

# **Appendix F:**

## Conceptual Stage Relocation Plan



# Final Conceptual Stage Relocation Plan

State Project No. H.001271  
Cane River Bridge Church Street  
Route LA 1-X  
Natchitoches Parish, Louisiana



6767 Perkins Road, Suite 200  
Baton Rouge, Louisiana 70808

Prepared For:  
Louisiana Department of Transportation and Development

December 13, 2018

# Table of Contents

1.0	Introduction.....	2
2.0	Project Descriptions and Alternatives.....	3
3.0	Demographic Analysis – Project Area.....	8
4.0	Real Estate Impacts – Methods of Development.....	14
4.1	Residential Impacts.....	14
4.2	Commercial Impacts.....	14

## Figures:

Figure 1:	Replacement Bridge, Skewed Alignment .....	4
Figure 2:	Temporary Bridge .....	5
Figure 3:	Replacement Bridge, Existing Alignment.....	6
Figure 4:	Temporary Bridge .....	6
Figure 5:	Replacement Bridge, Skewed Alignment .....	7
Figure 6:	Replacement Bridge, Existing Alignment.....	7
Figure 7:	Aerial View - Project Area.....	9
Figure 8:	Census Map Highlighting Tracts 5 and 7 .....	10
Figure 9:	Images of Commercial Impacts.....	15
Figure 10:	Impacts To Rue Beauport Riverfront .....	17

## Tables:

Table 1:	Households By Race.....	10
Table 2:	Owner-Occupied Households By Race .....	11
Table 3:	Renter-Occupied Housing Units by Race.....	12
Table 5:	Households By Income.....	13
Table 6:	Family Households By Size.....	13
Table 7:	Total Estimated Costs For All Alternatives.....	19
Table 8:	Right-of-Way Costs .....	20
Table 9:	Detailed Right-of-Way Costs Alternative 1 .....	21
Table 10:	Detailed Right-of-Way Costs Alternative 2 .....	22
Table 11:	Detailed Right-of-Way Costs Alternative 3 .....	23
Table 12:	Detailed Right-of-Way Costs Alternative 4 .....	24
Table 13:	Summary of Detailed Right-of-Way Costs.....	25
Table 14:	Vacant Land Sales .....	26

Appendix –	Right-of-Way Maps .....	27
------------	-------------------------	----

# **Final Conceptual Stage Relocation Plan**

## **State Project No.: H.001271 Cane River Bridge Church Street Route LA 1-X Natchitoches Parish, Louisiana**

### **1.0 Introduction**

The Louisiana Department of Transportation and Development (LADOTD) is proposing to replace the Cane River Bridge at Church Street, between Front Street and Williams Avenue, on LA 1 in the city of Natchitoches, Natchitoches Parish, Louisiana. The existing bridge is a 2-lane, concrete deck girder bridge that was completed in 1936. The total length of the bridge extends 441 feet with the length of the largest span measuring 40 feet. The average daily traffic for the bridge crossing in 2016 was estimated at 11,270, establishing the structure as an essential overpass that connects East and West Natchitoches.

In compliance with the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) is being prepared to assist in reaching a final decision on conceptual design improvements for the Cane River Bridge at Church Street. This Conceptual Stage Relocation Plan has been prepared in accordance with LADOTD's Office of Real Estate Operations Manual and 49 Code of Federal Regulations (CFR) Part 24. Families, businesses and other individuals displaced by this project will be entitled to reimbursement towards moving costs, incidental expenses, and in certain conditions are entitled to receive a supplemental replacement housing payment for the purchase of comparable replacement housing.

## 2.0 Project Descriptions and Alternatives

The purpose of the project is to address the structural and functional deficiencies of the existing Cane River Bridge on Church Street and adjacent intersections by providing a new 3-lane bridge, left turn lanes at intersections, improved sidewalks, improve St. Clair/Williams Avenue intersection, and minimize traffic congestion near the project area. The replacement of the Cane River Bridge at Church Street is imperative as the load capacity of the structure is further compromised due to cracking, spalling, and moderate to severe state of deterioration. A replacement bridge would satisfy the purpose and need of the project by addressing structural and functional deficiencies of the existing bridge and maintaining vital bridge access, as this structure serves as one (1) of three (3) major bridge crossings over the Cane River.

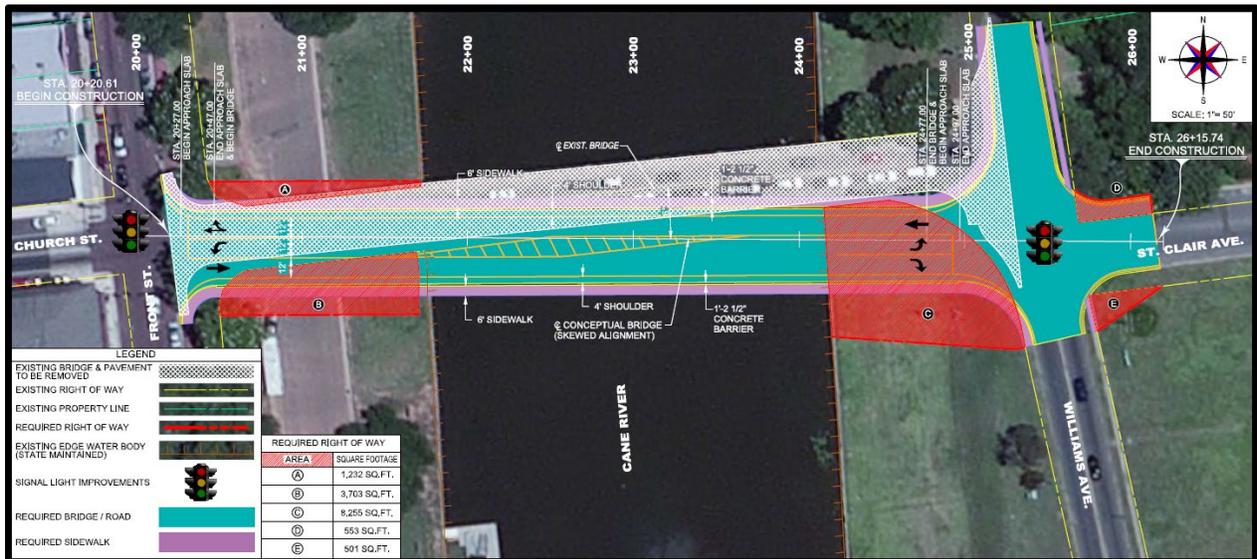
The Phase 0 Feasibility Study completed for the Cane River Bridge crossing evaluated multiple concepts to improve the safety, capacity and access management. The proposed concepts were evaluated based on traffic operations, amount of required right-of-way (ROW), environmental/social impacts, safety, and cost. From this initial evaluation, input from the Natchitoches Bridge Task Force, and feedback received from the first public meeting, five (5) alternatives were identified:

1. Alternative 1: Replacement Bridge at Church Street, Skewed Alignment with Temporary Bridge at Touline Street.
2. Alternative 2: Replacement Bridge at Church Street, Existing Alignment with Temporary Bridge at Touline Street.
3. Alternative 3: Replacement Bridge at Church Street, Skewed Alignment, No Temporary Bridge.
4. Alternative 4: Replacement Bridge at Church Street, Existing Alignment, No Temporary Bridge.
5. No-Build Alternative.

