ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
EAST BATON ROUGE PARISH, LOUISIANA

State Project No. H.002344
CP No. 12-CS-HC-0015

Prepared for:
U.S. Department of Transportation Federal Highway Administration
and

Louisiana Department of Transportation and Development
and

East Baton Rouge Parish Department of Public Works

February 2017

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

STATE PROJECT NO. H.002344
FEDERAL AID PROJECT NO. H002344
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
EAST BATON ROUGE PARISH, LOUISIANA

The FHWA has determined that Alternative 2B (the Selected Alternative) will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

2/9/2017
Date

Joshua Cunningham
Project Delivery Team Leader
Federal Highway Administration
Louisiana Division

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AND FINDING OF NO SIGNIFICANT IMPACT
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The following table summarizes changes that were made in response to comments received since the distribution of the EA document and the public hearing.

FINDING OF NO SIGNIFICANT IMPACT

Responses to Local Agencies, Public Officials, and Other Interested Persons Since the EA

Comment	Response	EA Reference
Geometric Refinement		
Rick Bucy submitted a comment on 12/29/14 after the Public Meeting held 12/17/2014. Mr. Bucy's comment said he preferred Alternative 2B and would like consideration of a full median opening at Meadowpark Avenue and Perkins Road allowing both left and right turns out of Meadowpark Avenue.	Originally the response to this comment stated that DOTD requires existing traffic to meet a signal warrant 1A in order for a full median opening to be provided. A warrant analysis was performed for this intersection, but the intersection does not meet the warrant. For this reason and due to safety concerns about the close proximity to the u-turn near Sta. 108+00, a full access median opening and a left turn out were originally eliminated from consideration at this intersection. After further evaluation, DOTD determined, in their response to the designer's inquiry dated November 13, 2015, that the 5-lane section could be continued through the Meadowpark intersection. The median was modified to allow right turns in and left turns out (using striped islands) and a raised island is shown between the left out and the u-turn near Sta. 108+00.	Section 2.3.7, Appendix F - November 13, 2015 email from DOTD, and Appendices A, B, and C show the modified intersection for Alternatives 1A, 2B and 3 respectively.
Isaac L. Hanks submitted a comment on 9/25/15 after the Public Hearing on 9/16/15. Mr. Hanks comment said that he would like the bulb-out removed from his property as it would be a major impact to his home and only serviced three residential properties just west of Pecue Lane.	A bulb out originally proposed on the south side of Perkins Road near Station 163+50 has been evaluated for effectiveness and ultimately removed from all three alternatives. The bulb out was originally located here because the residential lot in which it was placed was the only available location near the ¼ mile bulb out spacing requirement needed to satisfy LADOTD's EDSM "Median Openings on Divided Multi-Lane Roadways" that did not physically impact a commercial or residential structure. The decision to remove the bulb out was due to both public comment and engineering judgement. Because of the bulb out's close proximity to the traffic signal and median opening at Pecue Lane, vehicles are not required to make a right at the intersection to utilize the bulb out. The remaining traffic that would utilize the bulb out would come from only three residences between it and Pecue Lane. On November 13, 2015, LADOTD agreed to remove the bulb out but leave the turn lane and median U-turn for passenger cars.	Section 2.3.6, Appendix F - November 13, 2015 email from DOTD, and Appendices A, B, and C delete the bulb out for Alternatives 1A, 2B and 3 respectively.
The City of Baton Rouge-Parish of East Baton Rouge requested a change to the median configuration just west of Pecue Lane. Originally The layout at the public meetings showed only a dual left turn lane with an opening in the divider that accessed the bulb out at station 170+50. At City-Parish's request, the divider has been modified to separate the bulb out left turns from the Pecue Lane northbound left turns at the intersection. The traffic model verified that shortening the innermost left turn lane would not result in a longer outermost turn lane.	On Perkins Road, west of the Pecue Lane intersection, a divider has been added to the innermost lane of the dual northbound left turns to separate the u-turn traffic from the left turn traffic at Pecue Lane.	Section 2.3.7 and Appendices A, B, and C show modified median for Alternatives 1A, 2B and 3 respectively.
Noise Analyses and Potential Noise Barriers		
Due to questions and comments received during the Public Hearing on 9/16/15 regarding noise and impacts to an existing fence on the north side of Perkins Road (Stas. 163+00 to 169+00 Left) and acquisition of existing walls right of Stas. 150+00 to Pecue Lane, an additional meeting was held on February 15, 2016 with the benefited receptors of the Jamestown Square, Kensington Estates, Ruelle De Grace, and Via Horti Ct. homeowners' associations. The attending homeowners' associations were informed about project specifics, the acquisition process, and their options regarding the potential noise barrier, and they were given ballots to vote "yes" or "no" for the potential noise barriers fronting their subdivisions. Responses were obtained from these ballots by 5/12/16. The Kensington, Ruelle De Grace, and Via Horti Ct. homeowners' associations voted to not implement noise barriers, while Jamestown Square voted to implement a noise barrier.	The Conclusions of the Noise Analysis and the Statement of Likelihood were revised in the EA to reflect the solicitation of views from the beneficiaries of the noise barriers (Section 4.2.15). The final decision on the implementation of noise barriers will be made by LADOTD during project design. If during final design, conditions substantially change that impact the implementation of likely barriers, LADOTD will solicit the viewpoints of those affected as part of the reevaluation of reasonableness, and only barriers determined to be both reasonable and feasible at that time will be constructed. Barriers that are no longer reasonable and feasible will be removed from the project.	Executive Summary, Section 4.2.14, Section 4.2.15; and for meeting minutes, sign in sheet, handouts, ballots, and communication with property owners, see Appendix H. Appendices A, B, and C were modified in the EA to show the Potential Noise Barrier locations and the height of the noise barrier for Alternatives 1A, 2B and 3 respectively.

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Responses to Local Agencies, Public Officials, and Other Interested Persons Since the EA

Comment	Response	EA Reference
Mr. Gerald K. Johnson submitted a comment on 9/23/15 after the Public Hearing on 9/16/15. Mr. Johnson owns the multi-family residential complex south of Perkins Road and between Michel Delving Road and Shire Lane. He is concerned about both his tenants' safety and the potential noise level created by the proximity of the roadway to his townhomes. In subsequent contact to the design engineer Mr. Johnson said that he would be willing to close the driveway at the approximate center of his property if this would result in noise barriers being reasonable and feasible for his property. The City of Baton Rouge authorized additional noise study for this property assuming the driveway would be closed.	Both the Final Noise Technical Memorandum and the EA were updated to include this addtiional noise study. Noise Barriers were found to be reasonable and feasible for this property with the driveway removed. The Conclusions of the Noise Analysis and the Statement of Likelihood were revised in the EA to include the noise barrier south of Perkins Road between Michel Delving Road and Shire Lane (Section 4.2.15). The final decision on the implementation of noise barriers will be made by LADOTD during project design. If during final design, conditions substantially change that impact the implementation of likely barriers, LADOTD will solicit the viewpoints of those affected as part of the reevaluation of reasonableness, and only barriers determined to be both reasonable and feasible at that time will be constructed. Barriers that are no longer reasonable and feasible will be removed from the project.	Executive Summary, Sections 4.2.11, 4.2.12, 4.2.13, 4.2.14, and 4.2.15, Appendix H (pg. H57) for communication with property owner.
Historical and Archeological Resources		
A Phase I cultural resource survey and inventory was conducted during August and October 2014. The results of the survey were submitted to the State Historic Preservation Office (SHPO) for review and concurrence on October 14, 2016.	A concurrence letter was received from the SHPO, dated October 26, 2016. This letter stated that no historic properties would be impacted by the project, and the SHPO has no further concerns for the areas discussed in the report.	Executive Summary, Section 3.2.1.6 and Appendix F (pg. F16)
Public Hearing		
A Public Hearing was held on September 16, 2015.	Information regarding this public hearing has been added to the EA since the distribution. Responses to Public Hearing Comments other than those listed above have been included in Appendix D.	Section 2.3.12, Table 2.19, Sections 4.2.14 and 5.1, Appendix D (pgs. D2-D29) for agenda, handouts, etc., and Appendix D (pgs. D103-D106) for responses to comments.

ENVIRONMENTAL CHECKLIST

WBS No. H.002344
Name: Perkins Road
Route: LA 427
Parish: East Baton Rouge Parish

1. General Information

☐Conceptual Layout ☒Line and Grade ☐Preliminary Plans
☐Survey ☐Plan-in-Hand ☐Advance Check Prints

2. Class of Action

☐ Environmental Impact Statement (E.I.S.) ☐ State Funded Only (EE/EF/ER)
☒ Environmental Assessment (E.A.)
☐ Categorical Exclusion (C.E.)
☐ Programmatic C.E. (as defined in FHWA letter of agreement dated 03/15/95)

3. Project Description

The Louisiana Department of Transportation and Development (LADOTD) and the City of Baton Rouge/Parish of East Baton Rouge Department of Public Works (City-Parish) are proposing to construct improvements to Perkins Road to widen the existing 2-lane roadway to a 4-lane divided curb and gutter roadway with a raised median, sidewalks, and subsurface drainage. The project includes 150' of width on either side of Perkins Road with improvements beginning approximately 1200' west of Siegen Lane and continuing to the intersection of Highland Road, for a total length of approximately 3.3 miles.

4. Public Involvement

☒ Views were solicited. August 21, 2013 and October 14, 2014
☐ Views were not solicited.
☒ Public meeting(s) held. October 2, 2013 and December 17, 2014
☒ A public hearing/opportunity for requesting a public hearing required. September 16, 2015
☐ A public hearing/opportunity for requesting a public hearing not required.

5. Real Estate

	NO	YES	N/A
a. Will additional **right-of-way** be required?	☐	☒	☐
Is right of way required from a **burial/cemetery** site?	☒	☐	☐
Is right-of-way required from a Wetland Reserve Program (**WRP**) property?	☒	☐	☐
Is required right-of-way prime **farmland**? (Use form AD 1006, if needed) ...	☒	☐	☐
b. Will any **relocation** of residences or businesses occur?	☐	☒	☐
c. Are construction or drainage **servitudes** required?	☐	☒	☐

6. Section 4(f) and Section 6(f)

	NO	YES	N/A
a. Will historic sites or publicly owned parks, recreation areas, wildlife or waterfowl refuges (**Section 4f**) be affected?	☒	☐	☐
b. Are properties acquired or improved with **L&WC** funds affected?	☒	☐	☐

7. Cultural Section 106

		NO	YES	N/A
a.	Are any **known historic properties** adjacent or impacted by the project? (If so, list below)……..	☒	☐	☐
b.	Are any k**nown archaeological sites** adjacent or impacted by the project? (If so, list site # below) ……..	☒	☐	☐
c.	Would the project affect property owned by or held in trust for a federally recognized **tribal government**?	☒	☐	☐

8. Natural & Physical Environment

		NO	YES	N/A
a.	Are **wetlands** affected? …….....	☐	☒	☐
b.	Are **other waters** of the U.S. affected? …….....	☐	☒	☐
c.	Are **Endangered/Threatened Species**/Habitat affected? ……	☒	☐	☐
d.	Is project within 100 Year **Floodplain**? ….....	☐	☒	☐
e.	Is project in **Coastal Zone** Management Area? ….....	☒	☐	☐
f.	Is project in a **Coastal Barrier Resources** area? ……..	☒	☐	☐
g.	Is project on a **Sole Source Aquifer**? ……..……..	☐	☒	☐
h.	Is project impacting a **navigable waterway**? ….....	☒	☐	☐
i.	Are any State or Federal **Scenic Rivers/Streams** impacted? ……	☒	☐	☐
j.	Is a **noise** analysis warranted (Type I project) ……..……	☐	☒	☐
k.	Is an **air** quality study warranted?	☒	☐	☐
l.	Is project in a **non-attainment** area? …….....	☐	☒	☐
m.	Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (**STIP**)?	☐	☒	☐
n.	Are **construction** air, noise, & water impacts major? ……..	☒	☐	☐
o.	Will the project affect or be affected by a **hazardous waste site**, leaking underground storage tank, oil/gas well, or other potentially contaminated site?	☐	☒	☐

9. Social Impacts

		NO	YES	N/A
a.	Will project change **land use** in the area? ……	☒	☐	☐
b.	Are any c**hurches and schools** impacted by or adjacent to the project? …... (If so, list below)	☒	☐	☐
c.	Has **Title VI** been considered? ……	☐	☒	☐
d.	Will any **specific groups** be adversely affected? (i.e., *minorities, low-income, elderly, disabled,* etc.) ……	☒	☐	☐
e.	Are any h**ospitals, medical facilities, fire or police** facilities impacted by or adjacent to the project? (If so, list below)……	☐	☒	☐
f.	Will **Transportation patterns** change? ……..	☒	☐	☐
g.	Is **Community cohesion** affected by the project? ……	☐	☒	☐
h.	Are **short-term social/economic** impacts due to construction considered major?	☒	☐	☐
i.	Do conditions warrant **special construction times?** (i.e., *school in session, congestion, tourist season, harvest*) …….	☒	☐	☐
j.	Were **Context Sensitive Solutions** considered? (If so explain below)…….	☐	☒	☐
k.	Were **bike and pedestrian** accommodations considered? (explain below)…..	☐	☒	☐
l.	Will the **roadway/bridge be closed?** (If yes, answer questions below)…….	☒	☐	☐
	Will a **detour bridge** be provided?	☐	☐	☒
	Will a **detour road** be provided?	☐	☐	☒
	Will a **detour route** be signed?	☐	☐	☒

10. Permits (Check all permits that may be required)

☒Corps Nationwide	☐CUP/Consistency Determination	☐LA Scenic Stream
☒Corps Section 404/10	☐USCG Bridge	☒DEQ WQC
☐Levee	☐USCG Navigational Lights	☒LPDES Stormwater
☐Other (explain below)		

11. Other (Use this space to explain or expand answers to questions above.)

5b. A Conceptual Stage Relocation Plan has been provided.
8o. Circle K gas station is listed within UST, SPILLS, and REM databases.
9e. St. George Fire Station and LA State Police Troop "A" is located within the project limits on Perkins Road.
9g. Community cohesion will be increased by providing pedestrian facilities, sidewalks, crosswalks, median refuge areas, handicap ramps, and shared lanes for bicycles and vehicles.
9j. Met with emergency responder representatives, and St. George Fire Station was accommodated with a dedicated median opening.
9k. Shared bike and vehicular lanes are provided. Pedestrian and bike facilities were considered per the Complete Streets policy.

Preparer: Stantec Consulting Services Inc.
Title: Cindy M. Hall, P.E.
Date: February 2017

Attachments

☒ S.O.V. and Responses
☒ Wetlands Finding
☒ Project Description Sheet
☒ Conceptual Stage Relocation Plan
☒ Noise Analysis
☒ Air Analysis
☒ Exhibits and/or Maps
☒ 4(f) Evaluation
☐ Form AD 1006 (Farmlands)
☒ 106 Documentation
☐ Other_____

List of Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ASTs	Aboveground Storage Tanks
BMPs	Best Management Practices
CO	Carbon Monoxide
C-P	City-Parish
CRPC	Capital Region Planning Commission
DSS	Decent, Safe, And Sanitary
DPW	Department of Public Works
EDR	Environmental Data Resources, Inc.
EDSM	Engineering Directives and Standards Manual
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FPPA	Farmland Protection Policy Act
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
I-10	Interstate 10
LADOTD	Louisiana Department of Transportation and Development
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources
LDWF	Louisiana Department of Wildlife and Fisheries
LNHP	Louisiana Natural Heritage Program
LOS	Level Of Service
LUSTs	Leaking Underground Storage Tanks
MO	Management Option
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization
MSDS	Material Safety Data Sheets
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NBL	Northbound Left (lane or movement, can replace N with other cardinal directions)
NBR	Northbound Right (lane or movement, can replace N with other cardinal directions)
NBT	Northbound Through (lane or movement, can replace N with other cardinal directions)
NEPA	National Environmental Policy Act
NFA	No Further Action
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service

PUD	Planned Unit Development
REC	Recognized Environmental Condition
RECAP	Risk Evaluation/Corrective Action Program
ROW	Right-of-Way
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SOV	Solicitation of Views
TIP	Transportation Improvement Program
TNM	Traffic Noise Model
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
UST/HIST LUST	Underground Storage Tank/Underground Storage Tank Case History Incidents
USTs	Underground Storage Tanks
VOC	Volatile Organic Compounds

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EAST BATON ROUGE PARISH, LOUISIANA

EXECUTIVE SUMMARY

This document summarizes the potential environmental impacts resulting from the proposed widening of Perkins Road (LA 427) from an existing 2-lane roadway to a 4-lane divided curb and gutter roadway with a raised median, sidewalks, and subsurface drainage. This project is identified as State Project No. H.002344 (Louisiana Department of Transportation and Development) and City-Parish Project No. 12-CS-HC-0015 (Department of Public Works).

The purpose of the project is to increase capacity along Perkins Road between Siegen Lane and Highland Road. Perkins Road is a highly traveled corridor in a densely populated area of south Baton Rouge, and widening the roadway is needed both to accommodate a projected increase in traffic and to improve travel efficiency between connecting corridors, several of which have undergone recent capacity improvements. Perkins Road also serves as an alternate route for Interstate 10 (I-10) during traffic incidents, as well as a direct connection to businesses between Siegen Lane and Highland Road. In addition, there is a planned interchange on I-10 at Pecue Lane which would provide new access to I-10 between the Siegen Lane and Highland Road exits and further increase traffic volume on Perkins Road. The project will feature an improved roadway section with a raised median, turn lane pockets, and no open ditches adjacent to the roadway. Multiple modes of transportation will be accommodated, including pedestrian and bicycle travel, and the project will promote access management principles which have been shown to increase throughput and reduce potential for crashes.

The project includes 150’ of width on either side of Perkins Road beginning approximately 1200’ west of Siegen Lane and continuing to the intersection of Highland Road, for a total length of approximately 3.3 miles. The proposed typical section for the widening of Perkins Road is a 4-lane section with a raised median, curb, subsurface drainage, 12’ inside lane widths, 14.5’ shared outside lanes, and sidewalks located either at an offset from the back of curb or adjacent to the back of curb. A median width ranging from 16’ to 30’ has been shown for each alternative. The Build alternatives considered minimize right-of-way taking on either the north or south side of the road and the alignments are shifted to minimize impacts to existing residences and businesses. Several alternatives were considered during the feasibility phase including:

- No-Build Alternative - The No-Build Alternative would retain the existing 2-lane roadway with open ditches, no shoulders, and the existing turn lanes at intersections.

- Alternative 1A - This alternative has a 16’ wide median throughout the project, and the widening of Perkins Road is centered about existing Perkins Road until approximately 1000’ east of Siegen Lane where the centerline of the alignment shifts to the north side of existing Perkins Road. The centerline of this alternative alignment runs along the northern edge of existing Perkins Road until just west of Orleans Drive where the alignment shifts to the south to avoid a cluster of

commercial properties on the north side of Perkins Road. Approximately 1500' west of the Pecue Lane intersection (near St. Alban's Drive), the alignment returns to the center of existing Perkins Road. While aligned along the northern edge of existing Perkins Road, Alternative 1A minimizes right-of-way taking on the south side of Perkins Road for approximately 1850'. Immediately after Pecue Lane, the alignment shifts south again for approximately 500' then gradually shifts back north. Approximately 3000' before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450' before connecting to Highland Road. Alternative 1A requires no right-of-way along the project for approximately 5355', requires 3 residential displacements, 3 commercial displacements, and affects the property of 25 residences and 47 businesses.

