2,832	\$ 141,616.67
CLASS II BASE COURSE (12")	SQ YD	\$ 23.00	3,028	\$ 69,636.33
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	3,028	\$ 15,138.33
SHOULDER AGGREGATE (6.0")	CU YD	\$ 13.00	33	\$ 423.22
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	1,597	\$ 1,597.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	1,597	\$ 1,597.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 275,524.33
CONTIGENCY - 30%				\$ 82,657.30
TOTAL CONSTRUCTION				\$ 358,181.63
ROUNDED TOTAL CONSTRUCTION				\$ 360,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 360,000.00</b>

**Westbound Entrance Bridge to US-90**

BRIDGE	SQ FT	\$120	22,258	\$2,670,960.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$2,670,960.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE E**

**Westbound Exit Ramp from US 90**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	2,051	\$ 14,359.33
EMBANKMENT	CU YD	\$ 13.00	780	\$ 10,144.04
PORTLAND CEMENT CONCRETE PAVEMENT (10")	SQ YD	\$ 50.00	6,999	\$ 349,933.33
CLASS II BASE COURSE (12")	SQ YD	\$ 23.00	7,481	\$ 172,070.67
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	7,481	\$ 37,406.67
SHOULDER AGGREGATE (6.0")	CU YD	\$ 13.00	80	\$ 1,045.78
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,172	\$ 2,172.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	2,172	\$ 2,172.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
<b>SUBTOTAL CONSTRUCTION</b>				<b>\$ 601,903.82</b>
<b>CONTIGENCY - 30%</b>				<b>\$ 180,571.15</b>
<b>TOTAL CONSTRUCTION</b>				<b>\$ 782,474.97</b>
<b>ROUNDED TOTAL CONSTRUCTION</b>				<b>\$ 790,000.00</b>
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 790,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE E**

**Eastbound Exit Ramp from US 90**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	385	\$ 2,695.00
EMBANKMENT	CU YD	\$ 13.00	4,618	\$ 60,034.00
PORTLAND CEMENT CONCRETE PAVEMENT (10")	SQ YD	\$ 50.00	6,696	\$ 334,800.00
CLASS II BASE COURSE (12")	SQ YD	\$ 23.00	7,158	\$ 164,634.00
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	7,158	\$ 35,790.00
SHOULDER AGGREGATE (6.0")	CU YD	\$ 13.00	77	\$ 1,001.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,078	\$ 2,078.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	2,078	\$ 2,078.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 615,710.00
CONTIGENCY - 30%				\$ 184,713.00
TOTAL CONSTRUCTION				\$ 800,423.00
ROUNDED TOTAL CONSTRUCTION				\$ 810,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 810,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE E**

**Eastbound Entrance Ramp to US 90**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	369	\$ 2,583.00
EMBANKMENT	CU YD	\$ 13.00	4,431	\$ 57,603.00
PORTLAND CEMENT CONCRETE PAVEMENT (10")	SQ YD	\$ 50.00	6,425	\$ 321,250.00
CLASS II BASE COURSE (12")	SQ YD	\$ 23.00	6,868	\$ 157,964.00
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	6,868	\$ 34,340.00
SHOULDER AGGREGATE (6.0")	CU YD	\$ 13.00	74	\$ 962.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	1,994	\$ 1,994.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	1,994	\$ 1,994.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	150	\$ 600.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	3	\$ 3,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
<b>SUBTOTAL CONSTRUCTION</b>				<b>\$ 591,290.00</b>
<b>CONTIGENCY - 30%</b>				<b>\$ 177,387.00</b>
<b>TOTAL CONSTRUCTION</b>				<b>\$ 768,677.00</b>
<b>ROUNDED TOTAL CONSTRUCTION</b>				<b>\$ 770,000.00</b>
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 770,000.00</b>

<b>US 90 / LA 318 INTERCHANGE ALTERNATIVE E</b>	
<b>Summary of Frontage Road Construction</b>	<b>Estimated</b>
Northwest US 90 Frontage Road	\$2,110,000
Northeast US 90 Frontage Road	\$920,000
Southwest US 90 Frontage Road	\$820,000
Southeast US 90 Frontage Road	\$840,000
<b>Total Estimated Cost Horizontal Improvements</b>	<b>\$4,690,000</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE E**

**Northwest US 90 Frontage Road**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	1,285	\$ 8,997.59
EMBANKMENT	CU YD	\$ 13.00	17,224	\$ 223,911.52
WEARING COURSE (2")	TON	\$ 70.00	3,193	\$ 223,500.20
BINDER COURSE (3")	TON	\$ 70.00	4,789	\$ 335,250.30
CLASS II BASE COURSE (10")	SQ YD	\$ 23.00	27,764	\$ 638,572.00
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	27,764	\$ 138,820.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	6,941	\$ 6,941.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	13,882	\$ 13,882.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	694	\$ 2,776.40
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	6	\$ 6,000.00
HYDRO SEEDING	AC	\$ 1,500.00	14	\$ 21,000.00
<b>SUBTOTAL CONSTRUCTION</b>				<b>\$ 1,619,651.01</b>
<b>CONTIGENCY - 30%</b>				<b>\$ 485,895.30</b>
<b>TOTAL CONSTRUCTION</b>				<b>\$ 2,105,546.31</b>
<b>ROUNDED TOTAL CONSTRUCTION</b>				<b>\$ 2,110,000.00</b>
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 2,110,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE E**

**Northeast US 90 Frontage Road**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	560	\$ 3,922.59
EMBANKMENT	CU YD	\$ 13.00	7,509	\$ 97,616.52
WEARING COURSE (2")	TON	\$ 70.00	1,392	\$ 97,437.20
BINDER COURSE (3")	TON	\$ 70.00	2,088	\$ 146,155.80
CLASS II BASE COURSE (10")	SQ YD	\$ 23.00	12,104	\$ 278,392.00
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	12,104	\$ 60,520.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	3,026	\$ 3,026.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	6,052	\$ 6,052.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	303	\$ 1,210.40
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 707,332.51
CONTIGENCY - 30%				\$ 212,199.75
TOTAL CONSTRUCTION				\$ 919,532.26
ROUNDED TOTAL CONSTRUCTION				\$ 920,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 920,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE E**

**Southwest US 90 Frontage Road**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	494	\$ 3,458.00
EMBANKMENT	CU YD	\$ 13.00	6,618	\$ 86,034.00
WEARING COURSE (2")	TON	\$ 70.00	1,227	\$ 85,890.00
BINDER COURSE (3")	TON	\$ 70.00	1,840	\$ 128,800.00
CLASS II BASE COURSE (10")	SQ YD	\$ 23.00	10,668	\$ 245,364.00
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	10,668	\$ 53,340.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,667	\$ 2,667.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	5,334	\$ 5,334.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	135	\$ 540.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
SUBTOTAL CONSTRUCTION				\$ 624,427.00
CONTIGENCY - 30%				\$ 187,328.10
TOTAL CONSTRUCTION				\$ 811,755.10
ROUNDED TOTAL CONSTRUCTION				\$ 820,000.00
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 820,000.00</b>

**US 90 / LA 318 INTERCHANGE  
ALTERNATIVE E**

**Southeast US 90 Frontage Road**

<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>TOTAL COST</b>
EXCAVATION (MISC. & DRAINAGE)	CU YD	\$ 7.00	510	\$ 3,570.00
EMBANKMENT	CU YD	\$ 13.00	6,834	\$ 88,842.00
WEARING COURSE (2")	TON	\$ 70.00	1,267	\$ 88,690.00
BINDER COURSE (3")	TON	\$ 70.00	1,900	\$ 133,000.00
CLASS II BASE COURSE (10")	SQ YD	\$ 23.00	11,016	\$ 253,368.00
LIME TREATMENT (12" Thick)	SQ YD	\$ 5.00	11,016	\$ 55,080.00
PAVEMENT MARKING (4" YELLOW)	LIN FT	\$ 1.00	2,754	\$ 2,754.00
PAVEMENT MARKING (4" WHITE)	LIN FT	\$ 1.00	5,508	\$ 5,508.00
RASIED PAVEMENT MARKERS	EACH	\$ 4.00	140	\$ 560.00
SIGN AND POST (FOR LANE CONTROL)	EACH	\$ 1,000.00	4	\$ 4,000.00
HYDRO SEEDING	AC	\$ 1,500.00	6	\$ 9,000.00
<b>SUBTOTAL CONSTRUCTION</b>				<b>\$ 644,372.00</b>
<b>CONTIGENCY - 30%</b>				<b>\$ 193,311.60</b>
<b>TOTAL CONSTRUCTION</b>				<b>\$ 837,683.60</b>
<b>ROUNDED TOTAL CONSTRUCTION</b>				<b>\$ 840,000.00</b>
<b>TOTAL ESTIMATED IMPLEMENTATION COST</b>				<b>\$ 840,000.00</b>

# APPENDIX C

United States Department of Agriculture



Natural Resources Conservation Service  
3737 Government Street  
Alexandria, LA 71302

(318) 473-7751  
Fax: (318) 473-7626

July 22, 2013

Jonathan Martínez, Environmental Planner  
URS Corporation  
3500 N. Causeway Blvd., Suite 900  
Metairie, Louisiana 70002

RE: US 90 and LA 318 Interchange, St. Mary Parish, LA (Federal Highway Administration)

Dear Mr. Martinez,

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

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

The project map submitted with your request indicates that the proposed construction areas will potentially impact the following prime or unique farmland soils:

BdA- Baldwin silty clay loam, 0 to 1 percent slopes  
CoA- Coteau silt, 0 to 1 percent slopes  
GaA- Galvez silt loam, 0 to 1 percent slopes  
IbA- Iberia clay, 0 to 1 percent slopes  
PaA- Patoutville silt, 0 to 1 percent slopes

Please find enclosed a Form AD-1006 Farmland Conversion Impact Rating form with our agencies information completed. For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov/>

For more information on FPPA requirements or the process to receive a Farmland Conversion Impact Rating (Form AD-1006 or CPA-106) please visit the following location: <http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/landuse/fppa/>

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

Respectfully,

A handwritten signature in black ink, appearing to read "W. Haymaker".

ACTING FOR

Sarah Haymaker  
State Conservationist

Attachment

*Helping People Help the Land*

An Equal Opportunity Provider and Employer

U.S. Department of Agriculture  
**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request <b>7/11/13</b>				
Name of Project <b>Interchange at US 90 and LA 318</b>		Federal Agency Involved <b>Federal Highway Administration</b>				
Proposed Land Use <b>highway interchange and frontage road</b>		County and State <b>county and state St. Mary Parish, Louisiana</b>				
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS <b>7/11/13</b>		Person Completing Form: <b>Mike Lindsey</b>		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated <b>—</b>	Average Farm Size <b>512</b>	
Major Crop(s) <b>Sugar Cane</b>	Farmable Land In Govt. Jurisdiction Acres: <b>127,963 % 32</b>	Amount of Farmland As Defined in FPPA Acres: <b>118,654 % 30</b>				
Name of Land Evaluation System Used <b>LESA</b>	Name of State or Local Site Assessment System <b>—</b>	Date Land Evaluation Returned by NRCS <b>7/22/13</b>				
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		<b>81.71</b>				
B. Total Acres To Be Converted Indirectly		<b>—</b>				
C. Total Acres In Site		<b>83</b>				
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		<b>83</b>				
B. Total Acres Statewide Important or Local Important Farmland		<b>—</b>				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>0.07</b>				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>86</b>				
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>91</b>				
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	<b>15</b>				
2. Perimeter In Non-urban Use	(10)	<b>8</b>				
3. Percent Of Site Being Farmed	(20)	<b>18</b>				
4. Protection Provided By State and Local Government	(20)	<b>0</b>				
5. Distance From Urban Built-up Area	(15)	<b>15</b>				
6. Distance To Urban Support Services	(15)	<b>0</b>				
7. Size Of Present Farm Unit Compared To Average	(10)	<b>9</b>				
8. Creation Of Non-farmable Farmland	(10)	<b>0</b>				
9. Availability Of Farm Support Services	(5)	<b>5</b>				
10. On-Farm Investments	(20)	<b>5</b>				
11. Effects Of Conversion On Farm Support Services	(10)	<b>0</b>				
12. Compatibility With Existing Agricultural Use	(10)	<b>5</b>				
<b>TOTAL SITE ASSESSMENT POINTS</b>		<b>160</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		<b>160</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>				
Reason For Selection: <b>This evaluation is for the new Alternative E which has been selected as the Preferred Alternative</b>						
Name of Federal agency representative completing this form:					Date:	

(See Instructions on reverse side)

United States Department of Agriculture



Natural Resources Conservation Service  
3737 Government Street  
Alexandria, LA 71302

(318) 473-7751  
Fax: (318) 473-7626

9/29/2011

Jonathan Martinez, Environmental Planner  
URS Corporation  
3500 N. Causeway Blvd., Suite 900  
Metairie, Louisiana 70002

RE: Interchange at US 90 and LA 318, St. Mary Parish, LA (Federal Highway Administration)

Dear Mr. Martinez,

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

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

The project map submitted with your request indicates that the proposed construction areas will potentially impact the following prime or unique farmland soils:

BdA- Baldwin silty clay loam, 0 to 1 percent slopes  
CoA- Coteau silt, 0 to 1 percent slopes  
GaA- Galvez silt loam, 0 to 1 percent slopes  
IbA- Iberia clay, 0 to 1 percent slopes  
PaA- Patoutville silt, 0 to 1 percent slopes

Please find enclosed a Form AD-1006 Farmland Conversion Impact Rating form with our agencies information completed and a Prime Farmland Assessment map indicating the location of the prime farmland areas in green. For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov>

For more information on FPPA requirements or the process to receive a Farmland Conversion Impact Rating (Form AD-1006) please visit the following location: <http://www.nrcs.usda.gov/programs/fppa/>

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

Respectfully,

A handwritten signature in blue ink that reads "W. Britt Paul".

W. Britt Paul                      ACTING FOR  
Acting State Conservationist

*Helping People Help the Land*

An Equal Opportunity Provider and Employer

U.S. Department of Agriculture

# FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		Date Of Land Evaluation Request	9/7/11
Name Of Project	Interchange at US 90 and LA 318	Federal Agency Involved	Federal Highway Administration
Proposed Land Use	highway interchange and frontage roads	County And State	St. Mary Parish, Louisiana

<b>PART II (To be completed by NRCS)</b>		Date Request Received By NRCS	9/27/11
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated <input type="checkbox"/> Average Farm Size
			- 807
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: 127,963 32%	Amount Of Farmland As Defined in FPPA Acres: 118,654 30%	
Name Of Land Evaluation System Used St. Mary LESA	Name Of Local Site Assessment System -	Date Land Evaluation Returned By NRCS 9/29/11	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	64.5	112.8		
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	64.5	112.8	0.0	0.0

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	63	111.3		
B. Total Acres Statewide And Local Important Farmland	-	-		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.05	0.09		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	86	86		

<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b>				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	0 89	0 89	0	0

<b>PART VI (To be completed by Federal Agency)</b>	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	15	15			
2. Perimeter In Nonurban Use	8	8			
3. Percent Of Site Being Farmed	18	18			
4. Protection Provided By State And Local Government	0	0			
5. Distance From Urban Builtup Area	15	15			
6. Distance To Urban Support Services	0	0			
7. Size Of Present Farm Unit Compared To Average	9	9			
8. Creation Of Nonfarmable Farmland	0	0			
9. Availability Of Farm Support Services	5	5			
10. On-Farm Investments	5	5			
11. Effects Of Conversion On Farm Support Services	0	0			
12. Compatibility With Existing Agricultural Use	5	5			
<b>TOTAL SITE ASSESSMENT POINTS</b>	160	80	80	0	0

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	80	80	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	260	80	80	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used?
		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

Reason For Selection:

# FARMLAND CONVERSION IMPACT RATING

<b>PART I</b> (To be completed by Federal Agency)	Date Of Land Evaluation Request 9/7/11
Name Of Project Interchange at US 90 and LA 318	Federal Agency Involved Federal Highway Administration
Proposed Land Use highway interchange and frontage roads	County And State St. Mary Parish, Louisiana

<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Major Crop(s)		Farmable Land In Govt. Jurisdiction Acres: %	Acres Irrigated Average Farm Size
Name Of Land Evaluation System Used		Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS

<b>PART III</b> (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	66.9	109.3		
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	66.9	109.3	0.0	0.0

<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	0	0	0	0
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<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use	15	15			
2. Perimeter In Nonurban Use	8	8			
3. Percent Of Site Being Farmed	18	18			
4. Protection Provided By State And Local Government	0	0			
5. Distance From Urban Builtup Area	15	15			
6. Distance To Urban Support Services	0	0			
7. Size Of Present Farm Unit Compared To Average	9	9			
8. Creation Of Nonfarmable Farmland	0	0			
9. Availability Of Farm Support Services	5	5			
10. On-Farm Investments	5	5			
11. Effects Of Conversion On Farm Support Services	0	0			
12. Compatibility With Existing Agricultural Use	5	5			
<b>TOTAL SITE ASSESSMENT POINTS</b>	160	80	80	0	0

<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	80	80	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	260	80	80	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

## STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 – NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 – NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

## INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

**Part I:** In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

**Part III:** In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

**Part VI:** Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

**Part VII:** In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site "A."}$$

## Site Assessment Scoring for the Twelve Factors Used in FPPA

The Site Assessment criteria used in the Farmland Protection Policy Act (FPPA) rule are designed to assess important factors other than the agricultural value of the land when determining which alternative sites should receive the highest level of protection from conversion to non agricultural uses.

Twelve factors are used for Site Assessment and ten factors for corridor-type sites. Each factor is listed in an outline form, without detailed definitions or guidelines to follow in the rating process. The purpose of this document is to expand the definitions of use of each of the twelve Site Assessment factors so that all persons can have a clear understanding as to what each factor is intended to evaluate and how points are assigned for given conditions.

In each of the 12 factors a number rating system is used to determine which sites deserve the most protection from conversion to non-farm uses. The higher the number value given to a proposed site, the more protection it will receive. The maximum scores are 10, 15 and 20 points, depending upon the relative importance of each particular question. If a question significantly relates to why a parcel of land should not be converted, the question has a maximum possible protection value of 20, whereas a question which does not have such a significant impact upon whether a site would be converted, would have fewer maximum points possible, for example 10.

The following guidelines should be used in rating the twelve Site Assessment criteria:

**1. How much land is in non-urban use within a radius of 1.0 mile from where the project is intended?**

More than 90 percent:	15 points
90-20 percent:	14 to 1 points
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the area within one mile of the proposed site is non-urban area. For purposes of this rule, "non-urban" should include:

- Agricultural land (crop-fruit trees, nuts, oilseed)
- Range land
- Forest land
- Golf Courses
- Non paved parks and recreational areas
- Mining sites
- Farm Storage
- Lakes, ponds and other water bodies
- Rural roads, and through roads without houses or buildings
- Open space
- Wetlands
- Fish production
- Pasture or hayland

Urban uses include:

- Houses (other than farm houses)
- Apartment buildings
- Commercial buildings
- Industrial buildings
- Paved recreational areas (i.e. tennis courts)
- Streets in areas with 30 structures per 40 acres
- Gas stations

- Equipment, supply stores
- Off-farm storage
- Processing plants
- Shopping malls
- Utilities/Services
- Medical buildings

In rating this factor, an area one-mile from the outer edge of the proposed site should be outlined on a current photo; the areas that are urban should be outlined. For rural houses and other buildings with unknown sizes, use 1 and 1/3 acres per structure. For roads with houses on only one side, use one half of road for urban and one half for non-urban.

The purpose of this rating process is to insure that the most valuable and viable farmlands are protected from development projects sponsored by the Federal Government. With this goal in mind, factor S1 suggests that the more agricultural lands surrounding the parcel boundary in question, the more protection from development this site should receive. Accordingly, a site with a large quantity of non-urban land surrounding it will receive a greater number of points for protection from development. Thus, where more than 90 percent of the area around the proposed site (do not include the proposed site in this assessment) is non-urban, assign 15 points. Where 20 percent or less is non-urban, assign 0 points. Where the area lies between 20 and 90 percent non-urban, assign appropriate points from 14 to 1, as noted below.

<b>Percent Non-Urban Land within 1 mile</b>	<b>Points</b>
90 percent or greater	15
85 to 89 percent	14
80 to 84 percent	13
75 to 79 percent	12
70 to 74 percent	11
65 to 69 percent	10
60 to 64 percent	9
55 to 59 percent	8
50 to 54 percent	7
45 to 49 percent	6
40 to 44 percent	5
35 to 39 percent	4
30 to 24 percent	3
25 to 29 percent	2
21 to 24 percent	1
20 percent or less	0

**2. How much of the perimeter of the site borders on land in non-urban use?**

More than 90 percent:	10 points
90 to 20 percent:	9 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the land adjacent to the proposed site is non-urban use. Where factor #1 evaluates the general location of the proposed site, this factor evaluates the immediate perimeter of the site. The definition of urban and non-urban uses in factor #1 should be used for this factor.

In rating the second factor, measure the perimeter of the site that is in non-urban and urban use. Where more than 90 percent of the perimeter is in non-urban use, score this factor 10 points. Where less than 20 percent, assign 0 points. If a road is next to the perimeter, class the area according to the

use on the other side of the road for that area. Use 1 and 1/3 acre per structure if not otherwise known. Where 20 to 90 percent of the perimeter is non-urban, assign points as noted below:

<b>Percentage of Perimeter Bordering Land</b>	<b>Points</b>
90 percent or greater	10
82 to 89 percent	9
74 to 81 percent	8
65 to 73 percent	7
58 to 65 percent	6
50 to 57 percent	5
42 to 49 percent	4
34 to 41 percent	3
27 to 33 percent	2
21 to 26 percent	1
20 percent or Less	0

**3. How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last ten years?**

More than 90 percent:	20 points
90 to 20 percent:	19 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the proposed conversion site has been used or managed for agricultural purposes in the past 10 years.

Land is being farmed when it is used or managed for food or fiber, to include timber products, fruit, nuts, grapes, grain, forage, oil seed, fish and meat, poultry and dairy products.

Land that has been left to grow up to native vegetation without management or harvest will be considered as abandoned and therefore not farmed. The proposed conversion site should be evaluated and rated according to the percent, of the site farmed.

If more than 90 percent of the site has been farmed 5 of the last 10 years score the site as follows:

<b>Percentage of Site Farmed</b>	<b>Points</b>
90 percent or greater	20
86 to 89 percent	19
82 to 85 percent	18
78 to 81 percent	17
74 to 77 percent	16
70 to 73 percent	15
66 to 69 percent	14
62 to 65 percent	13
58 to 61 percent	12
54 to 57 percent	11
50 to 53 percent	10
46 to 49 percent	9
42 to 45 percent	8
38 to 41 percent	7
35 to 37 percent	6
32 to 34 percent	5
29 to 31 percent	4
26 to 28 percent	3

23 to 25 percent	2
20 to 22 percent percent or Less	1
Less than 20 percent	0

**4. Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?**

Site is protected:	20 points
Site is not protected:	0 points

This factor is designed to evaluate the extent to which state and local government and private programs have made efforts to protect this site from conversion.

**State and local policies and programs to protect farmland include:**

**State Policies and Programs to Protect Farmland**

1. Tax Relief:

A. Differential Assessment: Agricultural lands are taxed on their agricultural use value, rather than at market value. As a result, farmers pay fewer taxes on their land, which helps keep them in business, and therefore helps to insure that the farmland will not be converted to nonagricultural uses.

1. Preferential Assessment for Property Tax: Landowners with parcels of land used for agriculture are given the privilege of differential assessment.
2. Deferred Taxation for Property Tax: Landowners are deterred from converting their land to nonfarm uses, because if they do so, they must pay back taxes at market value.
3. Restrictive Agreement for Property Tax: Landowners who want to receive Differential Assessment must agree to keep their land in - eligible use.

B. Income Tax Credits

Circuit Breaker Tax Credits: Authorize an eligible owner of farmland to apply some or all of the property taxes on his or her farmland and farm structures as a tax credit against the owner's state income tax.

C. Estate and Inheritance Tax Benefits

Farm Use Valuation for Death Tax: Exemption of state tax liability to eligible farm estates.

2. "Right to farm" laws:

Prohibits local governments from enacting laws which will place restrictions upon normally accepted farming practices, for example, the generation of noise, odor or dust.

3. Agricultural Districting:

Wherein farmers voluntarily organize districts of agricultural land to be legally recognized geographic areas. These farmers receive benefits, such as protection from annexation, in exchange for keeping land within the district for a given number of years.

4. Land Use Controls: Agricultural Zoning.

Types of Agricultural Zoning Ordinances include:

- A. Exclusive: In which the agricultural zone is restricted to only farm-related dwellings, with, for example, a minimum of 40 acres per dwelling unit.
- B. Non-Exclusive: In which non-farm dwellings are allowed, but the density remains low, such as 20 acres per dwelling unit.

Additional Zoning techniques include:

- A. Sliding Scale: This method looks at zoning according to the total size of the parcel owned. For example, the number of dwelling units per a given number of acres may change from county to county according to the existing land acreage to dwelling unit ratio of surrounding parcels of land within the specific area.

- B. Point System or Numerical Approach: Approaches land use permits on a case by case basis.

LESA: The LESA system (Land Evaluation-Site Assessment) is used as a tool to help assess options for land use on an evaluation of productivity weighed against commitment to urban development.

- C. Conditional Use: Based upon the evaluation on a case by case basis by the Board of Zoning Adjustment. Also may include the method of using special land use permits.

5. Development Rights:

- A. Purchase of Development Rights (PDR): Where development rights are purchased by Government action.

Buffer Zoning Districts: Buffer Zoning Districts are an example of land purchased by Government action. This land is included in zoning ordinances in order to preserve and protect agricultural lands from non-farm land uses encroaching upon them.

- B. Transfer of Development Rights (TDR): Development rights are transferable for use in other locations designated as receiving areas. TDR is considered a locally based action (not state), because it requires a voluntary decision on the part of the individual landowners.

6. Governor's Executive Order: Policy made by the Governor, stating the importance of agriculture, and the preservation of agricultural lands. The Governor orders the state agencies to avoid the unnecessary conversion of important farmland to nonagricultural uses.