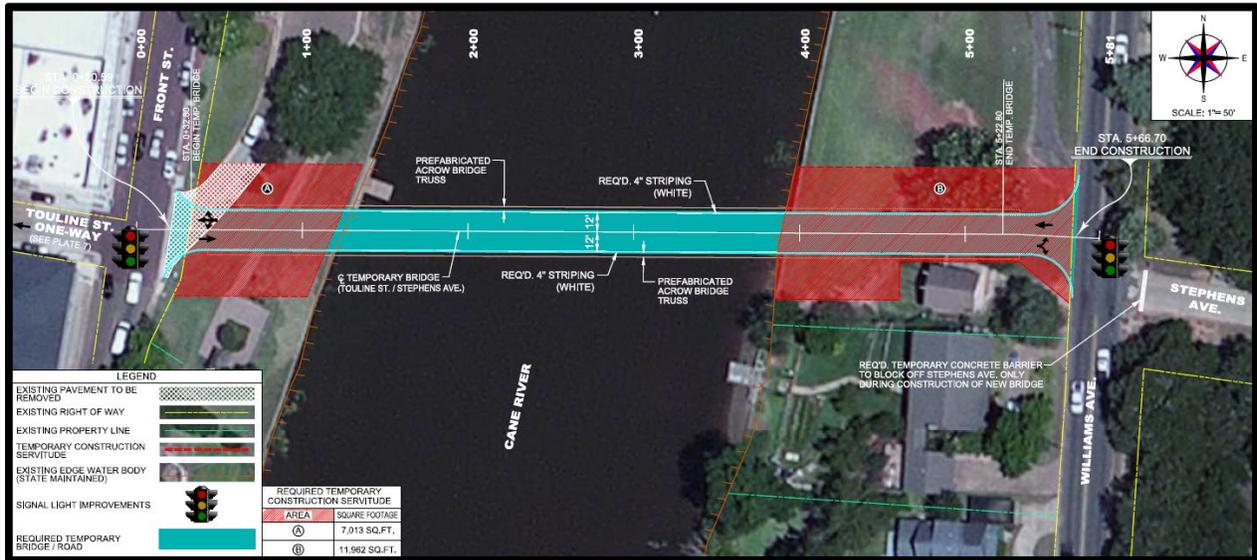
A detailed description of each alternative is as follows:

**Alternative 1:** This proposed alternative will replace the existing 2-lane Cane River Bridge with a 3-lane section including two (2), 12-foot wide travel lanes and a 12-foot wide center turning lane, 4-foot wide outside shoulders, and two (2) 6-foot wide sidewalks with barriers. This alternative ties the east end of the Cane River Bridge directly into St. Clair Avenue, eliminating the existing offset intersection. This alternative also provides a detour route south of the existing bridge at Touline Street so that traffic is redirected temporarily. The temporary bridge provides two (2) 12-foot lanes and allows 2-way traffic to be maintained across the Cane River throughout the entire construction process.

**Figure 1: Replacement Bridge, Skewed Alignment**

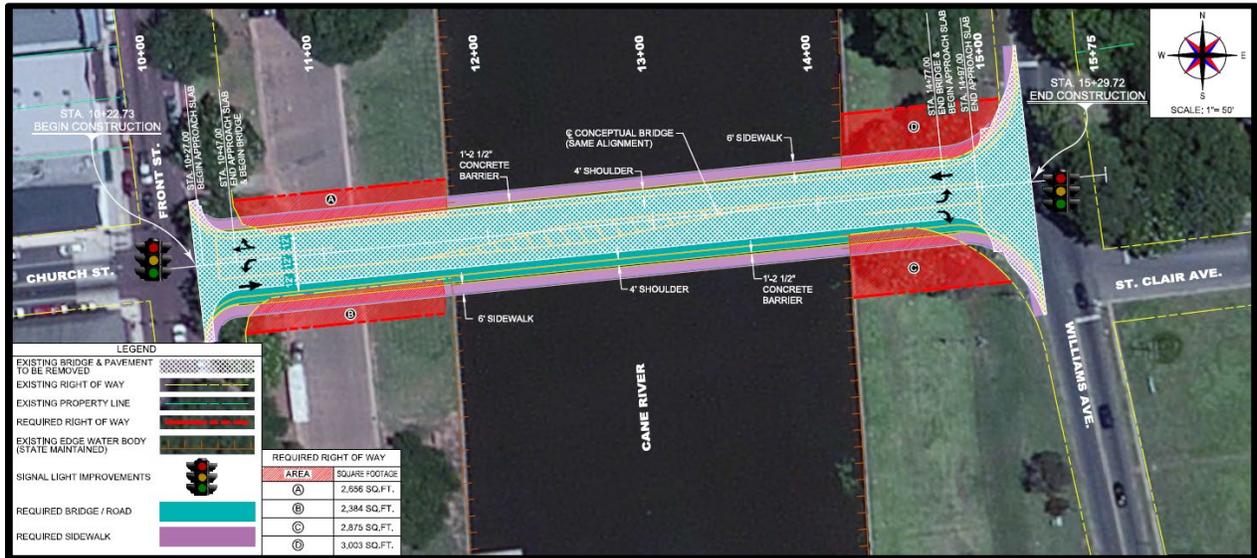


**Figure 2: Temporary Bridge**

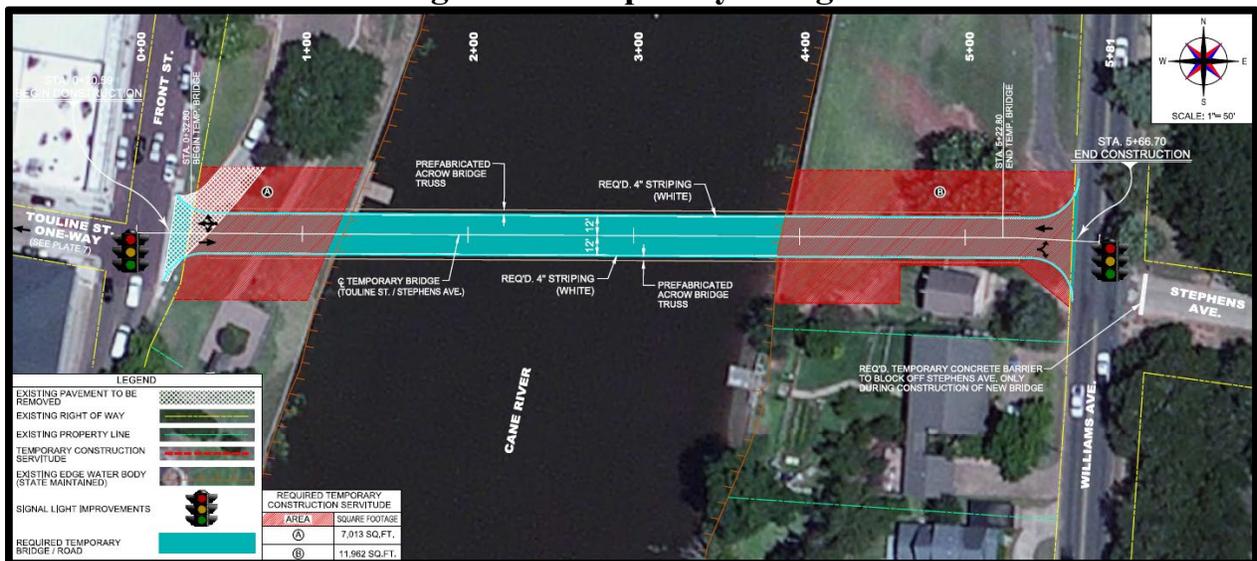


**Alternative 2:** This proposed alternative will replace the existing 2-lane Cane River Bridge with a 3-lane section including two (2), 12-foot wide travel lanes and a 12-foot wide center turning lane, 4-foot wide outside shoulders, and two (2) 6-foot wide sidewalks with barriers along the existing alignment. This alternative also provides a detour route south of the existing bridge at Touline Street so that traffic is redirected temporarily. The temporary bridge provides two (2) 12-foot lanes and allows 2-way traffic to be maintained across the Cane River throughout the entire construction process.