- Alternative 2B - This alternative is typically centered on existing Perkins Road between Siegen Lane and Pecue Lane and transitions from a 16 foot wide median width in the commercial area near Siegen Lane to a 30' wide median just east of St. Alban's Drive. The median remains 30' wide as it passes through Pecue Lane, and then it transitions back to a 16' wide median approximately 400' before La Crete Lane. From here, Alternative 2B follows a very similar alignment to Alternative 1A before connecting to Highland Road. Alternative 2B requires no right-of-way along the project for approximately 5695', requires 3 residential displacements, 3 commercial displacements, and affects the property of 25 residences and 53 businesses.

- Alternative 3 - This alternative has a 30' wide median throughout the project, and the widening of Perkins Road is centered about existing Perkins Road until just east of Orleans Drive where the centerline of the alignment shifts to the south side of Perkins Road. The centerline of this alternative alignment generally runs along the southern edge of existing Perkins Road until approximately 1000' west of the Pecue Lane Intersection (west of St. Alban's Drive) where the alignment shifts back to the north to be centered on existing Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500' then gradually shifts back north. Approximately 3000' before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450' before connecting to Highland Road. Alternative 3 requires no right-of-way along the project for approximately 5805' but has the largest footprint, requires 5 residential displacements, 3 commercial displacements, and affects the property of 25 residences and 61 businesses.

Similar intersection improvements were recommended at Siegen Lane, Pecue Lane, and Highland Road in addition to the widening of Perkins Road for all three build alternatives. Traffic analyses have shown that each alternative operates equally well. The Preliminary Engineer's Opinion of Probable Cost, including major components such as construction, right-of-way and utilities, ranges from $63.1 million to $70.2 million. Each alternative requires multiple phases of construction and would have similar temporary impacts to traffic patterns and to access for residences and businesses. It is expected that

any of the three build alternatives would improve traffic flow, but there will be some interruptions to traffic operations during construction regardless of the alternative constructed.

Based on the findings of this Environmental Assessment, pertinent input from Cooperating Agencies and public comment, Alternative 2B has been chosen as the **Preferred Alternative**. All of the alternatives are consistent with the project purpose and need and provide an acceptable Level of Service (LOS), but Alternative 2B has the benefit of providing a 16' median in the commercial areas near Siegen Lane and Highland Road and providing the desirable 30' median for about half of the project length. The wider section has the most potential to reduce crashes and adds flexibility to the median for future improvements for a relatively small percentage increase in total probable cost. Generally, the environmental evaluation factors show that Alternative 2B and Alternative 3 would have greater impacts than Alternative 1A due to the increase in the amount of property required. Alternative 2B requires 0.79 additional acres of property over Alternative 1A, and in this case affects more potential wetlands, other waters, and prime farmland. Alternative 3 affects 3.23 more acres of property than Alternative 1A and therefore has the largest number of impacts. Alternative 1A received a "low" impact to hazardous materials rating, while Alternatives 2B and 3 received a "low/medium" rating due to their closer proximity to underground storage tanks at the Circle K #4901 store near Sta. 128+00. All three alternatives require no further action at this time with the stipulation that the Louisiana Department of Environmental Quality (LDEQ) be notified before any materials are removed from the site. Alternative 2B affects 6 commercial properties that are not affected by Alternative 1A, but these impacts consist primarily of damages to parking, signs, and fences and have a relatively low impact to project cost compared to the total right-of-way and relocation costs. Alternative 2B has the least number of Noise Receiver Impacts.

Funding for the construction of the Perkins Road widening is not allocated at this time, and the letting date is to be determined. However, all ongoing studies are being prepared under the supervision of the Federal Highway Administration (FHWA) using National Environmental Protection Act (NEPA) guidelines which may allow for the use of Federal Funds should they become available.

SUMMARY OF ENVIRONMENTAL COMMITMENTS, MITIGATION MEASURES, AND REQUIRED PERMITS

The environmental commitments and required permits that are anticipated to be associated with the construction of this project include:

- A storm water discharge permit for general construction activities will be required.
- A Storm Water Pollution Prevention Plan will be implemented prior to the start of construction activities.
- Coordination will be made with the East Baton Rouge Flood Insurance Program to insure that appropriate permits are obtained.

- An access permit will be obtained from LADOTD.
- Preliminary Jurisdictional Determination (wetlands) approval / concurrence will be required from the USACE and mitigation of the wetlands will be made as directed by the USACE.
- A USACE Nationwide Permit will be required.
- A Phase I cultural resource survey and inventory was conducted during August and October 2014. The results of the survey were submitted to the State Historic Preservation Office (SHPO) for review and concurrence on October 14, 2016. A concurrence letter was received from the SHPO, dated October 26, 2016. This letter stated that no historic properties would be impacted by the project, and the SHPO has no further concerns for the areas discussed in the report.
- The Circle K #4901 store site is present in each of the alternatives evaluated. The LDEQ stipulates that no soils may be removed from the site without prior approval unless they are removed and disposed at a permitted disposal facility. Further evaluation and approval from the LDEQ is required prior to construction of enclosed structure over any portion of the impacted area.
- Four noise barriers have been recommended. On the south side of Perkins, one noise barrier is recommended between Michel Delving Road and Shire Lane; one noise barrier is recommended between Brookhollow Drive and Notting Hill Drive; and the other is recommended along Perkins Road just east of La Crete Lane. On the north side of Perkins, a noise barrier is recommended along the Jamestown Square subdivision between approximate stations 163+00 and 169+00.
- The final decision on the implementation of noise barriers will be made by LADOTD during project design. If during final design conditions substantially change that impact the implementation of likely barriers, LADOTD will solicit the viewpoints of those affected as part of the reevaluation of reasonableness. Only barriers determined to be both reasonable and feasible will be constructed. Barriers that are no longer reasonable and feasible will be removed from the project.

ENVIRONMENTAL ASSESSMENT
AND FINDING OF NO SIGNIFICANT IMPACT
LA 427 (PERKINS ROAD) SIEGEN LANE TO HIGHLAND ROAD
EAST BATON ROUGE PARISH, LOUISIANA

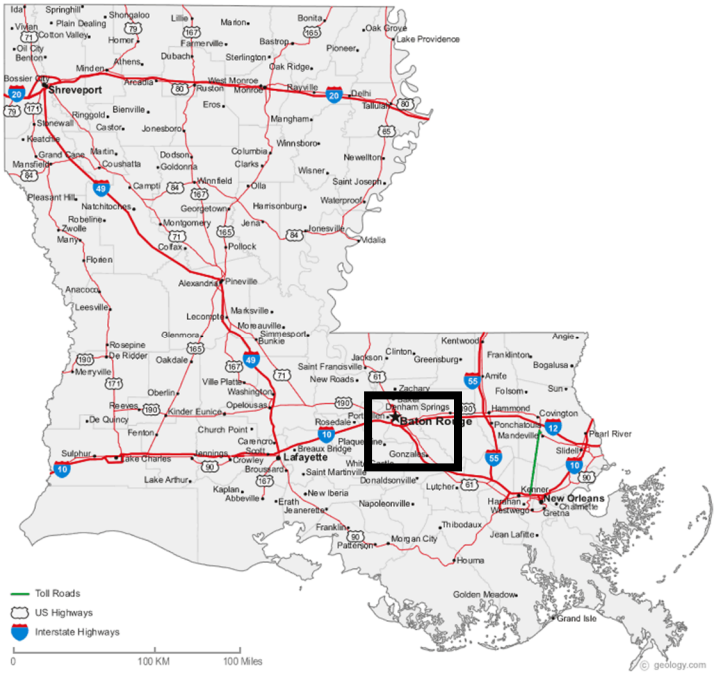
February 2017

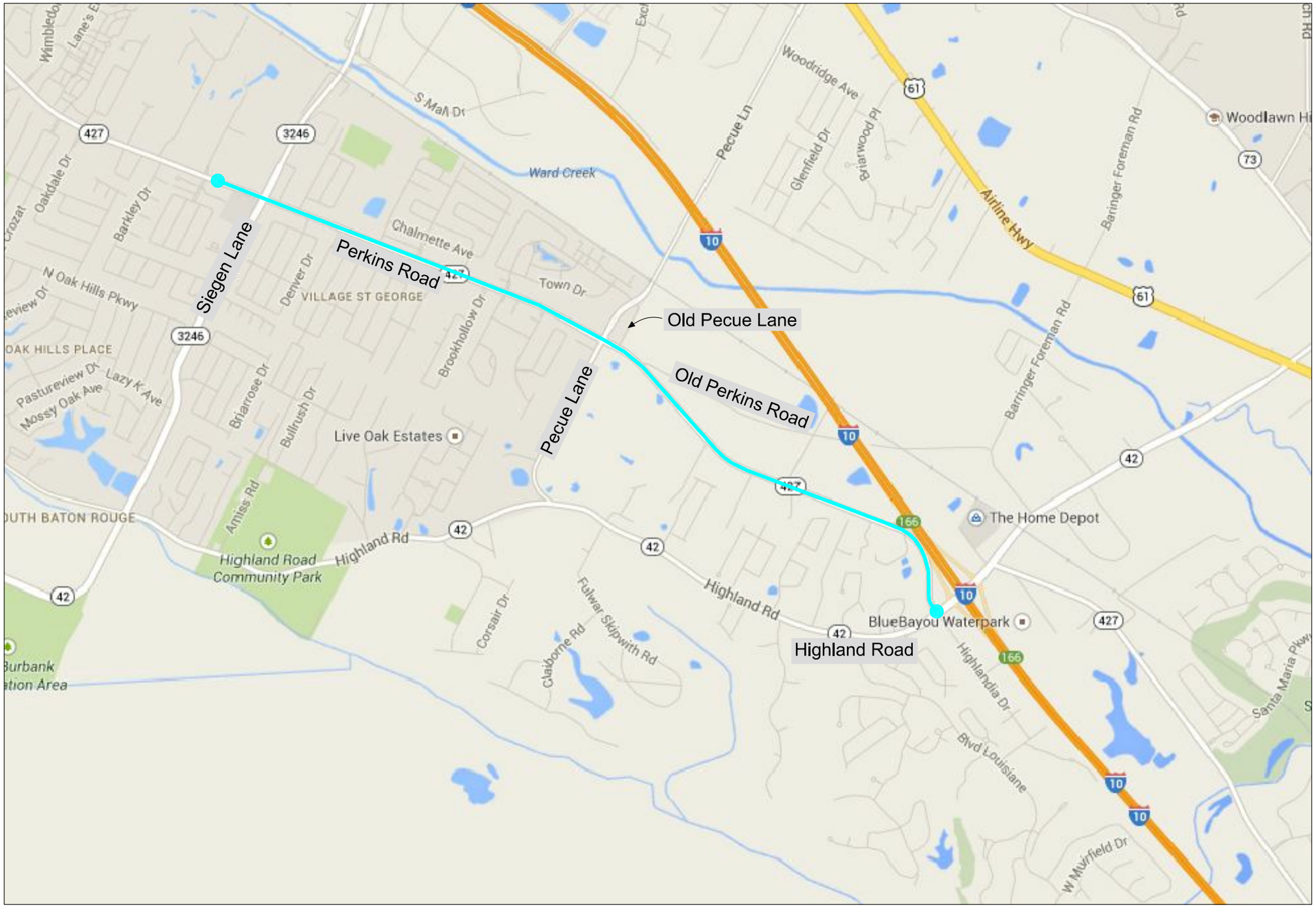
1.0 Introduction

1.1 PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (LADOTD) and the City of Baton Rouge/Parish of East Baton Rouge Department of Public Works (City-Parish) are proposing to construct improvements to Perkins Road to widen the existing 2-lane roadway to a 4-lane divided curb and gutter roadway with a raised median, sidewalks, and subsurface drainage. The project includes 150' of width on either side of Perkins Road with improvements beginning approximately 1200' west of Siegen Lane and continuing to the intersection of Highland Road, for a total length of approximately 3.3 miles. The Federal Highway Administration is the lead federal agency for this project, and LADOTD and the City-Parish recommended these project limits, or logical termini, with concurrence from the FHWA in a letter dated September 3, 2014. In this letter, FHWA authorized that the Perkins Road/Siegen Lane intersection and the Perkins Road/Highland Road intersection be established as the revised logical termini. The scope of this document includes the logical termini described above and improvements at the intersection of Siegen Lane, Pecue Lane and Highland Road. Figure 1 is a map of Louisiana showing the location of the City of Baton Rouge, and Figure 2 is a vicinity map showing the location of the project.

FIGURE 1: LOCATION OF CITY OF BATON ROUGE, LA





2000′ 1000′ 0 2000′

SCALE: 1″ = 2000′-0″

LEGEND

Project Area

Figure 2
Vicinity Map of Project Location

1.2 CURRENT CONDITIONS

Existing Perkins Road is a 2-lane roadway with open ditches for the majority of the project length. Perkins Road is a state route and is considered a principal urban arterial that generally runs in an east-west direction. There is a mixture of commercial and residential land uses north and south of the roadway, and there are very few undeveloped properties between Siegen Lane and Pecue Lane. There are generally no shoulders on the 2-lane portion of the road, and there are no existing sidewalks, pedestrian crosswalks, or Americans with Disabilities Act (ADA) accommodations, including the signalized intersection of Perkins Road and Siegen Lane.

The posted speed of Perkins Road is 45 miles per hour (mph). There are three existing signalized intersections at Siegen Lane, Pecue Lane, and Highland Road, and there are 16 unsignalized intersections within the project.

The signalized intersection of Siegen Lane and Perkins Road has the following existing lane configurations:

- EB Perkins Road: 2 – 280’ Left Turn Lanes, 1 Through Lane, and 1 – 290’ Right Turn Lane
- WB Perkins Road: 1 – 350’ Left Turn Lane, 2 Through Lanes, and 1 – 390’ Right Turn Lane
- NB Siegen Lane: 2 – 250’ Left Turn Lanes, 2 Through Lanes, and 1 – 320’ Right Turn Lane
- SB Siegen Lane: 1 – 350’ Left Turn Lane, 2 Through Lanes, and 1 – 450’ Right Turn Lane

The portion of Perkins Road west of Siegen Lane is a 5-lane section that was recently constructed from Bluebonnet Boulevard (LA 1248) to Siegen Lane. The portion of Perkins Road east of Siegen Lane is also a 5-lane section for approximately 475’ with subsurface drainage. The 5-lane section transitions to a 2-lane section in approximately 480’ east of Siegen Lane. Siegen Lane is a 5-lane section approximately 700’ north of the intersection with Perkins Road and transitions to a 4-lane boulevard approximately 700’ south of the intersection of Perkins Road.

Perkins Road continues as a 2-lane section from just east of Siegen Lane to Pecue Lane. The intersection of Pecue Lane and Perkins Road has the following existing lane configurations:

- EB Perkins Road: 1 – 285’ Left Turn Lane and 1 Through/Right Turn Lane
- WB Perkins Road: 1 – 150’ Left Turn Lane, 1 Through Lane, and 1 – 125’ Right Turn Lane
- NB Pecue Lane: 1 – 150’ Left Turn Lane and 1 Through/Right Turn Lane
- SB Pecue Lane: 1 – 300’ Left Turn Lane, 1 Through Lane, and 1 Right Turn Lane (additional through lane becomes mandatory right turn lane at intersection)

A portion of Pecue Lane north of Perkins Road was recently realigned to coincide with the portion of Pecue Lane south of Perkins Road. Old Pecue Lane still intersects Perkins Road approximately 350’ east

of the new Pecue Lane intersection. Also, Old Perkins Road intersects Perkins Road approximately 950' east of the new Pecue Lane intersection. Both of these intersections are unsignalized and within the project limits. Existing Perkins Road tapers back to a 2-lane roadway approximately 200' east of the Old Pecue Lane intersection.

Perkins Road continues east as a 2-lane roadway for approximately 1.6 miles to the intersection with Highland Road. The signalized intersection of Highland Road and Perkins Road has the following existing lane configurations:

- EB Perkins Road: 1 — 150' Right Turn Lane and 1 Through/Left Turn Lane
- WB Highlandia Drive: 1 — 50' Right Turn Lane and 1 Through/Left Turn Lane
- NB Highland Road: 1 — 150' Left Turn Lane and 2 Through Lanes
- SB Highland Road: 1 — 150' Left Turn Lane and 2 Through Lanes

Figure 3 shows the entire project and the logical termini. The results of the traffic analyses and the environmental inventory are included in the individual technical reports and summarized later in this assessment.

1.3 PURPOSE AND NEED FOR ACTION

Perkins Road between Siegen Lane and Highland Road is a highly traveled corridor in a densely populated area of south Baton Rouge with an existing average daily traffic (ADT) of 14,729 vehicles per day. East Baton Rouge Parish has experienced a 16% population growth from April 1, 1990 to April 1, 2010. This section of Perkins Road is surrounded by roadways that have recently been improved to add capacity including: Perkins Road 5-lane improvements from Bluebonnet to Siegen were completed within the last five years; Siegen Lane was recently widened to a 4-lane boulevard section just south of Perkins Road; the Pecue Lane realignment and intersection improvements were completed in 2010; and Highland Road was widened to a 4-lane boulevard north of I-10 in 2011. Perkins Road also serves as an alternate route for I-10 during traffic incidents, as well as a direct connection to businesses between Siegen Lane and Pecue Lane. In addition, there is a planned interchange on I-10 at Pecue Lane which would provide new access to I-10 between the Siegen Lane and Highland Road exits and further increase traffic volume on Perkins Road.

The purpose of the project is to increase capacity along Perkins Road between Siegen Lane and Highland Road. The Perkins Road widening is needed to accommodate the increase in traffic and improve travel efficiency along this corridor which is connected to other recent capacity improvements. The project would provide a roadway section with a raised median, turn lane pockets, and no open ditches adjacent to the roadway. Multiple modes of transportation will also be accommodated, including pedestrian and bicycle travel. The project would also promote access management principles which have been shown to increase throughput and reduce the potential for crashes.

GRAPHIC SCALE
300 0 150 300 600
(IN FEET)
1" = 300'

Figure 3
Perkins Road (LA 427)
Project Area

2.0 Alternatives

2.1 ALTERNATIVES PREVIOUSLY STUDIED

A Feasibility Study for Widening LA Hwy 427 – Perkins Road was completed for LADOTD in October 2009. The final alternatives presented in the feasibility study included the No-Build Alternative and three build alternatives centered on the existing Perkins Road alignment.

- Alternative 1 widened Perkins Road from 2 lanes to 4 lanes with a 16' wide median from Siegen Lane to Highland Road.
- Alternative 2 widened Perkins Road from 2 lanes to 4 lanes with a 30' wide median from Siegen Lane to Highland Road.
- Alternative 3 widened Perkins Road from 2 lanes to 4 lanes with a 16' wide median from Siegen Lane to Pecue Lane and transitioned back to the existing 2-lane roadway just east of Pecue Lane.

Intersection improvements were also recommended at Siegen Lane, Pecue Lane and Highland Road in addition to the widening of Perkins Road for all three build alternatives. These Feasibility Study Alternatives were given consideration when developing the alternatives to be considered in this Environmental Assessment.

2.2 ALTERNATIVES CONSIDERED

The alternatives considered include the No-Build Alternative and three (3) alternatives for the Perkins Road project that shift the new typical sections either to the north of, to the south of, or remain centered on the existing centerline of Perkins Road between Siegen Lane and Highland Road. The three (3) build alternatives were paired down from seven (7) alternatives presented in an Alternatives Study dated July 2013. LADOTD and the City-Parish concurred with the alternatives to be carried forward into the EA. The alternatives considered minimize right-of-way taking on either the north or south side of the road and the alignments are shifted to minimize impacts to existing residences and businesses. A brief summary of the alternatives follows and additional information about the build alternatives are discussed in sections below:

1) <u>No-Build Alternative</u> - As with all National Environmental Policy Act (NEPA) Environmental Assessments, the No-Build Alternative has been considered. The No-Build Alternative would retain the existing 2-lane roadway with open ditches, no shoulders, and the existing turn lanes at intersections. The No-Build Alternative would not have any direct impacts to right-of-way, structures or utilities. There would be no additional environmental impacts other than those that exist today, and the short-term adverse impacts due to construction activity would be avoided. Traffic analyses were performed at each intersection with the existing travel lanes, timing and traffic volumes. The analyses showed that most intersections along Perkins Road, especially

those at Siegen Lane, Pecue Lane, and Highland Road are overburdened with most movements operating at a LOS E. An LOS E is defined as unstable traffic flow with frequent stops. The No-Build Alternative would provide no improvement to the capacity of the roadway.