7. Voluntary State Programs:

- A. California's Program of Restrictive Agreements and Differential Assessments: The California Land Conservation Act of 1965, commonly known as the Williamson Act, allows cities, counties and individual landowners to form agricultural preserves and enter into contracts for 10 or more years to insure that these parcels of land remain strictly for agricultural use. Since 1972 the Act has extended eligibility to recreational and open space lands such as scenic highway corridors, salt ponds and wildlife preserves. These contractually restricted lands may be taxed differentially for their real value. One hundred-acre districts constitute the minimum land size eligible.

Suggestion: An improved version of the Act would state that if the land is converted after the contract expires, the landowner must pay the difference in the taxes between market value for the land and the agricultural tax value which he or she had been

paying under the Act. This measure would help to insure that farmland would not be converted after the 10 year period ends.

- B. Maryland Agricultural Land Preservation Program: Agricultural landowners within agricultural districts have the opportunity to sell their development rights to the Maryland Land Preservation Foundation under the agreement that these landowners will not subdivide or develop their land for an initial period of five years. After five years the landowner may terminate the agreement with one year notice.

As is stated above under the California Williamson Act, the landowner should pay the back taxes on the property if he or she decides to convert the land after the contract expires, in order to discourage such conversions.

- C. Wisconsin Income Tax Incentive Program: The Wisconsin Farmland Preservation Program of December 1977 encourages local jurisdictions in Wisconsin to adopt agricultural preservation plans or exclusive agricultural district zoning ordinances in exchange for credit against state income tax and exemption from special utility assessment. Eligible candidates include local governments and landowners with at least 35 acres of land per dwelling unit in agricultural use and gross farm profits of at least \$6,000 per year, or \$18,000 over three years.

#### 8. Mandatory State Programs:

- A. The Environmental Control Act in the state of Vermont was adopted in 1970 by the Vermont State Legislature. The Act established an environmental board with 9 members (appointed by the Governor) to implement a planning process and a permit system to screen most subdivisions and development proposals according to specific criteria stated in the law. The planning process consists of an interim and a final Land Capability and Development Plan, the latter of which acts as a policy plan to control development. The policies are written in order to:
- prevent air and water pollution;
  - protect scenic or natural beauty, historic sites and rare and irreplaceable natural areas; and
  - consider the impacts of growth and reduction of development on areas of primary agricultural soils.
- B. The California State Coastal Commission: In 1976 the Coastal Act was passed to establish a permanent Coastal Commission with permit and planning authority. The purpose of the Coastal Commission was and is to protect the sensitive coastal zone environment and its resources, while accommodating the social and economic needs of the state. The Commission has the power to regulate development in the coastal zones by issuing permits on a case by case basis until local agencies can develop their own coastal plans, which must be certified by the Coastal Commission.
- C. Hawaii's Program of State Zoning: In 1961, the Hawaii State Legislature established Act 187, the Land Use Law, to protect the farmland and the welfare of the local people of Hawaii by planning to avoid "unnecessary urbanization". The Law made all state lands into four districts: agricultural, conservation, rural and urban. The Governor appointed members to a State Land Use Commission, whose duties were to uphold the Law and form the boundaries of the four districts. In addition to state zoning, the Land Use Law introduced a program of Differential Assessment, wherein agricultural landowners paid taxes on their land for its agricultural use value, rather than its market value.
- D. The Oregon Land Use Act of 1973: This act established the Land Conservation and Development Commission (LCDC) to provide statewide planning goals and guidelines.

Under this Act, Oregon cities and counties are each required to draw up a comprehensive plan, consistent with statewide planning goals. Agricultural land preservation is high on the list of state goals to be followed locally.

If the proposed site is subject to or has used one or more of the above farmland protection programs or policies, score the site 20 points. If none of the above policies or programs apply to this site, score 0 points.

**5. How close is the site to an urban built-up area?**

The site is 2 miles or more from an urban built-up area	15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area	10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area	5 points
The site is adjacent to an urban built-up area	0 points

This factor is designed to evaluate the extent to which the proposed site is located next to an existing urban area. The urban built-up area must be 2500 population. The measurement from the built-up area should be made from the point at which the density is 30 structures per 40 acres and with no open or non-urban land existing between the major built-up areas and this point. Suburbs adjacent to cities or urban built-up areas should be considered as part of that urban area.

For greater accuracy, use the following chart to determine how much protection the site should receive according to its distance from an urban area. See chart below:

<b>Distance From Perimeter of Site to Urban Area</b>	<b>Points</b>
More than 10,560 feet	15
9,860 to 10,559 feet	14
9,160 to 9,859 feet	13
8,460 to 9,159 feet	12
7,760 to 8,459 feet	11
7,060 to 7,759 feet	10
6,360 to 7,059 feet	9
5,660 to 6,359 feet	8
4,960 to 5,659 feet	7
4,260 to 4,959 feet	6
3,560 to 4,259 feet	5
2,860 to 3,559 feet	4
2,160 to 2,859 feet	3
1,460 to 2,159 feet	2
760 to 1,459 feet	1
Less than 760 feet (adjacent)	0

**6. How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?**

None of the services exist nearer than 3 miles from the site	15 points
Some of the services exist more than one but less than 3 miles from the site	10 points
All of the services exist within 1/2 mile of the site	0 points

This question determines how much infrastructure (water, sewer, etc.) is in place which could facilitate nonagricultural development. The fewer facilities in place, the more difficult it is to develop an area. Thus, if a proposed site is further away from these services (more than 3 miles distance away), the site should be awarded the highest number of points (15). As the distance of the parcel of land to services decreases, the number of points awarded declines as well. So, when the site is equal to or further than 1 mile but less than 3 miles away from services, it should be given 10 points. Accordingly, if this distance is 1/2 mile to less than 1 mile, award 5 points; and if the distance from land to services is less than 1/2 mile, award 0 points.

Distance to public facilities should be measured from the perimeter of the parcel in question to the nearest site(s) where necessary facilities are located. If there is more than one distance (i.e. from site to water and from site to sewer), use the average distance (add all distances and then divide by the number of different distances to get the average).

Facilities which could promote nonagricultural use include:

- Water lines
- Sewer lines
- Power lines
- Gas lines
- Circulation (roads)
- Fire and police protection
- Schools

**7. Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)**

As large or larger:	10 points
Below average: Deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more is below average	9 to 0 points

This factor is designed to determine how much protection the site should receive, according to its size in relation to the average size of farming units within the county. The larger the parcel of land, the more agricultural use value the land possesses, and vice versa. Thus, if the farm unit is as large or larger than the county average, it receives the maximum number of points (10). The smaller the parcel of land compared to the county average, the fewer number of points given. Please see below:

Parcel Size in Relation to Average County Size	Points
Same size or larger than average (100 percent)	10
95 percent of average	9
90 percent of average	8
85 percent of average	7
80 percent of average	6
75 percent of average	5
70 percent of average	4
65 percent of average	3
60 percent of average	2
55 percent of average	1
50 percent or below county average	0

State and local Natural Resources Conservation Service offices will have the average farm size information, provided by the latest available Census of Agriculture data

**8. If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?**

Acreage equal to more than 25 percent of acres directly converted by the project	10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project	9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project	0 points

This factor tackles the question of how the proposed development will affect the rest of the land on the farm. The site which deserves the most protection from conversion will receive the greatest number of points, and vice versa. For example, if the project is small, such as an extension on a house, the rest of the agricultural land would remain farmable, and thus a lower number of points is given to the site. Whereas if a large-scale highway is planned, a greater portion of the land (not including the site) will become non-farmable, since access to the farmland will be blocked; and thus, the site should receive the highest number of points (10) as protection from conversion.

**Conversion uses of the Site Which Would Make the Rest of the Land Non-Farmable by Interfering with Land Patterns**

Conversions which make the rest of the property nonfarmable include any development which blocks accessibility to the rest of the site. Examples are highways, railroads, dams or development along the front of a site restricting access to the rest of the property.

The point scoring is as follows:

<b>Amount of Land Not Including the Site Which Will Become Non-Farmable</b>	<b>Points</b>
25 percent or greater	10
23 - 24 percent	9
21 - 22 percent	8
19 - 20 percent	7
17 - 18 percent	6
15 - 16 percent	5
13 - 14 percent	4
11 - 12 percent	3
9 - 11 percent	2
6 - 8 percent	1
5 percent or less	0

**9. Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?**

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

This factor is used to assess whether there are adequate support facilities, activities and industry to keep the farming business in business. The more support facilities available to the agricultural

landowner, the more feasible it is for him or her to stay in production. In addition, agricultural support facilities are compatible with farmland. This fact is important, because some land uses are not compatible; for example, development next to farmland can be dangerous to the welfare of the agricultural land, as a result of pressure from the neighbors who often do not appreciate the noise, smells and dust intrinsic to farmland. Thus, when all required agricultural support services are available, the maximum number of points (5) are awarded. When some services are available, 4 to 1 point(s) are awarded; and consequently, when no services are available, no points are given. See below:

<b>Percent of Services Available</b>	<b>Points</b>
100 percent	5
75 to 99 percent	4
50 to 74 percent	3
25 to 49 percent	2
1 to 24 percent	1
No services	0

**10. Does the site have substantial and well-maintained on farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?**

High amount of on-farm investment	20 points
Moderate amount of non-farm investment	19 to 1 point(s)
No on-farm investments	0 points

This factor assesses the quantity of agricultural facilities in place on the proposed site. If a significant agricultural infrastructure exists, the site should continue to be used for farming, and thus the parcel will receive the highest amount of points towards protection from conversion or development. If there is little on farm investment, the site will receive comparatively less protection. See-below:

<b>Amount of On-farm Investment</b>	<b>Points</b>
As much or more than necessary to maintain production (100 percent)	20
95 to 99 percent	19
90 to 94 percent	18
85 to 89 percent	17
80 to 84 percent	16
75 to 79 percent	15
70 to 74 percent	14
65 to 69 percent	13
60 to 64 percent	12
55 to 59 percent	11
50 to 54 percent	10
45 to 49 percent	9
40 to 44 percent	8
35 to 39 percent	7
30 to 34 percent	6
25 to 29 percent	5
20 to 24 percent	4
15 to 19 percent	3
10 to 14 percent	2
5 to 9 percent	1
0 to 4 percent	0

**11. Would the project at this site, by converting farmland to nonagricultural use, reduce the support for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?**

Substantial reduction in demand for support services if the site is converted	10 points
Some reduction in demand for support services if the site is converted	9 to 1 point(s)
No significant reduction in demand for support services if the site is converted	0 points

This factor determines whether there are other agriculturally related activities, businesses or jobs dependent upon the working of the pre-converted site in order for the others to remain in production. The more people and farming activities relying upon this land, the more protection it should receive from conversion. Thus, if a substantial reduction in demand for support services were to occur as a result of conversions, the proposed site would receive a high score of 10; some reduction in demand would receive 9 to 1 point(s), and no significant reduction in demand would receive no points.

Specific points are outlined as follows:

<b>Amount of Reduction in Support Services if Site is Converted to Nonagricultural Use</b>	<b>Points</b>
Substantial reduction (100 percent)	10
90 to 99 percent	9
80 to 89 percent	8
70 to 79 percent	7
60 to 69 percent	6
50 to 59 percent	5
40 to 49 percent	4
30 to 39 percent	3
20 to 29 percent	2
10 to 19 percent	1
No significant reduction (0 to 9 percent)	0

**12. Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of the surrounding farmland to nonagricultural use?**

Proposed project is incompatible with existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable of existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Factor 12 determines whether conversion of the proposed agricultural site will eventually cause the conversion of neighboring farmland as a result of incompatibility of use of the first with the latter. The more incompatible the proposed conversion is with agriculture, the more protection this site receives from conversion. Therefore, if the proposed conversion is incompatible with agriculture, the site receives 10 points. If the project is tolerable with agriculture, it receives 9 to 1 points; and if the proposed conversion is compatible with agriculture, it receives 0 points.

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

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The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor-type site or design alternative for protection as farmland along with the land evaluation information.

For Water and Waste Programs, corridor analyses are not applicable for distribution or collection networks. Analyses are applicable for transmission or trunk lines where placement of the lines are flexible.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

- |                          |                       |
|--------------------------|-----------------------|
| (2) More than 90 percent | (3) 15 points         |
| (4) 90 to 20 percent     | (5) 14 to 1 point(s). |
| (6) Less than 20 percent | (7) 0 points          |

(2) How much of the perimeter of the site borders on land in nonurban use?

- |                          |                   |
|--------------------------|-------------------|
| (3) More than 90 percent | (4) 10 point(s)   |
| (5) 90 to 20 percent     | (6) 9 to 1 points |
| (7) less than 20 percent | (8) 0 points      |

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

- |                          |                      |
|--------------------------|----------------------|
| (4) More than 90 percent | (5) 20 points        |
| (6) 90 to 20 percent     | (7) 19 to 1 point(s) |
| (8) Less than 20 percent | (9) 0 points         |

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

- |                       |           |
|-----------------------|-----------|
| Site is protected     | 20 points |
| Site is not protected | 0 points  |

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

- |   |               |
|---|---------------|
| As large or larger  | 10 points     |
| Below average deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average | 9 to 0 points |

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

- |  |                  |
|--|------------------|
| Acreage equal to more than 25 percent of acres directly converted by the project         | 25 points        |
| Acreage equal to between 25 and 5 percent of the acres directly converted by the project | 1 to 24 point(s) |
| Acreage equal to less than 5 percent of the acres directly converted by the project      | 0 points         |

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of on-farm investment	19 to 1 point(s)
No on-farm investment	0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	25 points
Some reduction in demand for support services if the site is converted	1 to 24 point(s)
No significant reduction in demand for support services if the site is converted	0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

# APPENDIX D

## Appendix D: Hazardous Materials Assessment

A review of available regulatory records was conducted by searching on-line databases maintained by the US Environmental Protection Agency (USEPA) and the Louisiana Department of Environmental Quality (LDEQ). The purpose of the records review was to assess the potential for hazardous substance contamination along the US 90 and LA 318 corridors and surrounding properties resulting from past and present activities on these properties. One regulated facility was identified on a property adjacent to the existing US 90 Frontage Road right-of-way. The findings are summarized in **Table D-1** below, shown on **Figure 3-3**, and discussed by database source below.

### Federal National Priority List (NPL)

The Federal National Priority List (NPL) (also known as Superfund) is a listing of hazardous sites that represent a significant threat to public health or to the environment and are priorities for remedial action. No NPL sites were identified within 1.0 mile of the interchange location.

### Federal Comprehensive Environmental Response Compensation and Liability Act (CERCLA)

The Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) is a database of sites that the USEPA has investigated or is currently investigating for the release or threatened release of hazardous substances pursuant to CERCLA. The database is updated periodically as new sites are discovered. An additional CERCLIS database includes sites where there is No Further Remedial Action Planned (NFRAP). No CERCLA sites were identified within 0.5 mile of the interchange location.

### Federal Resource Conservation and Recovery Act (RCRA)

Federal Resource Conservation and Recovery Act (RCRA) sites include facilities that generate, treat, store or dispose of hazardous waste. Based on the amount of hazardous waste generated per month, RCRA generator facilities are classified as conditionally exempt small quantity generators (CESQGs), small quantity generators (SQGs) or large quantity generators (LQGs). Hazardous wastes are transported by licensed haulers to RCRA treatment, storage and/or disposal (TSD) facilities. No RCRA generator facilities were identified adjacent to or within 0.25-mile of the interchange location.

### Federal RCRA Facilities under Corrective Action (CORRACTS)

The Federal RCRA Facilities under Corrective Action (CORRACTS) database identifies RCRA facilities under corrective action. No CORRACTS facilities were identified within the prescribed ASTM search radii of the interchange location.

### Federal National Response Center (NRC) Spills Database

The Federal National Response Center (NRC) Spills Database (formerly USEPA Emergency Response Notification System) is a national database of reported spills or releases of oils or hazardous substances. The list includes data collected from the US Coast Guard, the USEPA, the National Response Center and the Department of Transportation. No spills were reported on the NRC spills database in the project location.

#### State Underground Storage Tank (UST) Database

The State Underground Storage Tank (UST) database is a listing of all registered underground storage tanks (USTs) and above ground storage tanks (ASTs) maintained by the LDEQ UST Division. One UST facility was identified adjacent to or within 0.25-mile of the interchange location. The UST facility is described below:

- Landry's Auto Truck Stop – LDEQ ID # 138202 is located at 20355 Highway 90 Frontage Road in Jeanerette (see **Figure 3-3**). The site contains three fuel pumps under a covered awning detached from the truck stop and convenience store. Attached to the convenience store is the Silver Fox Casino. The facility has two citations, one on April 23, 2007 when it was given a Notice of Potential Penalty and the second on December 4, 2009 when a penalty was assessed. The penalty was based on a release which occurred on or about April 10, 2006 in which an aboveground unleaded gasoline storage tank was overfilled resulting in the release of 881 gallons of unleaded gasoline into an earthen secondary containment system. As part of the Risk Evaluation/Corrective Action Program (RECAP) process, a detailed report of the remediation was submitted to the LDEQ. Remediation efforts included the excavation of two 25 cubic yards roll-off containers of contaminated soil. Testing of the soil and groundwater was performed by a third party both during and after the remediation process. On June 14, 2011 a decision of “no further action necessary at this time” was issued by LDEQ to the facility operator. This decision, along with the remediation results, is attached as part of this appendix.

Based on the fact that this property is not adjacent to any areas of proposed roadway construction or excavation, and no land would be acquired from the property owners, this site is considered a *de minimis* risk in terms of potential environmental effects or impacts during construction activities due to compliance with the LDEQ, no adverse effects are anticipated with construction of any of the three build alternatives. Further detailed analysis of the site in a Phase I Environmental Site Assessment is not considered warranted at this time due to the fact that the facility is not within the right-of-way that will be acquired as part of this project.

#### State Leaking Underground Storage Tanks (LUST) Database

The LDEQ UST Division maintains records of UST facilities having confirmed petroleum releases. This database is commonly known as the Leaking Underground Storage Tank (LUST) database; however, it also documents releases occurring from AST systems. Landry's Auto Truck Stop, identified above, was not on the LUST list.

#### State Solid Waste Facility Permit Database

This database is maintained by the LDEQ Solid Waste Division and contains an inventory of permitted active and inactive solid waste disposal facilities and landfills in the state. In addition, the state maintains records of reported illegal dumps. No solid waste facilities or illegal dump sites were identified within 0.5-mile of the interchange location.

#### State Hazardous Substance Remedial Action Trust Fund Act Priority List

The SPL database is maintained by the LDEQ Hazardous Waste Division and is a list of sites at which remedial actions and/or investigations have occurred that were paid for by the State

Remedial Action Trust Fund as promulgated by the State Remedial Action Trust Fund Act (RATFA). No SPL sites were identified within 1.0-mile of the interchange location.

State and Federal Brownfields Program

This database is a list of sites having applied to the LDEQ or Federal Brownfield programs. No Brownfield sites were identified within 0.5-mile of the interchange location.

**Table D-1  
Summary of Regulated Facilities**

EPA/LDEQ Facility ID No.	Facility Name	Facility Address	Regulatory Program <sup>2</sup>	Generator Type <sup>2</sup>	LUST (Y/N)	Distance
138202	Landry's Auto Truck Stop	20355 Hwy 90 Frontage Road, Jeanerette LA 70544	UST	-	N	<0.25 miles

Note: (1) See Figure F-1 for location.  
(2) UST – Underground Storage Tank.



**BOBBY JINDAL**  
GOVERNOR

**PEGGY M. HATCH**  
SECRETARY

## State of Louisiana

DEPARTMENT OF ENVIRONMENTAL QUALITY  
OFFICE OF ENVIRONMENTAL COMPLIANCE

**JUN 14 2011**

**CERTIFIED – RETURN RECEIPT REQUESTED (7005 0390 0001 6877 6865)**

Mr. Blane Guillory  
Guillory Companies, Inc.  
16470 Highway 190 E  
Port Barre, Louisiana 70577

RE: No Further Action Notification  
Landry's Truck Stop; AI Number 138202  
Incident # 87091  
20355 Hwy 90 Frontage Road  
Jeanerette, Louisiana, St. Mary Parish

Dear Mr. Guillory:

The Louisiana Department of Environmental Quality – Underground Storage Tank and Remediation Division (LDEQ-USTRD) has completed its review of your Risk Evaluation/Corrective Action Program (RECAP) Report, dated February 25, 2010 and your conveyance notification dated May 12, 2011 for the above referenced facility located at 20355 Hwy 90 Frontage Road, Jeanerette (St. Mary Parish), Louisiana. Based on our review of these documents and all previously submitted information, we have determined that no further action is necessary at this time. The Basis of Decision for this notification is attached.

No soils may be removed from this site without prior approval from LDEQ unless they are removed and disposed at a permitted disposal facility. Prior to the construction of enclosed structures over any portion of the impacted area, further evaluation and approval from LDEQ is warranted.

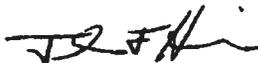
USTform\_1021\_r02  
12/8/2010

Post Office Box 4314 • Baton Rouge, Louisiana 70821-4312 • Phone 225-219-3715 • Fax 225-219-3240  
[www.deq.louisiana.gov](http://www.deq.louisiana.gov)

Addressee  
Page 2

If you have any questions or need further information, please call Hamilton Shaw at (225) 219-3439. Thank you for your cooperation in addressing this area.

Sincerely,



Thomas F. Harris, Administrator  
Underground Storage Tank and Remediation Division—Remediation Process  
P. O. Box 4312  
Baton Rouge, LA 70821-4312.

hs

Attachment {BOD}

c:     **Imaging Operations – UST**  
       **Terri Gibson – USTRD**  
       **Melissa Vizinat – MFTF**  
       **Don Haydel – MFTF**  
       **Shawn King, PG, Jones Environmental, Inc.**

## Basis of Decision

### **BASIS OF DECISION FOR NO FURTHER ACTION**

#### **Landry's Truck Stop AI 138202**

The Louisiana Department of Environmental Quality – Underground Storage Tank and Remediation Division—Remediation Process (LDEQ-USTRD-RP) has determined that AI 138202 requires No Further Action At This Time.

The Landry's Truck Stop is currently an active convenience store selling gasoline located at 20355 Highway 90 Frontage Road in Jeanerette (St. Mary Parish). Mr. Blaine Guillory/Guillory Companies, Inc. is the current owner of the property and all above/underground structures/equipment. The facility includes a motor fuels retail facility with a canopy, two (2) underground storage tanks (USTs), (one 20,000 gallon diesel and one 20,000-gallon split compartment gasoline), two diesel dispensers, and three gasoline dispensers. Prior to 2007, the site contained one (1) Aboveground Storage Tanks (AST) hold area.

On April 10, 2006, an estimated 881 gallons of gasoline was released as a result of an overfilled 2,000 gallon gasoline aboveground storage tank (AST). Immediately following the release, approximately fifteen (15) cubic yards (CY) of soil was removed from the AST hold area to a depth of approximately six inches (6") below ground surface (bgs). Confirmatory soil samples collected from the AST Hold Area resulted in benzene, toluene, ethylbenzene, xylene (BTEX), methyl tert-butyl ether (MTBE), and total petroleum hydrocarbons as gasoline (TPH-G) being above the Louisiana Department of Environmental Quality's (LDEQ's) Risk Evaluation/Corrective Action Program (RECAP) Screening Option/Screening Standards (SO/SS). At the time of release, further excavation was not completed for the possibility of compromising the integrity of the tank foundation. During April 17-19, 2007, Jones Environmental, Inc. (JEI) and Jones Brothers Company, Inc (JBC) excavated approximately 575.94 tons of contaminated soils in the vicinity of the AST hold. During the source removal/excavation activities, one (1) bottom and four (4) sidewall soil samples were collected as confirmatory samples in accordance with LDEQ's RECAP Guidance Document Appendix B and EPA Method 5035. JEI installed soil borings in and around the vicinity of the AST area to delineate the vertical and horizontal extent of the benzene contamination and installed a boring adjacent to the building to evaluate the enclosed structure pathway. In addition, JEI sampled groundwater and collected a Fraction Organic Content (FOC) sample in order to complete a site specific RECAP evaluation. On December 2, 2009 a RECAP Input Parameters form was approved by the Department and a RECAP evaluation report was requested.

On February 25, 2010 the RECAP evaluation was submitted utilizing the development of the Appendix I/MO-2 and MO-1 RECAP standards (RSs) for soil and groundwater in accordance with the risk assessment methodologies and analytical fate and transport models presented in Appendices H and I of LDEQ's October 20, 2003 RECAP Guidance Document. The limiting MO-1 RECAP Standard for surface soil was determined by selecting the lowest value represented by the adjusted SOILi and SOILgw3ndw risk-based values and the Soilsat. On the basis of a fractional organic carbon (foc) of 0.0172 and a source area of no greater than 900 square feet, this site was assigned an Appendix I Site Categorization of 8. The groundwater at

## Basis of Decision

the subject site has been categorized and classed as 3A. LDEQ default values were utilized when site-specific values were not available. The Point of Exposure was determined to be an unnamed pond 1760 feet northwest of the site, and it is not listed as a drinking water source, therefore the classification is GW3ndw.

Because the Limiting Screening Option/ Screening Standards and the Limiting Appendix I standards have been met for all five (5) AOIs at the site, a no further action-at this time (NFA-ATT) was requested. On May 12, 2011 the Department received the Conveyance Notice for Landry's Truck Stop.

No Further Action At This Time is granted when contamination is reduced to the extent necessary to achieve the established standards.

An inspection of the site was performed on March 16, 2011 confirming that no investigation derived waste remains on site. All soil borings and temporary monitoring wells have been properly grouted and abandoned. No soils may be moved from this location without written authorization from the LDEQ unless they are removed and disposed at a permitted disposal facility.

In accordance with LAC 33:1. Chapter 13, if land use is going to be changed from industrial to non-industrial, the responsible party shall notify the LDEQ within thirty (30) days and the AOI shall be reevaluated to determine if conditions are appropriate for the proposed land use. Future use may dictate additional remedial activities. A conveyance notice has been filed with the St Mary Parish Clerk of Court noting that the AOI was closed under industrial standards.