**Figure 3: Replacement Bridge, Existing Alignment**

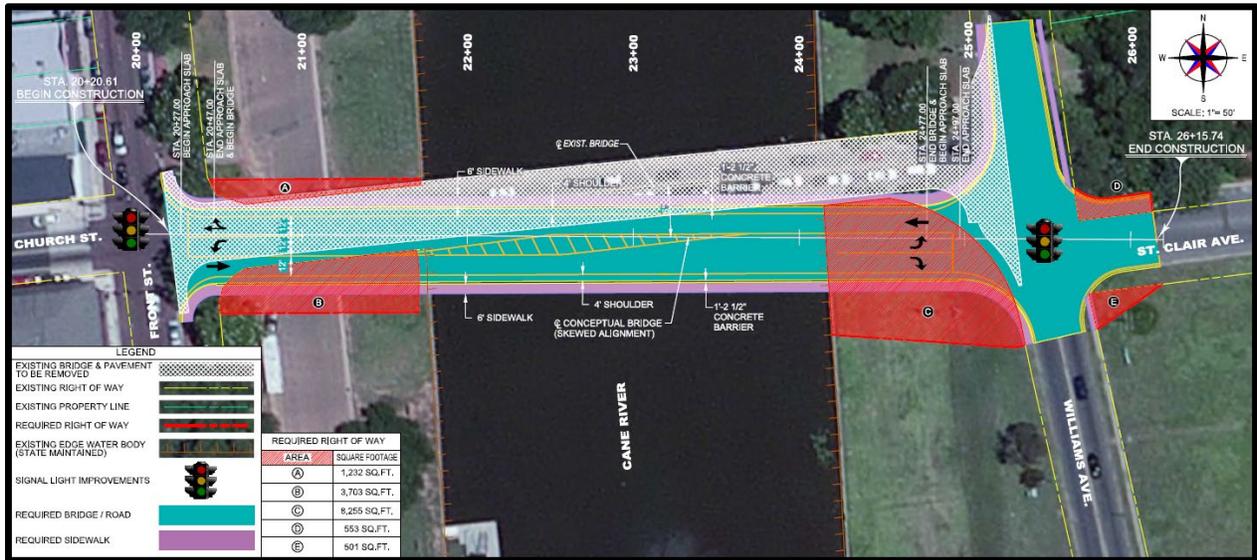


**Figure 4: Temporary Bridge**



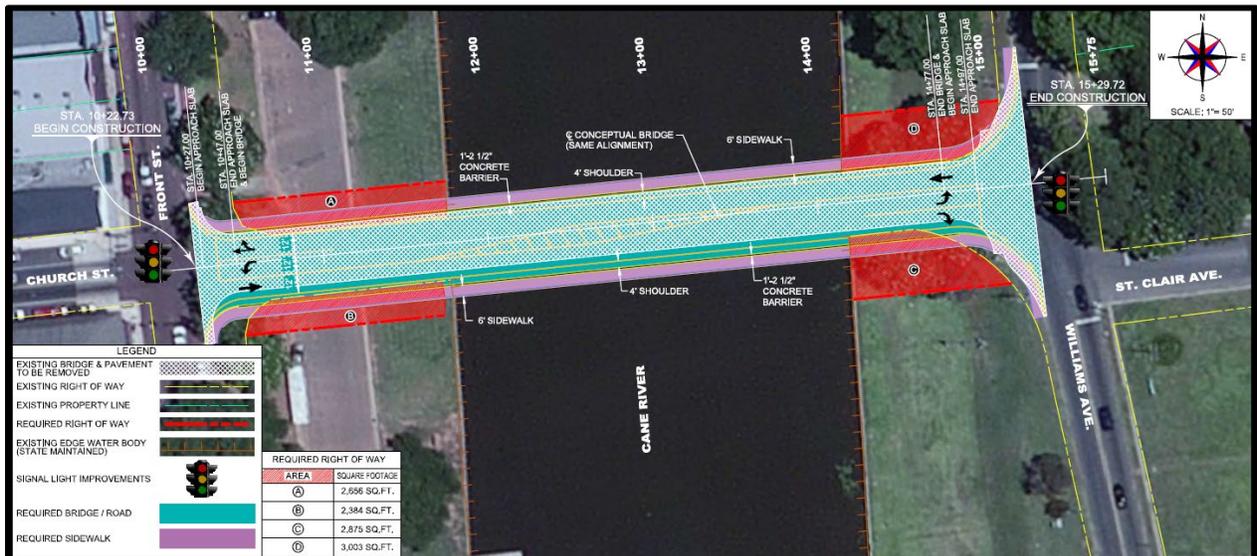
**Alternative 3:** This proposed alternative will demolish the existing 2-lane Cane River Bridge and replace it with a 3-lane section including two (2) 12-foot wide travel lanes and a 12-foot wide center turning lane, 4-foot wide outside shoulders, and two (2) 6-foot wide sidewalks with barriers. This alternative ties the east end of the Cane River Bridge directly into St. Clair Avenue, eliminating the existing offset intersection. This alternative does not provide a temporary bridge, so traffic will be detoured during the construction process.

**Figure 5: Replacement Bridge, Skewed Alignment**



**Alternative 4:** This proposed alternative will demolish the existing 2-lane Cane River Bridge and replace it with a 3-lane section including two (2), 12-foot wide travel lanes and a 12-foot wide center turning lane, 4-foot wide outside shoulders, and two (2) 6-foot wide sidewalks with barriers along the existing alignment. This alternative does not provide a temporary bridge, so traffic will be detoured during the construction process.

**Figure 6: Replacement Bridge, Existing Alignment**

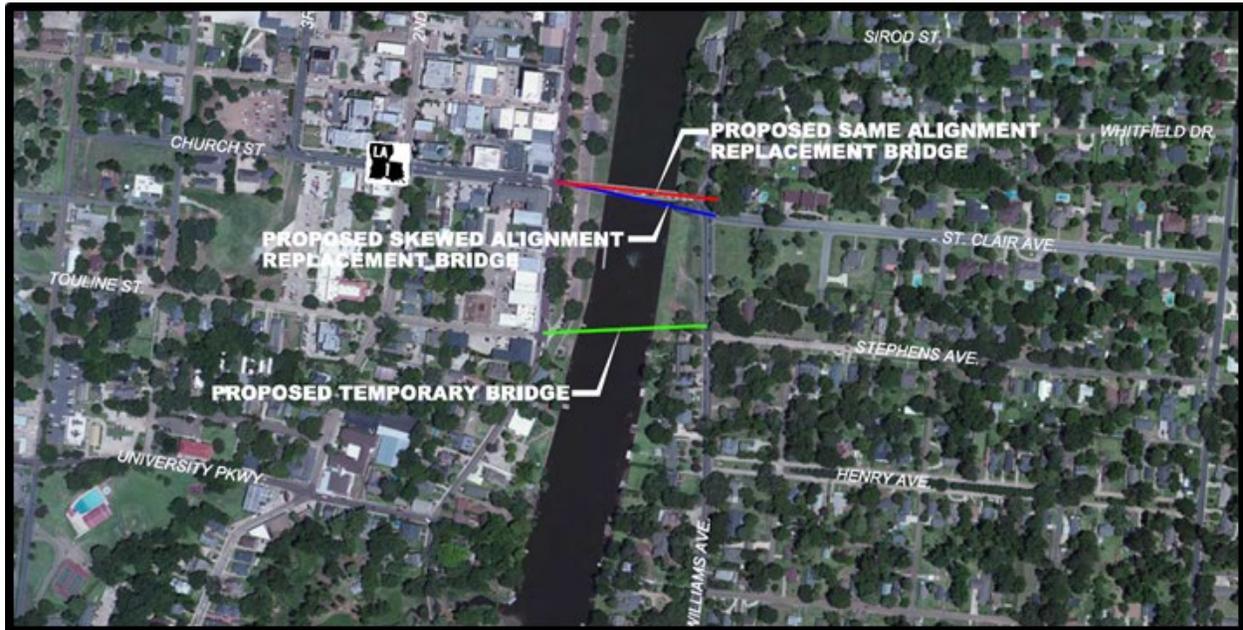


**No-Build Alternative:** In addition to Build Alternatives, the alternative of taking no action is also evaluated in detail. A No-build Alternative is required by NEPA to be studied for purposes of comparison and for consideration in cases where adverse impacts to the environment might outweigh the benefits derived from addressing the purpose and need. The resulting environmental effects from taking no action will be compared with the effects of permitting the proposed action. Where a choice of “no action” by the agency would result in predictable actions by others, these actions are considered consequences of the No-build Alternative and are included in the analysis. Other planned and programmed activities, such as road and right-of-way maintenance and other regional improvements, would be performed as scheduled under the No-build Alternative.