2) Alternative 1A - This alternative has a 16' wide median throughout the project, and the widening of Perkins Road is centered about existing Perkins Road until approximately 1000' east of Siegen Lane where the centerline of the alignment shifts to the north side of existing Perkins Road. The centerline of this alternative alignment generally runs along the northern edge of existing Perkins Road until just west of Orleans Drive where the alignment shifts back to the south to avoid a cluster of commercial properties on the north side of Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500' then gradually shifts back north. Approximately 3000' before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450' before connecting to Highland Road. Alternative 1A is shown on Figure 12, sheets 1-8 in Appendix A.

3) Alternative 2B - This alternative is typically centered on existing Perkins Road between Siegen Lane and Pecue Lane and transitions from a 16' wide median width in the commercial area near Siegen Lane to a 30' wide median just east of St. Alban's Drive. The median remains 30' wide as it passes through Pecue Lane, and then it transitions back to a 16' wide median approximately 400' before La Crete Lane. From here, Alternative 2B follows a very similar alignment to Alternative 1A before connecting to Highland Road. In total, Alternative 2B uses the 16' for approximately half of the corridor, maintaining a fair balance between Alternative 1A and Alternative 3. Alternative 2B is shown on Figure 13, sheets 1-14 in Appendix B.

4) Alternative 3 - This alternative has a 30' wide median throughout the project, and the widening of Perkins Road is centered about existing Perkins Road until just east of Orleans Drive where the centerline of the alignment shifts to the south side of Perkins Road. The centerline of this alternative alignment generally runs along the southern edge of existing Perkins Road until approximately 1000' west of the Pecue Lane Intersection (west of St. Alban's Drive) where the alignment shifts back to the north to be centered on existing Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500' then gradually shifts north of existing Perkins Road. Approximately 3000' before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450' before connecting to Highland Road. Alternative 3 is shown on Figure 14, sheets 1- 8 in Appendix C.

Similar intersection improvements were recommended at Siegen Lane, Pecue Lane, and Highland Road in addition to the widening of Perkins Road for all three build alternatives. These intersection improvements will be discussed in Section 2.2.6 Traffic Analyses below.

2.2.1 Design Criteria

Perkins Road is classified as a principal urban arterial. The design criteria for this project would require the use of LADOTD's Minimum Design Guidelines for an urban arterial (UA-2) classification (2009). Table 2-1 summarizes the design criteria for this project. In addition to the design criteria in Table 2-1, the proposed design vehicle is an interstate semi-trailer with a 67' wheelbase (WB-67) for intersection design. For u-turn design, LADOTD's Engineering Directives and Standards Manual (EDSM) IV.2.1.4 "Median Openings on Divided Multi-Lane Roadways" and LADOTD's standard "Directional Crossover With Median U-turns" were used to determine the spacing, size, and shape of u-turns. The EDSM states that because the truck percentage is greater than or equal to 5%, a major median u-turn opening designed for a WB-67 shall be provided for each direction every two miles. The segments from Siegen Lane to Pecue Lane and from Pecue Lane to Highland Road are both approximately two miles; therefore, one major median u-turn in each direction is provided for each segment (4 major u-turn openings on the project). The remainder of the median u-turn openings and bulb outs are designed for a single unit truck (SU). See Table 2-2 for median u-turn design vehicle locations.

TABLE 2-1: DESIGN CRITERIA FOR PERKINS ROAD (LA 427)

DESIGN CRITERIA	
Design Feature	**Criteria**
Classification	Urban Arterial (UA-2)
Design Speed	45 mph
Number of Through Lanes	2 (min.) - 4 (typ.)
Width of Travel Lanes	12’
Median Width	6’ (min) – 30’ (des.)
Width of Shoulder Inside	n/a
Width of Shoulder Outside (Paved)	Curb or 8’
Width of Sidewalk (adjacent to curb)	6’
Width of Sidewalk (4’ offset from curb)	5’
Foreslope	1:3 (min.) – 1:4 (des.)
Backslope	1:3
Pavement Cross Slope	2.5%
Stopping Sight Distance	360’
Maximum Superelevation	4%
Maximum Horizontal Curvature w/ Normal Crown	R = 1000’
Maximum Horizontal Curvature w/ 2.5% Superelevation	R = 750’
Maximum Horizontal Curvature w/ Full Superelevation	R = 700’
Maximum Road Grade	6%
Minimum Roadway Elevation	19’ **
Min. Longitudinal Grade	0.40% for curbed section
Horizontal Clear Zone	
Outside From Back of Curb	6’ (min) – 22’ (des.)
Median From Face of Curb	4’ (min) – 18’ (des.)
Width of Right-of-way	Varies For Alternatives *

* See Typical Sections for Right-of-way Widths
** Design Exception to be obtained

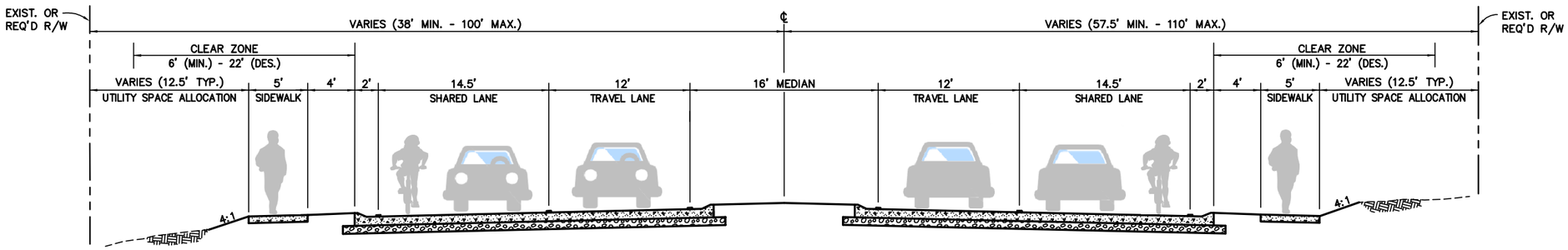
Other guidelines used to study the alternatives included: Green Light Program’s Engineering Standards and Specifications for Environmental Assessments, AASHTO’s *A Policy on Geometric Design of Highways and Streets*, LADOTD’s *Roadway Design Procedures and Details*, and LADOTD’s EDSM “Median Openings on Divided Multi-Lane Roadways” (EDSM IV.2.1.4 dated June 2, 2014).

2.2.2 Typical Sections

The proposed typical section of Perkins Road is a 4-lane section with a median, curb and subsurface drainage, 12' inside lane widths, 14.5' shared outside lanes, and sidewalks located either at an offset from the back of curb or adjacent to the back of curb. A median width ranging from 16' to 30' has been shown for each alternative. The median width is measured from the inside lane line of the eastbound travel lanes to the inside lane line of the westbound travel lanes.

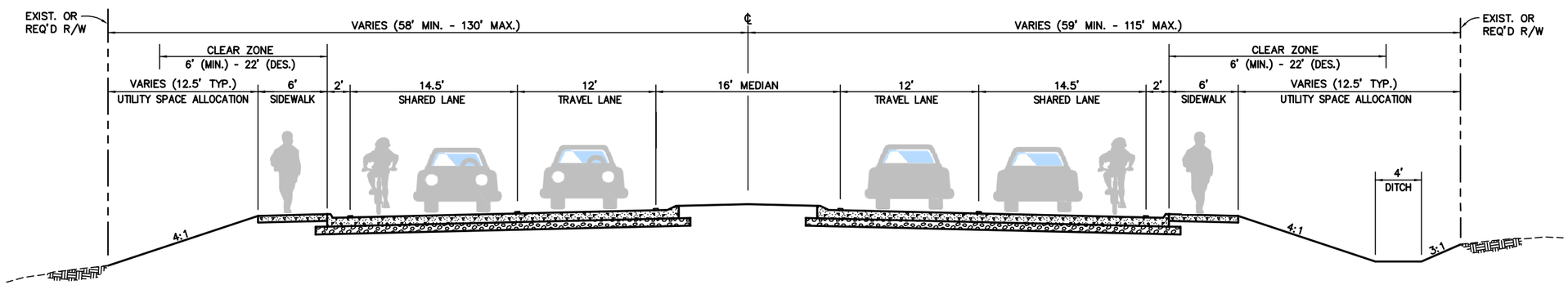
According to as-built plans of Perkins Road, the total apparent existing right-of-way width is 80' centered on existing Perkins Road. The utility space allocation widths shown on the typical sections were derived by studying the existing utility locations and developing a utility space allocation plan for utility relocations based on the City-Parish's standard plan CPS S/D-02A "Typical Section Showing Space Allocation for Utilities in New Subdivision Developments Curb & Gutter Construction." The City-Parish has proposed a conservative approach to the relocation of utilities for this project that assumes all utilities will be relocated outside of the new sidewalk on both sides of the road. The utility space allocation plan allows 1'-6" between the water, gas, telephone and cable lines and a 6' wide clear area for overhead electric poles. A minimum of 12' was used outside the sidewalk to provide space for utility relocations. A 5' sidewalk with a 4' offset from the back of curb may be considered where the limits of construction do not adversely impact developed properties along the corridor; otherwise, a 6' sidewalk adjacent to the back of curb is used to limit the roadway's footprint in areas where impacts can be avoided. Figures 4 through 6 show the typical sections for Alternatives 1A, 2B and 3, respectively. The required right-of- way widths vary throughout the project and the minimum and maximum required right-of-way widths are shown on the typical sections. The width of right-of-way, as shown on the typical sections, has also been shown on the alternative layouts. The width of the right-of-way will continue to be evaluated during the design and right-of-way acquisition phases of the project. Wherever possible, consideration will be given to minimizing the right-of-way taking where impacts to developed properties could be substantially reduced.

For this project's proposed roadway classification, a 30' median is desirable, and 4' is the minimum. The smallest continuous median width designed is 16', which allows for the 4' minimum separation of lanes when a 12' left turn lane is needed. A 30' median provides several safety advantages over a 16' median including reduced crash frequency (especially head-on collisions), reduced headlight glare, increased driver comfort, increased recovery area for out of control vehicles, and increased sight distance for opposing left turns. Other advantages include the ability to design independent profiles on each roadway and aesthetic features like more green space and potential landscaping opportunities. Alternative 1A and 3 were designed with a 16' and 30' median, respectively, to evaluate the impact of both the minimum and desirable median width, but Alternative 2B's varying median attempts to balance the two by providing the desirable width where space is available but a lesser width where there are constraints in developed areas.



TYPICAL BOULEVARD FINISHED SECTION
ALTERNATIVE 1A

LA 427 (PERKINS ROAD)
SIEGEN LANE TO PECUE LANE



TYPICAL BOULEVARD FINISHED SECTION
ALTERNATIVE 1A

LA 427 (PERKINS ROAD)
PECUE LANE TO HIGHLAND ROAD

FEDERAL HIGHWAY ADMINISTRATION	LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	CITY OF BATON ROUGE DEPARTMENT OF PUBLIC WORKS

LA 427 (PERKINS ROAD)

TYPICAL SECTION - ALTERNATIVE 1A

Stantec | URS

FIGURE 4

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XREFS:
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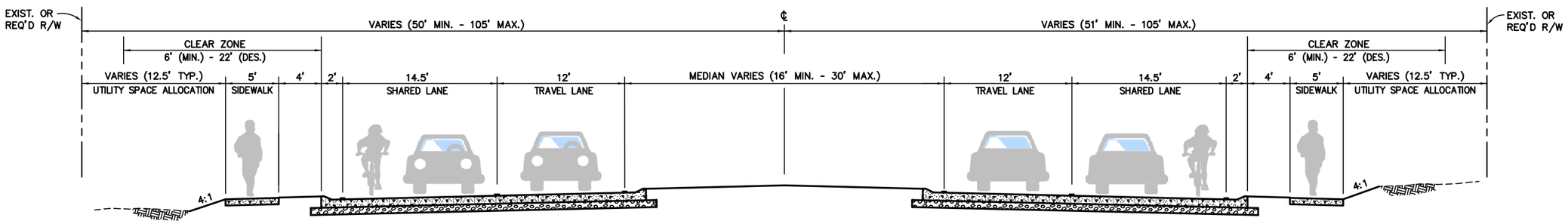
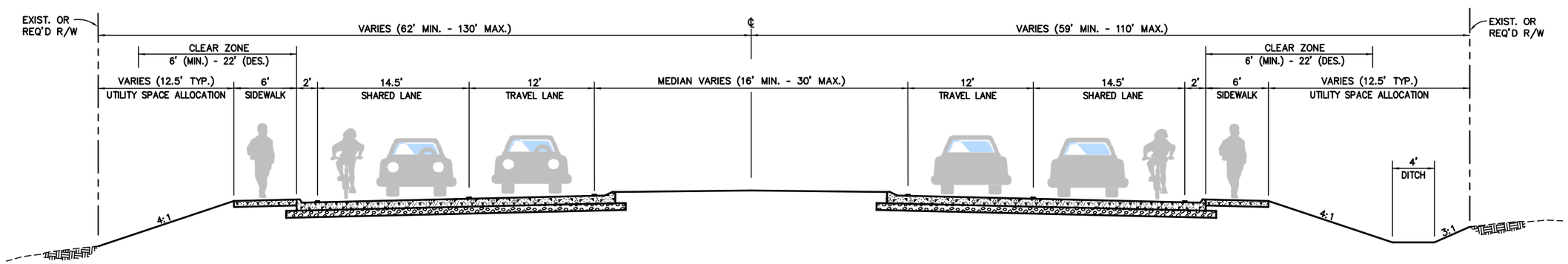


TYPICAL BOULEVARD FINISHED SECTION
ALTERNATIVE 2B

LA 427 (PERKINS ROAD)
SIEGEN LANE TO PECUE LANE



TYPICAL BOULEVARD FINISHED SECTION
ALTERNATIVE 2B

LA 427 (PERKINS ROAD)
PECUE LANE TO HIGHLAND ROAD

FEDERAL HIGHWAY ADMINISTRATION	LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	CITY OF BATON ROUGE DEPARTMENT OF PUBLIC WORKS
	LA 427 (PERKINS ROAD)	
	TYPICAL SECTION - ALTERNATIVE 2B	
Stantec | URS	FIGURE 5	

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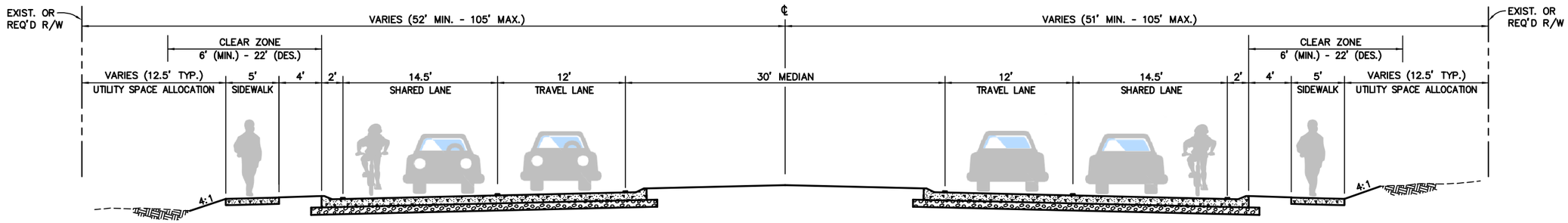
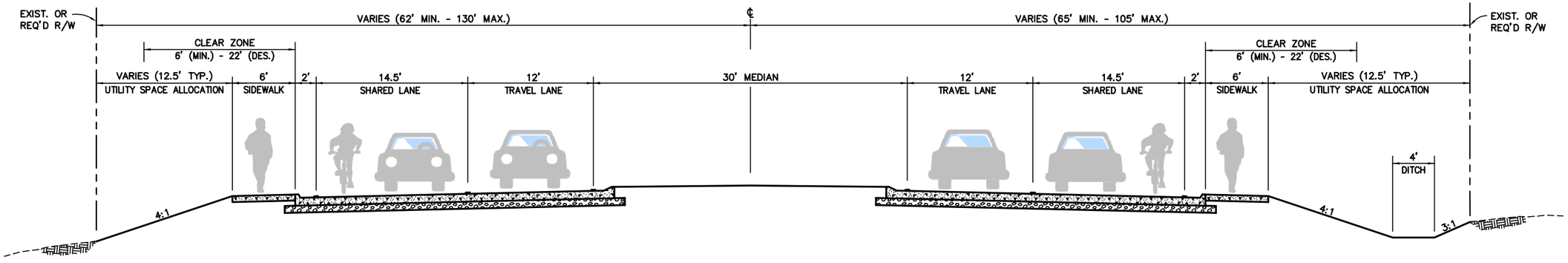


TYPICAL BOULEVARD FINISHED SECTION
ALTERNATIVE 3

LA 427 (PERKINS ROAD)
SIEGEN LANE TO PECUE LANE



TYPICAL BOULEVARD FINISHED SECTION
ALTERNATIVE 3

LA 427 (PERKINS ROAD)
PECUE LANE TO HIGHLAND ROAD

FEDERAL HIGHWAY ADMINISTRATION	LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	CITY OF BATON ROUGE DEPARTMENT OF PUBLIC WORKS
LA 427 (PERKINS ROAD)		
TYPICAL SECTION - ALTERNATIVE 3		
Stantec URS		FIGURE 6

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2.2.3 Complete Streets

In addition to access management improvements along Perkins Road, the proposed alternatives include several elements that are noted in LADOTD's Complete Streets policy adopted in 2010 and the City's Complete Streets policy adopted in 2014. The Complete Streets Policy provides guidance for integrating vehicles, bicycles, and pedestrians of all ages and abilities into roadway design. The alternatives considered in this Environmental Assessment all include shared lanes for vehicles and bicycles (matches the shared lane concept used on Perkins Road west of Siegen Lane), delineated crosswalks, sidewalks, handicap ramps and a median to separate traffic and provide a pedestrian refuge. Some of the benefits of these design elements may include reducing pedestrian and bicycle injuries, increasing mobility and safety, and increasing the likelihood that other modes of transportation will be used. The median also allows for aesthetic improvements, such as landscaping, should such improvements to the streetscape be desired.

FutureBR is a comprehensive plan to improve the community of Baton Rouge and develop a framework for land use, transportation, recreation, housing, public services and facilities. Through public and expert input the FutureBR plan establishes action items for the strategic implementation of the plan and monitors plan progress. FutureBR defines complete streets as follows: "Complete Streets adapt the lanes, parking, sidewalks and other transportation modes to meet the needs of the surrounding areas, while also accommodating traffic flow." (FutureBR Plan, Chapter 3 "Achieving the Vision," Page 38). In the FutureBR plan Perkins Road west of Siegen Lane is considered one of the primary arterials used to access the South Medical District. Perkins Road west of Siegen has also been identified as a corridor that should be one of the first areas to implement the Complete Streets approach. High frequency bus service and a proposed station on a future passenger rail route connecting the South Medical District to downtown Baton Rouge, and possibly even to New Orleans, have been recommended for the portion of Perkins Road west of Siegen Lane. The Complete Streets improvements, such as pedestrian connectivity and the continuation of the shared bike/vehicle lane on this Perkins Road project, should function well with the future multi-modal improvements recommended by FutureBR.