The impacted media, constituents of concern, maximum concentration remaining on site and limiting RECAP standards established for this site are listed in the following table:

### Soil Non-Enclosed Space Limiting RSs:

COCs (Soil)	Maximum Residual Concentrations (mg/kg)	Approved Industrial RECAP Standard (mg/kg)
Benzene	3.5	6.9 (MO-2 SOILi)
Toluene	24	470 (Soili)
Ethylbenzene	12	19 (Soili)
Xylene	53	120 (Soili)
MTBE	5.5	4700 (Soili)
Aliphatics C6-C8	69	8000 (Soili)
Aliphatics C8-C10	83	880 (Soili)
Aromatics C6-C8	110	510 (Soili)

?

## Basis of Decision

**Additional information on the details of the investigation and evaluation of this site may be obtained from LDEQ's Public Records Center located in the Galvez Building, Room 127, 602 N. Fifth Street, Baton Rouge, LA 70802. Additional information regarding the Public Records may be obtained by calling (225) 219-3168 or by emailing [publicrecords@la.gov](mailto:publicrecords@la.gov).**

**OFFICE OF ENVIRONMENTAL COMPLIANCE  
UNDERGROUND STORAGE TANK & REMEDIATION DIVISION**  
Routing/Approval Slip



AI No.	138202	Facility:	LANDRYS	Date Routed:	5/26/11
Other ID No.		Location:	JEANERETTE		
Activity No.	739	Originator:	HAMILTON SHAW		
Section/Group:	UST GRP.2	Attachments:	NFA - BOD		
Description/Type of Document(s):					

- Closure     Comfort Letter     Correspondence     Corrective Action     Conveyance Notice   
 NFA     NOD     Personnel     Other

Technical Review	Req'd.	Initials	Date	Return to Originator?	Comments
Environmental Scientist	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Geology	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Legal	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Technical Advisor	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Other ( _____ )	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Additional Comments					

Management Review	Req'd.	Initials	Date	Return to Originator?	Comments
Supervisor	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Manager	<input checked="" type="checkbox"/>	KSB	5/27/11	<input type="checkbox"/> Y <input type="checkbox"/> N	
Administrator	<input checked="" type="checkbox"/>	TFB	6/7/11	<input type="checkbox"/> Y <input type="checkbox"/> N	
Assistant Secretary	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Deputy Secretary	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Secretary	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Other ( _____ )	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N	
Additional Comments					

TEMPO Data Entry Completed (Date Document Completed): \_\_\_\_\_



# Jones Environmental, Inc.

107 Park West Drive, Scott, Louisiana 70583  
Tel: (337) 232-0011 Fax: (337) 232-1856

May 12, 2011

Mr. Thomas F. Harris  
Underground Storage Tank Division - Remediation Process  
Louisiana Department of Environmental Quality  
P. O. Box 4312  
Baton Rouge, Louisiana 70821-4312



**Re: Conveyance Notification**  
Landry's Truck Stop  
20355 Hwy 90 Frontage Road  
Jeanerette (St. Mary Parish), Louisiana 70544  
Incident Notification # 87091  
**Agency Interest # 138202**

Remediation Services Division  
Manager: *Blanchard*  
Team Leader: *arcw*  
AI #: *138202*  
TEMPO Task #: \_\_\_\_\_  
 Desk Copy File Room: *gwt*

Dear Mr. Harris:

On behalf of Mr. Blaine Guillory (Guillory Companies, Inc.), the responsible party (RP) for the above referenced site, Jones Environmental, Inc. (JEI) is pleased to submit, **in triplicate**, the true copy of the conveyance notification filed with the St. Mary Parish Clerk of Court. The conveyance was filed in response to hydrocarbon concentrations detected at the location during assessment activities at the location. Mr. Kurt Huber has completed all environmental activities in accordance with the Louisiana Department of Environmental Quality (LDEQ) requirements, and is requesting closure of this incident.

Should you have any questions regarding this issue, please contact JEI's *Lafayette Regional Office* at (337) 232-0011.

Sincerely,

Thaddeus J. Hebert  
Geologist  
Jones Environmental, Inc.

cc: Mr. Blane Guillory: 16470 Highway 190 East, Port Barre, Louisiana 70577  
Mr. Hamilton Shaw: LDEQ-USTD, 602 North Fifth Street, Baton Rouge, Louisiana 70802  
JEI - Shreveport/Lafayette FILES

# St. Mary Parish Recording Page

Cliff Dressel  
Clerk of Court  
500 Main Street  
P.O. Drawer 1231  
Franklin, LA 70538  
(337) 828-4100

Received From :  
JONES ENVIRONMENTAL  
107 PARK WEST DRIVE  
SCOTT, LA 70583

**First VENDOR**

GUILLORY COMPANIES INC

**First VENDEE**

LOUISIANA STATE OF DEPARTMENT OF ENVIRONMENTAL QUALITY

Index Type : Conveyances

File Number : 310263

Type of Document : Notice

Book : 231 Page : 502

Recording Pages : 6

### Recorded Information

I hereby certify that the attached document was filed for registry and recorded in the Clerk of Court's office for St. Mary Parish, Louisiana

*Donna S. Rolison*  
Deputy Clerk

On (Recorded Date) : 05/12/2011

At (Recorded Time) : 10:31:39AM



Doc ID - 004356610006

CLERK OF COURT  
CLIFF DRESSEL  
Parish of St. Mary

I certify that this is a true copy of the attached document that was filed for registry and  
Recorded 05/12/2011 at 10:31:39  
Recorded in Book 231 Page 502  
File Number 310263



*Donna S. Rolison*  
Deputy Clerk

Return To :

Bk 231 # 310263

### CONVEYANCE NOTIFICATION

Mr. Blaine Guillory (Guillory Companies, Inc.), responsible party for the Landry's Truck Stop property located at 20355 Hwy 90 Frontage Road in Jeanerette, Louisiana, hereby notifies the public that the following described Area of Investigation (AOI), Louisiana Department of Environmental Quality (LDEQ) Agency Interest Number 138202, was closed with contaminant levels present acceptable for industrial/commercial use of the property, as defined in LDEQ's Risk Evaluation/Corrective Action Program (RECAP), October 20, 2003, Section 2.9. In accordance with Louisiana Administrative Code (LAC) 33:1, Chapter 13, if the land use changes from current conditions or from industrial to non-industrial, the responsible party shall notify the LDEQ within 30 days and the AOI shall be reevaluated to determine if conditions are appropriate for the proposed land use.

This site was closed in accordance with the LAC, Title 33:1, Chapter 13. Information regarding this site is available in the LDEQ public record and may be obtained by contacting the Records Manager for LDEQ at (225) 219-3168. Inquiries regarding the contents of this site may be directed to Mr. Blaine Guillory, responsible party for the environmental issues for the property, 16470 Highway 190 East, Port Barre, Louisiana or Jones Environmental, Inc., response action contractor for the environmental issues for the property, 107 Park West Drive, Scott, Louisiana 70583.

**AOI Description:****Legal Description:** See Attachment 1.

The medium impacted by these constituents includes the soil for non-enclosed space and the groundwater enclosed space. The RECAP Report including the RECAP standards applicable for site have been approved by the LDEQ. The AOI evaluated in the Assessment includes the entire property (including the underground storage tank (UST) system and fuel dispenser island areas). Since remedial standards were based upon an industrial exposure scenario the LDEQ requested that a conveyance notification be filed prior to determination of closure by the Department.

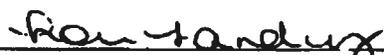
The constituents of concern currently present at the site that meet the approved remediation standard (RS) are noted in the following table.

Industrial AOI for Soil Non-Enclosed Space:

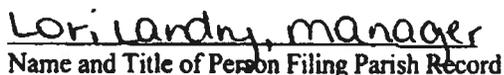
COCs	Maximum Residual Concentrations (mg/kg)	Approved Industrial RECAP Standard
Benzene	3.5	6.9 (MO-2 SOILi)
Toluene	24	470 (LSS)
Ethylbenzene	12	19 (LSS)
Xylene	53	120 (LSS)
MTBE	5.5	4700 (LSS)
Aliphatics C5-C8	69	800 (LSS)
Aliphatics C9-C12	83	880 (LSS)
Aromatics C9-C10	110	510 (LSS)

Industrial AOI for Enclosed Space Groundwater:

COCs	Maximum Residual Concentrations (mg/kg)	Approved Industrial RECAP Standard
Benzene	0.0024	7.20 (MO-1 GWesi)
Toluene	0.015	27.50 (MO-1 GWesi)
Ethylbenzene	0.0063	712.50 (MO-1 GWesi)
Xylene	0.0318	22.25 (MO-1 GWesi)
Aliphatics C5-C8	0.082	28.75 (MO-1 GWesi)
Aliphatics C9-C12	0.17	0.99 (MO-1 GWesi)
Aromatics C9-C10	0.22	17.75 (MO-1 GWesi)



Signature of Person Filing Parish Record, current land owner



Name and Title of Person Filing Parish Record



Date

**ATTACHMENT 1**

**AOI Description:**

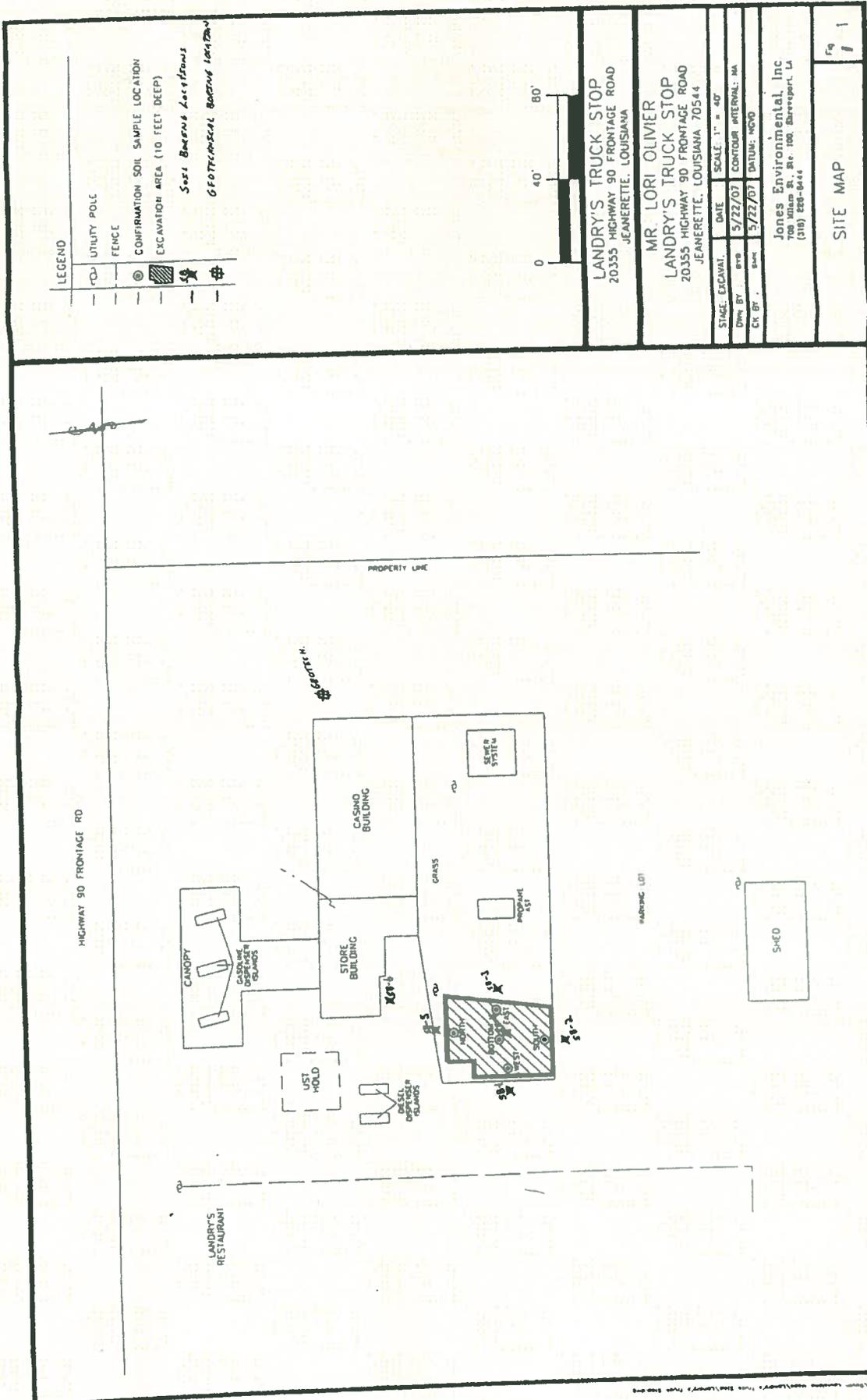
**DESCRIPTION OF SITE**

*Legal Description*

The subject property is legally described as follows:

*That certain lot or parcel of ground, together with all rights, ways privileges and servitudes thereto appertaining, situated in Section 34, Township 13 South, Range 8 East, in the Seventh Ward of St. Mary Parish, Louisiana, containing and measuring Two Hundred Forty (240) feet front on the south side of Big Four Corners Road (which parallels and is adjacent to U.S. Highway 90) by a depth on its east boundary of One Hundred Ninety nine and 95/100 (199.95) feet, more or less, and having a width on its rear or south boundary of Two Hundred Forty three and 36/100 (243.36) feet and being bounded on the North by said Big Four Corners Road; on the South,, East and West by property of Ernest G. Landry. Being Lot 3 as shown on a Plan of Land of Ernest G. Landry prepared by Robert E. Miller, Jr. dated September 13, 1982, recorded in Conveyance Book 28-T, entry no. 212, 712, LESS a strip of land 9.34 feet wide along the western boundary thereof.*

*Said property bears the municipal address 20355 U.S. Highway 90 Frontage Road; Jeanerette, Louisiana 70544.*



**LOUISIANA DEPARTMENT OF ENVIRONMENTAL QUALITY  
FIELD INTERVIEW FORM**

AGENCY INTEREST#: 138202 INSPECTION DATE: March 16, 2011 TIME OF ARRIVAL: 12:30pm  
 ALTERNATE ID#: \_\_\_\_\_ DEPARTURE DATE: March 16, 2011 TIME OF DEPARTURE: 1:00pm  
 FACILITY NAME: (ID Type/Number) Laundry's Auto Truck Stop PH #: \_\_\_\_\_  
 LOCATION: 20355 Hwy 90 Frontage Rd  
Tenerette PARISH NAME: Sf Mary's  
 RECEIVING STREAM (BASIN/SUBSEGMENT): \_\_\_\_\_  
 MAILING ADDRESS: \_\_\_\_\_  
 FACILITY REPRESENTATIVE: \_\_\_\_\_ (Street/P.O. Box) (City) (State) (ZIP)  
 FACILITY REPRESENTATIVE PHONE NUMBER: \_\_\_\_\_ TITLE: \_\_\_\_\_  
 NAME, TITLE, ADDRESS and TELEPHONE of RESPONSIBLE OFFICIAL (if different from above): \_\_\_\_\_

INSPECTION TYPE: Gen PROGRAM: AIR UST WASTE WATER OTHER

INSPECTOR'S OBSERVATIONS: (e.g. AREAS AND EQUIPMENT INSPECTED, PROBLEMS, DEFICIENCIES, REMARKS, VERBAL COMMITMENTS FROM FACILITY REPRESENTATIVES)  
Site Visit to confirm that all Temp  
monitoring wells were properly plugged  
& abandoned & that no solid waste  
is left on site. All monitor wells  
were properly plugged & no  
waste material NFA to follow

**AREAS OF CONCERN:**

REGULATION	EXPLANATION	CORRECTED?
_____	_____	YES NO
_____	_____	YES NO

PHOTOS TAKEN:  YES  NO SAMPLES TAKEN:  YES  NO (Attach Chain-of-custody)

RECEIVED BY: SIGNATURE: X Regina Perera

PRINT NAME: \_\_\_\_\_  
 (NOTE: SIGNATURE DOES NOT NECESSARILY INDICATE AGREEMENT WITH INSPECTOR'S STATED OBSERVATIONS)

INSPECTOR(S): [Signature] CROSS REFERENCE: \_\_\_\_\_

ATTACHMENTS: \_\_\_\_\_

REVIEWER: \_\_\_\_\_

NOTE: The information contained on this form reflects only the preliminary observations of the inspector(s). It should not be interpreted as a final determination by the Department of Environmental Quality or any of its officers or personnel as to any matter, including, but not limited to, a determination of compliance or lack thereof by the facility operator with any requirements of statutes, regulations or permits. Each day of non-compliance constitutes a separate violation of the regulations and/or the Louisiana Environmental Quality Act.

# APPENDIX E



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  
225-242-4502



JOHNNY B. BRADBERRY  
SECRETARY

August 16, 2007

STATE PROJECT NO. 700-51-0108  
F.A.P. NO. DE-5106(501)  
US HWY 90 & LA HWY 318 OVERPASS  
ST. MARY PARISH

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist DOTD with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

We have attached the preliminary plans and a sketch map showing the general location of the project, along with a preliminary project description for your review.

It is requested that you review the attached information and furnish us with your views and comments by **September 17, 2007**. Replies should be addressed to LA DOTD; Environmental Engineer Administrator; P.O. Box 94245; Baton Rouge, Louisiana, 70804-9245. Please reference the State Project Number in your reply.

Sincerely,

for Noel Ardoin  
Environmental Engineer Administrator

NA/lra  
Attachments  
cc: District Administrator

## PRELIMINARY PROJECT DESCRIPTION

---

STATE PROJECT NO. 700-51-0108

F.A.P. NO. DE-5106(501)

ST. MARY PARISH

The Louisiana Department of Transportation and Development (LDOTD) is proposing to modify the intersection of US Highway 90 (US 90) and LA Highway 318 (LA 318) from an at-grade intersection to a grade separated intersection. Approximately 3.5 miles southeast of the City of Jeanerette, Louisiana, US 90 crosses LA 318, which is a rural roadway running in a southwest to northeast direction that connects LA 182 and the Port of West St. Mary. This at-grade signalized intersection supports heavy traffic of industrial and commercial commodities due to its proximity to the Port of West St. Mary Sugar Cooperative. US 90 is also the future corridor for I-49 South. The proposed grade-separated interchange will become of the future I-49 Corridor.

The purpose and need for the project is to provide a grade separated interchange to improve safety at this location, to provide enhanced mobility for the industrial commerce needs of the surrounding area, to facilitate the transport of Sugar Cane to the St. Mary Sugar Cooperative, Inc., and upgrade this intersection for inclusion into I -49 south.

The existing roadway section of LA 318 consists of two twelve-foot wide asphaltic concrete travel lanes with two four-foot wide shoulders. This section is classified as a Rural Major Collector. The posted speed limit on LA 318 is 55 m.p.h. Currently, the average daily traffic (ADT) for the northbound lane of LA 318 is approximately 1,185 vehicles per day; the ADT for the southbound lane is approximately 970 vehicles per day.

The existing roadway section of US 90 consists of four twelve-foot wide Portland cement concrete (PCC) pavement travel lanes with two ten-foot wide outer shoulders and two 4-foot wide inner shoulders. This four-lane roadway is divided by an open graded median that is approximately 60 feet in width. This section is classified as a Rural Principal Arterial. The current posted speed limit on US 90 is 65 m.p.h. US 90 is paralleled by frontage roads on each side at the intersection with LA 318. Currently, the ADT of the eastbound lanes of US 90 is approximately 9,950 vehicles per day; the ADT of the westbound lanes is approximately 9,200 vehicles per day.

Just to the north and south of US 90 are two bi-directional frontage roads that provide access to LA 318 and US 90 for local through traffic. The travel lanes are ten feet wide with 2 foot wide shoulders. The posted speed limit on the frontage roads is 25 m.p.h. This section is classified as a Rural Collector 2.

Four alternatives are being considered for the proposed project:

The “ No-Build” alternative, which would keep the existing intersection in its current configuration.

Concept No. 1: This concept consists of providing a full access interchange configuration that includes a grade separated overpass structure along LA 318 that spans over US 90. It is expected that four residential home sites will be acquired for the proposed construction. Additional right-of-way will be required.

Concept No. 2: This concept consists of providing a grade separated overpass structure along LA 318 that spans over US 90. This concept includes reconfiguring the existing frontage roads to resemble a diamond layout in each quadrant of the intersection. This concept will not provide direct access from US 90 to LA 318. It is expected that one residential home site will be impacted by the conceptual frontage road alignments. Additional right-of-way will be required.

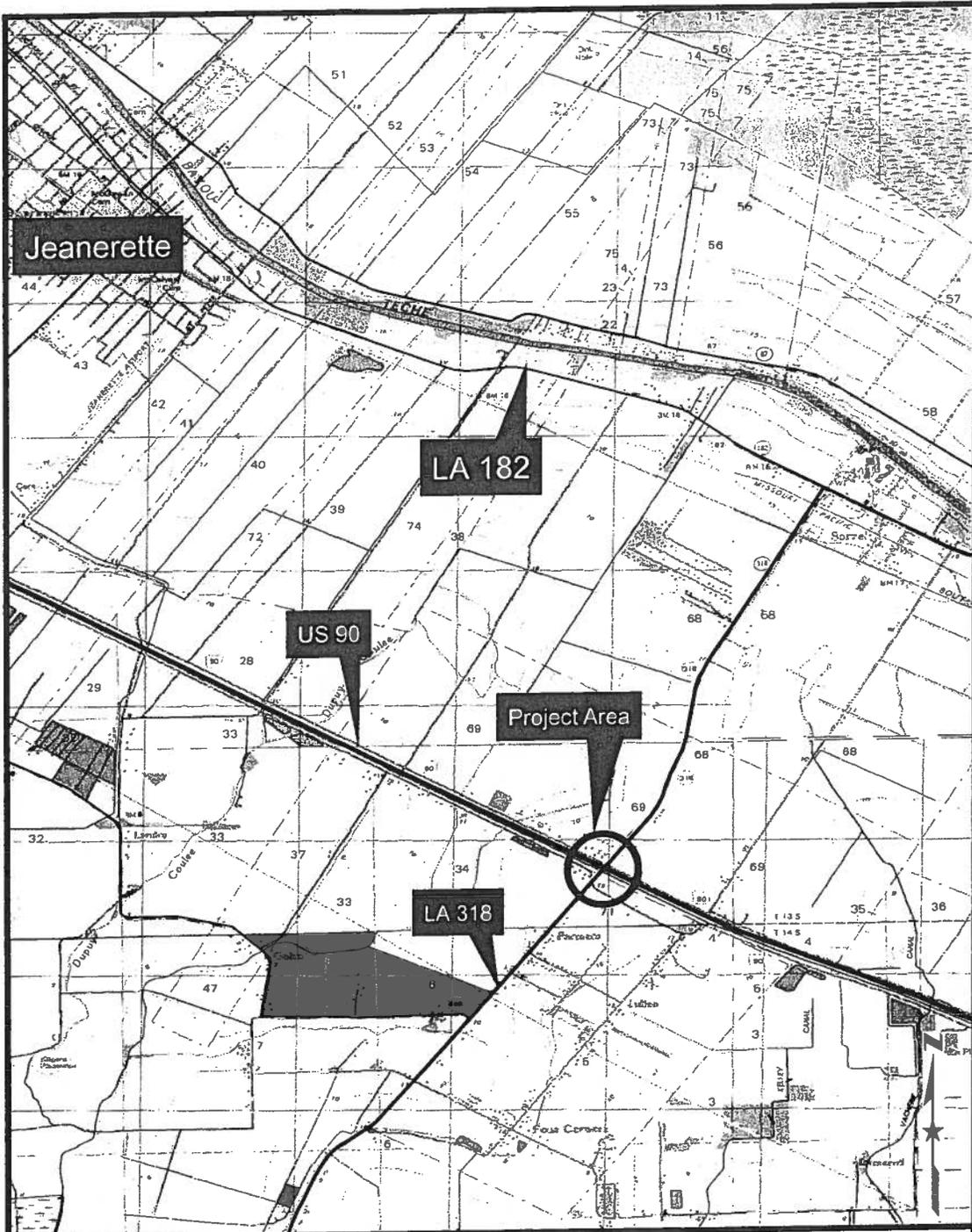
Concept No. 3: This concept consists of providing a grade separated overpass structure along LA 318 that spans over US 90. This concept includes reconfiguring the existing frontage roads. This concept will provide direct access from US 90 to LA 318. It is expected that one residential home site will be impacted by the conceptual frontage road alignment. Additional right-of-way will be required.

Traffic may be maintained by phasing both lanes of east and westbound traffic into single lanes, and lanes may be shifted accordingly to accommodate the construction of the LA 318 bridge structure. Local traffic along LA 318 would temporarily have to utilize the frontage roads or LA 98 to access US 90.

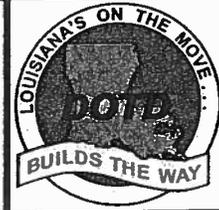
The methodology anticipated to be used to screen alternatives for this proposed project will include GIS, aerial photographs, and site visits. Impacts and benefits will be identified and weighed to select a preferred alternative. Analyses will include wetlands, threatened and endangered species, cultural resources, business and residential relocations, community cohesion, environmental justice, noise, air, and contamination concerns.

During the environmental process for this project, a public meeting may be held. Other public involvement activities may include agency meetings, an additional public meeting and/or a public hearing. It is anticipated that the Environmental Assessment for this project will be completed in twelve months.

In addition to your comments on the project in general, we respectfully request your comments on the preliminary purpose and need, screening methodology, range of alternatives, and planned coordination efforts. This information will assist in the preparation of the Environmental Assessment for this proposed project.