### **3.0 Demographic Analysis – Project Area**

The proposed Cane River Bridge Replacement includes replacement of the existing bridge at Church Street (State Project No. H.001271) in Natchitoches Parish. The existing Church Street Bridge is a 2-lane undivided structure with approaches at Front Street and Williams Avenue at St. Clair Avenue. A temporary bridge is proposed at Touline Street and Williams Avenue at Stephens Avenue. The aerial photograph shows the approximate locations of the proposed same alignment, the proposed alignment of the new bridge, and the temporary bridge.

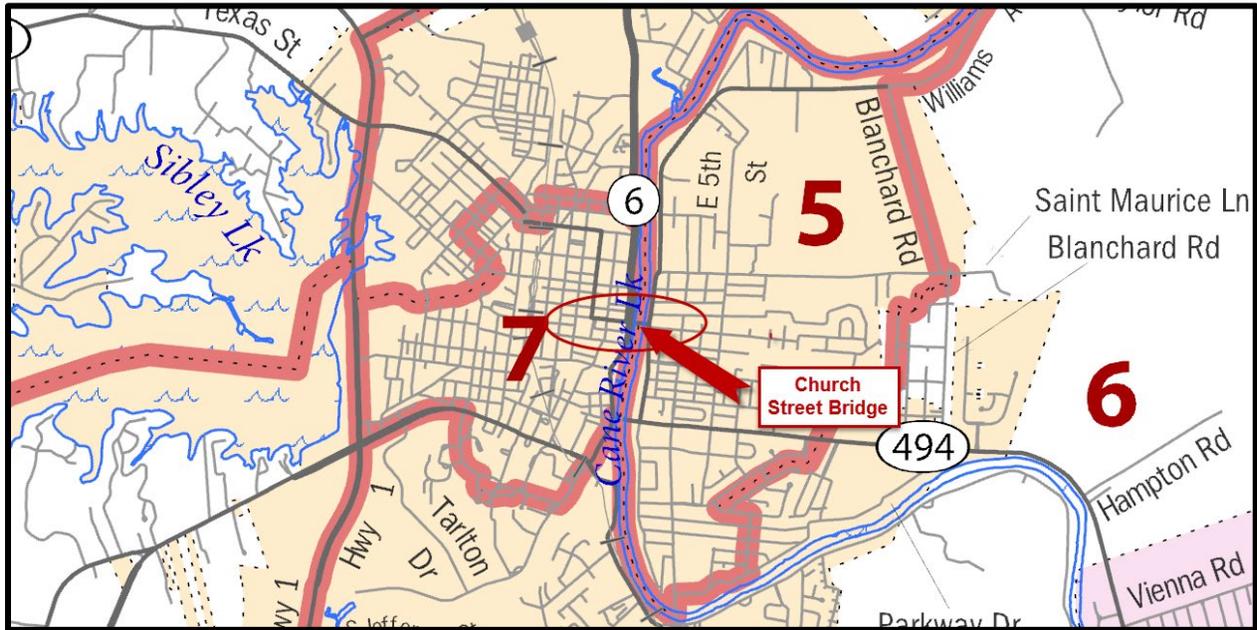
**Figure 7: Aerial View - Project Area**



Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, educational level, or income with respect to the development, implementation, and enforcement of environmental laws. Environmental justice seeks to ensure that minority and low-income communities have access to public information for human health, environmental planning, regulations, and enforcement. Environmental justice ensures that no population, especially the elderly and children, are forced to shoulder a disproportionate burden of the negative human health and environmental impacts of pollution or other environmental hazard. For the Conceptual Stage Relocation Plan, regulations require the impacts to all populations be analyzed for each proposed alternative.

Demographic data for the project area was obtained from the 2010 US Census Bureau data. The U.S. Census Bureau 2010 Census data and ERSI projections for income in 2017 was used to characterize the population types. The project area is in Census Tracts 5 and 7. The Census map for the area is as follows:

**Figure 8: Census Map Highlighting Tracts 5 and 7**



The demographic data reviewed is presented in tabular format and is used to project the types of population and households in the project area.

**Table 1: Households by Race**

Census Tracts within the Project Area		Census Tract 5		Census Tract 7	
Households by Race		Number	Percentage	Number	Percentage
		1,717	100.0%	1,826	100.0%
	White Alone	1,261	73.4%	514	28.1%
	Black Alone	367	21.4%	1,246	68.2%
	American Indian Alone	12	0.7%	8	0.4%
	Asian Alone	15	0.9%	5	0.3%
	Pacific Islander Alone	0	0.0%	0	0.0%
	Some Other Race Alone	14	0.8%	8	0.4%
	Two or More Races	21	1.2%	22	1.2%
	Hispanic	<u>27</u>	<u>1.6%</u>	<u>23</u>	<u>1.3%</u>
Minority Calculation		456	26.6%	1,312	71.9%

Notes:

- 1) Since all Hispanics regardless of race are considered a minority, the population with Hispanic ethnicity is identified as a minority along with all other race categories that do not include Hispanic ethnicity.
- 2) In accordance with FHWA Order 6640.23 and DOT Order 5610.2, a minority means a person who is Black, Asian American, American Indian/Alaska Native, or Hispanic (regardless of race). To determine the number of minorities, the total household minus the ‘white alone’ households was determined.
- 3) The data indicates that 26.60% of all households in Census Tract 5 are minorities and 71.90% of the households in Census Tract 7 are minorities.

The following tables show the number of owner occupied households by race and the number of renter-occupied housing units by race.

**Table 2: Owner-Occupied Households by Race**

Census Tracts within the Project Area		Census Tract 5		Census Tract 7	
Owner-occupied Housing Units by Race of Householder					
		1,252	100.0%	476	100.0%
	Householder is White Alone	1,004	80.2%	121	25.4%
	Householder is Black Alone	183	14.6%	343	72.1%
	Householder is American Indian Alone	9	0.7%	3	0.6%
	Householder is Asian Alone	12	1.0%	1	0.2%
	Householder is Pacific Islander Alone	0	0.0%	0	0.0%
	Householder is Some Other Race Alone	11	0.9%	2	0.4%
	Householder is Two or More Races	14	1.1%	4	0.8%
	Householder is Hispanic	<u>19</u>	<u>1.5%</u>	<u>2</u>	<u>0.4%</u>
Minority Calculation		248	19.8%	355	74.6%

**Table 3: Renter-Occupied Housing Units by Race**

Census Tracts within the Project Area		Census Tract 5		Census Tract 7	
Renter-occupied Housing Units by Race of Householder					
		465	100.0%	1,350	100.0%
	Householder is White Alone	257	55.3%	393	29.1%
	Householder is Black Alone	184	39.6%	903	66.9%
	Householder is American Indian Alone	3	0.6%	5	0.4%
	Householder is Asian Alone	3	0.6%	4	0.3%
	Householder is Pacific Islander Alone	0	0.0%	0	0.0%
	Householder is Some Other Race Alone	3	0.6%	6	0.4%
	Householder is Two or More Races	7	1.5%	18	1.3%
	Householder is Hispanic	<u>8</u>	<u>1.7%</u>	<u>21</u>	<u>1.6%</u>
Minority Calculation		208	44.7%	957	70.9%

Table 2 indicates that minorities are 19.80% of the owner-occupied housing units in Census Tract 5 and 74.60% of the owner-occupied housing units in Census Tract 7. Table 3 indicates that minorities occupy 44.70% of renter-occupied housing units in Census Tract 5 and 70.90% of renter-occupied housing units in Census Tract 7.