2.2.4 Horizontal Alignment and Geometric Design Features

Each of the three alternatives being considered meets or exceeds the Design Criteria listed in Table 2-1. For each alternative, any shifts in horizontal alignment were accomplished using smooth curvature. LADOTD's *Roadway Design Procedures and Detail Manual* (Road Design Manual) was used to define the geometry of the roadway. Reverse curves, or a curve in one direction followed closely by a curve in the opposite direction, were used to both widen and shift the roadway. When reverse curves have been used, a straight section of roadway is included between the curves to provide a more comfortable transition between the curves. The Road Design Manual requires a minimum straight section of 100' between the reverse curves. The minimum length of horizontal curve used was 500' for each reverse curve, and most of the curves used are larger and flatter than the minimum radius of 1000' that is

required. The curvature used to transition from an undivided roadway to a roadway section with a median exceeds the requirements of the Road Design Manual. By designing the roadway to appropriate design standards at the appropriate design speed, an improved, more driver-friendly roadway will be provided.

When studying the alternative alignments, consideration was given to the land use, improvements on properties along Perkins Road, utilities, previous studies, public input, and traffic analyses. A discussion of recommended intersection improvements and comparison of the alternatives will be made in Section 2.3 of the report, but each alternative has similar median opening locations as discussed here. Reference was also made to LADOTD's *Access Connection Policy* dated November 2012 and the EDSM IV.2.1.4 concerning multi-lane roadways and median openings. Wherever possible, the access connection criteria were used with regards to the location, design and operation of the median openings. See Figures 10, 11, and 12 in Appendices A, B, and C, respectively, for plan views of each alternative.

EDSM IV.2.1.4 requires that median u-turn openings be spaced at ¼ mile distances for projects where a median did not exist prior to the current project. Perkins Road has 5% truck traffic and the EDSM requires that minor median openings spaced at ¼ mile be designed using an SU design vehicle and the that a major u-turn opening be provided for each travel direction every 2 miles. As noted previously, the length of project from Siegen Lane to Pecue Lane is approximately 2 miles and the length of project from Pecue Lane to Highland Road is also approximately 2 miles. For this reason, 4 u-turn openings (2 in each direction) have been designed as major u-turn openings. At each u-turn, the pavement is widened on the outside to accommodate the required design vehicle. All u-turn locations also include a turn lane as required by the median opening EDSM. Table 2-2 shows the directional median u-turn opening locations, side of centerline of median, and the design vehicle for each.

TABLE 2-2: MEDIAN U-TURN OPENING LOCATIONS AND DESIGN VEHICLES

LOCATION	DESIGN VEHICLE
108+00, Right	SU
119+00,Left	SU
126+00, Right	SU
139+00, Left	WB-67
143+50, Right	WB-67
159+00, Left	SU
170+50, Left	SU
180+50, Right	SU
195+00, Right	SU
204+00, Left	SU
212+00, Right	WB-67
225+50, Right	SU
235+00, Left	SU
239+00, Right	SU
250+00, Left	WB-67

In addition to these directional median u-turn openings, each of the alternatives includes a directional median opening at the St. George firehouse (near Sta. 122+75) that is shaped to accommodate left turns out of the station for emergency vehicles. This opening has been designed for a fire truck matching the description of those used by the St. George Fire Department. Signs with flashing emergency preemption lights are also proposed at this directional median opening. The St. George Fire Department has some concerns about the general public using this opening, but the directional "left turn out" geometry of the opening and no turn lane pockets should discourage the traveling public from using this opening as a turnaround. More discussion on emergency vehicles and the current access management policy can be found in Section 5.1.

In addition to the 15 median u-turn openings and the directional median opening at the firehouse, there are two roadways where partial median openings are provided and one where a multi-directional median opening is provided. A partial median opening is defined as a median opening that allows for left turns and u-turns on the mainline and right-in/right-out access for the minor roadway. These partial median openings are shown at the intersection of Jamestown and Notting Hill (near Sta. 152+50) and at La Crete Lane (near Sta. 222+00). A multi-directional opening is shown at Meadow Park Avenue (near Sta. 107+00). A "left turn out" directional opening was added at Meadow Park Avenue due to the lack of u-turn availability at its location near the logical termini of the project. Full access median openings were not considered for these intersections because none of these intersections meet the criteria of EDSM VI.3.1.6 "Traffic Signals" with the existing traffic volumes.

By providing a median and limiting the number of median openings in accordance to LADOTD's Access Connection guidelines, the number of left turn movements and conflict points between opposing traffic and through traffic are reduced. This practice improves traffic flow on the major roadway and helps reduce the potential for vehicular crashes throughout the corridor. The median openings and turn lane lengths were modeled in the Traffic Study, and the u-turns do not appear to have a negative impact on traffic flow.

2.2.5 Vertical Profile

The proposed profile of Perkins Road generally follows a light rolling grade needed for curb and gutter drainage. The profile stays close to the existing road where possible to minimize embankment costs. It is designed for 45 mph and uses vertical curves that are long enough to promote sight distance and a smooth, comfortable drive. The profile was designed such that low points were not created at the intersecting side streets along Perkins Road, which would create drainage issues. Care was taken to ensure that the profile was close to the existing grade at these intersections to save construction costs by avoiding long tie-ins to the existing side streets. Between Pecue Lane and Highland Road, the preliminary profile uses near-minimum length vertical curves at small intervals to closely mimic the apparently flat grade of the existing roadway. The proposed roadway alignment and profile can be found in Appendix B.

The 2011 LADOTD Hydraulics Manual gives guidance on determining the roadway grade:

- If gage data is available at a site, a statistical analysis, such as the Log-Pearson Type III analysis, should be performed to determine the stage for the design event.
- In the absence of gage data, interviews with persons having knowledge or records of past floods in the study area will be used to determine the grade. This should include but is not limited to; long-time residents, DOTD district maintenance personnel, district engineers and parish or city engineers.
- Flood studies performed by the U.S. Corps of Engineers or U.S. Geological Survey can be used if available.
- For some urban sections, it may not be practical to raise the roadway above the design event if this is considerably higher than the existing roadway. Considerably raising the roadway grade in urban sections may result in right-of-way acquisition problems, undesirable grades for driveways and other connections to the roadway, as well as storm water impoundment outside of the right-of-way.

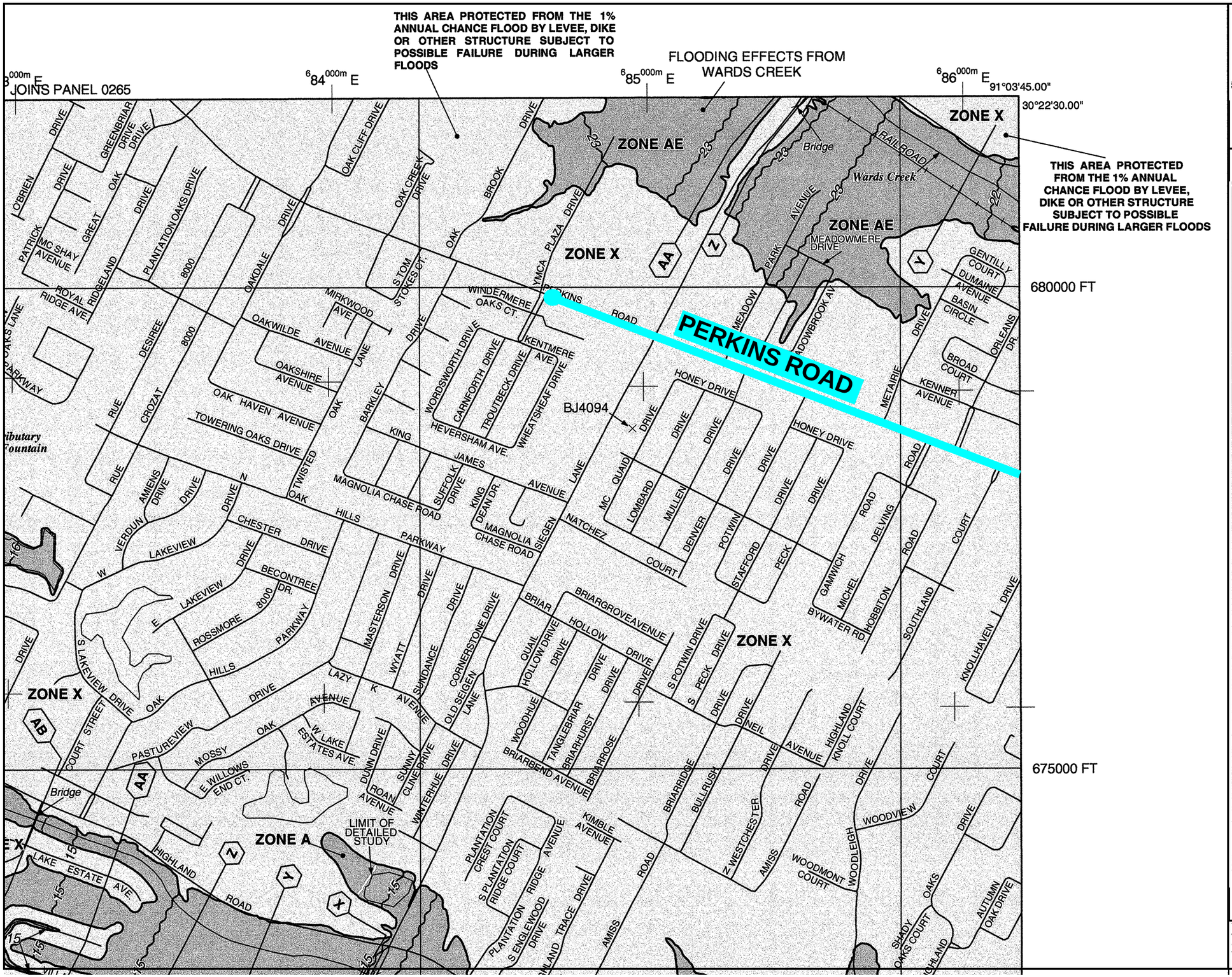
From the beginning of the logical termini at Siegen Lane to Station 171+00 near Pecue Lane, the majority of existing Perkins Road is between elevations 30' and 35'. East of Pecue Lane, the existing elevation drops nearly 15' to an approximate elevation of 18' until the end of the project limits. Based on LADOTD suggested methods, determination of the roadway grade is described as follows:

- Gage data: The nearest gage on Wards Creek appears to be at Siegen Lane, north of the project limits. Because of its location, it does not appear to be an accurate representation of the flood stage in our area. If gage data in closer proximity becomes available, the appropriate flood stage analysis methods will be applied during the design phase.
- Inundation Elevation (Flood of Record): A flood zone determination form was completed by the East Baton Rouge Parish Department of Public Works on December 13, 2013 (Appendix F) for the inundation elevation near the end of the project where the existing elevations drop considerably. After the project was extended from Pecue Lane to Highland Road, a second inundation elevation determination form was sent to confirm the base flood elevation and inundation elevation of the expanded project. For the second request, an email confirmation was received on November 3, 2014 (Appendix F). Both the form and the email list a base flood elevation of 20' and an inundation elevation of 17'. This confirms recent hydraulic studies at nearby developments that have shown the inundation elevations to be consistently lower than

the 100-year flood elevations on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM).

- FEMA Flood Insurance Rate Maps
    - According to the most recent (May 2, 2008) FEMA Flood Insurance Rate Maps (FIRM), the Base Flood Elevation (BFE) for the project area is as follows:
        - Siegen Lane to Pecue Lane—this area is located in Flood Zone X (shaded). Flood Zone X (shaded) is described as moderate risk areas within the 0.2-%-annual-chance floodplain (500-year), areas of 1-%-annual-chance flooding (100-year) where average depths are less than 1', areas of 1-percent-annual-chance flooding where the contributing drainage area is less than 1 square mile, and areas protected from the 1-%-annual-chance flood by a levee. No BFEs or base flood depths are shown within these zones (see Figures 7 and 8).
        - Pecue Lane to end of project limits—this area is located in Flood Zone AE, which is described as an area subject to inundation by the 1-%-annual-chance (100-year) flood event. The BFE for this area is 20' (see Figures 7 and 8).
    - According to the June 19, 2012 FEMA Flood Insurance Study profile for Wards Creek between the divergence to Upper Wards Creek Diversion Channel and Pecue Lane, 2% annual chance (50 year) flood elevation is approximately 20' (see Figure 9).

According to Sections 1.3 and 1.5.1 of the LADOTD Hydraulics Manual, a proposed roadway facility of this size and capacity should provide 1' of freeboard between the lowest paved surface elevation and the 50-year design flood. Although both the 50-year flood profile and the 100-year BFE represent a flood elevation of 20 feet, that elevation was chosen as the design flood in order to provide a conservative estimation of a roadway grade needed to meet LADOTD design requirements.



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

FIRM
FLOOD INSURANCE RATE MAP

EAST BATON ROUGE PARISH, LOUISIANA
AND INCORPORATED AREAS

PANEL 330 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST BATON ROUGE PARISH	220058	0330	E
BATON ROUGE, CITY OF	220058	0330	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
22033C0330E

EFFECTIVE DATE
MAY 2, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Figure 7 - FEMA Flood Insurance Rate Map

MAP SCALE 1" = 1000'

1000 2000 FEET

METERS

FIRM

FLOOD INSURANCE RATE MAP

EAST BATON ROUGE PARISH, LOUISIANA

AND INCORPORATED AREAS

PANEL 335 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST BATON ROUGE PARISH	220058	0335	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
22033C0335E

EFFECTIVE DATE
MAY 2, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Figure 8 - FEMA Flood Insurance Rate Map

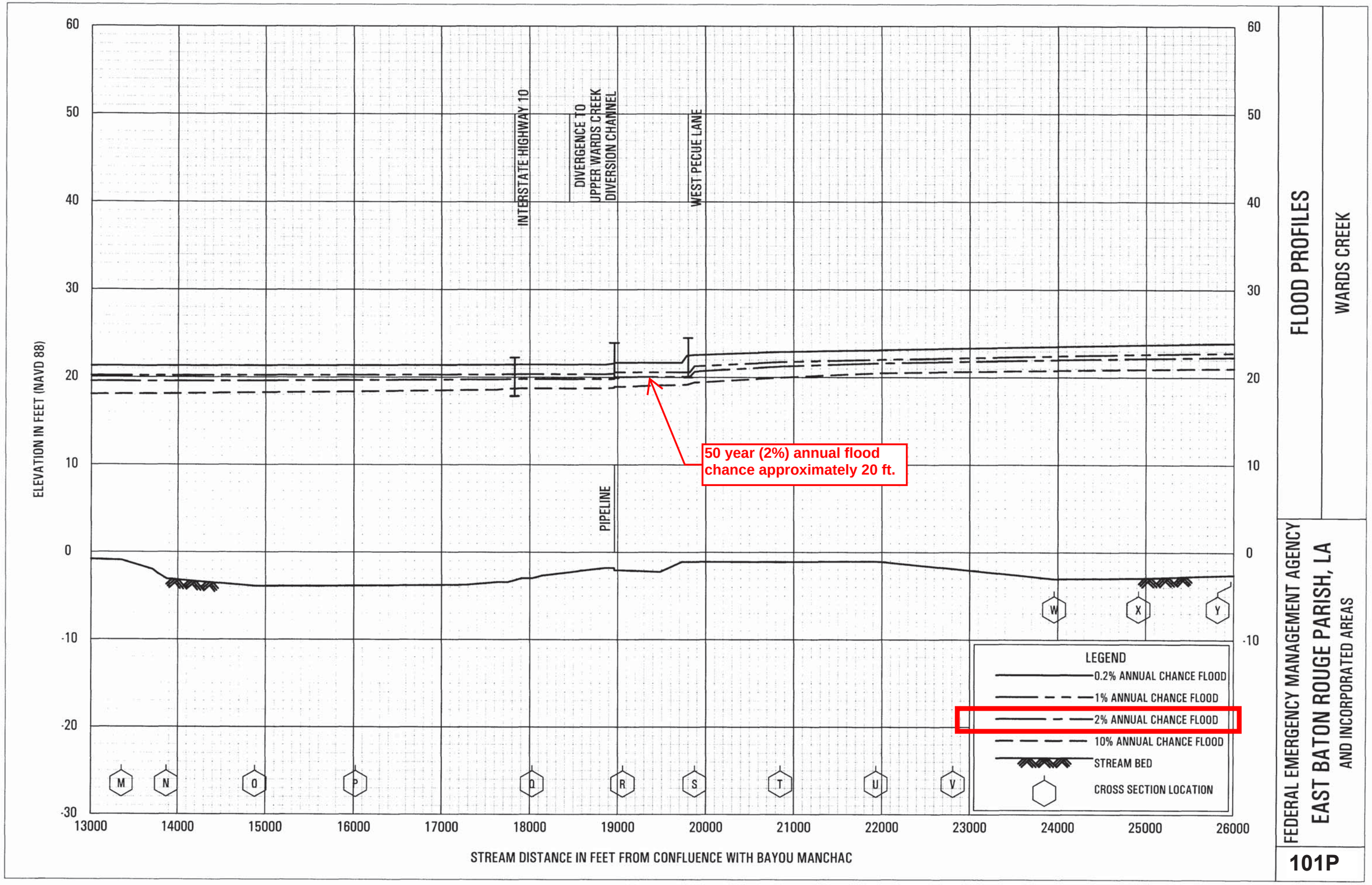


Figure 9 - Wards Creek Flood Profile

Using the above data, the original design stage elevation was determined to be 21' (20' design flood plus 1' freeboard). Between Siegen Lane and Pecue Lane, the existing profile is much higher than 21', ranging between 30' and 35', and the proposed profile stays above existing profile throughout. However, after Pecue Lane, the existing profile elevation drops significantly to approximately elevation 18' and remains at or near that elevation until tying into Highland Road. It was determined that constructing this portion of Perkins Road above the 21' design stage elevation would be impractical. The section at this height created excessive right-of-way impacts and undesirable grades for driveways and minor roadway connections for all three alternatives.

Following the above suggestions from the LADOTD Hydraulics Manual, the design flood elevation was revised to 19' (18' existing roadway elevation plus 1' freeboard). This was determined primarily by considering the inundation flood elevation of 17' and interviewing long-time LADOTD maintenance personnel. Albert Shields, maintenance superintendent and employee of LADOTD since 1976, says he has never known a flood to inundate this area of Perkins Road. His personal experience appears to independently corroborate the fact that the maximum recorded inundation elevation is approximately 1' lower than the existing roadway. Mr. Shields' observations exclude the record 2016 flooding which was well beyond even a 100-year flood stage. Furthermore, eastbound I-10, a facility with a much higher roadway classification, is in close proximity to Perkins Road near Sta. 250+00, and according to LIDAR information, the interstate and existing Perkins Road have similar existing roadway elevations.

2.2.6 Drainage Considerations

The majority of the existing drainage along Perkins Road is currently consistent with rural drainage design and accomplished with open ditches, with the exception of curb inlets near the Siegen Lane and Pecue Lane intersections. These ditches outfall to one of nine cross drains spread throughout the project limits and ultimately outfall to the Upper Wards Creek Diversion Channel. Table 2-3 shows the locations of the existing outfalls along Perkins Road. Preliminary calculations using LADOTD's hydraulics programs estimate that four of the cross drains, including the 4'x4' box culvert, will need to be upsized.

TABLE 2-3: EXISTING OUTFALL LOCATIONS

LOCATION	DESCRIPTION
110+00	36” Concrete pipe
126+25	24” Concrete pipe
143+80	24” Corrugated metal pipe
207+65	4’x4’ box culvert
212+70	Triple 30” concrete pipe
229+50	6’x6’ Box culvert
238+50	4’x6’ Box culvert
249+00	6’x6’ Box culvert
257+50	Double 36” concrete pipe

The proposed typical section includes curb which will require curb inlets and drop inlets in a closed, urban drainage system. The trunk lines of these systems will outfall to the improved existing cross drain locations. Preliminary estimates suggest that as many as 500 inlets and as much as 40,000 feet of pipe may be needed to adequately drain the section. The existing ditches between Pecue Lane and Highland Road are known to hold water, and some of the comments from the December 17, 2014 public meeting were from residents concerned that the existing ponding problem would be compounded with the widening of Perkins Road. Even with improved ditches and upsized culverts, the elevation difference between the stage of the ultimate outfall, Wards Creek, and the necessary vertical profile is such that some ponding and standing water may be unavoidable. As design progresses, further investigation will be needed to determine what steps can be taken to help alleviate the existing drainage problems, but care will be taken to maintain existing drainage patterns.