State Project No. 700-51-0108  
 F.A.P. No. DE-5106(501)  
 US 90 and LA 318 Overpass  
 St. Mary Parish





Workflow Mailer  
<owfmgr@la.gov>

08/16/2007 03:12 PM

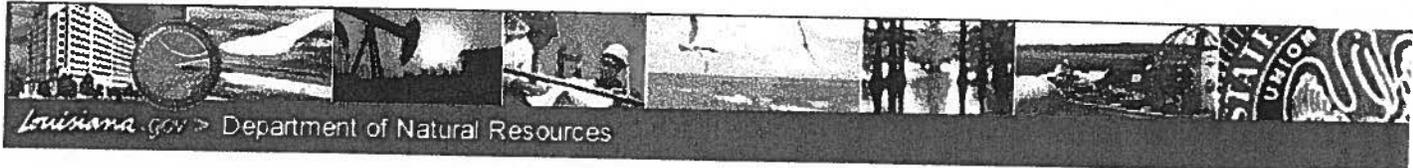
Please respond to  
owfmgr@la.gov

To lacheanderson@dotd.la.gov

cc

bcc

Subject P20071197 - Joint Permit Application Received



### Coastal Use Permit Application Information

Applicant:	LADOTD
Project:	US 90 & LA 318 OVERPASS
Project Parish(es):	SAINT MARY

Thank you for using Coastal Management Division's on-line application process. Your application has been received and has been assigned the following number: P20071197

You will be contacted within 5 business days regarding the status of your application. You may also follow the progress of your application on-line at:

[Item Tracking \(text\)](#)

[Item Tracking \(diagram\)](#)

[Application](#)

[Application Invoice](#)

[Make Comments](#)

Additional software is REQUIRED in order to view these documents. To download this software, please click here - [Viewer Download](#) Please contact the DNR Helpdesk toll-free at (888)792-0432 for assistance with the download or the viewer.



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<owfmgr@la.gov>

08/16/2007 03:13 PM

Please respond to  
owfmgr@la.gov

To lacheanderson@dotd.la.gov

cc

bcc

Subject P20071197 - Modification Received



Your modification for P20071197 has been received.

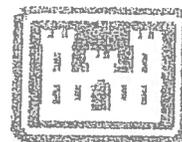


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Louisiana Department of Natural Resources  
Coastal Management Division  
(CMD)

# Joint Permit Application For Work Within the Louisiana Coastal Zone



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

Print Application

Permit Number: P20071197

Date Received: 08/16/2007

## Step 1 of 15 - Applicant Information

**Applicant/Company Name:**

LADOTD

**Applicant Type:** GOVERNMENT AGENCY

**Mailing Address:**

1201 Capitol Access Road  
Section 28  
Baton Rouge, LA 70802

**Contact Information:**

Lache Anderson

**Daytime:**

225 242 4503 **Fax:** 225 242 4500

**Contact Email:** lacheanderson@dotd.la.gov

## Step 2 of 15 - Agent Information

**Agent/Company Name:**

**Mailing Address:**

**Contact Information:**

**Daytime:**

**Fax:**

**Contact Email:**

## Step 3 of 15 - Permit Type

Coastal Use Permit (CUP)

Solicitation of Views (SOV)

Request for Determination (RFD)

## Step 4 of 15 - Pre-Application Activity

a. Have you participated in a Pre-Application or Geological Review Meeting for the proposed project?

No

Yes

Date meeting was held:

35



Louisiana Department of Natural Resources  
Coastal Management Division  
(CMD)

# Joint Permit Application

## For Work Within the Louisiana Coastal Zone



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

Print Application

Permit Number: P20071197

Date Received: 08/16/2007

### Step 1 of 15 - Applicant Information

**Applicant/Company Name:** LADOTD **Applicant Type:** GOVERNMENT AGENCY

**Mailing Address:** 1201 Capitol Access Road  
Section 28  
Baton Rouge, LA 70802

**Contact Information:** Lache Anderson

**Daytime:** 225 242 4503 **Fax:** 225 242 4500 **Contact Email:** lacheanderson@dotd.la.gov

### Step 2 of 15 - Agent Information

**Agent/Company Name:**

**Mailing Address:**

**Contact Information:**

**Daytime:** **Fax:** **Contact Email:**

### Step 3 of 15 - Permit Type

Coastal Use Permit (CUP)     Solicitation of Views (SOV)     Request for Determination (RFD)

### Step 4 of 15 - Pre-Application Activity

a. Have you participated in a Pre-Application or Geological Review Meeting for the proposed project?

No     Yes    Date meeting was held:

**Attendees:**

(Individual or Company Rep) (CMD Representative) (COE Representative)

**b. Have you obtained an official wetland determination from the COE for the project site?**

No  Yes

**c. Is this application a mitigation plan for another CUP?**

No  Yes

**Permit Number:**

**Step 5 of 15 - Project Information**

**a. Describe the project:**

The Louisiana Department of Transportation and Development proposes to modify the intersection of US 90 and LA 318 from an at-grade intersection to a grade separated intersection. Approximately 3.5 miles southeast of the City of Jeanerette, US 90 intersects with LA 318. Currently LA 318 runs in a southwest to northeast direction connecting LA 182 and the Port of West St. Mary. The purpose and need for the project is to provide a grade separated interchange to improve safety at this location, to provide enhanced mobility for the industrial commerce needs of the surrounding area, to facilitate the transport of Sugar Cane to the St. Mary Sugar Cooperative, Inc., and upgrade this intersection for inclusion into I-49 south. There are currently four alternatives being considered for the proposed project: The "No-Build" alternative would keep the existing intersection in its current configuration. Concept 1 consists of providing a full access interchange configuration that includes a grade separated overpass structure along LA 318 that spans over US 90. It is expected that four residential home sites will be acquired for the proposed construction. Concept 2 consists of providing a grade separated overpass structure along LA 318 that spans over US 90, and will require reconfiguring the existing frontage roads to resemble a diamond layout in each quadrant of the intersection. Concept 2 will not provide direct access from US 90 to LA 318 and it is expected that one residential home site will be impacted. Concept 3 consists of providing a grade separated overpass structure along LA 318 that spans over US 90 and will require reconfiguring the existing frontage roads. Concept 3 will provide direct access from US 90 to LA 318 and it is expected that one residential home site will be impacted. It is anticipated that all concepts will require additional right-of-way and that this project will be processed as an Environmental Assessment.

**b. Is this application a change to an existing permit?**

No  Yes

**Permit Number:**

**c. Have you previously applied for a permit or emergency authorization for all or any part of the proposed project?**

No  Yes

<u>Agency Name</u>	<u>Permit Number</u>	<u>Decision Status</u>	<u>Decision Date</u>
CMD			
COE			

Other

### Step 6 of 15 - Project Location

**a. Physical Location**

Street:

City: Jeanerette Parish: SAINT MARY Zip: 70544

**b. Latitude and Longitude**

Latitude: 29 57 0.06 Longitude: -91 38 0.74

**c. Section, Township, and Range**

Section #: 71 Township #: 13S Range #: 08E

Section #: 34 Township #: 13S Range #: 08E

**d. Lot, Track, Parcel, or Subdivision Name**

Lot #: Parcel #: Tract #: Subdivision Name:

**e. Site Direction:**

START - Start out going WEST on CAPITOL LAKE RD toward W HIGHWAY DR. Merge onto I-110 S via the ramp on the LEFT. Merge onto I-10 W via EXIT 1J toward LAFAYETTE. Merge onto US-167 S via EXIT 103A toward US-90 / LAFAYETTE. US-167 S becomes US-90 E. Turn SLIGHT RIGHT onto ramp. Turn LEFT onto LA-668 N / CANAL ST. Continue to follow CANAL ST. Turn RIGHT onto LA-182 / MAIN ST. Continue to follow LA-182. End at Jeanerette, LA 70544, US - END.

### Step 7 of 15 - Adjacent Landowners

### Step 8 of 15 - Project Specifics

**a. Project Name and/or Title:** US 90 & LA 318 OVERPASS

**b. Project Type:** Non-Residential

**c. What will be done for the proposed project?**

- Bridge/Road
- Home Site/Driveway
- Pipeline/Flow Line
- Rip Rap/Erosion Control
- Bulkhead/Fill
- Levee Construction
- Plug/Abandon
- Site Clearance
- Drainage Improvements
- Maintenance Dredging
- Production Barge/Structure
- Subdivision

- Drill Barge/Structure     Prop Washing     Vegetative Plantings     Wharf/Pier/Boathouse  
 Drill Site     Pilings     Remove Structures  
 Other:

**d. Why is the proposed project needed?**

The purpose and need for the project is to provide a grade separated interchange to improve safety at this location, to provide enhanced mobility for the industrial commerce needs of the surrounding area, to facilitate the transport of Sugar Cane to the St. Mary Sugar Cooperative, Inc., and upgrade this intersection for inclusion into I-49 south.

**Step 9 of 15 - Project Status**

- a. Proposed project start date:** \_\_\_\_\_ **Proposed project completion date:** \_\_\_\_\_  
**b. Is any of the project work in progress?**  
 No     Yes  
**c. Is any of the project work complete?**  
 No     Yes

**Step 10 of 15 - Structures, Materials, and Methods for the Proposed Project**

**a. Excavations**

- |  |                 |       |   |                 |       |
|--|-----------------|-------|---|-----------------|-------|
| <input type="checkbox"/> Vegetated Waterbottoms:     | yd <sup>3</sup> | Acres | <input type="checkbox"/> Wetlands:      | yd <sup>3</sup> | Acres |
| <input type="checkbox"/> Non-Vegetated Waterbottoms: | yd <sup>3</sup> | Acres | <input type="checkbox"/> Non-Wet Areas: | yd <sup>3</sup> | Acres |

**b. Fill Areas**

- |  |                 |       |   |                 |       |
|--|-----------------|-------|---|-----------------|-------|
| <input type="checkbox"/> Vegetated Waterbottoms:     | yd <sup>3</sup> | Acres | <input type="checkbox"/> Wetlands:      | yd <sup>3</sup> | Acres |
| <input type="checkbox"/> Non-Vegetated Waterbottoms: | yd <sup>3</sup> | Acres | <input type="checkbox"/> Non-Wet Areas: | yd <sup>3</sup> | Acres |

**c. Fill Materials**

- |   |                 |  |                 |
|---|-----------------|--|-----------------|
| <input type="checkbox"/> Concrete:                | yd <sup>3</sup> | <input type="checkbox"/> Rock:         | yd <sup>3</sup> |
| <input type="checkbox"/> Crushed Stone or Gravel: | yd <sup>3</sup> | <input type="checkbox"/> Sand:         | yd <sup>3</sup> |
| <input type="checkbox"/> Native Material:         | yd <sup>3</sup> | <input type="checkbox"/> Topsoil/Dirt: | yd <sup>3</sup> |
| <input type="checkbox"/> Other:                   |                 |  |                 |

yd<sup>3</sup>

**d. What equipment will be used for the proposed project?**

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Airboat                     | <input checked="" type="checkbox"/> Bulldozer/Grader | <input type="checkbox"/> Marsh Buggy                                  |
| <input checked="" type="checkbox"/> Backhoe          | <input type="checkbox"/> Dragline/Excavator          | <input checked="" type="checkbox"/> Other Tracked or Wheeled Vehicles |
| <input type="checkbox"/> Barge Mounted Bucket Dredge | <input type="checkbox"/> Handjet                     | <input type="checkbox"/> Self Propelled Pipe Laying Barge             |
| <input type="checkbox"/> Barge Mounted Drilling Rig  | <input type="checkbox"/> Land Based Drilling Rig     | <input type="checkbox"/> Tugboat                                      |
| <input type="checkbox"/> Other:                      |  |   |

**Step 11 of 15 - Project Alternatives**

- a. *What alternative locations, methods, and access routes were considered to avoid impact to wetlands and/or waterbottoms?*
- b. *What efforts were made to minimize impact to wetlands and/or waterbottoms?*

**Step 12 of 15 - Permit Type and Owners**

a. *Are you applying for a Coastal Use Permit?*

- No                       Yes

b. *Are you the sole landowner/oyster lease holder?*

- No                       Yes

- The applicant is an owner of the property on which the proposed described activity is to occur.
- The applicant has made reasonable effort to determine the identity and current address of the owner(s) of the land on which the proposed described activity is to occur, which included, a search of the public records of the parish in which the proposed activity is to occur.
- The applicant hereby attests that a copy of the application has been distributed to the following landowners/oyster lease holders:

Landowner/Oyster Lease Holders 1:  
Mailing Address:  
City/State/Zip:

Landowner/Oyster Lease Holders 2:  
Mailing Address:  
City/State/Zip:

c. Does the proposed activity present potential impacts to vegetated wetlands?

No

Yes

Not Sure

---

## Step 13 of 15 - Maps and Drawing Instructions

---

## Step 14 of 15 - Payment

The fee for this permit is: \$0.00

---

## Step 15 of 15 - Payment Processed

### *Applicant Information*

**Applicant Name:** LADOTD  
**Address:** 1201 Capitol Access Road  
Section 28  
**City/State/Zip:** Baton Rouge, LA 70802

### *Application Information*

**Permit Type:** SOV

**To the best of my knowledge the proposed activity described in this permit application complies with, and will be conducted in a manner that is consistent with, the Louisiana Coastal Management Program.**

---

[View Comments related to this project](#)

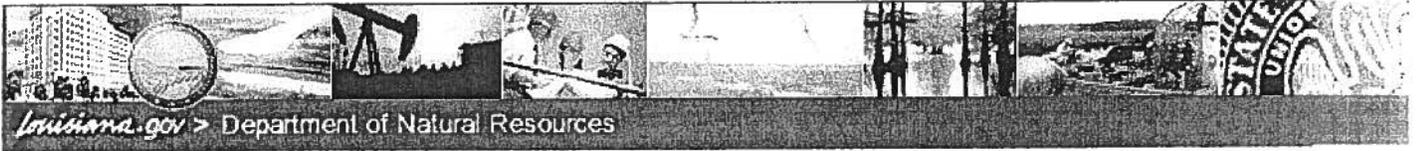


Workflow Mailer  
<owfmgr@la.gov>

08/20/2007 03:27 PM

Please respond to  
owfmgr@la.gov

To lacheanderson@dotd.la.gov  
cc  
bcc  
Subject P20071197 - ORIGINAL - Acknowledgement Letter



### Coastal Use Permit Application Information

Applicant:	LADOTD
Project:	US 90 & LA 318 OVERPASS
Project Parish(es):	SAINT MARY
CMD Analyst:	Shimetia Gardner
Preliminary Determination:	SOV Application Required

The Coastal Management Division has determined that the application assigned **P20071197** is complete. You can view the acknowledgement letter on-line at

[Acknowledgement Letter](#)

[Make Comments](#)

Additional software is **REQUIRED** in order to view these documents. To download this software, please click here - [Viewer Download](#) Please contact the DNR Helpdesk toll-free at (888)792-0432 for assistance with the download or the viewer.



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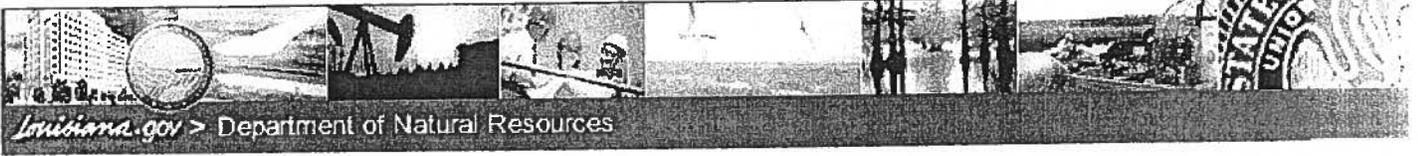
Please respond to  
owfmgr@la.gov

To lacheanderson@dotd.la.gov

cc

bcc

Subject P20071197- comment received



Applicant Name: LADOTD  
Parish(es): SAINT MARY  
Analyst: Shimetia Gardner

Comment from State Land Office has been received for the referenced Coastal Use Permit Application. Plea required to address any issues raised by these comments.

[View comments](#)



Notification Detail Link.html

Permit Number: P20071197			
Office Commentor		Comment Date	Comment
State Land	Clay Carter	08/20/2007 16:54:19	No Objection.

Close

# State of Louisiana



KATHLEEN BABINEAUX BLANCO  
GOVERNOR

SCOTT A. ANGELLE  
SECRETARY

DEPARTMENT OF NATURAL RESOURCES  
OFFICE OF COASTAL RESTORATION AND MANAGEMENT

08/30/2007

LA DOTD  
1201 CAPITAL ACCESS ROAD  
BATON ROUGE, LA 70802

**RE: P20071197, Solicitation of Views  
LADOTD**

**Description:** Proposed modification of the intersection of US 90 and LA 318 from an at-grade intersection to a grade separated intersection, to provide enhanced mobility for the industrial commerce needs of the surrounding area, to facilitate the transport of Sugar Cane to the St. Mary Sugar Cooperative, Inc., and upgrade this intersection for inclusion into I -49 south. No dredge or fill will be required for this project.

**Location:** Approximately 3.5 miles Southeast of the City of Jeanerette, US 90 intersects with LA 318. Currently LA 318 runs in a Southwest to Northeast direction connecting LA 182 and the Port of West St. Mary. Section 71, T13S-R08E; Section 34, T13S-R08E. Lat. 29° 57' 0.06"N, Long. 91° 38' 0.74"W.  
**Saint Mary Parish, LA**

Dear Lache Anderson:

We have received your Solicitation of Views for the above referenced project, which has been found to be inside the Louisiana Coastal Zone. In order for us to properly review and evaluate this project, we require that a complete Coastal Use Permit Application packet (Joint Application Form, locality maps, project illustration plats with plan and cross section views, etc.) along with the appropriate application fee be submitted to our office. Using your complete application, we can provide you with an official determination, and begin the processing of any Coastal Use Permit that may be required for your project. You may obtain a free application packet by calling our office at (225) 342-7591 or (800)-267-4019, or by visiting our website at <http://www.dnr.state.la.us/crm/coastmgt/cup/cup.asp>.

We recommend that, during your planning process, you make every effort to minimize impacts to vegetated wetlands. As our legislative mandate puts great emphasis on avoiding damages to these habitats, in many cases the negotiations involved in reducing such disturbances and developing the required mitigation to offset the lost habitat values delay permit approval longer than any other factor.

Should you desire additional consultation with our office prior to submitting a formal application, we recommend that you call and schedule a pre-application meeting with our Permit Section staff. Such a preliminary meeting may be helpful, especially if a permit application that is as complete as possible

is presented for evaluation at the pre-application meeting.

If you have any questions, would like to request an application packet or would like to schedule a pre-application meeting, please call at the phone numbers provided above.

Sincerely,



Jim Rives  
Acting Administrator

JR/sg

Attachments

P20071197, Solicitation of Views

LADOTD

08/30/2007

Page 3

**Final Plats:**

1) P20071197      Final Plats      08/16/2007

cc: Pete Serio, COE w/plats  
Venise Ortego, LDWF w/plats  
Karl Morgan, CMD/SS w/plats  
Charlie Mestayer, CMD/FI w/plats



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY  
BOB ODOM, COMMISSIONER



**CONFIDENTIAL ASSISTANTS**

LUKE A. THERIOT  
T. TYSON "TY" BROMELL, II

August 17, 2007

**ASSISTANT COMMISSIONERS**

**Agricultural & Environmental Sciences**  
Matthew Keppinger, III  
P.O. Box 3596  
Baton Rouge, LA 70821  
(225) 925-3770  
Fax: 925-3760

**Consumer Services**  
Benjamin Rayburn  
P.O. Box 3098  
Baton Rouge, LA 70821  
(225) 922-1341  
Fax: 923-4877

**Animal Health Services**  
Malcolm G. Myer  
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

Mr. Noel Ardoin  
LA DOTD; Environmental Engineer Administrator  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245

RE: Solicitation of Views

State Project NO. 700-51-0108  
F.A.P. NO. DE- 5106 (501)  
US HWY. 90 & LA HWY 318 Overpass  
St. Mary Parish

Dear Mr. Ardoin:

I have no comment at this time regarding the above referenced projects.

Sincerely,

Bradley E. Spicer  
Assistant Commissioner

BES:gs



## DEPARTMENT OF ENVIRONMENTAL QUALITY

KATHLEEN BABINEAUX BLANCO

GOVERNOR

MIKE D. McDANIEL, Ph.D.

SECRETARY

August 20, 2007

Ms. Noel Ardoin, EEA  
La. DOTD  
P. O. Box 94245  
Baton Rouge, LA 70804-9245

Re: Solicitation of Views (SOV)  
State Project No. 700-51-0108; US Hwy. 90 & La. Hwy. 318 Overpass; St. Mary Parish  
State Project No. 834-17-0006 / 700-34-0106; Drainage Canal Bridges; La. 3051  
Morehouse Parish  
State Project No. 834-07-0017 / 700-34-0107; La. 835 Bridges; Morehouse Parish

Dear Ms. Ardoin:

We have received your requests for LDEQ's comments on the above referenced projects. Your requests have been forwarded to Ms. Joanna Gardner in the Office of the Secretary. The Contracts & Grants section is no longer the single point of contact for these requests.

Please forward all future SOV requests to the following:

Ms. Joanna Gardner  
Office of the Secretary  
Louisiana Department of Environmental Quality  
P. O. Box 4301  
Baton Rouge, LA 70821-4301  
(225) 219-3958

If you have any questions concerning this letter, feel free to contact me at (225) 219-3815.

Sincerely,

Sharon Schexnayder  
Contracts/Grants Supervisor

ss/vn

cc: Joanna Gardner  
Office of the Secretary

**MANAGEMENT & FINANCE**

: PO BOX 4303, BATON ROUGE, LA 70821-4303

P:225-219-3840 F:225-219-3846

WWW.DEQ.LOUISIANA.GOV



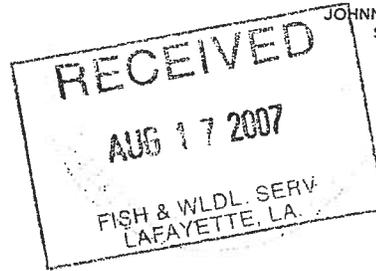
KATHLEEN BABINEAUX BLANCO  
GOVERNOR

STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245  
www.dotd.louisiana.gov  
225-242-4502



JOHNNY B. BRADBERRY  
SECRETARY

August 16, 2007



STATE PROJECT NO. 700-51-0108  
F.A.P. NO. DE-5106(501)  
US HWY 90 & LA HWY 318 OVERPASS  
ST. MARY PARISH

SUBJECT: Solicitation of Views

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist DOTD with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

We have attached the preliminary plans and a sketch map showing the general location of the project, along with a preliminary project description for your review.

It is requested that you review the attached information and furnish us with your views and comments by **September 17, 2007**. Replies should be addressed to LA DOTD; Environmental Engineer Administrator; P.O. Box 94245; Baton Rouge, Louisiana, 70804-9245. Please reference the State Project Number in your reply.

Sincerely,

for Noel Ardoin  
Environmental Engineer Administrator

kb NA/lra  
Attachments  
cc: District Administrator

This project has been reviewed for effects to Federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973 (Act). The project, as proposed,  
 Will have no effect on those resources  
 Is not likely to adversely affect those resources.  
This finding fulfills the requirements under Section 7(a)(2) of the Act.

Acting Supervisor \_\_\_\_\_ Date Aug 20, 2007  
Louisiana Field Office  
U.S. Fish and Wildlife Service



KATHLEEN BABINEAUX BLANCO  
GOVERNOR

*State of Louisiana*  
DEPARTMENT OF WILDLIFE AND FISHERIES  
OFFICE OF WILDLIFE

BRYANT O. HAMMETT, JR.  
SECRETARY  
L. BRANDT SAVOIE  
DEPUTY ASSISTANT SECRETARY

**Date** August 31, 2007

**Name** Noel Ardoin

**Company** LA DOTD

**Street Address** P.O. Box 94245

**City, State, Zip** Baton Rouge, LA 70804-9245

**Project** US HWY 90 & LA HWY 318 Overpass  
State Project # 700-51-0108  
St. Mary Parish, LA

**Invoice Number** 07083106

Personnel of the Habitat Section of the Fur and Refuge Division have reviewed the preliminary data for the captioned project.

The Louisiana black bear (*Ursus americanus luteolus*) may occur in your general project area. It is listed as threatened under the Endangered Species Act. The Louisiana black bear utilizes a variety of habitat types, including forested wetlands, marsh, spoil banks, and upland forests. The primary threats to the species are continued loss of bottomland hardwoods, fragmentation of remaining forested tracts, and human-caused mortality. Louisiana black bears, particularly pregnant females, normally den from December through April. Bald cypress (*Taxodium distichum*) and tupelo gum (*Nyssa aquatica*) with visible cavities, having a diameter at breast height of 36 inches or greater, and occurring in or along rivers, lakes, streams, bayous, sloughs, or other water bodies have legal protection as candidate or actual den trees. If construction is to be performed during the denning season or if bald cypress or tupelo gum with diameters at breast height of 36 inches or greater will be removed or destroyed, further consultation with this office will be necessary. We strongly urge workers and contractors to avoid bears, particularly if work is to be conducted during the non-denning season (April through December) Employees should be cautioned to not leave food or garbage in the field, as bears can become attracted and accustomed to human food easily. In addition, we recommend the use of bear proof garbage containers on site. If you have any questions please call LDWF biologist Maria Davidson at 225-765-2385.

After careful review of our database, no other impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the

source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,



Gary Lester, Coordinator  
Natural Heritage Program



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY

BOB ODOM, COMMISSIONER

W.G. "BUD" COURSON, DEPUTY COMMISSIONER



September 5, 2007

ASSISTANT COMMISSIONERS

Agricultural & Environmental Sciences  
Matthew Keppinger  
(225) 925-3770  
Fax: 925-3760

Agro-Consumer Services  
Manning Broussard  
(225) 922-1342  
Fax: 922-0477

Animal Health Services  
Terrel Delphin  
(225) 925-3962  
Fax: 925-4103

Forestry  
Paul D. Frey  
(225) 925-4500  
Fax: 922-1356

Management & Finance  
Skip Rhorer  
(225) 922-1255  
Fax: 925-6012

Marketing  
Bryce Malone  
(225) 922-1277  
Fax: 922-1289

Soil & Water Conservation  
Bradley E. Spicer  
(225) 922-1269  
Fax: 922-2577

LA DOTD  
Environmental Engineer Administrator  
Noel Ardoin  
P.O. Box 94245  
Baton Rouge, LA. 70804-9245

Dear Mr. Ardoin:

As per your request, our office has completed the inspection of State Project number 70804-9245 (US Hwy. 90/ LA Hwy. 318 intersection modification), located in St. Mary Parish, Louisiana.