The proposed alternative alignments do not displace any households. The following table presents the population by age above 65:

**Table 4: Population by Age Above 65**

Census Tracts within the Project Area	Census Tract 5		Census Tract 7	
	Number	Percentage	Number	Percentage
Population by Age 65+				
Age 65 - 69	209	5.1%	107	2.8%
Age 70 - 74	197	4.8%	76	2.0%
Age 75 - 79	176	4.3%	58	1.5%
Age 80 - 84	154	3.8%	35	0.9%
Age 85+	<u>164</u>	<u>4.0%</u>	<u>34</u>	<u>0.9%</u>
Total Age 65+	900	22.0%	310	8.1%

The data indicates that 22.0% of the population in Census Tract 5 is 65 years old or older and 8.10% of the population in Census Tract 7 is 65 years old or older. The number of households by income is presented in the following table:

**Table 5: Households by Income**

Census Tracts within the Project Area		Census Tract 5		Census Tract 7	
		2018		2018	
Households by Income		Number	Percentage	Number	Percentage
	< \$15,000	317	18.6%	806	44.7%
	\$15,000 - \$24,999	167	9.8%	318	17.6%
	\$25,000 - \$34,999	151	8.9%	242	13.4%
	\$35,000 - \$49,999	188	11.1%	167	9.3%
	\$50,000 - \$74,999	242	14.2%	140	7.8%
	\$75,000 - \$99,999	186	10.9%	61	3.4%
	\$100,000 - \$149,999	232	13.6%	41	2.3%
	\$150,000 - \$199,999	88	5.2%	23	1.3%
	\$200,000+	130	7.6%	4	0.2%
			\$52,041		\$17,136
			\$80,564		\$28,451
			\$34,039		\$13,774

The number and size of family households in the project area are presented in the following table:

**Table 6: Family Households by Size**

Census Tracts within the Project Area		Census Tract 5		Census Tract 7	
		Number	Percentage	Number	Percentage
	Family Households by Size	1,066	100.0%	722	100.0%
	2 People	521	48.9%	286	39.6%
	3 People	248	23.3%	183	25.3%
	4 People	179	16.8%	124	17.2%
	5 People	89	8.3%	71	9.8%
	6 People	20	1.9%	34	4.7%
	7+ People	9	0.8%	24	3.3%
		118	11.1%	129	17.9%

## **4.0 Real Estate Impacts – Methods of Development**

The development of this Conceptual Stage Relocation Plan relied upon field observations on October 29, 2018, via windshield survey, Google Maps, aerial maps, census data, and other secondary sources, such as the Multiple Listing Service, Natchitoches Parish Assessor’s website and the Lakvold Group, LLC database. This is consistent with Chapter 6 of the LADOTD Operations Manual, which states that, “the information required for the preparation of the Conceptual Stage Relocation Plan may be obtained by visual inspection of the area of the proposed project and from readily available secondary sources or community sources.”

### **4.1 Residential Impacts**

The proposed replacement of the Cane River Bridge and the placement of the temporary bridge does not impact any residential households. There are two minor acquisitions for site flares at Williams Avenue at St. Clair Avenue for Alternatives 1 and 3. The required real estate does not adversely impact the existing uses.

There should be no divisive or disruptive effect on the community. There should be no direct impact on the neighborhood or housing.

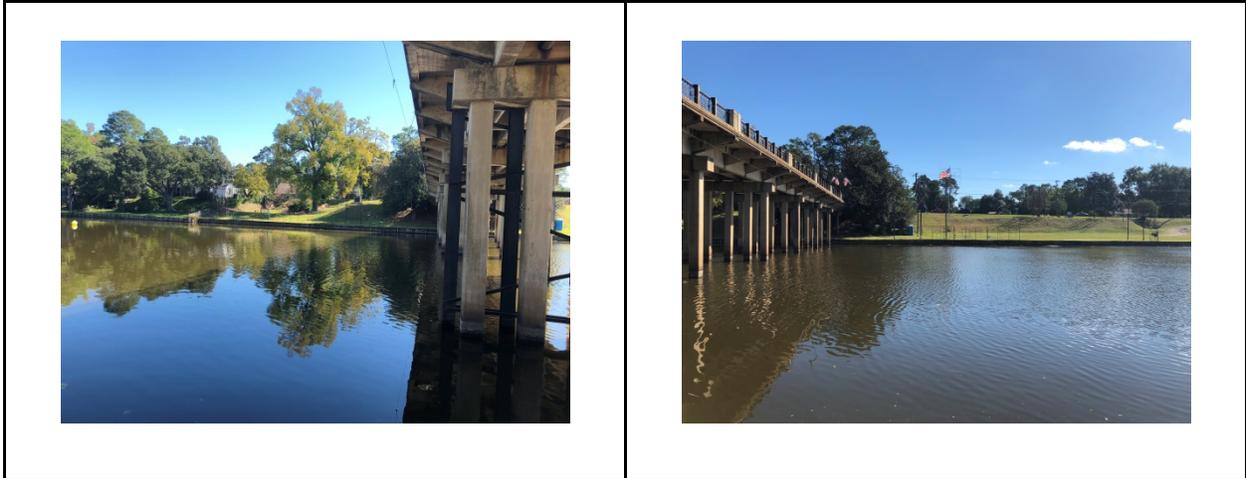
### **4.2 Commercial Impacts**

The proposed alternatives and proposed right-of-way does not directly impact any commercial structures. However, the alternatives do impact the Rue Beauport Riverfront area owned by the City of Natchitoches.

The following photographs are of the area and improvements to be acquired for the replacement of the existing bridge.

**Figure 9: Images of Rue Beauport Riverfront Impacts**



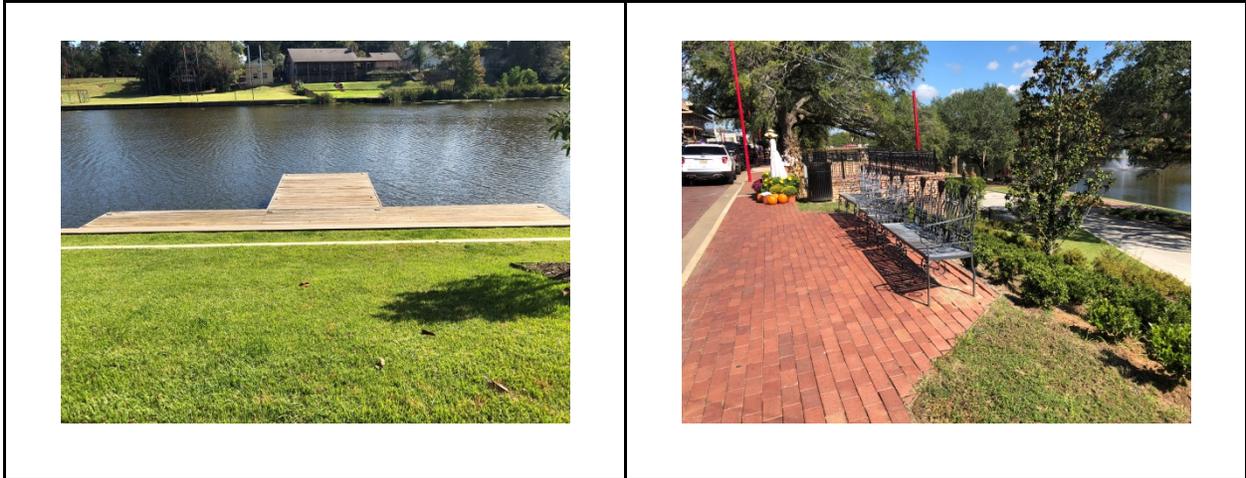


Improvements for the replacement of the existing bridge include concrete paved parking, brick sidewalks, landscaping, light standards in parking areas, decorative light poles with hanging baskets, irrigation, flag poles, metal frames for Christmas lighting with underground electrical service, and bulkheads along the river frontage. The master controls for the landscaping watering system appear to be in the proposed alignment.