There are three areas where the Upper Ward Creek Diversion Channel bends and comes very close to existing Perkins Road. These locations are on the north side of Perkins near Sta. 225+00, Sta. 232+50, and Sta. 238+50. Since Perkins Road will encroach or come close to these bends in the channel, the channel will need to be rerouted or straightened in these areas and bank stabilization will be required.

2.2.7 Traffic Analyses

The Traffic Study for this project dated May 2, 2014 includes analyses of the existing and projected traffic along Perkins Road from Siegen Lane to Highland Road. The traffic study analyzes the effect of the widening project on traffic projections within the corridor and proposes future lane configurations to best accommodate the projected traffic.

2.2.7.1 Traffic Volumes and Projections

Reference should be made to the Traffic Study for the existing and projected traffic volumes. Existing turning movement counts were collected at each of the 19 signalized and unsignalized intersections along Perkins Road from Siegen Lane to Highland Road. Existing traffic counts were performed in accordance with LADOTD's best practices for the intersections from Siegen Lane and Pecue Lane from January 22, 2013 to February 20, 2013. Additional counts were performed between Pecue Lane and Highland Road from September 5, 2013 until September 19, 2013. The existing scenario is the base scenario representing the existing roadway geometry and existing peak hour volumes. Analyses were performed for the year 2013 only in the existing scenario.

Traffic analyses were performed for the No-Build Alternative as well as a Build Alternative for the implementation year (2015) and the design year (2035). The future improvements that were considered in the traffic projections include:

- Perkins Road, currently a 2-lane undivided roadway, will be improved to a 4-lane roadway and divided by a continuous median. The median will be broken only by u-turns spaced according to LADOTD guidelines, two partial median openings (Jamestown Blvd.), one multi-directional median opening (Meadow Park Dr.), one directional median opening (fire station), and signalized intersections. All minor intersections between Siegen Lane and Highland Road will operate as right-in/right-out. The City of Baton Rouge's Subdivision Office was contacted to see if there are any planned projects which may affect the design alternatives. Jamestown at Old Perkins is the only planned project that the Subdivision Office had on record.

- Jamestown at Old Perkins is a planned residential and commercial development on Perkins Road near Pecue Lane. Several residential tracts are already built and occupied. There are currently a number of houses and commercial tracts that are still undeveloped. The Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition was used to estimate site-related traffic generation.

- Construction of Jamestown Square (Tract C of Jamestown Planned Unit Development (PUD)) started in late 2013. This subdivision will consist of 51 residential lots with some green space. The entrance/exit is Park Square Drive. Park Square Drive has been added to the exhibits for each alternative. The u-turn and bulb out located at Sta. 165+00 was shifted east since the first public meeting to avoid this new subdivision entrance. The ITE Trip Generation, 7th Edition was used to estimate site-related traffic generation for this new development and the operational analyses include the traffic generated from this new subdivision.

- An assisted living facility planned for Tract B-1 in Jamestown was approved by the Planning Commission in December of 2014. This site is located on the open lot just east of Jamestown

Drive. Current plans show one driveway to Perkins Road located approximately 150' east of Jamestown Boulevard and a second driveway to Jamestown Boulevard. The u-turn bulb out located at Sta. 158+00 was shifted east since the second public meeting to avoid impacting the planned building on this site.

- In addition to development related to Jamestown, Performance Contractors plans to expand their site on the vacant property between Pecue Lane and Old Pecue Lane. Access for this site will be to and from Pecue Lane and Old Pecue lane. Plans for the site are still in preliminary stages.

- There is a planned Pecue Lane interchange on I-10 between the Siegen Lane and Highland Road exits. This meets the interchange spacing requirements of FHWA since there is a distance of over 3 miles between Siegen Lane and Highland Road. The projected volumes for this project have been added in the 2035 design year.

In addition to trips generated by the above projects, the traffic projections include a growth factor established by referencing the Capital Region Planning Commission (CRPC) TransCAD models. The CRPC has provided TransCAD model runs for the years 2012, 2022, 2032, and 2037. The model runs provided have been used to determine growth rates and future trips for the study area. The TransCAD models are useful for this purpose because they represent a comprehensive consideration of all developments expected by the CRPC. Developments considered include Jamestown at Old Perkins and the Pecue Lane interchange. Analysis of the differences between the three model years suggests a 0.5% annual background growth rate.

The additional trips that will be attracted by the Perkins Road widening project can be derived from the 2037 TransCAD model. The 2037 TransCAD model includes the Perkins Road widening as well as all other projected developments. Therefore, 2037 Build peak hour trips can be developed directly from the ADTs included in the 2037 model using an 8% K factor. These trips can be grown backward to 2035 Build trips using the 0.5% growth rate. Traffic volumes at Jamestown Boulevard and Pecue Lane have been adjusted to match projected generated trips related to the Jamestown at Old Perkins development and the Pecue Lane interchange, respectively. Table 2-4 summarizes the ADT for Perkins Road in the various analyses years.

TABLE 2-4: DESIGN YEAR AVERAGE DAILY TRAFFIC (ADT)

Analysis Year	ADT
2013 Existing	14729
2015 No-Build	14877
2015 Build	25074
2035 No-Build	16437
2035 Build	27704

2.2.7.2 Traffic Signal Warrants

There are currently three signalized intersections on Perkins Road within the project, one at Siegen Lane, one at Pecue Lane, and one at Highland Road. As mentioned above, all minor intersections along Perkins Road will have right-in/right-out access with the median in place. Left turns will be accomplished by turning right and making a u-turn at the nearest median turn around. The Jamestown Development was studied to see if a full median opening or traffic signal is warranted at the entrance on Perkins Road.

The full build-out of Jamestown has been considered in the traffic projections for the implementation year of 2015 and the design year of 2035. In order to warrant a full access median opening, EDSM IV.2.1.4 requires that MUTCD Traffic Signal Warrant 1A be met. Details of the warrant analysis are included in the Traffic Study. The analysis showed that a traffic signal is warranted at the intersection at any time the development reaches full occupancy of its residential space and 70% occupancy of its commercial/office space. The traffic volumes used assume full 100% occupancy by the 2015 implementation year. With these assumptions, the traffic signal warrant 1A was met for the implementation year, 2015, and the design year, 2035.

The traffic signal warrants are not met at this location under existing volumes; therefore LADOTD's EDSM does not allow a full access median opening at the present time. An unsignalized partial median opening providing left turn access into the site from Perkins Road is recommended and shown on each Build Alternative. LADOTD, District 61 will determine if a traffic signal is warranted at the Perkins Road (LA 427) and Jamestown intersection in the future.

2.2.7.3 Operational Analyses and Lane Configurations

The Build scenario assumes a 4-lane section on Perkins Road with a dividing median. The median width and the specific roadway alignments (discussed in Section 2.2 above) have a marginal effect on the traffic volumes and operational analyses. Therefore, only one build alternative has been analyzed.

Traffic analyses were performed at the Siegen Lane, Pecue Lane, and Highland Road intersections to develop the turn lane storage lengths and the number of travel lanes required in the design year 2035. The LOS results for each analysis are reported in the Traffic Study. Each unsignalized intersection was also analyzed to compare the existing base scenario to the proposed configuration. The LOS for both the signalized and unsignalized intersections, as well as the queue length for each turn lane, was calculated using the Highway Capacity Software (HCS). LOS is determined by calculating the delay in minutes at each approach using the HCS software. LOS is rated from A (free flow of traffic) to F (total breakdown of traffic flow). LOS D is considered acceptable for urban roadways like Perkins Road. The HCS analyses resulted in acceptable levels of service of LOS D or better at each intersection with the exception of Siegen Lane. Siegen lane operates at a LOS E. An LOS E is defined as unstable flow with frequent stops, which is an improvement over the existing LOS F (total breakdown in traffic flow) at the intersection.

Turn lanes have been located as necessary to provide an acceptable intersection LOS while having as little impact on right-of-way as possible. Wherever possible, the turn lane lengths required for the peak hour in the 2035 design year have been recommended; however, there are some turn lanes where existing constraints have made it impossible to provide the entire queue length (for example, Perkins Eastbound Lefts (EBLs)at Siegen and Perkins Eastbound Lefts (EBLs) at Highland). Since some of the storage lengths for the design year are very long (for example, Siegen SBLs and the SBL and EBL movements at the Highland Road intersection), a decision to provide lesser lengths during initial construction with adequate room for future improvements to the turn lanes may need to be made. The storage lengths proposed for each turn lane, calculated as the maximum of the 95% queue lengths for the 2015 and 2035 analysis years, are shown in Tables 2-5 through 2-7 below.

TABLE 2-5: TURN LANE STORAGE LENGTH FOR PERKINS ROAD (LA 427) AT SIEGEN LANE

		# lanes (Build)	Storage Length			
			2013 Existing	2015 Build	2035 Build	MAX
Perkins at Siegen	NBL	2	200'	200'	275'	275'
	NBR	1	250'	325'	375'	375'
	SBL	2	3025'	575'	775'	775'
	SBR	1	650'	575'	700'	700'
	EBL	2	1275'	725'	875'	875'
	EBR	1	250'	200'	225'	225'
	WBL	2	375'	200'	250'	250'
	WBR	2	725'	350'	425'	425'

TABLE 2-6: TURN LANE STORAGE LENGTH FOR PERKINS ROAD (LA 427) AT PECUE LANE

		# lanes (Build)	Storage Length			
			2013 Existing	2015 Build	2035 Build	MAX
Perkins at Pecue	NBL	1	125'	100'	100'	100'
	NBR	1	125'	200'	25'	200'
	SBL	1	125'	350'	575'	575'
	SBR	1	225'	200'	225'	225'
	EBL	2	375'	200'	225'	225'
	WBL	1	50'	200'	50'	200'
	WBR	1	-	400'	500'	500'

TABLE 2-7: TURN LANE STORAGE LENGTH FOR PERKINS ROAD (LA 427) AT HIGHLAND ROAD

		# lanes (Build)	Storage Length (ft)			
			2013 Existing	2015 Build	2035 Build	MAX
Perkins at Highland	NBL	1	75'	125'	150'	150'
	SBL	1	275'	325'	375'	375'
	SBR	1	-	350'	525'	525'
	EBL	2	-	675'	1025'	1025'
	WBR	1	350'	350'	425'	425'

An HCS analyses was also performed at the intersection of Perkins Road with Highland Road. The intersection of Perkins Road at Highland Road operates at a LOS D in 2035 with the addition of an extra eastbound left turn lane from Perkins Road onto Highland Road and a southbound right turn lane from Highland Road onto Perkins Road. Since this intersection is located nearby three adjacent intersections on Highland Road, further analysis of the Highland Road corridor is currently being performed separate from this EA.

Although the unsignalized u-turns are covered under the Highway Capacity Manual 2010, the HCS algorithms do not provide an analysis of the performance of unsignalized u-turns. Therefore, a Synchro 8 model was built to determine any possible impact of the u-turn intersections on the corridor.

The Synchro model includes u-turns at the locations shown in Figures 10 through 12 of Alternatives 1A, 2B and 3 (Appendices A, B and C). Volumes for the u-turns were totals of all left turn movements at intersections upstream of the u-turn location. It is assumed that the vehicles will turn around at the nearest u-turn location. Based on the Synchro model, the u-turns have no negative impact on traffic flow. The required storage lengths influenced by the Synchro model are presented in Table 2-8. A minimum storage length of 150’ and a taper length of 165’ has been provided for each u-turn opening.

TABLE 2-8: TURN LANE STORAGE LENGTH FOR PERKINS ROAD (LA 427) U-TURNS

	95% Queue Length				Minimum Storage Length
	2035 AM Build		2035 PM Build		
	# Vehicles	Length	# Vehicles	Length	
Westbound U-Turn #1	0.1	2.5'	0.4	10.0'	**25'**
Eastbound U-Turn #1	4.8	120.0'	0.8	20.0'	**125'**
Westbound U-Turn #2	0.2	5.0'	2	50.0'	**50'**
Eastbound U-Turn #2	4.1	102.5'	2.4	60.0'	**125'**
Westbound U-Turn #3	0.4	10.0'	3.1	77.5'	**100'**
Eastbound U-Turn #3	0.7	17.5'	0.2	5.0'	**25'**
Westbound U-Turn #4	0.1	2.5'	0.4	10.0'	**25'**
Eastbound U-Turn #4	2.2	55.0'	1	25.0'	**75'**
Westbound U-Turn #5	0.1	2.5'	0.1	2.5'	**25'**
Westbound U-Turn #6	0.1	2.5'	0.2	5.0'	**25'**
Eastbound U-Turn #5	1.3	32.5'	0.1	2.5'	**50'**
Westbound U-Turn #7	0.1	2.5'	0	0.0'	**25'**
Westbound U-Turn #8	0.1	2.5'	0.1	2.5'	**25'**
Eastbound U-Turn #6	0.2	5.0'	0.1	2.5'	**25'**
Westbound U-Turn #9	0.1	2.5'	0.1	2.5'	**25'**
Eastbound U-Turn #7	0.4	10.0'	0.2	5.0'	**25'**

2.2.7.4 Alternative Intersection Analyses

The analyses in the previous section consider Perkins Road at Jamestown Boulevard as a partial median opening and Perkins Road at Pecue Lane and at Highland Road as a signalized intersection in the future design years. Alternatively, the three intersections could be designed as roundabouts. In order to determine the performance of the intersections as roundabouts, analysis was performed using SIDRA INTERSECTION 6 software. Per the LADOTD EDSM on roundabouts, SIDRA was also used to analyze the intersections under signalized and unsignalized control parameters.

The intersection of Perkins Road at Jamestown Boulevard was considered as a partial median opening in the unsignalized analyses. This mimics the left turn restrictions being implemented along the rest of the corridor. A full median opening will only be considered as part of a signalized or roundabout implementation once the appropriate traffic signal warrants are satisfied.

In order to make a like-comparison of alternatives between all of the major intersections along the corridor, LADOTD asked that a partial median opening be analyzed at Siegen Lane similar to the analyses of Jamestown and Pecue intersections (discussed below). A partial median opening at Siegen Lane

would disallow lefts and through movements from Siegen Lane at Perkins Road. Creating a partial median opening at Siegen Lane would require a minimum of three northbound and southbound right turn lanes onto Perkins which will have only two lanes to accept traffic in each direction in the proposed configuration. Traffic volumes at Siegen Lane are too high to make a partial median opening option a viable solution. For this reason, no further analysis of the partial median opening was performed for Siegen Lane.

The intersections of Perkins Road at Pecue Lane and at Highland Road are analyzed as full access unsignalized intersections. A partial median opening at Pecue Lane would require disallowing lefts and through movements from Pecue Lane at Perkins Road. Two southbound right turn lanes would be needed, matching the two receiving lanes on Perkins. However, 761 vehicles per hour would need to make a u-turn on Perkins at some point west of Pecue. This u-turn would have a delay of over 10 minutes and a 1600' queue. Therefore, the traffic volumes that would need to be accommodated are too high to make a partial median opening a viable solution. If lefts and throughs were disallowed at Highland Road, the nearest u-turn on Perkins Road would have a delay of over 3.5 minutes and a 1000' queue.

The Tables 2-9 through 2-14 below summarize the SIDRA results for comparison of a roundabout intersection to the other Build alternatives at Jamestown Boulevard, Pecue Lane, and Highland Road. The delay is the number of seconds added to the travel time of an average driver due to presence of traffic control at the intersection. The volume to capacity ratio (v/c) represents the density of vehicles on the road during the peak hour.

TABLE 2-9: SUMMARY OF SIDRA RESULTS, PERKINS RD AT JAMESTOWN BLVD, AM PEAK HOUR

	2015 Build									2035 Build								
	Unsignalized			Signalized			Roundabout			Unsignalized			Signalized			Roundabout		
Perkins Rd at Jamestown Blvd	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Northbound (Nottinghill)	0.102	4.1	A	0.111	7.9	A	0.087	2.8	A	0.122	4.7	A	0.124	8.0	A	0.106	3.3	A
Southbound (Jamestown)	0.578	14.0	B	0.304	4.1	A	0.459	6.2	A	0.699	20.9	C	0.328	4.5	A	0.552	8.4	A
Eastbound (Perkins)	0.409	2.6	N/A	0.311	6.0	A	0.231	0.3	A	0.561	3.8	N/A	0.346	6.2	A	0.286	0.3	A
Westbound (Perkins)	0.315	0.1	N/A	0.594	6.1	A	0.425	1.3	A	0.346	0.1	N/A	0.655	7.0	A	0.510	1.6	A
Overall	**0.578**	**2.6**	**N/A**	**0.594**	**5.9**	**A**	**0.459**	**1.6**	**A**	**0.699**	**3.8**	**N/A**	**0.655**	**6.5**	**A**	**0.552**	**2.0**	**A**

TABLE 2-10: SUMMARY OF SIDRA RESULTS, PERKINS RD AT JAMESTOWN BLVD, PM PEAK HOUR

	2015 Build									2035 Build								
	Unsignalized			Signalized			Roundabout			Unsignalized			Signalized			Roundabout		
Perkins Rd at Jamestown Blvd	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Northbound (Nottinghill)	0.065	7.5	A	0.058	9.2	A	0.051	4.1	A	0.082	9.0	A	0.063	9.2	A	0.065	4.9	A
Southbound (Jamestown)	0.379	8.6	A	0.239	7.1	A	0.302	3.9	A	0.435	11.1	B	0.242	7.1	A	0.356	5.1	A
Eastbound (Perkins)	0.563	2.6	N/A	0.467	5.7	A	0.397	0.8	A	0.706	3.7	N/A	0.497	6.0	A	0.477	0.9	A
Westbound (Perkins)	0.248	0.1	N/A	0.450	5.1	A	0.368	1.6	A	0.274	0.1	N/A	0.527	5.3	A	0.457	1.9	A
Overall	**0.563**	**2.1**	**N/A**	**0.467**	**5.6**	**A**	**0.397**	**1.5**	**A**	**0.706**	**2.8**	**N/A**	**0.527**	**5.8**	**A**	**0.477**	**1.7**	**A**

TABLE 2-11: SUMMARY OF SIDRA RESULTS, PERKINS RD AT PECUE LN, AM PEAK HOUR

	2015 Build									2035 Build								
	Unsignalized			Signalized			Roundabout			Unsignalized			Signalized			Roundabout		
Perkins Rd at Pecue Ln	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Northbound (Pecue)	9.164	4022.1	F	0.349	36.7	D	0.194	3.5	A	56.999	25777.5	F	0.776	49.5	D	0.564	6.7	A
Southbound (Pecue)	51.516	15512.0	F	0.481	29.6	C	0.321	2.8	A	88.780	28683.1	F	0.482	25.8	C	0.462	3.6	A
Eastbound (Perkins)	0.682	8.0	N/A	0.570	49.9	D	0.318	1.6	A	1.084	32.1	N/A	0.714	55.9	E	0.418	2.6	A
Westbound (Perkins)	0.397	2.0	N/A	0.481	15.6	B	0.505	2.3	A	0.476	2.1	N/A	0.759	28.6	C	0.748	4.7	A
Overall	**51.516**	**3873.3**	**N/A**	**0.570**	**27.8**	**C**	**0.505**	**2.3**	**A**	**88.780**	**12456.8**	**N/A**	**0.776**	**36.1**	**D**	**0.748**	**4.4**	**A**