Realizing that there will be physical disturbances (i.e. digging/dredging, etc.), damage to trees directly adjacent to the project area should be kept as minimal as possible. Since physical damage contributes to physiological stress on trees, such actions taken to prevent damage (above and/or below ground) will decrease the chance(s) of possible insect and/or disease problems that may possibly lead to tree mortality.

We thank you for the opportunity to comment on this project. Please give our office a call should you have any questions regarding the above.

Sincerely;

Keith J. Aymond - Forestry Program Director  
Louisiana Department of Agriculture & Forestry  
2266 South College Ext., Ste. F  
Lafayette, LA. 70508  
Ph.# (337) 262-5433



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
Southeast Regional Office  
263 13<sup>th</sup> Avenue, South  
St. Petersburg, Florida 33701

September 6, 2007 F/SER46/RH:jk  
225/389-0508

Mr. Noel A. Ardoin  
Environmental Engineer Administrator  
Louisiana Department of Transportation and Development  
Post Office Box 94245  
Baton Rouge, Louisiana 70804-9245

Dear Mr. Ardoin

The National Marine Fisheries Service (NOAA Fisheries) has reviewed the project information transmitted in the Solicitation of Views identified below. We anticipate that any adverse effects that might occur to marine and anadromous fishery resources would be minimal and therefore, do not object to issuance of the permit.

<u>STATE PROJECT NO.</u>	<u>LOCATION</u>	<u>NOTICE DATE</u>	<u>DUE DATE</u>
700-51-0108	St. Mary	08-16-07	09-17-07

Sincerely,

for Miles M. Croom  
Assistant Regional Administrator  
Habitat Conservation Division





**CHITIMACHA**  
TRIBE OF LOUISIANA

CULTURAL DEPARTMENT

September 13, 2007

Mr. Noel Ardoin  
Environmental Engineer Administrator  
LA-DOTD  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

Re: State Project No. 700-51-0108  
F.A.P. No. DE-5106 (501)  
US HWY 90 & LA HWY 318 Overpass  
St. Mary Parish, Louisiana

Dear Mr. Ardoin:

We are in receipt of your letter, dated August 16, 2007, 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 near 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 (337) 923-9923.

Sincerely,

Kimberly S. Walden,  
Director, Cultural Department

KW:JD

# State of Louisiana



KATHLEEN BABINEAUX BLANCO  
GOVERNOR

SCOTT A. ANGELLE  
SECRETARY

JAMES H. WELSH  
COMMISSIONER OF CONSERVATION

DEPARTMENT OF NATURAL RESOURCES  
OFFICE OF CONSERVATION

September 13, 2007

TO: LA DOTD  
Environmental Engineer Administrator  
P. O. Box 94245  
Baton Rouge, LA 70804-9245  
Attention: Ms. Noel Ardoin

RE: STATE PROJECT NO.: 700-51-0108  
FEDERAL AID PROJECT NO.: DE-5106 (501)  
US HWY 90 & LA HWY 318 OVERPASS TO LA 44  
ST. MARY PARISH

Dear Ms. Ardoin:

In response to your letter dated August 16, 2007, concerning 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>

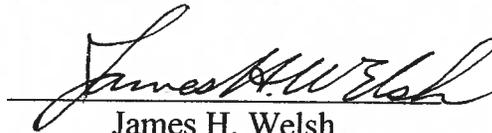
A review of our computer records for the referenced project area indicates no active oil, gas or injection wells in and adjacent to the project area. However, there is one plugged well ( Serial No. 144942) in the proximity of the area. Additionally, we find that there are two registered domestic water wells in the vicinity of the project area. This project should have no impact on these wells. Due care must be taken to accurately locate any other wells that may have been installed before registration was required.

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:

<u>Division</u>	<u>Contact</u>	<u>Phone No.</u>	<u>E-mail Address</u>
Engineering	Jeff Wells	225-342-5638	<a href="mailto:JeffW@dnr.state.la.us">JeffW@dnr.state.la.us</a>
Pipeline	Michael Peikert	225-342-2989	<a href="mailto:MichaelP@dnr.state.la.us">MichaelP@dnr.state.la.us</a>
Injection & Mining	Laurence Bland	225-342-5515	<a href="mailto:LaurenceB@dnr.state.la.us">LaurenceB@dnr.state.la.us</a>
Geological	Mike Kline	225-342-3335	<a href="mailto:MikeKl@dnr.state.la.us">MikeKl@dnr.state.la.us</a>
Ground Water	Tony Duplechin	225-342-5528	<a href="mailto:TonyD@dnr.state.la.us">TonyD@dnr.state.la.us</a>

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,



James H. Welsh

*JHW* 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  
225-242-4502



JOHNNY B. BRADBERRY  
SECRETARY

August 16, 2007

STATE PROJECT NO. 700-51-0108  
F.A.P. NO. DE-5106(501)  
US HWY 90 & LA HWY 318 OVERPASS  
ST. MARY PARISH

SUBJECT: Solicitation of Views

Date: 7-27-07  
No known archaeological sites or historic properties will be affected by this undertaking. This effect determination could change should new information come to our attention.  
Pam Breaux: Pam Breaux  
State Historic Preservation Officer

Early in the planning stages of a transportation facility, views from federal, state and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist DOTD with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

We have attached the preliminary plans and a sketch map showing the general location of the project, along with a preliminary project description for your review.

It is requested that you review the attached information and furnish us with your views and comments by **September 17, 2007**. Replies should be addressed to LA DOTD; Environmental Engineer Administrator; P.O. Box 94245; Baton Rouge, Louisiana, 70804-9245. Please reference the State Project Number in your reply.

Sincerely,

*JaGfelle*

for Noël Ardoin  
Environmental Engineer Administrator

NA/lra  
Attachments  
cc: District Administrator

AUG 17 2007

AUG 17 2007



**DEPARTMENT OF THE ARMY**  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO  
ATTENTION OF

OCT - 2 2007

Operations Division  
Operations Manager,  
Completed Works

Mr. Noel Ardoin  
Environmental Engineer Administrator  
Louisiana Department of Transportation and Development  
Post Office Box 94245  
Baton Rouge, Louisiana 70804-9245

Dear Mr. Ardoin:

This is in response to your Solicitation of Views request dated August 16, 2007, concerning the modification of the intersection of US Highway 90 and LA Highway 318 at Jeanerette, Louisiana, in St. Mary Parish (State Project Number 700-51-0108).

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 this property is not in a wetland subject to Corps of Engineers jurisdiction. A Department of the Army permit under Section 404 of the Clean Water Act will not be required for the deposition or redistribution of dredged or fill material on this site.

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to Department of the Army regulatory requirements and may have an impact on a Department of the Army project.

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.

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](mailto:John.D.Bruza@mvn02.usace.army.mil) for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Ronnie Duke by telephone at (504) 862-2261 or by e-mail at [Ronnie.W.Duke@mvn02.usace.army.mil](mailto:Ronnie.W.Duke@mvn02.usace.army.mil).

Future correspondence concerning this matter should reference our account number MVN-2007-03566-SY. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response

Sincerely,



Karen L. Oberlies  
Solicitation of Views Manager

# PUBLIC NOTICE

## **ADDITIONAL ALTERNATIVE**

US 90 and LA 318 Interchange Improvements  
St. Mary Parish, Louisiana

STATE PROJECT NO. 700-51-0110  
E.R.P. No.H.004932  
F.A.P. NO. DE-5109(501)  
INTERCHANGE FOR US 90/LA 318  
ROUTE: US 90  
ST. MARY PARISH



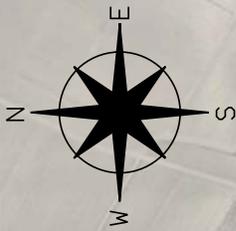
### **Background:**

The Louisiana Department of Transportation and Development (LADOTD) is proposing to construct a grade-separated interchange at the intersection of US 90 AND LA 318. A Stage 0 Feasibility Study was prepared by the LADOTD in May 2007 and found no engineering design challenges or environmental, socioeconomic, or cultural resource constraints to the construction of a grade-separated interchange at US 90 and LA 318. This public meeting is part of the next step in project development, a Stage 1 Planning and Environmental Study. An Environmental Assessment (EA) is being prepared that evaluates potential impacts to the human and natural environment associated with each proposed alternative. Only those alternatives determined to meet the purpose and need will be evaluated as part of the EA.

### **New Alternatives:**

The redesigned Alternative B and new Alternative D was developed after the April, 2011 public meeting at which Alternatives A, B, C and No Build were presented. The purpose of Alternatives B and Alternative D is to help minimize the residential relocations. The alternatives under consideration have been narrowed to: B, D, and No Build. Final decision will be made once the EA process is carried out and finalized.

Attached is a sketch of the alternative showing the general location of the project, and the impacts to the surrounding area.



**DRAFT**

LEGEND	
	REQUIRED CONTROL OF ACCESS
	EXISTING RIGHT OF WAY
	REQUIRED RIGHT OF WAY
	US 90 BASELINE / CENTERLINE
	EXISTING FRONTAGE ROAD TO BE REMOVED

NOTE:

DATE: 6/30/11

US 90 / LA 318 INTERCHANGE  
ENVIRONMENTAL ASSESSMENT

CONCEPTUAL ALTERNATIVE B  
US 90 OVER LA 318



**STATE MAILING LIST**  
**UPDATED August 30, 2011**

HONORABLE JEFF LANDRY  
US HOUSE OF REPRESENTATIVE  
**(DISTRICT) 3**  
301 EAST PETER STREET, SUTIE 102  
NEW IBERIA, LA 70560

DEPT ECONOMIC DEVELOPMENT  
OFFICE OF BUSINESS DEVELOPMENT  
PO BOX 94185  
BATON ROUGE, LA 70804-9185

EXECUTIVE DIRECTOR  
LA FORESTRY ASSOC  
PO DRAWER 5067  
ALEXANDRIA, LA 71301

HONORABLE JOHN FLEMING  
LA HOUSE OF REPRESENTATIVES  
**(DISTRICT) 4**  
6425 YOUREE DRIVE, SUITE 350  
SHREVEPORT, LA 71105

DEPT OF AGRI & FORESTRY  
OFFICE OF FORESTRY  
PO BOX 1628  
BATON ROUGE, LA 70821

HONONRABLE CHARLES BOUSTANY  
US HOUSE OF REPRESENTATIVES  
**(DISTRICT) 7**  
800 LAFAYETTE STREET  
LAFAYETTE, LA 70501

FEDERAL ACTIVITIES BR (6E-F)  
US ENVIRONMAL PROTECTION AGENCY  
1445 ROSS AVE, STE 1200  
DALLAS, TX 75202-2733

DEPT OF AGRICULTURE & FORESTRY  
OFFICE OF SOIL/WATER CONSERV  
5825 FLORIDA BLVD  
BATONROUGE, LA 70806-4248

HONORABLE RODNEY ALEXANDER  
US HOUSE OF REPRESENTATIVES

**(DISTRICT) 5**  
1412 CENTRE COURT, SUITE 402  
ALEXANDRIA, LA 71301

HONORABLE STEVE SCALISE  
US HOUSE OF REPRESENTATIVES  
**(DISTRICT 1)**  
110 VETERANS BOULEVARD, SUITE 500  
METAIRIE, LA 70005

DEPT OF CULTURE RECREATION &  
TOURISM  
DIVISION OF ARCHAEOLOGY  
P O BOX 44247  
CAPITOL ANNEX 3<sup>RD</sup>  
BATON ROUGE LA 70804

DEPT OF PUBLIC SAFETY  
HIGHWAY SAFETY COMMISSION  
PO BOX 66336  
BATON ROUGE, LA 70896

HONORABLE WILLIAM CASSIDY  
US HOUSE OF REPRESENTATIVES  
**(DISTRICT) 6**  
5555 HILTON AVENUE, SUITE 100  
BATON ROUGE, LA 70808

MR. RICHARD HOWZE  
OFFICE OF MANAGEMENT & FINANCE  
P O BOX 3776  
BATON ROUGE LA 70821

HONORABLE CEDRIC RICHMOND  
US HOUSE OF REPRESENTATIVES  
**(DISTRICT) 2**  
2021 LAKESHORE DRIVE, SUITE 309  
NEW ORLEANS, LA 70122

LA DEPT OF NATURAL RESOURCES  
OFFICE OF CONSERVATION  
617 N 3<sup>RD</sup> STREET  
BATON ROUGE, LA 70802

LA GOOD ROADS ASSOCIATION  
ATTN: PRESTON EGGERS  
646 NORTH ST  
BATON ROUGE, LA 70802  
KEVIN D NORTON  
NATURAL RESOURCES CONS SERVICE

3737 GOVERNMENT ST  
ALEXANDRIA, LA 71302

REGION ENVIRONMENTAL OFFICER  
SHEILA HOUSTON-PERINE  
500 POYDRAS STREET  
HALLE BOGGS BLDG. 9<sup>TH</sup> FLOOR  
NEW ORLEANS, LA 70130

LA NATURAL HERITAGE PROGRAM  
LA DEPT OF WILDLIFE & FISHERIES  
P O BOX 98000  
BATON ROUGE, LA 70898

MR MICHAEL BECHDOL  
SOURCE WATER PROTECTION (6WQ-S)  
ENVIRONMENTAL PROTECTION AGCY  
1445 ROSS AVE  
DALLAS, TX 75202-2733

US DEPT OF INTERIOR  
NATIONAL PARK SERVICE  
100 ALABAMA STREET, SW  
NPS/ATLANTA FEDERAL CENTER  
ATLANTA GA 30303

LA STATE MINERAL BOARD  
P O BOX 2827  
BATON ROUGE LA 70821-2827

US DEPT OF THE INTERIOR  
OFFICE OF ENVIRONMENTAL  
POLICY & COMPLIANCE  
1001 INDIAN SCHOOL NW, SUITE 348  
ALBUQUERQUE NM 87104

DEPT OF THE INTERIOR  
GEOLOGICAL SURVEY  
3535 SOUTH SHERWOOD FOREST, SUITE 120  
BATON ROUGE, LA 70806

HONORABLE BUDDY CALDWELL  
LA STATE ATTORNEY GENERAL  
PO BOX 94005  
BATON ROUGE, LA 70804-9095

SENATOR MARY LANDRIEU  
**(CLASS) II**  
UNITED STATES SENATE  
707 FLORIDA BLVD

BATON ROUGE LA 70801

US FISH & WILDLIFE SERVICE  
646 CAJUNDOME BLVD, SUITE 400  
LAFAYETTE, LA 70506

MR GREG SOLVEY  
FEMA REGION VI  
800 NORTH LOOP 288  
DENTON, TX 76201

SENATOR DAVID VITTER  
UNITED STATES SENATE  
2800 VETERANS MEMORIAL BLVD.  
SUITE 201  
METAIRIE, LA 70002

ENVIRONMENTAL ASSESSMENT  
SIERRA CLUB / DELTA CLUB  
PO BOX 52503  
LAFAYETTE, LA 70505-2503

OFFICE OF STATE PARKS  
DEPT OF CULTURE REC & TOURISM  
PO BOX 44426  
BATON ROUGE, LA 70804

US DEPT OF COMMERCE  
ECONOMIC DEVELOPMENT ADMN  
504 LAVACA STREET, SUITE 1100  
AUSTIN, TX 78701-2858

TENNEY SIBLEY  
DHH / OPH/ SANITARIAN  
PO BOX 4489  
BATON ROUGE LA 70821

DISTRICT COMMANDER  
8<sup>TH</sup> COAST GUARD DISTRICT  
HALE BOGGS FEDERAL BUILDING  
500 POYDRAS  
NEW ORLEANS, LA 70130

DEPT OF HEALTH & HOSPITALS  
DIVISION OF ENVIRONMENTAL HEALTH  
ATTN: DOUG VINCENT, CHIEF ENGINEER  
P O BOX 4489  
BATON ROUGE, LA 70821

STEVEN PEYRONNIN, EXECUTIVE DIR.  
COALITION TO RESTORE COASTAL LA  
6160 PERKINS ROAD  
BATON ROUGE LA 70808

MS BETH AHAZAN-DIXON  
OFFICE OF THE SECRETARY  
LA DEPT OF ENVIRONMENTAL QUALITY  
P O BOX 4301  
BATON ROUGE LA 70821

GREGG GOTHREAU /LAF ECON  
211 DEVALCOURT ST  
LAFAYETTE, LA 70506-4121

CHARLES ST ROMAIN  
DIVISION OF ADMINISTRATION  
STATE LAND OFFICE  
PO BOX 44124  
BATON ROUGE, LA 70804

JAMES G WILKINS  
SEA GRANT LEAGAL ADVISORY  
SERVICE  
LOUISIANA STATE UNIVERSITY  
227B SEA GRANT BUILDING  
BATON ROUGE, LA 70803

FLOODPLAIN MANAGEMENT PGM  
DOTD – CINDY O’NEAL  
8900 JIMMY WEDELL  
BATON ROUGE, LA 70807

MR MARK S DAVIS. DIRECTOR  
TULANE INSTITUTE ON WATER  
6329 FRERET ST. SUITE 355 F  
NEW ORLEANS, LA 70118

OFFICE OF INDIAN AFFAIRS  
MARK FORD, DIRECTOR  
PO BOX 94004  
BATON ROUGE, LA 70804-9004

INTER-TRIBAL COUNCIL OF LA, INC  
KEVIN BILLIOT, DIRECTOR  
8281 GOODWOOD BLVD. SUITE I-2  
BATON ROUGE, LA 70808

MR RANDY THIGPEN  
3247 EMILY DRIVE

PORT ALLEN LA 70767

FEDERAL TRANSIT ADM  
819 TAYLOR STREET  
ROOM: 8A36  
FORT WORTH, TX 76102

STATE PLANNING OFFICE  
CAPITOL ANNEX BLDG. 2<sup>ND</sup> FLOOR  
PO BOX 94095  
BATON ROUGE, LA 70804

BILL CASSIDY  
P.O. BOX 426  
LIVINGSTON, LA 70754

COUSHATTA TRIBE OF LOUISIANA  
P.O. BOX 818  
ELTON, LA 70532

JENA BAND OF CHOCTAW INDIANS  
P.O. BOX 14  
JENA, LA 71342

KENNETH CARLETON, THPO  
MISSISSIPPI BAND OF CHOCTAW  
INDIANS  
P.O. BOX 6257  
PHILADELPHIA, MS 39350

EARL J. BARBRY JR, THPO  
TUNICA –BILOXI TRIBE OF LOUISIANA  
P.O. BOX 1589  
MARKSVILLE, LA 71351

**ST MARY PARISH MAILING LIST**  
**UPDATED April 27, 2011**

NATIONAL MARINE FISH SERVICE  
HABITAT CONSERVATION DIV  
LSU CENTER FOR WETLAND RES  
BATON ROUGE LA 70803-7535

ST MARY PARISH POLICE JURY  
500 MAIN STREET,  
COURTHOUSE 5<sup>TH</sup> FLOOR  
FRANKLIN LA 70538

FEDERAL PROG REV COORD  
ACADIANA REG CLEARINGHOUSE  
P O BOX 3322  
LAFAYETTE LA 70502

ST MARY PARISH SCHOOL BOARD  
P O BOX 170  
CENTERVILLE, LA 70522

HOUMA-TERREBONNE CHAMBER OF  
COMMERCE  
1700 ST CHARLES STREET  
HOUMA LA 70361

HONORABLE SAM JONES  
LA HOUSE OF REPRESENTATIVES  
**(DISTRICT 50)**  
733 MAIN STREET  
FRANKLIN, LA 70538

ST MARY PARISH SHERIFF  
P.O. BOX 571  
FRANKLIN LA 70538

ST MARY SOIL & WATER  
CONSERVATION DIST  
500 MAIN STREET.  
COURTHOUSE ROOM 310  
FRANKLIN LA 70538

MS. KAREN OBERLIES  
DEPT OF THE ARMY – TECH SUPPORT  
P O BOX 60267  
NEW ORLEANS LA 70538

LA STATE POLICE  
TROOP C  
4047 WEST PARK  
GRAY LA 70359

PATTERSON PLANNING COMM  
CHAIRMAN  
P O BOX 200  
PATTERSON LA 70392

MORGAN CITY HARBOR & TERMINAL  
DIST-PORT OF MORGAN CITY  
P O BOX 1460  
MORGAN CITY LA 70381

ST MARY PARISH CIVIL DEFENSE  
P O BOX 247  
PATTERSON LA 70392-0247

FLOODPLAIN ADMINISTRATOR  
ST MARY PARISH COUNCIL  
300 MAIN STREET  
COURTHOUSE 5TH FLOOR  
FRANKLIN LA 70538

EAST ST MARY CHAMBER OF COMMERCE  
7332 HWY 182 EAST  
MORGAN CITY LA 70381

HONORABLE BUTCH GAUTREAUX  
LA SENATE  
**(DISTRICT 21)**  
1103 8<sup>TH</sup> STREET  
MORGAN CITY LA 70380

HONORABLE JOE HARRISON  
LA HOUSE OF REPRESENTATIVES  
**(DISTRICT 51)**  
P.O. DRAWER 1889  
GRAY, LA 70359

WEST ST MARY CHAMBER OF COMMERCE  
600 MAIN STREET  
FRANKLIN LA 70538

PORT OF WEST ST MARY  
P O DRAWER 601  
FRANKLIN LA 70538

MS ANNE M PERRY  
PROGRAMS MANAGER  
SLEC  
P O BOX 2048-NSU  
THIBODAUX LA 70310

MS CARRIE STANSBURY  
EXECUTIVE DIRECTOR  
CAJUN COAST VISITORS &  
CONVENTION BUREAU  
P O BOX 2332  
MORGAN CITY LA 70381

LOUISIANA STATE POLICE  
TROOP I  
121 EAST PONT DS MOUTON  
LAFAYETTE LA 70507

CHITIMACHA TRIBE  
155 CHITIMACHA LOOP ROAD  
CHARENTON, LA 70523

CHOCTAW NATION OF OKLAHOMA  
P.O. BOX 1210  
DURANT, OK 74702-1210

**SOLICIT VIEWS ON-LINE**

**LA DEPT OF NATURAL RESOURCES  
COASTAL MANAGEMENT DIVISON**

Master Address List

State Project No. 700-51-0110 F.A.P. No. DE-5109(501) US 90 @ LA 318 St. Mary Parish URS - 10001765 9/21/2011