Two (2) of the proposed alternatives will include the construction of a temporary bridge at Touline Street and Stephens Avenue. The temporary bridge will tie into Touline Street on the west end and then cross the Cane River at a skew, such as to avoid the existing sewer lift station on the east bank, and tie in near Stephens Avenue. Temporary impacts to the existing Rue Beauport Riverfront are anticipated. Photographs of the impacted areas are as follows:

**Figure 10: Impacts to Rue Beauport Riverfront**





The land area required for the placement of the temporary bridge will be leased from the property owner for a period of four (4) years. Though construction is not anticipated to span over four (4) years, this is the standard agreement for temporary construction servitude. The rental rate during the construction period is based on underlying unit value of the land. The area to be leased for the temporary bridge placement is owned by the City of Natchitoches. The landowner will be giving up the majority of their ownership rights in the area of the temporary construction servitude. The city will have limited use of this area during the four (4) year rental period. After completion of construction of the permanent bridge and removal of the temporary bridge, the area will be restored to existing conditions and the landowners will have full ownership rights and use of the land area in the construction servitude.

The maps provided illustrate the temporary bridge to be adjacent to the pump station and potentially hitting the ground pipe connect to the structure. It is assumed that the temporary bridge will not impact this pipe. The design will provide for not impacting the pipe.

Improvements impacted along the riverfront for the temporary bridge include a small wood dock, concrete paved driveway, metal frame entrance sign with underground electrical, landscaping, light standards, signs, brick sidewalks, irrigation system, metal poles with sound system for music, metal pole with cameras and irrigation system for landscaping.

Although every effort has been made to minimize the impact of the proposed project on existing land uses, the project right-of-way acquisitions are unavoidable. No special or unusual conditions have been identified. No discussions have been held with local officials or community groups and none are anticipated at this time.

The estimated cost for right of way, relocation, damages (if any), consultant fees (assuming a turnkey consultant managed project) and incidentals for all the alternatives is presented as follows:

**Table 7: Total Anticipated Right-of-Way Costs for All Alternatives**

<b>Alternative</b>	<b>Permanent Cost</b>	<b>Temporary Cost</b>	<b>Total Cost</b>
Alternative 1	\$586,417	\$170,900	\$757,317
Alternative 2	\$512,706	\$170,900	\$683,606
Alternative 3	\$454,586	\$0	\$454,586
Alternative 4	\$383,251	\$0	\$383,251
Alternative 5	No Build	No Build	No Build

Table 8 gives a breakdown by category of the cost of the proposed alternatives.

**Table 8: Right-of-Way Costs**

<b>Alternative 1 - Total Cost \$757,317</b>									
Parcels	Land Area of Project	Right-of-Way Acquisition Costs	Appraisals	Appraisal Review	Negotiations	Titles	Relocation	Incidentals	Excess Awards
6	0.762	\$424,140	\$17,280	\$4,320	\$21,600	\$3,240	\$0	\$1,500	\$212,070
<b>Alternative 2 - Total Cost \$683,606</b>									
Parcels	Land Area of Project	Right-of-Way Acquisition Costs	Appraisals	Appraisal Review	Negotiations	Titles	Relocation	Incidentals	Excess Awards
4	0.686	\$391,080	\$11,520	\$1,440	\$14,400	\$2,160	\$0	\$1,000	\$195,540
<b>Alternative 3 - Total Cost \$454,586</b>									
Parcels	Land Area of Project	Right-of-Way Acquisition Costs	Appraisals	Appraisal Review	Negotiations	Titles	Relocation	Incidentals	Excess Awards
4	0.327	\$253,240	\$11,520	\$1,440	\$14,400	\$2,160	\$0	\$1,000	\$126,620
<b>Alternative 4 - Total Cost \$383,251</b>									
Parcels	Land Area of Project	Right-of-Way Acquisition Costs	Appraisals	Appraisal Review	Negotiations	Titles	Relocation	Incidentals	Excess Awards
2	0.251	\$220,180	\$5,760	\$720	\$7,200	\$1,080	\$0	\$500	\$110,090
Total cost include an additional 10% contingency not shown in the line items above.									

Notes regarding Table 8:

- The right-of-way cost includes, land, improvements and damages.
- The number of parcels is the actual larger parcels for appraisal purposes and may be different from the number of ownerships.
- The number of parcels is not consistent between the alternatives.
- Alternatives 1 and 2 include the temporary bridge. Alternatives 3 and 4 do not include the temporary bridge.
- For Alternatives 1 and 2, the cost of the temporary construction servitude and the cost of the impacted improvements are included in the right-of-way acquisition cost.

Tables 9, 10, 11 and 12 are detailed calculations from the costs presented in Table 8. Notes regarding the tables are presented below.

- The number of appraisals and report type is based on the number of parcels and the Louisiana Department of Transportation and Developments policies and procedures manual.
- Consultant fees are based on the Louisiana Department of Transportation and Developments Consultant Services Schedule and includes a 20% administrative fee.
- Two (2) appraisal reports are projected for each larger parcel on the project.

The tables are presented as follows:

**Table 9: Detailed Right-of-Way Costs Alternative 1**

<b>Right-of-Way Acquisition Cost:</b>					
Land				\$218,140	
Improvements				\$206,000	
Damages				\$0	
Total Right-of-Way Acquisition Costs					\$424,140
<b>Consultant Fees:</b>		Number of Parcels	Cost		
Abstracts		6	\$540		\$3,240
<b>Appraisal Fees</b>					
Vacant Land	(Total Acquisition - Form B Format)	0	\$1,920	\$0	
Vacant Land	(Damages - Form A Format)	0	\$2,880	\$0	
Vacant Land or Improved	(No Damages - Form C Format)	6	\$1,440	\$8,640	
Residential	(Total Acquisition - Form B Format)	0	\$1,920	\$0	
Residential	(Damages - Form A Format)	0	\$2,880	\$0	
Commercial	(Total Acquisition - Form B Format)	0	\$7,920	\$0	
Commercial	(Damages - Form A Format)	0	\$10,080	\$0	
Subtotal				\$8,640	
Two Appraisals Required Per Parcel				<u>2.00</u>	
Subtotal Appraisal Cost					\$17,280
Appraisal Review Fees 25% of Appraisal Cost			25%		\$4,320
Negotiation Fees - Acquisition		6	\$3,600	\$21,600	
Negotiation Fees - Relocation (Owner or Tenant Moves)		0	\$7,200	\$0	
Negotiation Fees - Relocation (Personal Property)		0	\$2,400	\$0	
Subtotal Negotiation Fees					\$21,600
<b>Specialized Consultant Reports</b>					
Construction Cost Estimate (Per Building)		0	\$1,920	\$0	
Parking Study		3	\$1,440	\$4,320	
Building Cost to Cure		0	\$2,400	\$0	
Outdoor Advertising Signs (All Types)		0	\$960	\$0	
Subtotal Specialized Consultant Reports					\$4,320
Total Consultant Fees					\$50,760
<b>Relocation Cost:</b>					
Replacement Housing - Owner Occupant		0	\$25,000	\$0	
Replacement Housing - Tenant Occupant		0	\$25,000	\$0	
Moving Costs - Residential		0	\$5,000	\$0	
Moving Costs - Business/Farm		0	\$50,000	\$0	
Moving Costs - Personal Property		0	\$5,000	\$0	
Total Relocation Cost					\$0
<b>Incidentals:</b>					
Incidental costs		6	\$250		\$1,500
<b>Excess Awards - Litigation and Negotiation:</b>					
50% of Total Right-of-Way Acquisition Cost				50%	\$212,070
<b>Subtotal of All Costs</b>					\$688,470
<b>Contingencies at 10% of Total Cost</b>				10%	\$68,847
<b>Total Cost</b>					\$757,317