TABLE 2-12: SUMMARY OF SIDRA RESULTS, PERKINS RD AT PECUE LN, PM PEAK HOUR

	2015 Build									2035 Build								
	Unsignalized			Signalized			Roundabout			Unsignalized			Signalized			Roundabout		
Perkins Rd at Pecue Ln	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Northbound (Pecue)	9.032	3903.6	F	0.245	26.1	C	0.293	4.9	A	34.406	15529.0	F	0.617	43.5	D	0.585	11.0	B
Southbound (Pecue)	79.710	26078.0	F	0.493	26.3	C	0.419	2.6	A	154.458	57000.0	F	0.671	27.0	C	0.641	4.2	A
Eastbound (Perkins)	0.468	2.6	N/A	0.557	34.5	C	0.554	3.0	A	0.741	5.8	N/A	0.678	40.1	D	0.756	8.5	A
Westbound (Perkins)	0.359	2.9	N/A	0.446	20.8	C	0.348	2.1	A	0.351	4.1	N/A	0.619	25.6	C	0.468	2.8	A
Overall	**79.710**	**7104.8**	**N/A**	**0.557**	**26.8**	**C**	**0.554**	**2.8**	**A**	**154.458**	**21704.2**	**N/A**	**0.678**	**31.9**	**C**	**0.756**	**5.8**	**A**

TABLE 2-13: SUMMARY OF SIDRA RESULTS, PERKINS RD AT HIGHLAND RD, AM PEAK HOUR

	2015 Build									2035 Build								
	Unsignalized			Signalized			Roundabout			Unsignalized			Signalized			Roundabout		
Perkins Rd at Highland Rd	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Northbound (Highland)	15.942	1476.5	F	0.765	25.3	C	0.516	5.3	A	17.572	1920.6	F	0.747	27.9	C	0.614	7.2	A
Southbound (Highland)	11.109	717.7	F	0.774	7.8	A	0.774	0.5	A	20.683	1359.0	F	0.855	9.0	A	0.855	0.8	A
Eastbound (Perkins)	0.231	1.0	N/A	0.775	22.5	C	0.327	2.5	A	0.264	1.2	N/A	0.685	22.4	C	0.380	2.9	A
Westbound (Perkins)	0.110	0.2	N/A	0.471	10.4	B	0.184	2.5	A	0.122	0.2	N/A	0.629	13.7	B	0.215	2.9	A
Overall	**15.942**	**679.7**	**N/A**	**0.775**	**14.0**	**B**	**0.774**	**2.0**	**A**	**20.683**	**1117.1**	**N/A**	**0.855**	**15.5**	**B**	**0.855**	**2.6**	**A**

TABLE 2-14: SUMMARY OF SIDRA RESULTS, PERKINS RD AT HIGHLAND RD, PM PEAK HOUR

	2015 Build									2035 Build								
	Unsignalized			Signalized			Roundabout			Unsignalized			Signalized			Roundabout		
Perkins Rd at Highland Rd	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Northbound (Highland)	12.808	5485.3	F	0.695	30.6	C	0.697	9.1	A	23.355	9902.5	F	0.553	46.0	D	0.870	18.1	B
Southbound (Highland)	16.667	3531.9	F	0.848	18.6	B	0.420	0.7	A	24.120	6100.5	F	0.942	36.5	D	0.464	0.8	A
Eastbound (Perkins)	0.445	2.5	N/A	0.850	30.0	C	0.586	4.4	A	0.516	3.3	N/A	0.919	64.6	E	0.690	5.9	A
Westbound (Perkins)	0.144	0.5	N/A	0.936	24.9	C	0.295	4.1	A	0.159	0.6	N/A	0.938	52.9	D	0.363	5.3	A
Overall	**16.667**	**2505.3**	**N/A**	**0.936**	**24.9**	**C**	**0.697**	**3.8**	**A**	**24.120**	**4411.6**	**N/A**	**0.942**	**48.3**	**D**	**0.870**	**6.1**	**A**

Based on the results of the SIDRA analyses, a roundabout is a feasible option at Jamestown Boulevard, Pecue Lane, and potentially Highland Road. Perkins Road at Jamestown Boulevard would operate equally well as a STOP-controlled partial median opening, a signalized full median opening, or a roundabout. Since this intersection does not currently meet traffic requirements for a full median opening, the unsignalized option using a partial median opening has been assumed throughout all additional analyses.

Perkins Road at Pecue Lane is currently a signalized intersection. There is no benefit to converting the intersection to STOP-control. The intersection operates with levels of service of "D" or better in all analysis years as both a signalized intersection and a multi-lane roundabout with bypass right turn lanes in the EB, WB, and SB directions. When compared to the signalized intersection, the footprint of the multi-lane roundabout requires approximately 25,000 square feet of additional pavement, approximately 18,600 square feet of additional right-of-way, and will directly impact at least one additional residence resulting in another residential relocation. Since the multi-lane roundabout results in several costly impacts, a signalized intersection has been assumed at Pecue Lane throughout all additional analyses.

Perkins Road at Highland Road is currently a signalized intersection. There is no benefit to converting the intersection to STOP-control. The intersection operates with levels of service of "D" or better in all analysis years as both a signalized intersection and a multi-lane roundabout. Since a comprehensive review of the entire Highland Road corridor is currently underway, a signalized intersection has been assumed at Highland Road throughout all additional analyses.

2.2.7.5 Traffic Analyses Recommendations

Based on the results of the HCS traffic analyses in the Traffic Study, the Perkins Road corridor should operate acceptably in the implementation year once it is widened to four lanes with the same turn lane improvements at the intersections in each alternative. The signalized intersection at Pecue Lane operates at a LOS D or better in both 2015 and 2035 Build scenarios. The intersection of Perkins Road at Jamestown Boulevard does not currently meet traffic signal warrants. Therefore, this intersection is shown with a partial median opening allowing left turns on the Perkins Road approaches only. LADOTD District 61 will determine if a traffic signal with a full access median opening or a roundabout could be permitted at this location at a future time. Additional right-of-way would be required to construct a roundabout at this location.

The intersection of Perkins Road at Siegen Lane operates at a LOS D in 2015 and LOS E in 2035. Although LOS E is not normally acceptable, it is an improvement over the existing, which has a LOS F during the PM peak hour in 2013.

The intersection of Perkins Road at Highland Road operates at a LOS D in 2035 with the addition of an extra eastbound left turn lane from Perkins Road onto Highland Road and a southbound right turn lane from Highland Road onto Perkins Road. Since this intersection is located nearby three adjacent intersections on Highland Road, further analysis of the Highland Road corridor is currently being performed separate from this EA.

There is no expected conflict with the railroad crossing on Pecue Lane. The maximum queue is not expected to reach the Perkins Road at Pecue Lane intersection; and therefore, the signal should not be affected.

2.3 COMPARISON OF ALTERNATIVES

Each potential build alternative is consistent with the purpose and need of the project. The 4-lane divided typical section is similar in each alternative and provides similar capacity for Perkins Road between Siegen Lane and Highland Road. Each alternative provides similar access management concepts (median openings, u-turns, bulb outs, etc.) and pedestrian and bicycle accommodations. Intersections along Perkins Road are treated similarly in each alternative, and traffic analyses have shown improved LOS and traffic flow with each proposed alternative. The following sections serve to compare the build alternatives considered for this project. Further comparison of construction, utility and right-of-way costs, as well as environmental factors and social and economic factors will be addressed in sections 2.3.4 to 2.3.9 below for each alternative.

2.3.1 Alternative 1A

As described previously, Alternative 1A maintains a 16' median throughout the project length and is centered about existing Perkins Road until approximate Sta. 109+25, where the alignment curves to the north. The centerline of the proposed roadway then weaves both north and south of the existing centerline to minimize impacts to commercial and residential developments, right-of-way takings, wetland areas, and bodies of water. The right-of-way width for Alternative 1A varies throughout the project as shown on Figure 12, sheets 1-8 in Appendix A of this study. The minimum total right-of-way shown is 96', and the maximum total right-of-way shown is 250'. The shift to the north edge of existing roadway between Siegen Lane and Pecue Lane reduces the amount of right-of-way required on the south side of the roadway as much as possible while still providing the minimum 12' width for utility relocations. After crossing Pecue Lane, the 32' shift to the south is designed to utilize the existing right-of-way to the north near Pump Station 514 and utilize the undeveloped land to the south. Alternative 1A is constructed within existing right-of-way (on the north or south side) for a total length of 5355'. Where possible, the proposed right-of-way in this alternative may be further altered to coincide with existing right-of-way or a lesser right-of-way offset to minimize impacts. For example, the proposed right-of-way south of Perkins from Sta. 165+00 to Sta. 173+00 could be decreased by providing less than the 12' minimum shown for utility relocations in order to salvage the subdivision's walls. This change could be considered in all of the alternatives. In addition to this possible minimization of right-of-way, Alternative 1A requires only a small sliver of right-of-way on the south side of Perkins from approximately Sta. 116+50 to Sta. 135+00 that may be eliminated during the design phase of the project. This would result in a savings for property costs. For comparison purposes, each alternative was analyzed with the desirable or widest right-of-way, estimating the worst case for right-of-way impacts. The width of the right-of-way will continue to be evaluated during the design and right-of-way acquisition phases of the project.

Advantages of Alternative 1A:

- Alternative 1A has the lowest relative property cost and lowest total estimated cost of all the alternatives.
- By shifting to the north, the required right-of-way taking on the south side of Perkins Road is minimized from approximate Sta. 110+00 to Sta. 135+00.
- Adjustments to Alternative 1A during design could result in requiring no right-of-way on the south side of Perkins for as much as 1850', resulting in property savings.
- From Siegen Lane to Pecue Lane the majority of both westbound lanes can be constructed without interrupting existing traffic.
- Alternative 1A received the most favorable comments in both public meetings.

Disadvantages of Alternative 1A:

- This alternative provides the minimum median width of 16' throughout the project length.
- With the 16' median width, the wider pavement bulb outs are needed on the outside edge of roadway for u-turns.
- Impacts to as many as 47 commercial and 25 residential properties with 3 residential and 3 commercial relocations anticipated.
- Construction of Alternative 1A impacts the Orleans Place Condominiums from Sta. 125+00 to Sta. 132+50. The proposed right-of-way line crosses through the carport structures. These structures will have to be modified and/or relocated with this alternative.
- By buying only the minimum amount of right-of-way needed, the same homes and neighborhoods may be impacted or disturbed later if future expansion is warranted.

2.3.2 Alternative 2B

As described previously, Alternative 2B transitions from a 16' median in the commercial areas near Siegen Lane and Highland Road, but provides a 30' median for about half of the project length. Typically, the alignment of the proposed roadway is centered on the existing roadway through Pecue Lane and then weaves both north and south of the existing centerline to avoid impacts to commercial and residential developments, right-of-way takings, wetland areas, and bodies of water. The right-of-way width for Alternative 2B varies throughout the project as shown on Figure 13, sheets 1-14 in Appendix B of this study. The minimum total right-of-way shown is 112', and the maximum total right-of-way shown is 250'. For the majority of the length between Siegen Lane and Pecue Lane, the centered alignment of Alternative 2B requires approximately equal amounts of right-of-way from property owners north and south of the existing road. After crossing Pecue Lane, Alternative 2B, like Alternative 1A, shifts to the south to maintain the existing right-of-way to the north near Pump Station 514 and take advantage of undeveloped land to the south. Alternative 2B is constructed within existing right-of-way (on the north or south side) for a total length of 5695'. As with Alternative 1A, the width of the right-of-way will continue to be evaluated during the design and right-of-way acquisition phases of the project to minimize impacts.

Advantages of Alternative 2B:

- Alternative 2B provides a balanced median design with a less intrusive right-of-way with the 16' median through developed commercial zones and a safer, desirable 30' median width through the residential area west of Pecue Lane and the relatively undeveloped area just east of Pecue Lane.
- Added flexibility of being able to provide future offset left turns in the 30' median section, where warranted.

- For the portion with a 16' median, the outermost westbound and eastbound lanes between Siegen Lane and Pecue Lane can be constructed without interrupting traffic.
- For the portion with a 30' median between Siegen Lane and Pecue Lane, two westbound and eastbound lanes can be constructed without interrupting traffic.
- Alternative 2B roadway construction has the least impact to the Orleans Place Condominiums from Sta. 125+00 to Sta. 132+50; however, the proposed right-of-way line crosses through some of the carport structures. The impacted structures will have to be modified and/or relocated with this alternative.
- By initially purchasing more right-of-way through the wider median sections, impacts or disturbances to the same residences and neighborhoods along the project are less likely if future expansion is warranted. The total opinion of probable cost for Alternative 2B is only 1.5% higher than Alternative 1A, primarily due to right-of-way costs.

Disadvantages of Alternative 2B:

- Impacts to as many as 53 commercial and 25 residential properties with 3 residential relocations and 3 commercial relocations anticipated.
- Requires taking property from both sides of the road for the majority of the length of the project. Alternative 2B does not have the same potential for reducing the required right-of-way that Alternative 1A has on the south side of Perkins Road.

2.3.3 Alternative 3

As discussed above, Alternative 3 maintains a 30' median throughout the project length and is centered about existing Perkins Road until approximate Sta. 134+00 where the alignment curves to the south. The centerline of the proposed roadway then weaves both north and south of the existing centerline to avoid impacts to commercial and residential developments, right-of-way takings, wetland areas, and bodies of water. The right-of-way width for Alternative 3 varies throughout the project as shown on Figure 14, sheets 1-8 in Appendix C. The minimum total right-of-way shown is 117', and the maximum total right-of-way is 226'. The shift to the south edge of existing roadway between Siegen Lane and Pecue Lane reduces the amount of right-of-way required on the north side of the roadway as much as possible while still providing the minimum 12' width for utility relocations. After crossing Pecue Lane, Alternative 3, like Alternative 1A, shifts to the south to maintain the existing right-of-way to the north near Pump Station 514 and take advantage of undeveloped land to the south. Alternative 3 is constructed within existing right-of-way (on the north or south side) for a total length of 5805'. As with the other alternatives, the width of the right-of-way will continue to be evaluated during the design and right-of-way acquisition phases of the project to minimize impacts; however, the wider median width will limit the opportunities to decrease the required right-of-way.

Advantages of Alternative 3:

- Alternative 3 provides the desirable 30' median for the entire length of the project
- From Siegen Lane to Pecue Lane, the two eastbound lanes can be constructed without interrupting existing traffic.
- Alternative 3 roadway construction has a lesser impact on the Orleans Place Condominiums from Sta. 125+00 to Sta. 132+50 than Alternative 1A and similar impacts as Alternative 2B, however, the proposed right-of-way line crosses through some of the carport structures. The impacted structures will have to be modified and/or relocated with this alternative.
- Alternative 3 takes advantage of properties on the south side of Perkins from Sta. 139+00 to Sta. 146+00 with deep setbacks to the front of the structures.
- By initially purchasing the maximum amount of right-of-way needed for the widest possible section, impacts or disturbances to the same residences and neighborhoods along the corridor are less likely if future expansion is warranted.

Disadvantages of Alternative 3:

- Alternative 3 is the most costly alternative.
- Alternative 3 has the highest number of residential impacts, commercial impacts, potential residential relocations, and potential commercial relocations.
- Impacts to as many as 61 commercial and 25 residential properties with 5 residential relocations and 3 commercial relocations anticipated.
- This alternative had the same number of negative comments from the public meeting as Alternative 2B (See Section 2.3.10 below).
- Alternative 3 would require the largest amount of channel realignment at Wards Creek Sta. 232+00.

2.3.4 Right-of-Way Impacts, Displacements, and Relocations

The proposed project will displace an estimated three families with an estimated average number of four members with Alternatives 1A and 2B, and five families with Alternative 3. Indications are that all displaced families are of medium or upper income range, and no displaced families are of a minority race. It is believed that all families estimated to be displaced are owner-occupants. Estimated values of three of the residences are $200,000 each, and two of the residences are estimated to be valued near $500,000. All are a combination of brick and siding, and all are estimated to be three or four bedroom and two- or three-bath homes. All residences appear to be well-maintained, and it is believed that all meet decent, safe, and sanitary (DSS) standards. There are more than sufficient comparable DSS houses in the area that could accommodate all of the possible displacements, including the ones where the

proposed right-of-way line is almost against the structure. Figures 10, 11, and 12 in Appendices A, B, and C, respectively, denote properties designated as "sure takes" and "possible takes."

It is estimated that three businesses or commercial buildings will be displaced by the proposed right-of-way lines on each alternative. Two of the structures are on skids or pier and beam foundation and appear to have been tenant occupied. They are currently vacant. There are 78 commercial businesses identified along the project. Some are not economically impacted other than taking a small strip of land. However, at least 47 businesses/commercial properties will be impacted or suffer damages, mainly due to parking impacts. Some businesses, both tenant-occupied and owner-occupied, may end up having to move in the event their reduced parking cannot be restored. Alternative 1A has a few less businesses impacted by parking issues, and those that are impacted are generally impacted less than those on Alternatives 2B and 3. The Right-of-Way and Relocation costs for each alternative are included in Table 2-16 below and are further discussed and detailed in the Conceptual Stage Relocation Plan dated April 13, 2015.

2.3.5 Alternative Refinement to Minimize Commercial Impacts

In response to public comments, Alternative 1A and 2B's alignments have been revised to better mimic Alternative 3's alignment which shifts south to take advantage of an open area of residential property in an effort to reduce impacts to existing commercial development north of Perkins Road between Orleans Drive and Brookhollow Glen Drive (Sta. 133+00 to Sta. 146+00). Alternative 3 is located the furthest south of the three alternatives considered and has not been revised. Both Alternatives 1A and 2B use reverse curvature to achieve the initial southern shift, but Alternative 1A ties back to its proposed alignment with a long straight section, while Alternative 2B ties back with a curve. Alternative 2B's footprint is further reduced by maintaining a 16' median through the alignment shift. Both Alternatives achieve the goal of minimizing damages to developed commercial properties to the north in exchange for open residential properties to the south.

2.3.5.1 Commercial Minimization Measure for Alternative 1A

As shown in Figure 10, the original right-of-way line for Alternative 1A impacted the parking for six commercial properties facing Perkins Road between Sta. 140+00 and 145+00. The revised alignment shift saves as much as 5,325 square feet of parking impacts to the north but gains a near equal amount of additional residential property acquisitions to the south, resulting in a reduction in right-of-way impacts to the project.