Type	Title	Name	Company Name	Company Name 2 / Email	Address Line 1-Street	Address Line 2-Street	City	St	ZIP Code	Address Line - PO Box	ZIP Code - PO Box	Phone
US	SOV Manager	Karen Oberlies	US Army Corp of Engineers	New Orleans District -Tech Support	7400 Leake Avenue		New Orleans	LA	70118	P.O. Box 60267	70160-0267	504-865-1121
US	District Commander		US Coast Guard	8th District	Hale Boggs Federal Building	500 Poydras	New Orleans	LA	70130			
US	Mr.	Kevin Norton	US Department of Agriculture	Natural Resources Conservation Service	3737 Government Street		Alexandria	LA	72302			
US			US Department of Commerce	Economic Development Administration	504 Lavaca Street	Suite 1100	Austin	TX	78701-2858			
US	Mr.	Miles Croom	US Department of Commerce	Administration - Southeast Regional Office	263 13th Avenue, South		St. Petersburg	FL	33701			225-389-0508
US			US Department of the Interior	Geological Survey	3535 South Sherwood Forest	Suite 120	Baton Rouge	LA	70806			
US			US Department of the Interior	National Park Service	100 Alabama Street, SW	Center	Atlanta	GA	30303			
US	Environmental Officer	Stephen Spencer	US Department of the Interior	Office of Environmental Policy and Compliance	1001 Indian School NW	Suite 348	Albuquerque	NM	87104			
US			US Environmental Protection Agency	Federal Activities BR (6E-F)	1445 Ross Avenue	Fountain Place, Suite 1200	Dallas	TX	75202-2733			
US	Mr.	Michael Bechdo	US Environmental Protection Agency	Source Water Protection (6WQ-S)	1445 Ross Avenue	Fountain Place, Suite 1200	Dallas	TX	75202-2733			
US			US Federal Emergency Management Agency	Region VI	800 North Loop 288		Denton	TX	76209-3698			940.898.5399
US			US Fish and Wildlife Service		646 Cajundome Boulevard	Suite 400	Lafayette	LA	70506			
US	Honorable	Jeff Landry	US House of Representatives	District	301 Cannon HOB		Washington	DC	20515			202-225-4031
US	Senator	Mary Landrieu	US Senate		707 Florida Street		Baton Rouge	LA	70801			225-389-0395
US	Senator	David Vitter	US Senate		8580 Convention Street		Baton Rouge	LA	70802			225-383-0331
Tribe	Director	Kevin Billiot	Inter-Tribal Council of LA, Inc.		8281 Goodwood Boulevard	Suite 1-2	Baton Rouge	LA	70808			225.924.1291
Tribe			Chitimacha Tribe of Louisiana		105 Houma Drive		Charenton	LA	70523	P.O. Box 661	70523	337-923-9923
LA	Forestry Program Director	Keith Aymond	LA Department of Agriculture and Forestry	Office of Forestry	9418 Highway 165		Oberlin	LA	70555-3521			337-262-5433
LA			LA Department of Agriculture and Forestry	Office of Soil/Water Conservation	5825 Florida Boulevard		Baton Rouge	LA	70806-4248	P.O. Box 3554	70821-3554	225.922.1269
LA			LA Department of Culture, Recreation and Tourism	Division of Archaeology	1051 N. 3rd Street		Baton Rouge	LA	70802	P.O. Box 44247, Capitol Annex 3rd	70804	
LA	Mr.	Phil Boggan	LA Department of Culture, Recreation and Tourism	Deputy State Historic Preservation Office	1051 N. 3rd Street		Baton Rouge	LA	70802			
LA			LA Department of Culture, Recreation and Tourism	Office of State Parks	1051 N. 3rd Street		Baton Rouge	LA	70802	P.O. Box 44426	70804	
LA			LA Department of Economic Development	Office of Business Development	1051 N. 3rd Street		Baton Rouge	LA	70802-5239			800.450.8115
LA	Ms.	Joanna Gardner	LA Department of Environmental Quality	Office of the Secretary	602 N. Fifth Street		Baton Rouge	LA	70802	P.O. Box 4301	70821	225-219-3958
LA			LA Department of Environmental Quality	Contracts & Grants Section	602 N. Fifth Street		Baton Rouge	LA	70802	P.O. Box 4303	70821	
LA	Acting Chief Engineer	Jake Causey	LA Department of Health and Hospitals	Office of Public Health	628 N. 4th Street		Baton Rouge	LA	70802	P.O. Box 629	70821-0629	225.342.7550
LA	Commissioner of Conservation	James Welsh	LA Department of Natural Resources	Office of Conservation	617 N. 3rd Street	9th Floor	Baton Rouge	LA	70802			
LA			LA Department of Natural Resources	Office of Mineral Resources	617 N. 3rd Street		Baton Rouge	LA	70802	P.O. Box 2827	70821-2827	
LA			LA Department of Natural Resources	Office of Coastal Restoration and Conservation - Coastal Management Division	P.O. Box 44487		Baton Rouge	LA	70804-4487			225-342-7591
LA			LA Department of Public Safety	Highway Safety Commission	7919 Independence Boulevard	Suite 2100	Baton Rouge	LA	70806	P.O. Box 66336	70896	
LA	Ms.	Sandra Batten	LA Department of Transportation and Development	Floodplain Management Program	8900 Jimmy Wedell		Baton Rouge	LA	70807			
LA	Mr.	Gary Lester	LA Department of Wildlife and Fisheries	Natural Heritage Program	2000 Quail Drive		Baton Rouge	LA	70808	P.O. Box 98000	70898-9000	225-765-2800
LA	Executive Director		LA Forestry Service		2316 S. McArthur Drive		Alexandria	LA	71301-3037	P.O. Drawer 5067		318.443.2558
LA	Mr.	Preston Eggers	LA Good Roads Association		646 North Street		Baton Rouge	LA	70802			
LA	Honorable	Sam Jones	LA House of Representatives	District 50	St. Mary Parish Courthouse	Room 304	Franklin	LA	70538			337.828.4100
LA	Honorable	Joe Harrison	LA House of Representatives	District 51	P.O. 1809		Gray	LA	70359-1809			800-935-2081
LA	Honorable	D. A. "Butch" Gautreaux	LA Senate	District 21	1103 Eighth Street		Morgan City	LA	70380			985-380-2433
LA	Director	Mark Ford	LA Office of Indian Affairs		150 N. Third		Baton Rouge	LA	70801	P.O. Box 94004	70804-9004	225.219.8715
LA	Ms.	Ruth Johnson	LA Office of Management and Finance		P.O. Box 3776		Baton Rouge	LA	70821			
LA	Mr.	James Caldwell	LA State Attorney General	Environmental Out Reach Division	1885 N. 3rd Street		Baton Rouge	LA	70802	P.O. Box 94005	70804-9095	225.326.6079
LA	Mr.	Charles St. Romain	LA State Land Office	Division of Administration	P.O. Box 44124		Baton Rouge	LA	70804			225.242.4575
LA			LA State Planning Office		Capitol Annex Building 2nd Floor	PO Box 94095	Baton Rouge	LA	70804			225.342.7005
LA			LA State Police Troup C		4047 West Park		Gray	LA	70359			
Local	Mayor	Raymond Harris	City of Franklin		1526 Sterling Road		Franklin	LA	70538-3860			337-828-6305
Local	Mayor	Wayne Breaux	Town of Baldwin		P. O. Box 213		Baldwin	LA	70514-213			337-578-3835
Local	Mayor	Arthur Verret	City of Jeanerette		1010 Main Street		Jeanerette	LA	70544			337-276-4587
Local	Parish President	Paul Naquin, Jr.	St Mary Parish Police Jury		500 Main St.	Courthouse 5th Floor	Franklin	LA	70538			337-828-4100
Local	Floodplain Administrator	Tammy Luke, Director of Planning	St Mary Parish Government	<a href="mailto:tluke@stmaryparishla.gov">tluke@stmaryparishla.gov</a>	500 Main St.	Courthouse 5th Floor	Franklin	LA	70538			337-828-4100
Local			St Mary Parish School Board		P.O. BOX 170		Centerville	LA	70522			
Local	Mr.	David Naquin	St Mary Parish Sheriff		P.O. BOX 571		Franklin	LA	70538			337-828-1960
Local			St Mary Parish Soil & Water Conservation District		500 Main St.	Courthouse Room 310	Franklin	LA	70538			

Master Address List

Local			St Mary Parish Civil Defense		P.O. Box 247		Patterson	LA	70392-0247			
Local			St Mary Parish Chamber of Commerce		7332 Hwy 182 East		Morgan City	LA	70381	P.O. Box 2606		985-384-3830
NGO	Parish President	Mark Chauvin	St Mary Parish Farm Bureau Federation		1500 Hospital Avenue		Franklin	LA	70538			
NGO	Programs Manager	Anne M. Perry	LA Economic Development		P.O. Box 395		Patterson	LA	70392			
NGO	Mr.	Vic Lafont	South Louisiana Economic Council		P.O. Box 2048-NSU		Thibodaux	LA	70310			985-448-4485
NGO	Executive Director	Carrie Stansbury	Cajun Coast Visitors & Convention Bureau		P.O. Box 2332		Morgan City	LA	70381			
NGO	Director	Virginia Sutton	West St Mary Civic Center		Location - 1472 LA 318		Jeanerette	LA	70544	P.O. Box 579	Franklin, LA 70538	337-276-4896
NGO			Sierra Club / Delta Club	Environmental Assessment	P.O. Box 19469		New Orleans	LA	70179-0469			
NGO	Vice President	Ronnie Harris	I-49 International Coalition	(Mayor of Gretna)	P.O. Box 404		Gretna	LA	70054			504-363-1505
Bus	Director	Philip Prejean	Port of West St Mary		15301 Highway 182 W		Franklin	LA	70538	P.O. Drawer 601		337-828-3410
Bus	Mr.	Ted McIntyre	Marine Turbine Technologies		298 Louisiana Road		Franklin	LA	70538-7607			337-924-0298
Bus	Mr.	Steve Barras	National Oilwell Varco		254 B. E. Boudreaux		Franklin	LA	70538			337-923-2037
Bus	Mr.	Cameron Webster	Twin Brothers Marine		Hwy. 83 South		Louisa	LA	70538	P.O. Box 2426	70381 MC, LA	337-923-4981
Bus			Kim Son Seafood		499 Alice B. Road		Franklin	LA	70538			337-923-6259
Bus			St. Mary Seafood		155 Intracoastal Road		Franklin	LA	70538			337-923-7607
Bus			Queen Seafood		397 Alice B. Road		Franklin	LA	70538			337-923-0180
Bus	Mr.	David Groner	Sustainable Fuels		230 West Main		New Iberia	LA	70560			337-364-3629
Bus	Mr.	Lance Ortemond	D & L Salvage, LLC		P. O. Box 309		Lydia	LA	70569			337-924-7444
Bus	Mr.	Harry Schwartz	Gulfport Energy Corp.		197 Ivanhoe / Texaco Lane		Franklin	LA	70538			337-789-3660
Bus	General Manager	Ronald Guillotte	St. Mary Sugar Co-Op		20056 Hwy 182 West		Jeanerette	LA	70544-8532			337-276-6761
Bus	Mr.	Rivers Patout	Sterling Sugars		611 Insh Band Road		Franklin	LA	70538			337-828-0620
Bus	Mr.	Craig Caillier	Patout Sugar		3512 J. Patout Burns Road		Jeanerette	LA	70544			337-276-4592
Public	Mr.	Andy Lanie			P.O. Box 588		Youngsville	LA	70592			
Public	Mr.	Johnny Sutton			1133 Big Four Corners Road		Jeanerette	LA	70544			
Public	Ms.	Ella Stacy			2003 Highway 318		Jeanerette	LA	70544			
Public	Mr.	Bobbie Marks			536 Big Four Corners Road		Jeanerette	LA	70544			
Public	Ms.	Claudia Brent			132 Johnson Lane		Jeanerette	LA	70544			
Public	Mr.	Lawrence Bowie			223 Gibbs Road		Franklin	LA	70538			
Public	Ms.	Olivia Patrick			1506 Hwy 318		Jeanerette	LA	70544			
Public	Ms.	Arlene Patrick			1506 Hwy 318		Jeanerette	LA	70544			
Public	Constable	Edward Patrick			1506 Hwy 318		Jeanerette	LA	70544			
Public	Mr.	Ralph Ward			1052 Highway 318		Jeanerette	LA	70544			
Public	Mr.	Ralph Longman			5843 LA 83		Franklin	LA	70538			
Public		Resident / Occupant			20274 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
NGO			St Mary Communtiy Action Association Inc.		P.O. Box 271		Franklin	LA	70538			
Public	Mr.	Kevin Leblanc			20262 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
Public	Mr.	Edwin J Hebert, Jr.			20238 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
Public	Ms.	Mary Louviere Hebert			P.O. Box 577		Charenton	LA	70523			
Public	Mr.	Matthew James Richard			20216 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
Public	Mr.	Clifford Collins			20212 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
Public	Mr.	Claude Charles, Sr.			20208 Hwy 90. W Frontage Rd		Jeanerette	LA	70544			
Public	Ms.	Monique Latell Yelling			109 Caribbean Dr		Jeanerette	LA	70544			
Public	Mr.	Micheal S. Trosclair			117 Caribbean Dr.		Jeanerette	LA	70544			
Public	Mr.	James L. Gabriel			124 Caribbean Dr		Jeanerette	LA	70544			
Public	Mr.	James Berard			118 Caribbean Dr		Jeanerette	LA	70544			
Public	Mr.	Donald V. Umphries			110 Caribbean Dr		Jeanerette	LA	70544			
Public	Mr.	Ronald Washington			20160 Hwy 90 W. Frontage Rd		Jeanerette	LA	70544			
Public	Ms.	Tanya Lynn Hebert			20146 Hwy 90 Frontage Rd		Jeanerette	LA	70544			
Public	Mr.	Octave J. Gary Jr.			20146 Hwy 90 Frontage Rd		Jeanerette	LA	70544			
Public	Mr.	Patrick J. Verret			20126 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
Public	Mr.	Keith Joseph Chouest Jr			20126 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
Public	Mr.	Alton Stacy			20110 Hwy 90 W Frontage Rd Lot 3		Jeanerette	LA	70544			
Public	Mr.	Rupert F Addison			P.O. Box 577		Jeanerette	LA	70544			
Public	Mr.	Ollie J Armelin			500 Bayard St		New Iberia	LA	70560			
Public	Ms.	Sheila Ann Smith c/o Jacob L. Cowart			P.O. Box 735		Franklin	LA	70538			
Public	Mr.	Mauver Smith			21102 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
Public	Mr.	William J Stacy			20104 Hwy 90 W Frontage Rd		Jeanerette	LA	70544			
Public	Ms.	Kim Booty c/o Clayton C. Schevikhoven			9001 Sheldon Chase Dr		Tampa	FL	33635			
Public			Vollmer Carole Close Trust Carol C Vollmer Trustee		976 Old State Rd 570		Ranchos De Taos	NM	87557			
Public	Mr.	Ferdinand J Petitfils Jr c/o Marsha Colley			P.O. Box 742		Baldwin	LA	70514			
NGO			New 90 LLC		P.O. Box 576		Franklin	LA	70538			
Public	Ms.	Viola Cerf c/o Ella Louise Jackson			4815 Sayers		Houston	TX	77026			
Public	Ms.	Ella L Jackson			4815 Sayers Sayers St		Houston	TX	77026			
Public	Ms.	Betty Joyce Tillman			1516 Hwy 318		Jeanerette	LA	70544			

Master Address List

Public	Ms.	Barbara Matthews		1512 Hwy 318		Jeanerette	LA	70544		
Public	Mr.	Paul M Comeaux		106 Cambridge Dr		Jeanerette	LA	70037		
NGO			Hebert Management & Land Co LLC	2027 Hwy 182 East		Morgan City	LA	70380		
Public	Mr.	Patrick Hebert		2027 Hwy 182 East		Morgan City	LA	70380		
NGO		SMP Recreation Dist No 5		1157 Big Four Corners Rd		Jeanerette	LA	70544		
Public	Mr.	Alexander Roeman EST ET AL		20103 SO Radlett Ave		Carson	CA	90746		
Public	Ms.	Dorothy G Landry c/o Paula Figueroa		P.O. Box 11621		New Iberia	LA	70562		
Public	Mr.	Gaynell H Sonnier		12505 Back Rd		Jeanerette	LA	70544		
Public	Mr.	Paul M Comeaux		809 Desonier Rd		Jeanerette	LA	70544		
Public	Mr.	Aaron Poledor c/o Pelton Colar		1004 Martin Luther King Dr		Jeanerette	LA	70544		
Public	Ms.	Celeste Trimble (EST) c/o Marsha Colley		P.O. Box 742		Baldwin	LA	70514		
Public	Mr.	Sam Ware Jr		183 Big Four Corner Rd		Jeanerette	LA	70544		
Public	Mr.	Joseph A Koury		117 Huntington Dr		Lafayette	LA	70508		
Public	Ms.	Mae Nell R Stacy		210 Jones Rd No 1		Jeanerette	LA	70544		
Public	Ms.	Berdia L R Archfield		5515 Chapman St		Houston	TX	77009		
Public	Mr.	Clarence Widow		925 E 18th St		Port Arthur	TX	77640		
Public	Mr.	Arnold J Landry Inc.		296 Hwy 668		Jeanerette	LA	70544		
Public	Mr.	Robert B Patout		P.O. Box 786		Jeanerette	LA	70544		
Public	Mr.	Polidore Gustavia J c/o Genevieve Gibson Newman		923 Woods Mill Rd		Baldwin	MO	63011		
Public	Mr.	Arthur Bergeron Jr		2138 Ritter		Jeanerette	LA	70544		
Public	Mr.	Anatole J Derouen III		P.O. Box 436		Franklin	LA	70538		
Public	Mr.	Robert B. Patout		P.O. Box 786		Jeanerette	LA	70544		
Public	Mr.	Robert A Legnon Jr		701 Landry St		Jeanerette	LA	70544		
Public	Mr.	Rivers M. Patout		12216 Black Rd		Jeanerette	LA	70544		
Public	Ms.	Carol Bougeois, Jr.	bourgeois.carol@yahoo.com	609 Nolan Duchane		Jeanerette	LA	70544		337-276-4468
Public	Ms.	Lori Landry	cadyfox@aol.com	20355 Hwy 90		Jeanerette	LA	70544		337-276-3592
Public	Mr.	Blane Guillory	blane@guillorygaming.com	202 S. Montauban Drive		Lafayette	LA	70507		337-945-0578
Public	Mr.	Micah Guidry	mguidry@stmarysugar.com	P. O. Box 269		Jeanerette	LA	70540		337-201-0077
Public	Mr.	Will Terry	wfarminc@hughes.net	4607 Hwy 83		Franklin	LA	70538		337-923-7250
Public	Mr.	Arthur Francis, Jr.	afran1@aol.com	P. O. Box 661		Jeanerette	LA	70544		337-352-0197
Public	Mr.	Earl F. Peterson	epetiger@teche.net	126 Rodriguez Lane		Franklin	LA	70538		337-923-4957
Public	Mr.	David Thibodeaux	dthibodeaux@stmarysugar.com	20056 Hwy 182 West		Jeanerette	LA	70544	P. O. Box 269	337-276-6761
Public	Mr.	Richard Le Grier	regrier@snet.net	1417 Tarleton Street		Jeanerette	LA	70544		337-579-2127
Public	Ms.	JoAnn Lewis		1178 Big Four Corners Rd		Jeanerette	LA	70544		337-276-3267
Public	Mr.	Alfred Manson		20107 Hwy. 182		Jeanerette	LA	70544		
Public	Ms.	Evelyn Chillis		1105 Big Four Corners Rd		Jeanerette	LA	70544		337-276-3816
Public	Mr.	Lionel "Butch" Metz	counbut@aol.com	1049 Moresi Rd		Jeanerette	LA	70544		337-276-9247
Public	Mr.	Derrick M. Wilson	apostlew23@att.com	112 Glenn and Becky Lane		Jeanerette	LA	70544		337-278-2347
Public	Ms.	Rita Mae Johnson		975 Hwy 318		Jeanerette	LA	70544		337-276-9219
Public	Ms.	Tequila L. Ware		183 Big Four Corners Rd		Jeanerette	LA	70544		337-276-5565
Public	Ms.	Yvonne Ware		183 Big Four Corners Rd		Jeanerette	LA	70544		337-578-3889
Public	Ms.	Gloria Jordan		1829 Hwy 318		Jeanerette	LA	70544		337-276-4835
Public	Mr.	Merker Broussard		109 Georgetown Rd		Franklin	LA	70538		337-924-8381
Public	Mr.	Manly Boudreaux		20142 Hwy 90 Frontage Rd		Jeanerette	LA	70544		337-276-9518
Public	Ms.	Tammy Boudreaux		20142 Hwy 90 Frontage Rd		Jeanerette	LA	70544		337-276-9518
Public	Mr.	T.W. Casselman		10745 Hwy 87		Jeanerette	LA	70544		337-276-5477
Public	Ms.	Ella Stacy		2003 Hwy 318		Jeanerette	LA	70544		337-276-3271
Public	Ms.	Mary F. Matthews		1528 Cypremort Rd		Jeanerette	LA	70544		337-276-7938
Public	Ms.	Sheila Ann Smith		20133 Hwy 90 West		Jeanerette	LA	70544		337-276-3172
Public	Mr.	Anatole Derovan		20133 Hwy 90 West		Jeanerette	LA	70544		337-276-3172
Public	Ms.	Beverly Polk		1209 Cypremort Rd.		Jeanerette	LA	70544		337-276-5816
Public	Mr.	Frank Polk, Jr.		1209 Cypremort Rd.		Jeanerette	LA	70544		337-276-5816
Public	Ms.	Sarah Simpson		1209 Cypremort Rd.		Jeanerette	LA	70544		337-276-5816
Public	Mr.	Clarence Jackson		127 Hwy 668		Jeanerette	LA	70544		337-276-5484
Public	Ms.	Linda Gary		20146 Lot 1		Jeanerette	LA	70544		337-276-3688
Public	Mr.	Hilton Jack		20110-2 Hwy 90		Jeanerette	LA	70544		337-276-2597
Public	Mr.	Rupert Addison		20110-3 Frontage Rd Hwy 90		Jeanerette	LA	70544		337-276-4035
Public	Ms.	Iva Addison		20110-3 Frontage Rd Hwy 90		Jeanerette	LA	70544		337-276-4035
Public	Mr.	Patrick Verret		20126 Lot 1 Hwy 90 Frontage Rd		Jeanerette	LA	70544		337-276-3168
Public	Ms.	Virginia Suttton	suttonvirginia25@yahoo.com	1133 Big Four Corners Rd		Jeanerette	LA	70544		337-276-4896
Public	Ms.	Velma Charles		319 Sorrell Road		Jeanerette	LA	70544		337-276-5606
Public	Mr.	Bradley Hines		1118 Hwy 318		Jeanerette	LA	70544		337-276-4661

Master Address List

Public	Ms.	Sherry Hines		sherryhines1957@gmail.com	1118 Hwy 318		Jeanerette	LA	70544			337-276-4667
Public	Ms.	Rosalyn Burney			208 Mechanic Street		Franklin	LA	70538			337-636-2395
Public	Ms.	Celina M. Johnson			148 Jones Road No. 2		Jeanerette	LA	70544			337-276-3440
Public	Mr.	Clifford Johnson, Sr			148 Jones Road No. 2		Jeanerette	LA	70544			337-380-9991
Public	Ms.	Pamela Jackson		pamelaj2170544@yahoo.com	127 Hwy 668		Jeanerette	LA	70544			337-276-5981
Public	Ms.	Mary Hills		marylynnhills@att.net	808 Jefferson Terrace 25B		New Iberia	LA	70560			337-254-5789
Public	Ms.	Earline Tardy			641 Canal Street		Jeanerette	LA	70544			337-276-4508
Public	Mr.	Marian Jones			975 Hwy 318		Jeanerette	LA	70544			504-952-4815
Public	Ms.	Jo Ann Jackson			992 Hwy 318		Jeanerette	LA	70544			337-276-5981
Public	Mr.	Marian M. Matthews		nairam43@aol.com	997 Hwy 318		Jeanerette	LA	70544			337-276-5537
Public	Ms.	Barbara A. Booker			290 AB Martin Road		Jeanerette	LA	70544			331-335-4735
Public	Ms.	Eva D. Rollins		ajredr@aol.com	163 Gibbs Drive		Franklin	LA	70538			337-923-6276
Public	Ms.	Clementine Matthews		clemmatthews@aol.com	160 AB martin Road		Jeanerette	LA	70544			337-276-5463
Public	Ms.	Gloria Batiste			522 Hwy 318		Franklin	LA	70538			337-276-3556
Public	Mr.	Bobbie Marks			536 Big Four Corners Road		Jeanerette	LA	70544			37-276-3262
Public	Ms.	Ursula Jones			538 Big Four Corners Road		Jeanerette	LA	70544			337-579-0331
Public	Mr.	Wilfred Edwards, Sr.		sandlck@bellsouth.net	738 Pepper Road		Jeanerette	LA	70544			337-276-4604
Public	Ms.	Marian Marks Lavigne			131 Fortier Circle		Jeanerette	LA	70544			337-276-4966
Public	Ms.	Viola G. Charles			319 Sorrell Road		Jeanerette	LA	70544			337-276-5606
Public	Ms.	Ora Keal			128 Sorrell Road #3		Jeanerette	LA	70544			337-276-7215
Public	Mr.	Louisiana Jenkins			123 LA Jenkins Lane		Jeanerette	LA	70544			337-276-9838
Public	Mr.	Donald C. Jenkins			105 LA Jenkins Lane		Jeanerette	LA	70544			337-578-3937
Public	Ms.	Shirley J. Purvey			1406 Cypremort Road		Jeanerette	LA	70544			
Public	Ms.	Mary S. Lockley			506 Hwy 318		Franklin	LA	70538			
Public	Ms.	Dorothy M. Gabriel			108 Sorrell Lane #3		Jeanerette	LA	70544			337-276-4994
Local	Mr.	Craig A. Mathews,	St. Mary Parish Councilman District 1	grantsbymathews@aol.com	2208 Hwy 318		Jeanerette	LA	70544			337-276-6697
NGO	Ms.	Lorna Bourg,	Southern Mutal Help Association		3602 Old Jeanerette Rd		New Iberia	LA	70563			337-367-3277

Note - NGO - Non Government Organization



RECEIVED FHC MAIL ROOM #1  
FEMA, REGION VI  
2011 FEB 28 P 1: 28

February 24, 2011

US Federal Emergency Management Agency  
Region VI  
800 North Loop 288  
Denton, TX 76209-3698

SUBJECT: Notice of Public Meeting  
State Project No. 700-51-0110  
Federal Aid Project No. DE-5109(501)  
ERP Project No. H.004932  
Environmental Assessment  
US 90 at LA 318 Interchange Improvements  
St. Mary Parish, Louisiana

Dear Sir or Madam,

The Louisiana Department of Transportation (LADOTD) is preparing a Stage 1 Environmental Assessment (EA) for proposed improvements to the US 90 and LA 318 interchange in St. Mary Parish, Louisiana. This Stage 1 Environmental Assessment is the next step in the project development process following the Stage 0 Study (completed in May 2007) that assessed the feasibility of improving the US 90 and LA 318 interchange.

On behalf of the LADOTD, URS Corporation invites you to an open house public meeting to present the proposed conceptual alternatives for the US 90 and LA 318 interchange improvements. The public meeting will be held from 4:00 p.m. to 7:00 p.m., Tuesday, March 22, 2011 at the West St. Mary Civic Center located at 1498 LA 318, Jeanerette, Louisiana 70084. This open house public meeting is for interested citizens to view displays, ask questions, and offer comments about this proposed project. You are invited and encouraged to attend this meeting concerning the project.

Sincerely,

Doree S. Magiera  
Project Manager  
URS Corporation



**FEMA**

FEDERAL EMERGENCY MANAGEMENT AGENCY  
REGION VI  
MITIGATION DIVISION

**PUBLIC NOTICE REVIEW/ENVIRONMENTAL  
CONSULTATION**

---

We have no comments to offer.       We offer the following comments:

**WE WOULD REQUEST THAT THE PARISH FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT.**

---

REVIEWER: *Maryra G. Diaz*  
Natural Hazards Program Specialist

DATE:

*2/28/11*

If additional jurisdictions are involved in the project or if you have any questions, please contact me at 940-898-5541.

**Our apologies for not answering sooner.**



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS TX 75202-2733

March 1, 2011

Ms. Doree S. Magiera  
Project Manager  
URS Corp.  
3500 N. Causeway Blvd.  
Metairie, LA 70002-3563

Dear Ms. Magiera:

We have received your February 24, 2011, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

**Interchange Improvements  
US 90 and LA 318  
St. Mary Parish, Louisiana**

The project, proposed for financial assistance through the Federal Highway Association is located on the Chicot aquifer system which has been designated a sole source aquifer by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the project site.

This approval of the proposed projects does not relieve the applicant from adhering to other State and Federal requirements, which may apply. This approval is based solely upon 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.

If you did not include the Parish/County; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence.

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

A handwritten signature in blue ink that reads "Michael Bechdol".

Michael Bechdol, Coordinator  
Sole Source Aquifer Program  
Ground Water/UIC Section

cc: Jesse Means, LDEQ  
Noel Ardoin, LDOTD



Beth Altazan -Dixon  
<Beth.Dixon@LA.GOV>  
05/16/2011 04:03 PM

To "doree\_magiera@urscorp.com"  
<doree\_magiera@urscorp.com>  
cc  
bcc

Subject DEQ SOV 700-51-0110/1335 US 90-LA 318 Interchange

History: This message has been forwarded.