**Table 10: Detailed Right-of-Way Costs Alternative 2**

<b>Right-of-Way Acquisition Cost:</b>					
Land				\$185,080	
Improvements				\$206,000	
Damages				\$0	
Total Right-of-Way Acquisition Costs					\$391,080
<b>Consultant Fees:</b>		Number of Parcels	Cost		
Abstracts		4	\$540		\$2,160
<b>Appraisal Fees</b>					
Vacant Land	(Total Acquisition - Form B Format)	0	\$1,920	\$0	
Vacant Land	(Damages - Form A Format)	0	\$2,880	\$0	
Vacant Land or Improved	(No Damages - Form C Format)	4	\$1,440	\$5,760	
Residential	(Total Acquisition - Form B Format)	0	\$1,920	\$0	
Residential	(Damages - Form A Format)	0	\$2,880	\$0	
Commercial	(Total Acquisition - Form B Format)	0	\$7,920	\$0	
Commercial	(Damages - Form A Format)	0	\$10,080	\$0	
Subtotal Appraisal Cost				\$5,760	
Two Appraisals Required Per Parcel				2.00	
Subtotal Appraisal Cost					\$11,520
Appraisal Review Fees 25% of Appraisal Cost			25%		\$1,440
Negotiation Fees - Acquisition		4	\$3,600	\$14,400	
Negotiation Fees - Relocation (Owner or Tenant Moves)		0	\$7,200	\$0	
Negotiation Fees - Relocation (Personal Property)		0	\$2,400	\$0	
Subtotal Negotiation Fees					\$14,400
<b>Specialized Consultant Reports</b>					
Construction Cost Estimate (Per Building)		0	\$1,920	\$0	
Parking Study		3	\$1,440	\$4,320	
Building Cost to Cure		0	\$2,400	\$0	
Outdoor Advertising Signs (All Types)		0	\$960	\$0	
Subtotal Specialized Consultant Reports					\$4,320
Total Consultant Fees					\$33,840
<b>Relocation Cost:</b>					
Replacement Housing - Owner Occupant		0	\$25,000	\$0	
Replacement Housing - Tenant Occupant		0	\$25,000	\$0	
Moving Costs - Residential		0	\$5,000	\$0	
Moving Costs - Business/Farm		0	\$50,000	\$0	
Moving Costs - Personal Property		0	\$5,000	\$0	
Total Relocation Cost					\$0
<b>Incidentals:</b>					
Incidental costs		4	\$250		\$1,000
<b>Excess Awards - Litigation and Negotiation:</b>					
50% of Total Right-of-Way Acquisition Cost				50%	\$195,540
<b>Subtotal of All Costs</b>					\$621,460
<b>Contingencies at 10% of Total Cost</b>				10%	\$62,146
<b>Total Cost</b>					\$683,606

**Table 11: Detailed Right-of-Way Costs Alternative 3**

<b>Right-of-Way Acquisition Cost:</b>					
Land				\$142,240	
Improvements				\$111,000	
Damages				\$0	
Total Right-of-Way Acquisition Costs					\$253,240
<b>Consultant Fees:</b>		Number of Parcels	Cost		
Abstracts		4	\$540		\$2,160
<b>Appraisal Fees</b>					
Vacant Land	(Total Acquisition - Form B Format)	0	\$1,920	\$0	
Vacant Land	(Damages - Form A Format)	0	\$2,880	\$0	
Vacant Land or Improved	(No Damages - Form C Format)	4	\$1,440	\$5,760	
Residential	(Total Acquisition - Form B Format)	0	\$1,920	\$0	
Residential	(Damages - Form A Format)	0	\$2,880	\$0	
Commercial	(Total Acquisition - Form B Format)	0	\$7,920	\$0	
Commercial	(Damages - Form A Format)	0	\$10,080	\$0	
Subtotal Appraisal Cost				\$5,760	
Two Appraisals Required Per Parcel				2.00	
Subtotal Appraisal Cost					\$11,520
Appraisal Review Fees 25% of Appraisal Cost			25%		\$1,440
Negotiation Fees - Acquisition		4	\$3,600	\$14,400	
Negotiation Fees - Relocation (Owner or Tenant Moves)		0	\$7,200	\$0	
Negotiation Fees - Relocation (Personal Property)		0	\$2,400	\$0	
Subtotal Negotiation Fees					\$14,400
<b>Specialized Consultant Reports</b>					
Construction Cost Estimate (Per Building)		0	\$1,920	\$0	
Parking Study		2	\$1,440	\$2,880	
Building Cost to Cure		0	\$2,400	\$0	
Outdoor Advertising Signs (All Types)		0	\$960	\$0	
Subtotal Specialized Consultant Reports					\$2,880
Total Consultant Fees					\$32,400
<b>Relocation Cost:</b>					
Replacement Housing - Owner Occupant		0	\$25,000	\$0	
Replacement Housing - Tenant Occupant		0	\$25,000	\$0	
Moving Costs - Residential		0	\$5,000	\$0	
Moving Costs - Business/Farm		0	\$50,000	\$0	
Moving Costs - Personal Property		0	\$5,000	\$0	
Total Relocation Cost					\$0
<b>Incidentals:</b>					
Incidental costs		4	\$250		\$1,000
<b>Excess Awards - Litigation and Negotiation:</b>					
50% of Total Right-of-Way Acquisition Cost				50%	\$126,620
Subtotal of All Costs					\$413,260
Contingencies at 10% of Total Cost				10%	\$41,326
Total Cost					\$454,586

**Table 12: Detailed Right-of-Way Costs Alternative 4**

<b>Right-of-Way Acquisition Cost:</b>				
Land			\$109,180	
Improvements			\$111,000	
Damages			\$0	
Total Right-of-Way Acquisition Costs				\$220,180
<b>Consultant Fees:</b>		Number of Parcels	Cost	
Abstracts		2	\$540	\$1,080
<b>Appraisal Fees</b>				
Vacant Land	(Total Acquisition - Form B Format)	0	\$1,920	\$0
Vacant Land	(Damages - Form A Format)	0	\$2,880	\$0
Vacant Land or Improved	(No Damages - Form C Format)	2	\$1,440	\$2,880
Residential	(Total Acquisition - Form B Format)	0	\$1,920	\$0
Residential	(Damages - Form A Format)	0	\$2,880	\$0
Commercial	(Total Acquisition - Form B Format)	0	\$7,920	\$0
Commercial	(Damages - Form A Format)	0	\$10,080	\$0
Subtotal Appraisal Cost				\$2,880
Two Appraisals Required Per Parcel				2.00
Subtotal Appraisal Cost				\$5,760
Appraisal Review Fees 25% of Appraisal Cost			25%	\$720
Negotiation Fees - Acquisition		2	\$3,600	\$7,200
Negotiation Fees - Relocation (Owner or Tenant Moves)		0	\$7,200	\$0
Negotiation Fees - Relocation (Personal Property)		0	\$2,400	\$0
Subtotal Negotiation Fees				\$7,200
<b>Specialized Consultant Reports</b>				
Construction Cost Estimate (Per Building)		0	\$1,920	\$0
Parking Study		2	\$1,440	\$2,880
Building Cost to Cure		0	\$2,400	\$0
Outdoor Advertising Signs (All Types)		0	\$960	\$0
Subtotal Specialized Consultant Reports				\$2,880
Total Consultant Fees				\$17,640
<b>Relocation Cost:</b>				
Replacement Housing - Owner Occupant		0	\$25,000	\$0
Replacement Housing - Tenant Occupant		0	\$25,000	\$0
Moving Costs - Residential		0	\$5,000	\$0
Moving Costs - Business/Farm		0	\$50,000	\$0
Moving Costs - Personal Property		0	\$5,000	\$0
Total Relocation Cost				\$0
<b>Incidentals:</b>				
Incidental costs		2	\$250	\$500
<b>Excess Awards - Litigation and Negotiation:</b>				
50% of Total Right-of-Way Acquisition Cost			50%	\$110,090
<b>Subtotal of All Costs</b>				\$348,410
<b>Contingencies at 10% of Total Cost</b>			10%	\$34,841
<b>Total Cost</b>				\$383,251

The summary of the detailed cost in Tables 9, 10, 11 and 12 are as follows:

**Table 13: Summary of Detailed Estimated Right-of-Way Costs**

<b>Item</b>	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>
Land	\$218,140	\$185,080	\$142,240	\$109,180
Improvements	\$206,000	\$206,000	\$111,000	\$111,000
Damages	\$0	\$0	\$0	\$0
<b>Total Right-of-Way Acquisition Costs</b>	<b>\$424,140</b>	<b>\$391,080</b>	<b>\$253,240</b>	<b>\$220,180</b>
Relocation	\$0	\$0	\$0	\$0
Consultant Fees	\$50,760	\$33,840	\$32,400	\$17,640
Incidentals	\$1,500	\$1,000	\$1,000	\$500
Excess Awards	\$212,070	\$195,540	\$126,620	\$110,090
<b>Subtotal All Cost Before Contingencies</b>	<b>\$688,470</b>	<b>\$621,460</b>	<b>\$413,260</b>	<b>\$348,410</b>
Contingencies (10% contingency)	\$68,847	\$62,146	\$41,326	\$34,841
<b>Total Cost</b>	<b>\$757,317</b>	<b>\$683,606</b>	<b>\$454,586</b>	<b>\$383,251</b>

As previously noted, there are no residential or commercial relocations on any of the proposed alternatives.