2.3.5.1 Commercial Minimization Measure for Alternative 2B

As shown in Figure 11, the original right-of-way line for Alternative 2B impacted the parking for six commercial properties facing Perkins Road between Sta. 140+00 and 145+00. The revised shift saves as

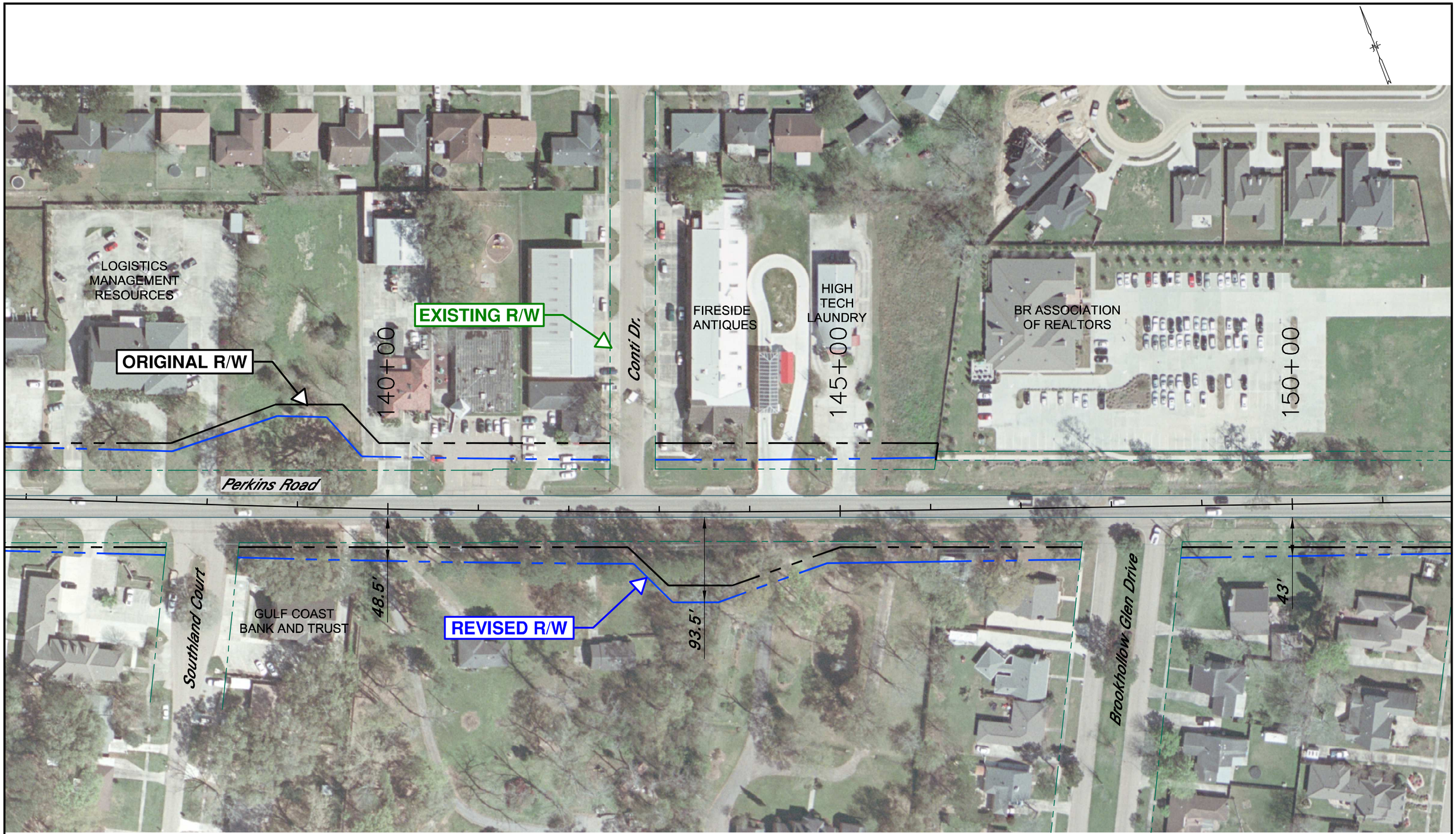
much as 5,325 square feet of parking impacts to the north, but unlike Alternative 1A, the additional residential property acquisitions to the south are nearly negligible.

2.3.5.2 Summary of Minimization Measures

Table 2-15 provides a summary of the monetary difference in impacts before and after Alternatives 1A and 2B were refined. As shown, a savings of $12,654 for Alternative 1A and a savings of $170,879 for Alternative 2B is realized by relocating the alignment of both alternatives further south.

TABLE 2-15: SUMMARY OF COMMERCIAL IMPACT MINIMIZATION EVALUATION

Description	Alternative	
	1A	2B
Impacts Incurred by Original Alignment	$10,598,667	$11,003,255
Net Change in Land by New Alignment	$17,346	-$85,879
Net Change in Improvements by New Align.	$65,000	$0
Net Change in Damages by New Alignment	-$95,000	-$85,000
Impacts Incurred with New Alignments	$10,586,013	$10,832,376



GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1" = 100'

Figure 10
Perkins Road (LA 427)
Alternative 1A Refinement

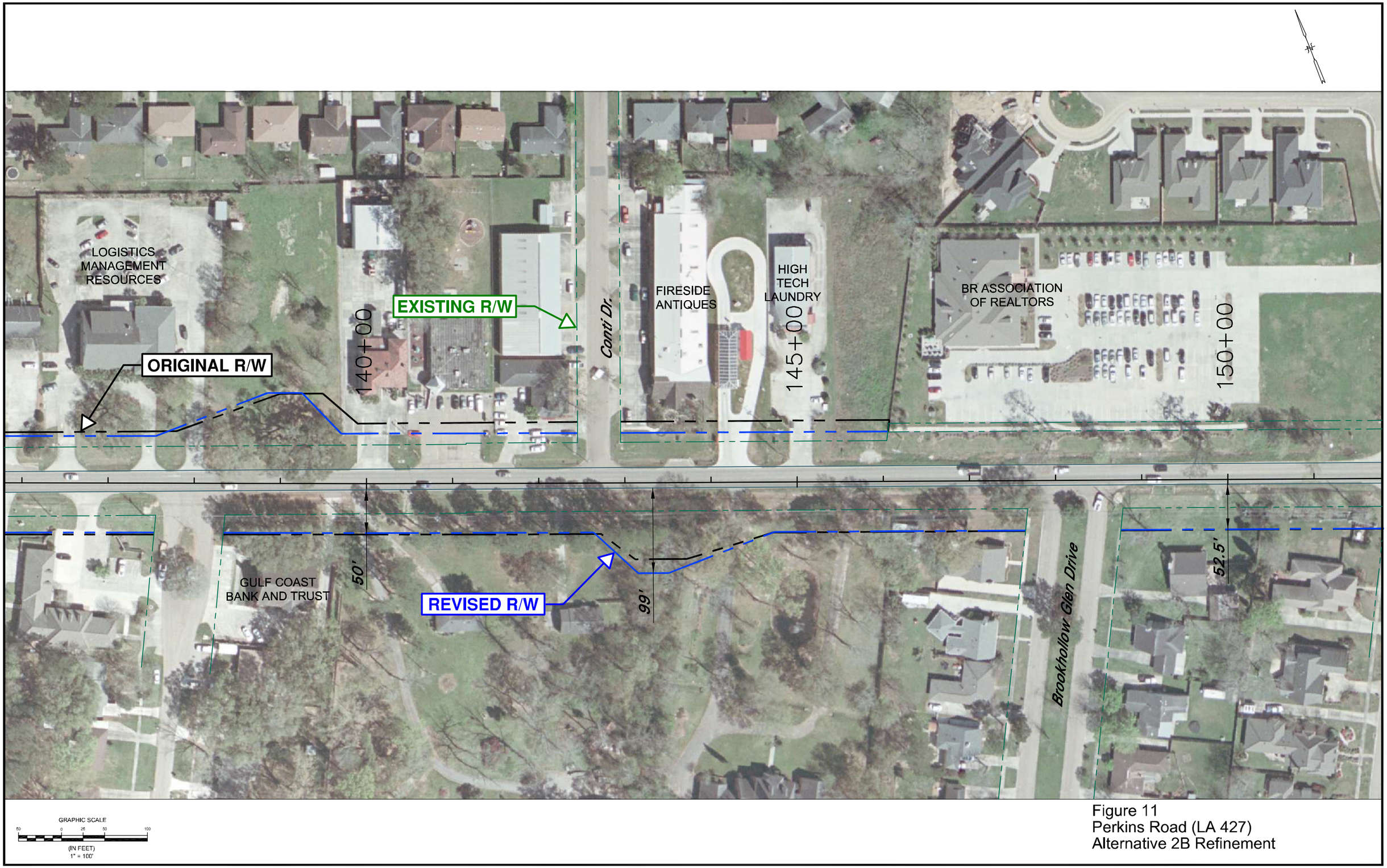


Figure 11
Perkins Road (LA 427)
Alternative 2B Refinement

2.3.6 Right-of-Way Refinement to Minimize Residential Impacts

A bulb out originally proposed on the south side of Perkins Road near Station 163+50 has been evaluated for effectiveness and ultimately removed from all three alternatives. The bulb out was originally located here because the residential lot in which it was placed was the only available location near the ¼ mile bulb out spacing requirement needed to satisfy LADOTD's EDSM "Median Openings on Divided Multi-Lane Roadways" that did not physically impact a commercial or residential structure.

The decision to remove the bulb out was due to both public comment and engineering judgement. Because of the bulb out's close proximity to the traffic signal and median opening at Pecue Lane, vehicles are not required to make a right at the intersection to utilize the bulb out. The remaining traffic that would utilize the bulb out would come from only three residences between it and Pecue Lane. On November 13, 2015, LADOTD agreed to remove the bulb out but leave the median U-turn for passenger cars (see email, Appendix F). Alternatives 1A, 2B, and 3 in Appendices A, B, and C, respectively, depict this revision.

2.3.7 Refinements to Median Design

The design of the medians near Meadow Park Drive and Pecue Lane were revised after the public meetings due to public comment, City-Parish comment, and engineering judgment.

The original design of the median west of Meadow Park Drive was consistent with the typical median section throughout the project, which does not allow a left-out at the subdivision entrance. The only access to and from the subdivision behind Meadow Park is from Perkins Road. The combination of Meadow Park Drive's close proximity to both the beginning of the project limits and the large intersection at Siegen Lane and Perkins Road made designating an eastbound U-turn location difficult. Business owners on the corner of Perkins Road and Meadow Park Drive were also concerned vehicles would turn left by cutting through their parking lot to access the bulb out near Station 108+00. Several potential options including a median opening and U-turns at the nearby Siegen Lane intersection were ruled out. On November 13, 2015, LADOTD agreed to allow the five lane section west of Siegen Lane to be extended through the Meadow Park Drive intersection (see email, Appendix F). Alternatives 1A, 2B, and 3 in Appendices A, B, and C, respectively, depict this revision.

On Perkins Road, west of the Pecue Lane intersection, a divider has been added to the innermost lane of the dual northbound left turns. The layout at the public meetings showed only a dual left turn lane with an opening in the divider that accessed the bulb out at station 170+50. At City-Parish's request, the divider has been modified to separate the bulb out left turns from the Pecue Lane northbound left turns at the intersection. The traffic model verified that shortening the innermost left turn lane would not result in a longer outermost turn lane. Alternatives 1A, 2B, and 3 in Appendices A, B, and C, respectively, depict this revision.

2.3.8 Environmental Factors and Conceptual Mitigation

The environmental technical reports summarizing the environmental impacts identified through database research, field reviews and other studies have been provided under separate cover and will be further discussed in Section 3 and 4 of this Environmental Assessment. Environmental impacts are summarized in in Section 2.3.10 below. For all matrix values listed as an "R1," there are no known impacts. Alternative 2B and Alternative 3 have a rating of "R2", a low to medium impact, for Hazardous Material Impacts because these alternatives impact an old Circle K site where hazardous materials may exist. Alternative 1A is rated R1 because there are no known impacts to this site. The USACE will have the final say on the jurisdictional wetlands and other waters acreages, but the values identified range from 12.5% to 13% of the total right-of-way required for each alternative. The mitigation costs shown in Table 2-16 increase relative to the increase in wetlands area impacted; therefore, Alternative 1A has the least mitigation cost and Alternative 3 has the greatest mitigation cost. Prime farmland acreages range from 17.05 acres in Alternative 1A to 19.84 acres in Alternative 3, but even though the soils on the project are consistent with prime farmland none of the project area can be considered prime farmland by NRCS since it is urban. Generally, the environmental evaluation factors show increased impacts relative to the increase in the amount of property impacted. For this reason, Alternative 1A and 2B have a similar degree of impacts, whereas Alternative 3 has a larger number of impacts.

2.3.9 Utility Impacts

For the purpose of comparing impacts to utilities, utility companies were contacted to verify the location of existing utilities as well as discuss their plans for future utility installations. None of the utility companies contacted have plans for future utility expansions along Perkins Road; however, many utilities are impacted by the widening. The following is the list of known utility owners in the project area: Cox Communications, Entergy Gas, Entergy Electric, Baton Rouge Water, and AT&T. The existing gas and telephone are not believed to have prior rights along the project for all alternatives; therefore, relocations will be made at no cost to the owner. Alternative 1A requires approximately 1850' less overhead electric and water line relocations than the other alternatives on the south side of Perkins Road since the alignment shifts to the north. Cost data was obtained from each utility owner for replacing their existing facilities in kind. The total anticipated utility relocation costs for each alternative have been included in Table 2-16 below.

The City of Baton Rouge's Sanitary Sewer Overflow Program Manager was also contacted to verify that no sewer improvements are planned along Perkins Road. Sanitary sewer force mains exiting Pump Station 514 just east of Pecue Lane travel north away from Perkins Road through an Entergy servitude. Pump Station 378, just east of La Crete Lane, feeds a 4" pipe that crosses and a 6" pipe that runs parallel to Perkins Road. The pump station itself is not impacted by the right-of-way in any alternative, but these lines may need to be adjusted during construction. There are a few gravity sewer manholes within the

project limits at Siegen Lane which will require manhole adjustments, but the sewer collection systems are mostly located outside of the Perkins Road project.

2.3.10 Construction Costs

The preliminary opinions of probable cost for construction are shown in Table 2-16 below. Costs are shown for each major component of the construction project, including right-of-way and utilities. The base construction costs for each alternative are similar, but the projected right-of-way costs of Alternative 3 make it a less affordable option. These cost estimates are accurate for the level of detail of this study but will likely change after more detailed design. Additional information about right-of-way and relocation costs, as well as utility costs and mitigation costs, are discussed above.

TABLE 2-16: OPINION OF PROBABLE COST

Preliminary Engineer's Opinion of Probable Cost			
	Alt. 1A	Alt. 2B	Alt. 3
Construction	$ 29,537,000	$ 29,495,000	$ 29,524,000
Right-of-way, Relocation	$ 21,018,000	$ 21,424,000	$ 26,535,000
Mitigation	$ 607,000	$ 668,000	$ 659,000
Utilities	$ 1,437,000	$ 1,692,000	$ 1,732,000
Subtotal	$ 52,599,000	$ 53,279,000	$ 58,450,000
Engineering & Contingencies (20%)	$ 10,500,000	$ 10,700,000	$ 11,700,000
Total	**$ 63,099,000**	**$ 63,979,000**	**$ 70,150,000**

2.3.11 Funding

The Environmental Assessment Phase of this project has been made possible through the use of Local Funds. The Metropolitan Planning Organization (MPO) for the Baton Rouge area is the Capital Regional Planning Commission (CRPC). CRPC oversees the transportation planning process for the Baton Rouge area and is charged with maintaining a list of projects or planned improvements for the area called the Transportation Improvement Program (TIP). The TIP helps determine how federal and regional funds will be spent. If a project is not listed in the MPO's program it is not eligible for funding. Perkins Road (LA 427) is listed on the Transportation Improvement Program (TIP). A copy of the listing has been included in Appendix F – Agency Coordination.

Funding for Design and Construction is currently unavailable. However, all ongoing studies are being prepared under the supervision of the Federal Highway Administration using NEPA guidelines which may allow for the use of Federal Funds should they become available.

2.3.12 Public Comment Concerning Alternatives

The comments received regarding the first Public Meeting held on October 2, 2013 are summarized in Table 2-17. The comments received regarding the second Public Meeting held on December 17, 2014 are summarized in Table 2-18, and the comments received regarding the Public Hearing held on September 16, 2015 are summarized in Table 2-19. The comments were assessed as positive, negative or neutral toward one or more alternatives. Each written or recorded comment received could have had multiple signatures or multiple statements about the different alternatives; therefore the total number of positive or negative comments listed in the matrix does not add up to the total number of public meeting comments received. Alternative 1A received the most positive comments and the least number of negative comments. Although the public comments received were generally negative toward particular aspects of the alternatives presented, the attendees at the public meeting seemed in favor of widening Perkins Road. Responses to all public meeting comments are included in Appendix D.

TABLE 2-17: COMMENTS RECEIVED FROM PUBLIC MEETING ON OCTOBER 2, 2013

Name	Comment Summary	Alternative 1a	Alternative 2b	Alternative 3
Mr. Gerard C. Tarleton Fire Chief, St. George Fire Dept.	strongly against access management	↓	↓	↓
Mr. Eldon Ledoux Public Information Officer, St. George Fire Dept.	strongly against access management	↓	↓	↓
Ms. Elizabeth Dequeant	Intersection at Highland needs work, not intersection at Siegen; likes Complete Streets; strongly against any alternative with access management	↓	↓	↓
Mr. Gregory M. Gora	strongly against access management; not in favor of medians	↓	↓	↓
Mrs. Kathleen A. Gora	strongly against access management; not in favor of medians	↓	↓	↓
Mrs. Debra Simpson Nelson	lives just south of Perkins on Ruelle de Grace; prefers Altenative 1a; dislikes Alternative 3	↑		↓
Mr. John Nelson	prefers Alternative 1A	↑		
Ms. Agnes J. Smith	prefers Alternative 3 even though it may impact her house			↑
Mr. Terry Hodges	owns Logistics Management Resources; strongly against access management; suggested an oak on his property is 400 yrs old and registered but environmental study did not concur	↓	↓	↓

Name	Comment Summary	Alternative 1a	Alternative 2b	Alternative 3
Dane Torres	partial to Alternative 1A; Alternative 3 is "worst case"	↑		↓
Mr. Carl Crain	against access management; prefers 5-lane section	↓	↓	↓
Mrs. Suzanne Crain	against access management; prefers 5-lane section	↓	↓	↓
N/A	does not want the "no build" alt; wants St. George Fire Dept. to have full access median	↑	↑	↑
Ms. Cherie Schofeild	if "no build", close deep ditches; allow full access at fire station; give Circle K only one driveway; no specific comment about alts	→	→	→
Gale Landry	thinks pointless unless it is widened all the way to highland; wants the road to widen to opposite side of kensington subdivision; wall replacement expensive	↓	↓	↓
Ruth Gonzalez	concerned about decorative wall near Ruelle de Grace Dr; prefers Alternative 1A	↑		
Letter representing 13 Business Owners along Perkins Rd.	strongly against access management; prefers 5-lane section; would like 50/50 split of right-of-way	↓	↓	↓

TABLE 2-18: COMMENTS RECEIVED FROM PUBLIC MEETING ON DECEMBER 17, 2014

Name	Comment Summary	Alternative 1a	Alternative 2b	Alternative 3
Mr. Eldon Ledoux	Public Information Officer for St. George Fire Dept; strongly against access management	↓	↓	↓
Mr. J. Hunter Cazes	Represents Perkins Property Group, LLC (13213-13265 Perkins Road). Prefers Alt 2b.		↑	
Ms. Susan Roland	Owns Fireside Antiques (14007 Perkins Road). Perfers a 30' median with an alignment further south. Strongly against access management.	↓	↓	↑
Mr. Rick Bucy	Owns Casual Creations (13203 Perkins Road). Prefers Alt 2b. Would like a full median opening at Meadow Park intersection.		↑	
Ms. Nancy Bucy	Owns Bucy Building, LLC. (13203 Perkins Road). Prefers Alt 2b. Would like a full median opening at Meadow Park intersection.		↑	
Ms. Agnes J. Smith	Prefers Alt 3. Feels Alt 1a and 2b will bring traffic and noise too close to her home and would rather Alt 3's ROW take the house.	↓	↓	↑
Mr. Ron Chenevert	Owns Chenevert Hardware (13353 Perkins Road). Prefers Alt 2b as it takes ROW equally from both sides		↑	