May 16, 2011

Ms. Doree S. Mageria, Project Manager  
URS  
3500 N. Causeway Blvd., Suite 900  
Metairie, LA 70002  
[doree\\_magiera@urscorp.com](mailto:doree_magiera@urscorp.com)

RE: 700-51-0110/1335 US 90-LA 318 Interchange  
LADOTD Funding  
St. Mary Parish

Dear Ms. Mageria:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-3181 to determine if your proposed project requires a permit.
  - If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit application or Notice of Intent must be submitted no later than June 1, 2011. Additional information may be obtained on the LDEQ website at <http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx> or by contacting the LDEQ Water Permits Division at (225) 219- 3181.
- 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 directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality

certification from LDEQ.

- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

**Currently, St. Mary Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.**

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3958 or by email at [beth.dixon@la.gov](mailto:beth.dixon@la.gov).

Sincerely,

Beth Altazan-Dixon  
Performance Management  
LDEQ/Business and Community Outreach Division  
Office of the Secretary  
P.O. Box 4301 (602 N. 5th Street)  
Baton Rouge, LA 70821-4301  
Phone: 225-219-3958  
Fx: 225-325-8148  
Email: [beth.dixon@la.gov](mailto:beth.dixon@la.gov)



627 North 4th Street  
Baton Rouge, LA 70802

(O) 225.342.0286  
(F) 225.342.8636  
[www.dcfslouisiana.gov](http://www.dcfslouisiana.gov)

Bobby Jindal, Governor  
Ruth Johnson,  
Secretary

March 2, 2011

URS Corporation  
3500 North Causeway Blvd.  
Metairie, LA 70002-3563

RE: US 90 at LA 318 Interchange Improvements

State Project Number 700-51-0110

St. Mary Parish, Louisiana

To Whom It May Concern:

The Department of Children and Family Services has reviewed the proposed project information supplied in the LADOTD Solicitation of Views. We have determined that the project will not adversely impact the operations of our agency or the delivery of services to our consumers who reside in the affected area.

We offer no objection to this undertaking and look forward to its successful completion.

Sincerely,

Martina Stribling  
Deputy Undersecretary

cc: Richard N. Howze



Distribution List for Public Meeting Synopsis

State Project No. 700-51-0110 F.A.P. No. DE-5109(501)

US 90 @ LA 318

St. Mary Parish

URS - 10001765

# copies	Type	Title		First Name	Company Name	Company Name 2	Address Line	City	St	ZIP Code
1	US	Solicitation of Views Manager	Ms.	Karen Oberlies	US Army Corp of Engineers	New Orleans District -Tech Support	7400 Leake Avenue	New Orleans	LA	70118
1	LA	Forestry Program Director	Mr.	Keith Aymond	LA Department of Agriculture and Forestry	Office of Forestry	9418 Highway 165	Oberlin	LA	70555-3521
1	LA				LA Department of Agriculture and Forestry	Office of Soil/Water Conservation	5825 Florida Boulevard Suite 1070	Baton Rouge	LA	70806-4248
1	LA		Commissioner	Mike Strain	LA Department of Agriculture and Forestry	Office of the Commissioner	5825 Florida Boulevard	Baton Rouge	LA	70806-4248
1	LA				LA Department of Culture, Recreation and Tourism	Division of Archaeology	1051 N. 3rd Street	Baton Rouge	LA	70802
1	LA		Mr.	Phil Boggan	LA Department of Culture, Recreation and Tourism	Deputy State Historic Preservation Officer	1051 N. 3rd Street	Baton Rouge	LA	70802
1	LA				LA Department of Economic Development	Office of Business Development	1051 N. 3rd Street	Baton Rouge	LA	70802-5239
1	LA		Ms.	Joanna Gardner	LA Department of Environmental Quality	Office of the Secretary	602 N. Fifth Street	Baton Rouge	LA	70802
1	LA		Ms.	Sharon Schexnayder	LA Department of Environmental Quality	Contracts & Grants Section	602 N. Fifth Street	Baton Rouge	LA	70802
1	LA	Acting Chief Engineer	Mr.	Jake Causey	LA Department of Health and Hospitals	Office of Public Health	628 N. 4th Street	Baton Rouge	LA	70802
1	LA	Commissioner of Conservation	Mr.	James Welsh	LA Department of Natural Resources	Office of Conservation	617 N. 3rd Street - 9th Floor	Baton Rouge	LA	70802
1	LA				LA Department of Natural Resources	Office of Mineral Resources	617 N. 3rd Street	Baton Rouge	LA	70802
1	LA				LA Department of Public Safety	Highway Safety Commission	7919 Independence Boulevard, Suite 2100	Baton Rouge	LA	70806
1	LA		Ms.	Sandra Batten	LA Department of Transportation and Development	Floodplain Management Program	8900 Jimmy Wedell	Baton Rouge	LA	70807
1	LA		Mr.	Gary Lester	LA Department of Wildlife and Fisheries	Natural Heritage Program	2000 Quail Drive	Baton Rouge	LA	70808
1	LA	Executive Director		Executive Director	LA Forestry Service		2316 S. McArthur Drive	Alexandria	LA	71301-3037
1	LA	Honorable	Honorable	Sam Jones	LA House of Representatives	District 50	St. Mary Parish Courthouse, Room 304	Franklin	LA	70538
1	LA	Honorable	Honorable	D. A. "Butch" Gautreaux	LA Senate	District 21	1103 Eighth Street	Morgan City	LA	70380
1	Local			Mayor	City of Franklin		1526 Sterling Road	Franklin	LA	70538-3860
1	Local			Mayor	City of Jeanerette		1010 Main Street	Jeanerette	LA	70544
1	Local	Parish President	Mr.	Paul Naquin, Jr.	St Mary Parish Police Jury		500 Main St., Courthouse 5th Floor	Franklin	LA	70538
1	Local	Director of Planning			St Mary Parish Government		500 Main St., Courthouse 5th Floor	Franklin	LA	70538
1	Local	Floodplain Administrator	Ms.	Tammy Luke	St Mary Parish Chamber of Commerce		7332 Hwy 182 East	Morgan City	LA	70381
1					University of New Orleans	Earl K. Long Library - State Documents	2000 Lakefront	New Orleans	LA	70148
1					McNeese State University at Lafayette	Frazar Memorial Library - State Documents	4205 Ryan Street	Lake Charles	LA	70609
1					University of Louisiana at Lafayette	Edith Garland Dupre Library, Louisiana Depository Program	302 East St. Mary Boulevard	Lafayette	LA	70504
1					St. Mary Parish Library		206 Iberia Street	Franklin	LA	70538
1			Ms.	Lismary Gavilan	Federal Highway Administration		5304 Flanders Drive, Suite A	Baton Rouge	LA	70808-4348
1		Road Design Team Member	Mr.	Jason Lacombe	Louisiana Department of Transportation and Development		1201 Capitol Access Road Room 600 R	Baton Rouge	LA	70802
1		Bridge Design Team Member	Mr.	Hossein Ghara	Louisiana Department of Transportation and Development		1201 Capitol Access Road Room 605 D	Baton Rouge	LA	70802
1		Compliance Program Director	Ms.	Stephanie Ducote	Louisiana Department of Transportation and Development		1201 Capitol Access Road Room 305 L	Baton Rouge	LA	70802
1		Project Manager	Ms.	Lache R. Anderson	Louisiana Department of Transportation and Development		1201 Capitol Access Road Room 502 Q	Baton Rouge	LA	70802
letter only			Mr.	Richard Savoie	Louisiana Department of Transportation and Development		1201 Capitol Access Road Room 302 U	Baton Rouge	LA	70802
letter only			Mr.	Vincent Russo	Louisiana Department of Transportation and Development		1201 Capitol Access Road Room 506 C	Baton Rouge	LA	70802
5		LADOTD Acting District Administrator	Mr.	Mike Moss	Louisiana Department of Transportation and Development	P. O. Box 3648 - 70502	428-A Hugh Wallis Road	Lafayette	LA	70508
3					Ferrol Foose - Recorder of Documents	State Library of Louisiana	701 North 4th Street	Baton Rouge	LA	70802
3			Mr.	Robert Richard	Louisiana Department of Transportation and Development		1201 Capitol Access Road Real Estate Section 2	Baton Rouge	LA	70802
1	LA	Honorable	Honorable	Joe Harrison	LA House of Representatives	District 51	P.O. 1809	Gray	LA	70359-1809
1	NGO	Programs Manager	Ms.	Anne M. Perry	LA Economic Development		P.O. Box 395	Patterson	LA	70392
1	NGO		Mr.	Vic Lafont	South Louisiana Economic Council		P.O. Box 2048-NSU	Thibodaux	LA	70310
1	NGO		Ms.	Virginia Sutton	West St Mary Civic Center		P.O. Box 579	Franklin	LA	70538
1	Local		Mayor	Wayne Breaux	Town of Baldwin		P.O. Box 213	Baldwin	LA	70514-213



## PROJECT MEETING MEMORANDUM

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**SUBJECT:** Interchange at US 90 and LA 318  
Stage 1 – Environmental Assessment  
St. Mary Parish, LA  
Meeting with Tammy Luke, St. Mary Parish Director of Planning  
and Floodplain Administrator

**DATE:** January 27, 2011; 9:00 A.M.

**PLACE:** Courthouse Building (500 Main Street, Franklin, LA.)

**ATTENDEES:** Tammy Luke (St. Mary Parish Director of Planning and Floodplain Administrator), April English (URS), Jonathan Martinez (URS), and Randy Gros (URS)

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### 1. Floodplain

Ms. Luke made a hard copy of the St. Mary Parish FEMA floodplain map for URS to have. The revised FEMA floodplain map (post Hurricane Rita) was also reviewed and the map number was noted (LA-Z73) for future online viewing. Although most of the project is within the 500-year floodplain, based on the post-Hurricane Rita floodplain map, a small portion of the northwestern quadrant of the interchange may lie within the 100-year floodplain. Additional investigation is warranted by URS. Ms. Luke identified no additional issues relating to floodplains. No further coordination with the Parish Floodplain Administrator is necessary; however, Ms. Luke will have the opportunity to review the project alternatives and provide comments at a later date.

### 2. Planning

Ms. Luke identified no reasonably foreseeable projects (planned, platted, or under construction) in the project area. Ms. Luke also stated that it is not likely that the proposed interchange would induce/influence any future development projects. Ms. Luke noted that the project area is a link between Jeanerette, LA and Franklin, LA and is solidly rural. Ms. Luke also stated that the land is family owned and family farmed, and because of this, no changes in land use are anticipated.

Ms. Luke stated that to her knowledge there was not much pedestrian or bicycle traffic to the West St. Mary Civic Center at the corner of US 90 and LA 318 in the project area.

cc: attendees  
Lache Anderson, LADOTD



## PROJECT MEETING MEMORANDUM

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**SUBJECT:** Interchange at US 90 and LA 318  
Stage 1 – Environmental Assessment  
St. Mary Parish, LA  
Meeting with David Thibodeaux, General Manager St. Mary Sugar  
Co-Op

**DATE:** January 27, 2011; 11:00 A.M.

**PLACE:** St. Mary Sugar Co-op (20056 Hwy 182 West, Jeanerette, LA)

**ATTENDEES:** David Thibodeaux (General Manager, St. Mary Sugar Co-op), April English (URS), Jonathan Martinez (URS), and Randy Gros (URS)

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The purpose of the meeting was to discuss truck traffic passing through the intersection of US 90 and LA 318 traveling to and from the St. Mary Sugar Co-op. Mr. Thibodeaux noted that truck traffic has not increased nor decreased much since the Stage 0 Study in 2006/2007. Mr. Thibodeaux stated that they see anywhere from 350 to 400 vehicles per day, and these vehicles consist of tractors pulling trailers and 18-wheelers pulling trailers. The St. Mary Sugar Co-op operates on a 100-day cycle, and during that time period they are grinding 24/7. Their last harvest cycle lasted 89 days.

The St. Mary Sugar Co-op favors a roadway configuration with LA 318 passing under US 90. This is necessary because it would be difficult for the tractors/trucks, which are carrying heavy loads of sugarcane, to ascend LA 318 if passing over US 90 after coming to a complete stop at the intersection of the US 90 ramp and LA 318. The sugar industry in Louisiana has a “seasonal” permit to carry up to 100,000 pounds per trailer and the trailers are 40 feet long with 2-3 axles. Mr. Thibodeaux cited no noise complaints from residents. Instead, residents complain about roadway conditions, air, and other issues resulting from harvesting and grinding. Mr. Thibodeaux stated that the St. Mary Sugar Co-op works to mitigate these issues as much as possible. In June 2010, the Louisiana Department of Transportation Secretary Sherri LeBas met with the St. Mary Sugar Co-op. Traffic issues at US 90 and LA 318 were discussed, with Mr. Thibodeaux stating the need for intersection improvements.

cc: attendees  
Lache Anderson, LADOTD

**CARIBBEAN WINDS SUBDIVISION  
US 90/LA 318 INTERCHANGE  
JULY 21, 2011, 10:00 A.M., Room S-301  
DOTD Headquarters**

**On July 21, 2011 a meeting was held to discuss the Environmental Assessment procedure in general and the impact of the proposed alternative alignments in particular on the Southern Mutual Help Association (SMHA)'s development known as Caribbean Winds Subdivision, in St. Mary Parish.**

**Attendees were:**

- Brandon Brown, General Counsel**
- Debra Eldredge, Attorney Supervisor**
- Bob Mahoney, FHWA**
- Loong Tsai, Project Manager**
- Lache Anderson, \_\_\_\_\_ Environmental Impact Specialist III.**
- Trena Woolridge, \_\_\_\_\_ Environmental Impact Supervisor**
- Robert Couhig, Attorney for SMHA**
- Lisa Maher, Attorney for SMHA.**

**Mr. Couhig began the discussion. He stated that his client SMHA is being damaged financially due to the uncertainties involved with the alternative routes being discussed for the US 90/LA 318 interchange. He stated that the unsold lots in Caribbean Winds cannot be sold or financing obtained for, due to the uncertainties. He also stated that none of the alternatives presented at the April, 2011 public hearing would be good for his client's business. He said that the discussions have "chilled" their business.**

**Debra Eldredge presented Mr. Couhig and Ms. Maher with Alternative D, which was developed after the April, 2011 public hearing at which Alternatives A, B, and C were presented. She also stated to them that the alternatives have been narrowed to : B, D, and No Build. She stated to them that the alternatives themselves are subject to change and the B/D/No Build discussion is subject to change. No final decision has been made and it will not be made until the EA procedure is carried out and finalized. Ms. Maher noted that Alternative D places Caribbean Winds between US 90 and the frontage road. Mr. Brown stated that they are already on US 90. Alternative D would allow access behind the subdivision.**

**Lache explained the EA process and gave tentative dates for the next public hearing— August or September, but that it could be delayed. If no lengthy delay, the EA decision could be announced in early 2012. She stated that the Environmental Justice (EJ) study is also underway. She stated that Caribbean Winds is not the only concern. There are other residences in the area that have to be considered as well.**

**Bob Mahoney spoke of the possibility that hardship acquisitions could be done if the alternative chosen requires that the residents of Caribbean Winds be relocated.**

**The decision was made to send a supplemental mailout to all those who attended the April, 2011 public hearing, informing them of the Alternative D. Lache said that copies could also be placed at various public places in the area—churches and the public library, for example. Debra suggested that SMHA need not wait for the supplemental mailout to submit comments. Debra agreed to receive SMHA's comments and to forward them to the appropriate person(s).**

**Mr. Couhig requested assurance that Alternative D is the preferred alternative. DOTD is unable to state that at this time. Mr. Couhig will so advise his clients.**

**The meeting was adjourned at 11:10 A.M.**

# MEETING SIGN IN SHEET

## July 21, 2011

STATE PROJECT NO. 700-51-0110/H.004932

F.A.P. NO. DE-5109(501)

INTERCHANGE FOR US 90/LA 318

ROUTE: US 90

ST. MARY PARISH

NAME

SECTION/PHONE

- |                          |                                       |
|--------------------------|---------------------------------------|
| 1. <u>Lachi Anderson</u> | <u>28 / <sup>(225)</sup> 242-4503</u> |
| 2. <u>Jana Woodridge</u> | <u>28 / 242-4506</u>                  |
| 3. <u>Tommy Brown</u>    | <u>34 / 379-1477</u>                  |
| 4. <u>Bradford Brown</u> | <u>47 / 242-4656</u>                  |
| 5. <u>BOB MAHONEY</u>    | <u>FHWA 757-7624</u>                  |
| 6. <u>Debra Eldredge</u> | <u>47 / 242-4671</u>                  |
| 7. <u>Lisa Maher</u>     | <u>(504) 588-1288</u>                 |
| 8. <u>Rob Conroy</u>     | <u>" "</u>                            |
| 9. _____                 | _____                                 |
| 10. _____                | _____                                 |
| 11. _____                | _____                                 |
| 12. _____                | _____                                 |



Lisa L. Maher  
504-588-2137  
[maherl@couhigpartners.com](mailto:maherl@couhigpartners.com)

August 16, 2011

Debra C. Eldredge  
DOTD – Office of the General Counsel  
P. O. Box 94245  
Baton Rouge, LA 70804

Re: Southern Mutual Help Association  
US 90/LA 318 Interchange

Dear Debra:

Our client, Southern Mutual Help Association has posed the following questions concerning the DOTD proposed US 90 and Hwy 318 interchange. Please let me know if you can address these issues or if there is someone else to whom I can direct these questions.

RE: Design D

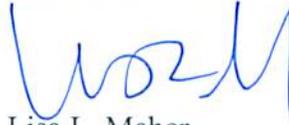
1. Does Design "D" show Highway 318 going over Highway 90?
2. Do the green rectangles on 318 mean that is where the 318 overpass comes down to ground level?
3. What is likely to be the distance between the back of Caribbean Winds property and the actual road that traffic will pass on? (we need some estimate/#'s)
4. And what is the likely grade (slant?) of the road and DOTD's likely drainage plan?
5. Would DOTD agree to plant a tall evergreen hedge or large pampas grass barrier or sound/privacy fencing across the back?

6. Would DOTD buy out one of our back lots not yet fully built on to put another entrance/exit to the road circling back of Caribbean Winds and if the latter is agreed upon, how much width is needed and would they pay for all improvements to make either of the above happen?
7. Our staff engineer would like to know what the traffic count is proposed to be on the road circling behind Caribbean Winds.
8. What compensation would SMHA likely receive for diminished quality of life and consequently diminished return on our investment in the homes?

I appreciate your assistance.

Very truly yours,

**Couhig Partners, LLC**



Lisa L. Maher

LLM/si  
Encl.



BOBBY JINDAL  
GOVERNOR

STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov  
Telephone: (225) 242-4613  
Facsimile: (225) 242-4691



SHERRI H. LEBAS, P.E.  
SECRETARY

August 29, 2011

Ms. Lisa L. Maher  
Cough Partners, LLC  
643 Magazine Street, Suite 300  
New Orleans, Louisiana 70130

RE: Southern Mutual Help Association  
US 90/LA 318 Interchange

Dear Lisa:

In response to your August 16, 2011 letter, I submit the following:

As we discussed, this project is currently in the NEPA phase and the preferred alternative has not been chosen. The following alternatives are currently being evaluated: Alternative B, Alternative D, and the No-Build Alternative. Alternatives B and D are preliminary and subject to change at any time during the NEPA process. Unless the preferred alternative is chosen, this project will not be advanced to the design phase. At the present time, DOTD can provide the following information only in the hypothetical:

1. Alternative D does indeed propose to have LA 318 span over US 90. US 90 will remain at existing grade.
2. In Alternative D, the green triangles represent the embankment that will be required to transition LA 318 from the existing grade to the bridge elevation. LA 318 will be back to the existing ground, or close to it, at the end of the triangles.
3. The proposed right-of-way for the two-way frontage road behind Caribbean Winds is approximately 140 feet. The eastbound travel lane edge of pavement would be located approximately 58 feet from the subdivision property line.
4. The profile provided by URS proposes a 3% slope on each end of the bridge. Drainage plans would be developed in the design phase.
5. The improvements you list (tall evergreen hedge, large pampas grass barrier, sound/privacy fencing) could be discussed, but it is important to remember that FHWA must approve any such additions to the project scope (and therefore, the budget).

Ms. Lisa L. Maher

August 29, 2011

Page 2 -

6. Safety concerns are very important when considering where to place entrances/exits. Generally, DOTD provides "driveway" access by permit, and the construction and cost of the access are borne by the property owner. The issue of "buying out" an unsold lot and constructing an entrance there would have to be discussed with FHWA, which would have to approve the construction and the budget. If FHWA chooses not to participate, it is unlikely that the State would agree to bear the cost.
7. The Consultant URS is in charge of estimating the traffic counts for all Alternatives. I have requested this information for Alternative D, but I do not have it available today. I will forward the information to you when I receive it.
8. If Alternate D is chosen, there would be no taking of right-of-way from Caribbean Winds, and therefore no compensation would be owed. It is important to remember that this property is currently located along a four (4)-lane roadway, US 90, and this status would not change after construction of Alternative D. Please be assured that all comments submitted by your clients will be considered during the NEPA process.

As we have previously discussed, if you will send your client's comments to me, I will forward all of them to the persons involved in the public comment/NEPA process.

I trust this letter answers your questions. However, if you have further questions, please feel free to contact me.

Sincerely,



Debra C. Eldredge  
Attorney Supervisor

Cc: Noel Ardoin  
Lache Anderson  
Trena Woolridge  
Loong Tsai



LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY  
MIKE STRAIN DVM  
COMMISSIONER



May 9, 2011

Ms. Doree S. Magiera  
Project Manager  
URS Corporation  
3500 North Causeway Boulevard, Suite 900  
Metairie, LA 70002-3527

re: US 90 and LA 318 Interchange Improvements  
State Project No. 700-51-0110  
St. Mary Parish, LA

Dear Ms. Magiera:

Thank you for the copy of the Public Meeting Record for the referenced proposed project. I would like to take this opportunity to express my support for the project, and specifically, for the alternative that would provide an overpass for US Highway 90 over LA Highway 318. This would seem the most beneficial for the agricultural interests in the area that heavily utilize Highway 318 for transporting sugarcane during harvest season. As many as 350 to 400 trucks use Highway 318 daily, and the proposed overpass would, more so than the other alternatives, improve traffic flow and reduce safety concerns associated with the heavy large-vehicle traffic load.

Thank you for allowing me to comment on this project. I respectfully ask that you give the overpass alternative your most serious consideration.

Very truly yours,



Mike Strain DVM  
Commissioner

MS:sw

cc: Sherri Labas, Secretary, LA DOTD  
David Thibodeaux, St. Mary Sugar Cooperative, Inc.



**FEMA**

FEDERAL EMERGENCY MANAGEMENT AGENCY  
REGION VI  
MITIGATION DIVISION

## NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

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We have no comments to offer.       We offer the following comments:

**WE WOULD REQUEST THAT THE PARISH FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.**

Tammy Luke  
Director, Planning & Zoning  
St. Mary Parish  
500 Main St.  
Courthouse, 5th Floor  
Franklin, LA 70538  
tluke@stmaryparishla.gov  
337-828-4100

---

REVIEWER:

*Mayra G. Diaz*  
Floodplain Management and Insurance Branch  
Mitigation Division  
(940) 898-5541

DATE: June 18, 2012

**From:** Beth Altazan-Dixon [Beth.Dixon@LA.GOV]  
**Sent:** Tuesday, June 19, 2012 4:20 PM  
**To:** Magiera, Doree  
**Subject:** DEQ SOV 700-51-0110/1340 Proposed US 90 and LA 318 Interchange-Draft EA

June 19, 2012

Doree Magiera, Project Manager  
URS Corporation  
3500 North Causeway Blvd, Suite 900  
Metairie, LA 70002  
[doree\\_magiera@urscorp.com](mailto:doree_magiera@urscorp.com)

RE: 700-51-0110/1340 Proposed US 90 and LA 318 Interchange-Draft EA  
LADOTD Funding  
St. Mary Parish

Dear Ms. Magiera:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the Department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-9371 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit application or Notice of Intent must be submitted no later than January 1, 2013. Additional information may be obtained on the LDEQ website at <http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx> or by contacting the LDEQ Water Permits Division at (225) 219- 9371.
- If any 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 directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

**Currently, St. Mary Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.**

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3958 or by email at [beth.dixon@la.gov](mailto:beth.dixon@la.gov).

Sincerely,



Beth Altazan-Dixon, EPS III  
Performance Management  
LDEQ/Office of the Secretary  
Business and Community Outreach and Incentives Division  
P.O. Box 4301 (602 N. 5th Street)  
Baton Rouge, LA 70821-4301  
Phone: 225-219-3958  
Fax: 225-325-8148  
Email: [beth.dixon@la.gov](mailto:beth.dixon@la.gov)



Undersecretary  
Division of Management  
and Finance  
627 North 4th Street  
Baton Rouge, LA 70802

(O) 225.342.0805  
(F) 225.342.8636  
[www.dcfsls.gov](http://www.dcfsls.gov)

Bobby Jindal, Governor  
Suzy Sonnier, Secretary

July 2, 2012

Ms. Doree S. Magiera, Project Manager  
URS Corporation  
3500 N. Causeway Boulevard, Suite 900  
Metairie, Louisiana 70002-3563

Re: Solicitation of Views  
State Project # H004932  
US 90 and LA 318 Interchange  
St. Mary Parish

Dear Ms. Magiera:

The Department of Children and Family Services has reviewed the proposed project information supplied in the parish of St. Mary Solicitation of Views. We have determined that the project will not adversely impact the operations of our agency or the delivery of services to our consumers who reside in the affected area.

We offer no objection to this undertaking and look forward to its successfully completion.

Sincerely,

Richard Howze  
Undersecretary

RH: sg





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS TX 75202-2733

July 9, 2012

Ms. Doree Magiera  
Project Manager  
URS Corporation  
3500 North Causeway Blvd.  
Suite 900  
Metairie, LA 70002-3563

Dear Ms. Magiera:

We have received your June 13, 2012, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

**Proposed Interchange  
US 90 & LA 318  
SP No. 700-51-0110  
FAP No. DE-5109(501)  
ERP P No. H.004932  
St. Mary Parish, Louisiana**

The project, proposed for financial assistance through the Louisiana Department of Transportation and Development is located on the Chicot aquifer system which has been designated a sole source aquifer by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the projects site.