The presented land sales are utilized to estimate the value of the land affected by the proposed project alternatives. All relevant backup sales data and spreadsheet calculations are retained in file and are available upon request. The estimated value of the improvements impacted on the project are based on cost new from the Marshall Valuation Service handbook, cost for contractors/architects and other information sources.

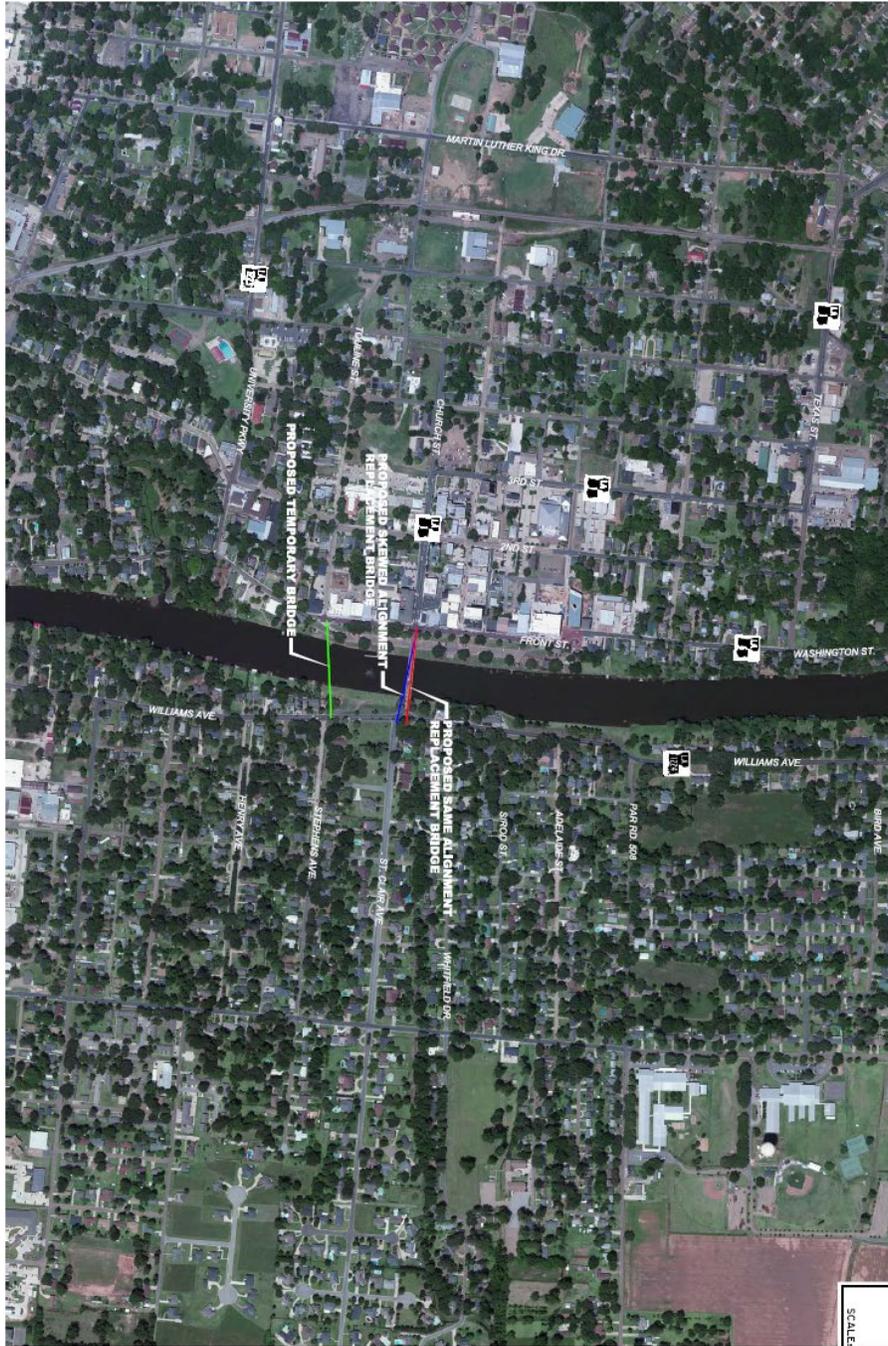
**Table 14: Vacant Land Sales**

<b>Sales</b>	<b>Street Frontage</b>	<b>Date of Sale</b>	<b>Sale Price</b>	<b>Gross Site Size (sq. ft.)</b>	<b>Unit Price</b>
Sale 1	1412 Washington Street	3/7/2018	\$15,000	6,970.00	\$2.15
Sale 2	Keyser Avenue	8/8/2017	\$82,000	7,405.00	\$11.07
Sale 3	Washing Street	3/7/2018	\$15,000	8,276.00	\$1.81
Sale 4	905 Washington Street - Cane River Frontage	7/27/2017	\$52,000	9,583.00	\$5.43
Sale 5	St. Claire Avenue - Near Downtown	7/27/2016	\$40,000	11,761.00	\$3.40
Sale 6	Washington Street - Downtown Area	10/25/2017	\$47,900	12,632.00	\$3.79
Sale 7	Second Street - Downtown Area	1/9/2018	\$43,000	20,909.00	\$2.06
Sale 8	Highway 494 - Cane River Frontage	3/18/2013	\$75,000	24,394.00	\$3.07
Sale 9	Highway 494 - Cane River Frontage	4/24/2017	\$120,000	61,420.00	\$1.95
Sale 10	Highway 494 - Cane River Frontage	10/14/2014	\$258,000	108,900.00	\$2.37
Sale 11	208 Woodyard Drive - Care River Frontage	7/1/2016	\$85,000	61,700.00	\$1.38
Sale 12	Jefferson Street - Cane River Frontage	6/18/2007	\$14,500	1,307.00	\$11.09
Sale 13	Jefferson Street - Cane River Frontage	9/22/2015	\$10,000	2,840.00	\$3.52
Sale 14	Hays Road	5/31/2017	\$150,000	20,000.00	\$7.50

The project area is in the downtown historic district of Natchitoches, Louisiana. There is minimal vacant land available for sale or development in the historic district. Vacant sites with water frontage in the historic districts are scarce.

The above table includes land sales in the area. The majority of the sales on the Cane River are outside of the downtown historic district. Sales 2, 4, 6, 7, 13, 14 and 15 are in or near the downtown historic area. These sales have varying highest and best uses. The area of the project has a commercial highest and best use with limited secondary residential use. A value conclusion at the higher end of the range is reasonable due to the limited number of transactions in the area and the lack of tracts available in the downtown, historic district with water frontage. A value of \$10.00 per square foot was used to value the land for each alternative of the Conceptual Stage Relocation Plan.

## **APPENDIX – RIGHT-OF-WAY MAPS**



STATE PROJECT NO. H.001271  
 CANE RIVER BRIDGE CHURCH STREET  
 NATCHITOCHE PARISH

PLATE 1  
 PROJECT ALTERNATIVES