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 upon 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.

If you did not include the Parish/County; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence.

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Michael Bechdol".

Michael Bechdol, Coordinator  
Sole Source Aquifer Program  
Ground Water/UIC Section

cc: Jesse Means, LDEQ



# United States Department of the Interior

U.S. GEOLOGICAL SURVEY

Louisiana Water Science Center  
3535 S. Sherwood Forest Blvd  
Baton Rouge, LA 70816  
July 26, 2012

URS Corporation  
**Attn: Doree Magiera**  
3500 North Causeway Boulevard, Suite 900  
Metairie, LA  
70002-3563

Re: Solicitation of Views  
Proposed US90 and LA 318 Interchange

Attn: Doree Magiera,

We received the Draft Environmental Assessment submittal for Proposed US 90 and LA 318 Interchange in St. Mary Parish. We are not a regulatory agency and cannot approve or disapprove any project. However, we understand the included activities, and we find no adverse hydrologic or hydraulic effects associated with the proposed project.

Sincerely,

J. Josh Gilbert, P.E.  
Civil Engineer / Surface Water Specialist  
USGS, Louisiana Water Science Center



JAY DARDENNE  
LIEUTENANT GOVERNOR

**State of Louisiana**  
OFFICE OF THE LIEUTENANT GOVERNOR  
DEPARTMENT OF CULTURE, RECREATION & TOURISM  
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS  
DEPUTY SECRETARY

PAM BREAU  
ASSISTANT SECRETARY

5 August 2013

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

Re: Draft Report  
La Division of Archaeology Report No. 22-4341  
*Phase I Cultural Resources Survey – US Highway 90 / LA 318 Interchange, St. Mary Parish,  
Louisiana*

Dear Ms Ardoin:

We acknowledge receipt of your letter dated 28 June 2013 and two copies of the above referenced report. We have completed our review of this report and offer the following comments.

Our office concurs that sites 16SMY201 and 16SMY202 are not eligible for nomination to the National Register of Historic Places. No historic archaeological properties will be impacted by this project.

In reference to historic standing structures, we concur with your assessment that no historic properties would be affected by the proposed undertaking. In reference to the nine properties documented for the Louisiana Historic Resources Inventory (51-02139 – 51-02147), we request that the original report forms with assigned numbers be submitted separately to our office with the submission of the final report and that a separate reference map as prescribed in the Division of Historic Preservation survey guidelines be submitted to accompany the forms. Both map and forms will be added to the Louisiana Historic Resource inventory collection.

We look forward to receiving two bound copies of the final report along with a pdf of the report. If you have any questions, please contact Chip McGimsey in the Division of Archaeology by email at [cmcgimsey@crt.la.gov](mailto:cmcgimsey@crt.la.gov) or by phone at 225-219-4598.

Sincerely,

Pam Breau  
State Historic Preservation Office



**Environmental Section**  
 PO Box 94245 | Baton Rouge, LA 70804-9245  
 Phone: 225-242-4502

**Bobby Jindal, Governor**  
**Sherri H. LeBas, P.E., Secretary**

October 4, 2013

STATE PROJECT NO.: H.004932 (700-51-0110)  
 Federal Aid Project No. DE-5109(501)  
 INTERCHANGE US 90 @ LA 318  
 US 90  
 ST. MARY PARISH

Mr. Wes Bolinger  
 Division Administrator  
 Federal Highway Administration  
 5304 Flanders Drive, Suite A  
 Baton Rouge, LA 70808

ATTN: Lismary Gavillán, P.E.

SUBJECT: Request for Finding of No Significant Impact (FONSI)

Dear Mr. Bolinger:

Transmitted for your review or approval is a copy of the Environmental Assessment (EA) for the captioned project. A public hearing was held on July 17, 2012 and comments are addressed in the EA. DOTD certifies that due consideration has been given to the social, economic, environmental and other effects of the proposed project, and that all requirements set forth in Section 128 of Title 23 of the United States Code have been met.

We request that this project be processed as a FONSI. The attached sheet has been provided for your stamp and signature. If you have any questions, please call Carl Winter at (225) 242-4506.

Sincerely,

for

Noel Ardoin  
 Environmental Engineer Administrator

**APPROVED**  
  
 CARL M. HIGHSMITH  
 PROJECT DELIVERY TEAM LEADER  
 FEDERAL HIGHWAY ADMINISTRATION  
 DATE 10-28-13

Enclosure

cc: Loong Tsai  
 Project file

REVIEWED AND RECOMMENDED FOR  
 APPROVAL   
 DATE 10/17/13

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT

FOR

STATE PROJECT NO.: H.004932 (700-51-0110)  
FEDERAL AID PROJECT NO.: DE-5109(501)  
INTERCHANGE US 90 @ LA 318  
US 90  
ST. MARY PARISH

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

REVIEWED AND RECOMMENDED FOR

APPROVAL

DATE 10/17/13

APPROVED  
Carl M Highsmith  
CARL M. HIGHSMITH  
PROJECT DELIVERY TEAM LEADER  
FEDERAL HIGHWAY ADMINISTRATION  
DATE 10-28-13

# APPENDIX F

State Project No. 700-51-0110  
Federal Aid Project No. DE-5109(501)  
ERP Project No. H.004932  
US 90 and LA 318 Interchange Improvement Project  
St. Mary Parish



The Louisiana Department of Transportation and Development (LADOTD) is proposing to construct a grade-separated interchange at the intersection of US Highway 90 (US 90) and Louisiana Highway 318 (LA 318). After a Public Meeting was held on March 22, 2011, a Draft Environmental Assessment (EA) was submitted in May of 2012, and a Public Hearing was held on July 17, 2012. Currently, LADOTD is in the process of reviewing the Final EA.

Based on the environmental analysis that has been conducted to-date, the LADOTD and Federal Highway Administration (FHWA) have identified a preferred alternative. Selection of a preferred alternative was identified following agency and public review of the Draft EA, and upon the review and evaluation of public hearing comments received on the Draft EA. A Finding of No Significant Impact (FONSI) will be issued by the FHWA if it is determined that the preferred alternative will not have significant environmental impacts. The FONSI will include commitments and mitigation measures that are intended to reduce or mitigate any unavoidable adverse impacts.

### **Selection of a Preferred Alternative**

The final phase of the alternatives development process was the selection of a preferred alternative by the FHWA and LADOTD. As a result of public input and comments received during the Public Hearing on July 17, 2012 and the 30-day comment period, a new build alternative was developed. Alternative E (see **Figure 2-17**) was a combination of both Alternative B and Alternative D, but with fewer overall residential impacts. Since Alternative E achieved all of the positive benefits of either Alternative B or Alternative D but with fewer residential relocations, it was identified as the preferred alternative by FHWA and LADOTD. Alternative E was added into the Preliminary Final EA for both citizens and agencies to have an opportunity to see the new build alternative compared against Alternative B and Alternative D. The selection of the preferred alternative took into consideration the environmental effects of each alternative, cost, public opinion, and agency input.

A summary of the impacts from Alternative E as compared to Alternative B and Alternative D is shown in the *Summary of Project Features and Impacts Table* included in this mail-out. All three of the build alternatives meet the purpose and need and would provide long-term benefits. All three build alternatives would replace the at-grade signalized intersection with a grade-separated interchange that would enhance emergency evacuation and reduce the potential for turning movement conflicts, which may result in a reduction of crashes. In terms of traffic operations, Alternative B would likely result in a greater reduction to vehicular operating costs and improved economic vitality compared to Alternative D or Alternative E due to Alternative B's interchange alignment (diamond) and ramp configuration (no loop ramp). Alternative B and Alternative E would be equally more beneficial for truck and tractor-trailer movements than Alternative D due to the bridge configuration (US 90 over LA 318). In terms of community cohesion and potential disruption, Alternative E would only impact 15 residential structures, while Alternative B would require 36 residential relocations and Alternative D would require 24 residential relocations.

The purpose of this informational packet is to update you on the project status as well as provide information on the preferred alternative that has been selected due in large part to the input of the community at the Public Hearing. The Final EA and FONSI will likely be distributed within the next 60 days and copies will be available for the public to review. If you have any questions regarding this project, please contact the LADOTD (225) 242-4502 or Mr. Jonathan Martinez with URS at (504) 837-6326.



### Summary of Project Features and Impacts

Evaluation Criteria	Unit	No-Build Alternative	Build Alternative <sup>1</sup>		
			B	D	E
<b>Interchange Alignment and Right-of-way Considerations</b>					
Interchange Type - Rural	n/a – not applicable	n/a	Diamond	Combination Partial Cloverleaf and Diamond	Combination Partial Cloverleaf and Diamond
Ramp Configuration	n/a	n/a	Diamond / Diagonal Ramps Constructed in 4 Quadrants	One Loop Ramp and 3 Diamond / Diagonal Ramps Constructed in 3 Quadrants	One Loop Ramp and 3 Diamond / Diagonal Ramps Constructed in 3 Quadrants
Bridge Configuration	n/a	None	US 90 over LA 318	LA 318 over US 90	US 90 over LA 318
Required Right-of-way	acres	0.0	66.9	109.3	83.2
<b>Constructability / Maintenance of Traffic (MOT) During Construction</b>					
MOT on LA 318	n/a	n/a	Construct a detour road or phase traffic and widen roadway	Construct a detour road for traffic diversion	Construct a detour road or phase traffic and widen roadway
MOT on US 90	n/a	n/a	Construct ramps and / or frontage roads first for traffic diversion	Construct ramps and / or frontage roads first for traffic diversion	Construct ramps and / or frontage roads first for traffic diversion
<b>Human Environment Considerations &amp; Estimated Impacts</b>					
Residential Structure Impacts <sup>2</sup>	number	0	29 <sup>4</sup>	17 <sup>4</sup>	11
Mobile Home Structure Impacts <sup>2</sup>	number	0	7	7	4
Commercial Structure Impacts <sup>2,3</sup>	number	0	1	0	0
Caribbean Winds Parcels Impacted <sup>2</sup>	number	0	12	0	0
Right-of-Way Acquisition from the West St. Mary Civic Center Parcel	acres	0.0	1.9	5.5	3.4
Maintain Existing Access at Civic Center	Yes/No	Yes	Yes	No <sup>5</sup>	No <sup>5</sup>
NRHP Eligible Standing Structures <sup>6</sup>	number	1	1	1	1
NRHP Eligible Archaeological Sites <sup>7</sup>	number	0	0 <sup>7</sup>	0 <sup>7</sup>	0 <sup>7</sup>
Disproportionate Environmental Justice Impacts	Yes/No	n/a	No	No	No
Access and Travel Time Impacts in Northwest Interchange Quadrant	Yes/No	No	Yes	Yes	Yes
Noise Impacts	Yes/No	No	Yes	Yes	Yes
Feasible & Reasonable Noise Abatement	Yes/No	No	No	No	No
Air Quality Impacts	Yes/No	No	No	No	No
<b>Physical Environment Considerations &amp; Estimated Impacts</b>					
Water Well Impacted	number	0	0	1	1
Underlain by Chicot Aquifer	Yes/No	Yes	Yes	Yes	Yes
Natural Gas Pipeline Crossings	number	0	6	6	6
Natural Gas Pipeline Terminal Impact	Yes/No	No	No	Yes	No
Maintain Existing Access	Yes/No	Yes	Yes	No <sup>5</sup>	Yes

### Summary of Project Features and Impacts

Evaluation Criteria	Unit	No-Build Alternative	Build Alternative <sup>1</sup>		
			B	D	E
at Natural Gas Pipeline Terminal					
Sewer Treatment System at West St. Mary Civic Center	Yes/No	No	Yes	Yes	No
Sewer Lift Station on the West Side of LA 318 South of US 90	Yes/No	No	No	Yes	No
Prime Farmland Impacted	acres	0.0	65.41	107.83	81.71
<b>Natural Environment Considerations &amp; Estimated Impacts</b>					
Upland Habitat Directly Impacted	acres	0.0	2.18	2.52	2.02
Wetlands Directly Impacted	acres	0.0	0.15	0.39	0.39
Aquatic Habitat Directly Impacted	acres	0.0	1.47	1.48	1.47
100-Year Floodplains Impacted	acres	0.0	1.24	2.98	2.98
Other Waters of the US Impacted <sup>8</sup>	number	0	2	2	2
Scenic Streams	number	0	0	0	0
Significant Trees	number	0	8	3	3
<b>Estimated Cost Considerations (\$ 2010)</b>					
Right-of-way Cost – Land Only	\$20,000/acre	\$0	\$ 1,338,000	\$ 2,186,000	\$ 1,664,000
Residential Structure Acquisition	\$150,000 ea.	\$0	\$ 4,350,000	\$ 2,550,000	\$ 1,650,000
Mobile Home Structure Acquisition	\$25,000 ea.	\$0	\$ 175,000	\$ 175,000	\$ 100,000
Commercial Structure Acquisition <sup>3</sup>	\$150,000 ea.	\$0	\$150,000	0	0
Residential Relocation Assistance	\$50,000 ea.	\$0	\$ 1,250,000 <sup>9</sup>	\$ 850,000	\$ 550,000
Mobile Home Relocation Assistance	\$50,000 ea.	\$0	\$ 350,000	\$ 350,000	\$ 200,000
Estimated Construction Cost (rounded)	Millions \$	\$0	\$ 39.4 M	\$ 26.0 M	\$ 44.7 M
Total Estimated Cost (rounded)	Millions \$	\$0	\$ 47.0 M	\$ 32.1 M	\$ 48.9 M

Notes:

1. Estimated impacts are based on the interchange layouts as shown in the Appendix A Map Atlas and are subject to change.
2. Structure and relocation impacts consider worst case scenario – a structure may not be directly impacted however the parcel may be rendered unusable or would require acquisition due to control of access.
3. Abandoned commercial structure is zoned for residential development in the future.
4. Includes four vacant structures for Alternative B, three of which are located in the Caribbean Winds subdivision and no vacant structures for Alternative D or Alternative E.
5. The existing Civic Center driveway on LA 318 would be relocated to the Northeast Frontage Road. The existing Natural Gas Pipeline Terminal driveway on LA 318 would be relocated to the Southeast Frontage Road.
6. The potential historic structure is located in the northwest quadrant of the interchange but will not be directly impacted by any of the three build alternatives. An effects determination relative to NRHP eligibility is forthcoming from SHPO.
7. A Phase I Cultural Resource Inventory has been completed for Alternative E and is under LADOTD review prior to submittal to SHPO for approval.
8. Other Waters of the US includes unnamed canals and tributaries.
9. Residential Relocation Assistance for Alternative B does not include the four vacant structures.

Refer to the Public Hearing Record		Which Alternative Do You Prefer?				Do You Have Concerns Related to the Project?										Additional Comments	Response to Comments (See Comment Responses below)
Comment #	Name	No Build	Alternative B	Alternative D	Alternative	Explanation or reason for selection.	Relocations and ROW Impacts	Transportation and Access	Safety	Noise Impacts	Comm. Vehicle Operations	Construction Impacts	Natural Resources	Other, Specify			
1	Clyde Hebert	1					1	1	1			1			Moving would be difficult because of age and illness. Suggest a simpler design, using less land, like John Darnell, Canal Street, and Patoutville overpasses or build LA 318 over US 90.	Comment noted - no response needed.	
2	Maxine Hebert	1					1	1	1			1			Moving would be difficult because of age and illness. Suggest a simpler design, using less land, like John Darnell, Canal Street, and Patoutville overpasses or build LA 318 over US 90.		
3	Tanya Hebert	1					1	1	1			1			Suggest a simpler design, possibly with no ramps; access could be at Canal Street or Baldwin interchanges to avoid taking homes.		
4	Patrick Verret	1				Do not want to relocate	1			1					Suggest, if have to, build Alt. B, taking out access ramps. Access at Jeanerette or Baldwin. Or D.	A full interchange is justified by the Purpose and Need.	
5	Tiffany Verret	1					1								Suggest, if have to, build Alt. B, taking out access ramps. Access at Jeanerette or Baldwin.		
6	Scott Legnon	1				To protect 150 yr. old tree and ancestral land.	1						1		Note: two 150 yr. old live oak trees as "substantial trees" in the EA; leave them or move them to my property.	Comment noted - address in final design.	
7	Douglas Viator	1													Prefer no build, but Alt. B if exits are taken out. Access in Jeanerette or Baldwin.	A full interchange is justified by the Purpose and Need.	
8	Gloria A. Viltz	1				I want to start a business at that intersection.	1								Move the overpass where no one will lose their homes. Overpass should not be a great expense to the state. There is empty land east of the intersection.	A full interchange is justified by the Purpose and Need.	
9	Earl F. Peterson		1			Easier for local traffic & cane industry	1									Comment noted - no response needed.	
10	Ralph Longman		1			Easiest and safest for traffic		1	1							Comment noted - no response needed.	
11	Martha A. Longman		1													Comment noted - no response needed.	
12	Marie Cole		1													Comment noted - no response needed.	
13	Edwin J. Hebert		1				1								Would prefer the ROW line to be on the north side of my property to avoid my pecan trees.	The service road would be north of the property lines of the residences in the nrthwest quadrant.	
14	David Thibodeaux		1			Only practical solution to serve the sugar mill located at inter. of Highways 182 & 318										Comment noted - no response needed.	
15	David Allain		1						1		1					See Comment Response B below.	
16	Micah Guidry		1			Less impact to productive farmland & safer access for commercial traffic.					1		1			See Comment Response B below.	
17	Rev. Robert L. Purvey		1													Comment noted - no response needed.	
18	Patricia Knowles		1			Less relocations			1			1			Project is needed to reduce accidents, save lives, promote progress and to develop I-49.	See Comment Response B below.	
19	Russ Knowles, Sr.		1			Too many lives have been lost in accidents at intersection.			1						Project has been needed many years for safety reasons and should be addressed before 2015.	See Comment Response B below.	
20	Wilson Terry		1				1	1			1				Cane trucks and other commercial traffic from industries south of US 90 that would have to stop and then proceed over US 90 would create significant safety and mechanical issues. Alt. D uses too much acreage that would become useless, but would have to be maintained. Area citizens need a user friendly interchange like everyone is accustomed to. Hurricane evacuation is an issue.	See Comment Response B below	
21	Anatole Derouan		1			Area has lots of noise. More accidents will occur with tractors crossing LA 318 over US 90.										See Comment Response B below	
22	Sheila Ann Smith		1			Area has lots of noise. More accidents will occur with tractors crossing LA 318 over US 90.	1								If we do relocate, how much time will be given in advance?	See Comment Response B below	

Refer to the Public Hearing Record		Which Alternative Do You Prefer?				Do You Have Concerns Related to the Project?										Additional Comments	Response to Comments (See Comment Responses below)
Comment #	Name	No Build	Alternative B	Alternative D	Alternative	Explanation or reason for selection.	Relocations and ROW Impacts	Transportation and Access	Safety	Noise Impacts	Comm. Vehicle Operations	Construction Impacts	Natural Resources	Other, Specify			
23	April Cowart		1			Difficult for cane trucks if LA 318 crosses US 90	1			1					Property will be between the highway and a service road, noise will be too great and accidents will be likely if tractors have to cross bridge over US 90	See Comment Response B below	
24	Lue Pearl Washington		1			Safer for children crossing US 90				1	1					See Comment Response B below	
25	Jeanice Washington		1			Safety, accident prevention, safer for children walking across US 90.										See Comment Response B below	
26	Jodie LeBlanc		1					1						1	Other concern-Drainage. Rain causes flooding because of plugged culverts under US 90 that backup drainage canals from fields onto property.	Comment Noted - drainage will be addressed in final design	
27	Kevin LeBlanc		1					1						1	Other concern-Drainage. Rain causes flooding because of plugged culverts under US 90 that backup drainage canals from fields onto property.	Comment Noted - drainage will be addressed in final design	
28	Barbara Matthews		1			Tractors & trucks would have to go over the overpass to get to Sorell.			1						Safer for school buses and cane trucks to be on ground level.	See Comment Response B below	
29	Dalton Sonnier		1			Takes less of our farmland located near the cell tower.										Comment Noted	
30	Gaynell Sonnier		1			Takes less of our farmland located near the cell tower.										Comment Noted	
31	Resolution: West St. Mary Parish Port, Harbor and Terminal District, signed by Calvin Deshotel, President		1												Support Alt. B in consideration of industry located north and south of the intersection; upgrading the highway to interstate standards, and meeting the purpose and need for the project.	Comment Noted	
32	Rupert Addison			1		Will not have to relocate	1								Many citizens are too old to be relocated. Concerned about the large trees.	See Comment Response A below.	
33	Iva Addison			1		Will not have to relocate	1								Many citizens are too old to be relocated. Concerned about the large trees.		
34	Hilton Jack			1		Do not want to relocate	1								Do not want to move.	Comment Noted	
35	David Teno				1	Better access to highway								1	Use Alt B with the loop from Alt. D	See Comment Response A below.	
36	Carlos Lewis				1	Use Alt B with the loop from Alt. D								1		See Comment Response A below.	
37	Eva D. Rollins				1	Use Alt B with the loop from Alt. D										See Comment Response A below.	
38	Bettye J. Tillman				1	Alt. B is better for the whole community with loop from Alt. D	1		1	1					Use Alt. B with the small loop from D to avoid homes.	See Comment Response A below.	
39	Clementine Matthews				1	Use Alt B with the loop from Alt. D to avoid residences	1									See Comment Response A below.	
40	Tim Daigle				1	Use Alt B with the loop from Alt. D to avoid residences	1									See Comment Response A below.	
41	Annette Broussard				1	Use Alt B with the loop from Alt. D to avoid residences	1									See Comment Response A below.	
42	Denise Galatas				1	Use Alt B with the loop from Alt. D to avoid residences	1									See Comment Response A below.	
43	Linda Broussard				1	Use Alt B with the loop from Alt. D to avoid residences										See Comment Response A below.	
44	T. Hebert				1	Use Alt B with the loop from Alt. D to avoid residences	1									See Comment Response A below.	
45	Senator Bret Allain				1	Support hybrid of Plan B&D - Use the loop from Alt. D leaving Caribbean Winds Subdivision intact.	1	1			1					See Comment Response A below.	
46	Andrea Ordodi				1	Use Alt B with the loop from Alt. D to avoid residences	1									See Comment Response A below. See Comment Response B below.	

Refer to the Public Hearing Record		Which Alternative Do You Prefer?				Do You Have Concerns Related to the Project?										Additional Comments	Response to Comments (See Comment Responses below)					
Comment #	Name	No Build	Alternative B	Alternative D	Alternative E	Explanation or reason for selection.	Relocations and ROW Impacts	Transportation and Access	Safety	Noise Impacts	Comm. Vehicle Operations	Construction Impacts	Natural Resources	Other, Specify								
47a	Lorna Bourg, Southern Mutal Help Association				1	Use Alt B with loop from Alt. D									Not necessary to disturb Caribbean Winds, select Alt. D or B with the small loop from D in order to save Caribbean Winds where several homes are constructed for families with special needs and financed with LA Housing Trust Funds, which is competitive funding.	See Comment Response A below.						
47b	Southern Mutual Help Association, Lorna Bourg, letter to Rep. Sam Jones dated May 1, 2012 with attachments														Letter stating that SMHA agrees with either Alt. B or D with alterations to either one that are specified in the letter. They request that the service road be resurfaced and request noise abatement on the road behind Caribbean Winds to be dealt with by multi layered planting on the subdivision side of the road that swings around the backside of the homes. (See letter in Appendix D for full description of alterations.)	See Comment Response A below.						
48	Keith J. Chouest			1		Love the location of my home										Comment noted - no response needed.						
49	Billie Gasquet			1		Live with nephew - do not want to see him lose his home										Comment noted - no response needed.						
50	Virginia Sutton				1	There are designs in Alt. D that make sense but most important Hwy 90 needs to overpass LA 318 for safety and access.		1								See Comment Response A below.						
51	Mr.. Edward Patrick				1	Use Alt B with the loop from Alt. D to avoid residences	1									See Comment Response A below.						
52	Mrs. Edward Patrick				1	Use Alt B with the loop from Alt. D to avoid residences	1									See Comment Response A below.						
<b>Total</b>		<b>8</b>	<b>23</b>	<b>5</b>	<b>16</b>		<b>25</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>4</b>								
47c	<b>Verbal Comment</b> Lorna Bourg, SMHA Verbal Comment	I am concerned that citizens that live at Caribbean Winds subdivisions may lose their homes. Several families have special needs and their homes have been designed to meet their needs. Many have LA Trust Fund dollars so that they could afford those homes. Those funds are totally recapturable should anything happen to those houses like if they are bought out or torn down. So these are competitive funds and we would have to recompute for those dollars and there is no guarantee that they would be re-allocated. So essentially there is serious situation where these people would become homeless and may actually have to rent. We are looking at a dozen lots, nine of which have been built out and it is a serious situation to do that and it is not necessary to disturb any of those homes along that service road there. You can use Alternative B which is US 90 over 318 by taking the small loop from Alt. D which is in the northeastern quadrant and applying that to Alt. B. Or we would be satisfied with Alt. D where 318 goes over 90 and it would save money. But we understand that the farmers would like 90 to go over 318 and we have no objection to that so long as the small loop would be placed in the northeastern quadrant as shown on Alt. D. I understand from the engineers that you will have to raise that small access loop in order to accomodate access onto 90. That is done many times with some earthen movement or perhaps some bridging to get to the level of 90 in order to be able to access that entrance. I think that some combination of B and D in other words would be fine with us at Southern Mutual Help Association developers of Caribbean Winds who have helped those families over many years to become homeowners. We just don't want the loss of those homes and I think it can be accomodated. Thank you very much for consideration of this comment.																				See Comment Response A below.

**Comment Responses**

**A** Due to public input, LADOTD and FHWA evaluated various alternatives and determined that a combination of Alternatives B&D would address public concern for US 90 crossing over LA 318 and for reducing residential impacts. The new alternative is Alternative E and is described in Chapter 2 of the EA.

**B** New Alternative E is designed with US 90 elevated over LA 318 to address the safety issue of commercial farm truck traffic. Safety is discussed in Chapter 2.