Name	Comment Summary	Alternative 1a	Alternative 2b	Alternative 3
Ms. Lola White	Prefers Alt 1a. Feels the medians in Alt 2b and Alt 3 are unneccessarily wide.	↑	↓	↓
Mr. Kevin Schmit	Agrees that widening to Pecue Lane is warranted but feels the only improvements east of Pecue Lane should be at the Highland Road intersection.	→	→	→
Mr. Paul Bilello	Feels widening Perkins will not solve any problems unless I-10 Exit 166 (Highland Road) is improved.	↓	↓	↓
Mr. Sam Bongiorno	Concerned about additional pavement adding more water into Ward Creek Diversion Canal	→	→	→
Ms. Carolyn Webber	Prefers Alt 1a. Lives and works on Perkins Road and would like construction to begin as soon as possible.	↑		
Initials "MES"	Likes the course of the projects, especially the additional bulb-outs in the revised alternatives. Hopes more red lights are not added.	↑	↑	↑
Mr. Ken Dedeaux	Very concerned about close proximity of roadway edge at Jamestowne Park subdivision.	↓	↓	↓

Name	Comment Summary	Alternative 1a	Alternative 2b	Alternative 3
Ms. Sherie Johnson	Concerened about turning left from Meadow Park Ave and that businesses in the nearby strip mall will relocate.	⇨	⇨	⇨
Mr. Joe Territo	Represents the Pecue, Perkins, and Highland HOA. Would like a right turn EB onto Pecue and drainage improvements at the Pecue intersection. Prefers a 16' median with 30' at intersections.	⇧		
Mr. Gerald Johnson	Owns 14 townhomes fronting Perkins Road. Prefers Alt 1a.	⇧		
Mr. Dan Hebert	Prefers a roundabout at Jamestowne	⇨	⇨	⇨
Dr. Bill Dimattia	Concerned about traffic at the Pecue intersection	⇨	⇨	⇨
Mr. Luke Chasuk	Prefers roundabouts to traditional intersections	⇨	⇨	⇨
Mr. Bill Gibson	Against access management. Feels the u-turns will not reduce conflicts/crashes.	⇩	⇩	⇩

TABLE 2-19: COMMENTS RECEIVED FROM PUBLIC HEARING ON SEPTEMBER 16, 2015

Name	Comment Summary	Alt 1a	Alt 2b	Alt 3
Mr. Eldon Ledoux	Public Information Officer, St. George Fire Dept; strongly against access management	↓	↓	↓
Mr. Gerard C. Tarleton	Fire Chief, St. George Fire Dept; strongly against access management	↓	↓	↓
Mr. Dwayne Honore'	Would like his driveway connected directly to the bulb-out in his yard	→	→	→
Mr. Melvin Nelson	Likes the lowest cost and smallest of Alternative 1a, but would also be happy with Alternative 2b	↑	↑	
Ms. Theresa Demony	Prefers Alternative 1a	↑		
Mr. Gilles Morin	City-Parish Planning office. Would prefer an offset sidewalk and dedicated bike lanes.	→	→	→
Mr. Terry Hodges	Owner of Logistics Management. Would like the bulb-out in his property moved to the next lot east.	→	→	→
Ms. Charlotte Tammami	Does not want Alt 3 as she thinks it would diminish property values for numerous residents.			↓
Mr. Gerald K. Johnson	Concerned about noise and safety due to alternatives' close proximity to his rental townhomes.	→	→	→
Mr. Isaac L. Hanks	Against all alternatives due to impact to Kensington Estates. Would like the bulb-out in his property removed as few people would use it.	↓	↓	↓

Name	Comment Summary	Alt 1a	Alt 2b	Alt 3
Mr. Ron Chenevert	Lilkes that Alternative 2b takes ROW equally from both sides of Perkins		↑	
Mr. Chris A. Town	Concerned about the proximity of the alternatives next to Performance Contractors	↓	↓	↓

2.3.13 Preferred Alternative

The impacts for each alternative are summarized in the Alternative Evaluation Matrix Table 2-19 below. All of the alternatives are consistent with the project purpose and need and provide an acceptable LOS. Alternative 1A has the lowest probable cost, but Alternative 2B is only 1.5% higher. There is the same number of residential impacts for all three alternatives, and Alternative 3 has the most impacts to businesses. Alternative 2B has six more commercial impacts than Alternative 1A, but those impacts are primarily to parking, signs, and landscape with no additional displacements or relocations anticipated. Alternative 3 has 5 residential displacements as compared with 3 displacements in Alternatives 1A and 2B. Each alternative has 3 commercial displacements. Written and recorded public comments were generally negative for each alternative, but Alternative 1A did have the most positive comments and the least number of negative comments, and Alternative 2B was more favorable than Alternative 3. Generally, the environmental evaluation factors show increased impacts relative to the increase in the amount of property impacted. For this reason, Alternative 1A and 2B have a similar degree of impacts, whereas, Alternative 3 has a larger number of impacts.

Alternative 1A and 2B have a comparatively small difference in probable costs and generally similar values for environmental and social and economic factors. Another consideration not specifically evaluated in the matrix is Alternative 2B's advantage of having a wider median for half of the project length. A wider median reduces the potential for crashes (especially head-on collisions) by further separating opposing traffic and reducing headlight glare. Driver comfort is increased by reducing the view and influence of opposing traffic, and a wider median provides a larger recovery area for out of control vehicles. Sight distance at intersections and bulb outs is also increased as opposing left turns can be offset further. In addition to its safety benefits, a wider median provides the flexibility to add future turn lanes for a relatively small increase in right-of-way impacts. Considering all of these evaluation factors, Alternative 2B has been chosen as the preferred alternative for this Environmental Assessment.

TABLE 2-20: ALTERNATIVE EVALUATION MATRIX

Evaluation Factor	Units	Alternative 1A	Alternative 2B	Alternative 3	No-Build
Engineering and Traffic Factors					
Consistency with the project purpose and need	Yes/No	Yes	Yes	Yes	No
Service to local traffic (Design Year 2035)	LOS	Acceptable LOS	Acceptable LOS	Acceptable LOS	Unacceptable LOS
Preliminary Opinion of Probable Costs	$ Million	$63.1	$64.0	$70.2	$0.0
Environmental Factors					
Wetland Impacts	Acres	2.0483	2.168	2.2008	N/A
Water of the US	Acres	0.8240	0.8252	1.0377	N/A
Prime Farmland	Acres	N/A	N/A	N/A	N/A
Hazardous Material Impacts	Rating	R1	R2	R2	N/A
Potential T&E Impacts	Rating	R1	R1	R1	N/A
Noise Receivers Impacted (≥ NAC)	Number	83	77	92	N/A
4f Impacts	Rating	R1	R1	R1	N/A
Cultural Resource Impacts	Rating	R1	R1	R1	N/A
Public comments received concerning alternative:					
(Total number of comments recv'd = 49) *					
Positive	Number	12	8	5	N/A
Negative	Number	33	34	35	N/A
Social and Economic Factors					
Property Impacted					
No. of Parcels	Number	161	161	161	0
Land Needed	Acres	22.66	23.45	25.89	N/A
No. of Residences Impacted	Number	25	25	25	0
No. of Businesses Impacted	Number	47	53	61	0
Displacements/Relocations	Number				
Residential		3	3	5	0
Commercial		3	3	3	0
Compatability w/ Existing & Future Land Use	Rating	R1	R1	R1	N/A
Adverse Impacts to Low income or Minority Populations	Rating	R1	R1	R1	N/A

*Note: Each comment received may have had multiple signatures or statements about the different alternatives; therefore, the total number of positive or negative comments listed in the matrix does not add up to the total number of comments received.

Rating Scale:		
	R1	Low Impact
	R2	Low/Medium Impact
	R3	Medium Impact
	R4	Medium/High Impact
	R5	High Impact

3.0 Affected Environment

3.1 SOCIAL AND ECONOMIC CHARACTERISTICS

Census Bureau data for 1990, 2000 and, when available, 2010 are used to describe the general socio-economic setting and determine minority and low income populations within the area effected by the project. Additional available data and field inspections are used to describe short-term and long-term project impacts. Following the FHWA Order 6640.23A, "Actions to Address Environmental Justice in Minority Populations and Low-Income Populations", this document identifies any minority and low-income populations near the proposed project. By identifying and addressing disproportionate and adverse effects on minority and low-income populations, environmental justice can be served to the greatest extent practicable ensuring nondiscriminatory effects, as required by the Executive Order (EO) 12898.

3.1.1 Social Setting

The project is located entirely within the 3rd District of East Baton Rouge Parish, a subdivision of East Baton Rouge Parish, surrounded by Census Tracts 40.09 and 40.10. East Baton Rouge Parish District 3 is the smallest Census Defined geographical area that contains the project in its entirety. Within East Baton Rouge Parish District 3, a large portion of the project falls inside the Census Defined Place of Village St. George.

3.1.1.1 Population

East Baton Rouge Parish population growth from 1990 to 2012 is shown below in Table 3-1. Estimates are used for years 2011 and 2012. East Baton Rouge Parish has experienced a population growth of 16% from April 1, 1990 to April 1, 2010.

TABLE 3-1: EAST BATON ROUGE PARISH POPULATION GROWTH DATA

	1990	2000	2010	2011	2012
Population	380,105	412,852	440,178	437,401	444,526
Housing Units	n.a.	169,073	184,651	186,282	n.a.

Source: U.S. Census Bureau; Census 1990, 2000, 2010,
U.S. Census Bureau: 2007-2011 and 2008-2012 ACS 5-year Estimation

3.1.1.2 Census Block Data

The U.S. Census Bureau provides selected data by census tract, census block groups, and census blocks. The project is located in Census Tract 40.09, Census Block Groups 1 and 3, as well as Census Tract 40.10, Census Block Groups 1 and 2. Table 3-2 contains household, family, nonfamily, and total population data available for the state of Louisiana, East Baton Rouge Parish, Census Block Groups adjacent to the

project, and Census Blocks adjacent to the project. A total of 1,303 households are located in the Census Blocks directly adjacent to Perkins Road within the project limits. Average household size of these blocks is 2.71 persons per household and 76% of households in these adjacent blocks are families.

The project's block group-level non-white population is 34.7% of the total project population, less than that of the state of Louisiana at 37.4% and East Baton Rouge Parish at 51.2%. At the block-level, the non-white population is even less at only 27.6% of the total project population.

The project's block group-level Hispanic population is 3.7%, also less than that of East Baton Rouge Parish at 5.7%. The United States average exceeds the project areas at 27.9% non-white and 16.3% Hispanic, assuring that the project does not disproportionately affect minority populations.

TABLE 3-2: POPULATION, HOUSEHOLD, AND FAMILY DATA

Area	Total Population	Households	Families	Non Family Households
Louisiana	4,533,372	1,728,360	1,160,118	568,242
East Baton Rouge Parish	440,171	172,057	107,124	64,933
Tract 40.09 Block Group 1	1,381	485	434	51
Tract 40.09 Block Group 3	2,230	782	553	229
Tract 40.10 Block Group 1	2,374	915	690	225
Tract 40.10 Block Group 2	1,541	672	393	279
Total Project Block Group Area (Sum of Adjacent Groups)	7,526	2,854	2,070	784
Tract 40.09 Block 1000	0	0	0	0
Tract 40.09 Block 1001	0	0	0	0
Tract 40.09 Block 1002	541	192	166	26
Tract 40.09 Block 1010	251	90	80	10
Tract 40.09 Block 1011	0	0	0	0
Tract 40.09 Block 3000	683	227	171	56
Tract 40.09 Block 3006	72	29	16	13
Tract 40.09 Block 3007	85	44	19	25
Tract 40.09 Block 3014	0	0	0	0
Tract 40.10 Block 1000	80	30	20	10
Tract 40.10 Block 1001	1,419	524	416	108
Tract 40.10 Block 1013	0	0	0	0
Tract 40.10 Block 1014	0	0	0	0
Tract 40.10 Block 1017	122	53	31	22
Tract 40.10 Block 1019	70	31	21	19
Tract 40.10 Block 1020	15	8	3	5
Tract 40.10 Block 1021	0	0	0	0
Tract 40.10 Block 1022	14	7	2	5
Tract 40.10 Block 10123	12	7	3	4
Tract 40.10 Block 2000	101	37	29	8
Tract 40.10 Block 2001	67	24	12	12

Total Project Block Area (Sum of Adjacent Blocks)	3,532	1,303	989	323

Source: U.S. Census Bureau; Census 2010, Summary File 1, "Households and Families"

3.1.1.3 Housing Structure Occupancy Census Block Data

Housing structure data and status of those structures are shown below in Table 3-3. There are very few unoccupied structures in the blocks surrounding Perkins Road within the project study area, with a vacancy rate of four percent. The Louisiana state vacancy rate is 12% and United States vacancy rate is 11%.

TABLE 3-3: HOUSING STRUCTURE OCCUPANCY DATA

Area	Total	Occupied	Unoccupied
Louisiana	1,964,981	1,728,360	236,621
East Baton Rouge Parish	187,353	172,057	15,296
Tract 40.09 Block Group 1	499	485	14
Tract 40.09 Block Group 3	823	782	41
Tract 40.10 Block Group 1	944	915	29
Tract 40.10 Block Group 2	692	672	20
Total Project Block Group Area (Sum of Adjacent Groups)	2,958	2,854	104
Tract 40.09 Block 1000	0	0	0
Tract 40.09 Block 1001	0	0	0
Tract 40.09 Block 1002	197	192	5
Tract 40.09 Block 1010	91	90	1
Tract 40.09 Block 1011	0	0	0
Tract 40.09 Block 3000	243	227	16
Tract 40.09 Block 3006	30	29	1
Tract 40.09 Block 3007	48	44	4
Tract 40.09 Block 3014	0	0	0
Tract 40.10 Block 1000	30	30	0
Tract 40.10 Block 1001	543	524	19
Tract 40.10 Block 1013	0	0	0
Tract 40.10 Block 1014	0	0	0
Tract 40.10 Block 1017	57	53	4
Tract 40.10 Block 1019	33	31	2
Tract 40.10 Block 1020	8	8	0
Tract 40.10 Block 1021	0	0	0
Tract 40.10 Block 1022	7	7	0
Tract 40.10 Block 10123	7	7	0
Tract 40.10 Block 2000	39	37	2
Tract 40.10 Block 2001	25	24	1
Total Project Block Area (Sum of Adjacent Blocks)	1,358	1,303	55

Source: U.S. Census Bureau, Census 2010, Summary File 3, "Selected Housing Characteristics"

3.1.1.4 Economy and Employment

2006-2010 American Community Survey 5-Year Estimates for the income of local Census Tract areas 40.09 and 40.10, District 3 of East Baton Rouge Parish, East Baton Rouge Parish, the State of Louisiana and the United States are shown below in Table 3-4.

Perkins Road is one of the few thoroughfares connecting the Census Defined Place of the Village of St. George and surrounding areas within East Baton Rouge Parish District 3 to Districts 9 and 12. District 3 is the smallest Census Defined geographical area that contains the project in its entirety; however, Census Tracts 40.09 and 40.10, which together contain the entire project, most accurately represent the project area due to their immediate proximity.

TABLE 3-4: COMPARATIVE SELECTED ECONOMIC CHARACTERISTICS DATA

	Louisiana	East Baton Rouge Parish	East Baton Rouge Parish District 3	Census Tract 40.09	Census Tract 40.10
Population over 16 Years of Age	3,455,412	344,036	34,648	5,599	4,033
Civilian Labor Force	2,116,794	230,581	25,558	4,086	2,789
Civilian Labor Force Employed	1,952,818	213,568	24,288	3,998	2,691
Civilian Labor Force Unemployed	163,976	17,013	1,270	88	98
Percentage of Civilian Labor Force Unemployed	7.7%	7.4%	5.0%	2.2%	3.5%

Source: 2006-2010 American Community Survey 5-Year Estimates

Per capita income and median home value data are only available at the Block Group level, not at the individual Census Block level. Table 3-5 shows per capita income and median home value for the Block Groups immediately adjacent to the project location, as well as parish and state level comparisons. Census Block Groups within Census Tract 40.09 have a lower than state and parish per capita income and median home value; however, Census Block Groups within Census Tract 40.10 have higher values than state and parish data. The project area, or summary of the Census Block Groups as a whole, has a per capita income of $20,561, a median household income of $43,268 and median home value of $85,000 in 2000 dollars, equal to or higher than the state and parish values. When adjusted by the Consumer Price Index, the project, or summary of the Census Block Groups, has a per capita income of $34,998, a median household income of $61,620, and a median home value of $157,219 in 2015 dollars. The Department of Health and Human Service (HHS) 2015 Poverty Guidelines define low income as $11,770 for a 1 person household, $15,930 for a two person household, or $20,090 for a three person household. The project's per capita income expressed in 2015 dollars of $34,998 far exceeds the HHS guidelines for 1 person of $11,770. Additionally, the project's median household income expressed in 2015 dollars of $61,620 greatly exceeds the three-person poverty guideline of $20,090.

TABLE 3-5: INCOME AND HOME VALUE DATA

	Population	Per Capita Income	Median Home Value
Louisiana	4,468,976	$16,912	$85,000
East Baton Rouge Parish	412,852	$19,790	$98,800
Tract 40.09 Group 1	534	$10,346	$79,400
Tract 40.09 Group 3	2,058	$14,144	$70,600
Tract 40.10 Group 1	1,619	$23,300	$91,200
Tract 40.10 Group 2	3,193	$34,455	$157,100
Total Project Block Group Area (Sum of Adjacent Groups)	4,468,976	$20,561	$85,000

Source: U.S. Census Bureau, Census 2000, Summary File 3, "Selected Housing Characteristics"

U.S. Census Bureau; Census 2000, Summary File 3 Sample Data, "Per Capita Income in 1999 (Dollars)"

U.S. Census Bureau; Census 2000, Summary File 3, "Total Population"

The area surrounding the project site contains two zip codes, both of which are located inside the 3rd District of East Baton Rouge Parish. Table 3-6 contains business data for the zip codes which surround the project. Zip code 70809 also extends beyond Perkins Road outside of the 3rd District of East Baton Rouge. Zip code 70810 is entirely contained within District 3 and more accurately reflects the area directly adjacent to the project site. Zip code 70810, which provides a more accurate example of the project's business demographics, contains 7.9% of East Baton Rouge Parish establishments and 8.0% of the parish's annual payroll.

TABLE 3-6: ZIP CODE BUSINESS DATA

Zip code	Total Establishments	Paid Employees	Annual Payroll x $1,000
70809	1,896	57,710	676,510
70810	962	20,514	179,250

Source: U.S. Census Bureau; 2010 County Business Patterns: ZIP Code Business Statistics

East Baton Rouge business data is shown in Table 3-7.

TABLE 3-7: EAST BATON ROUGE PARISH BUSINESS DATA

Sector	Total Establishments	Paid Employees	Annual Payroll x $1,000
Total for all sectors	12,185	230,086	9,428,482
Agriculture, forestry, fishing and hunting	11	b (20-99)	2,029
Mining, quarrying, and oil and gas extraction	30	171	8,569
Utilities	26	1,087	73,714
Construction	884	41,590	2,146,182
Manufacturing	317	10,232	683,998
Wholesale trade	709	9,371	474,133
Retail trade	1,864	27,954	656,114
Transportation and warehousing	262	4,786	217,948
Information	199	4,580	204,783
Finance and insurance	956	12,198	681,116
Real estate and rental and leasing	551	3,127	105,069
Professional, scientific, and technical services	1,712	18,174	1,034,089
Management of companies and enterprises	93	3,441	471,076
Administrative and support and waste management and remediation services	610	14,411	445,094
Educational services	161	4,475	121,356
Health care and social assistance	150	3,049	63,817
Arts, entertainment, and recreation	1432	36973	1383200
Accommodation and food services	964	22,443	322,012
Other services (except public administration)	1,224	11,945	333,521

Source: U.S. Census Bureau; 2010 County Business Patterns: Geography Area Series

3.1.1.5 Community Facilities and Services

The project is located within the neighborhood known as Village St. George. Residents residing within Village St. George are serviced by multiple medical facilities; however, the closest general hospitals include Baton Rouge General Medical Center, Our Lady of the Lake, Women's Hospital, and Gulf Coast Occupational Medicine, which are located outside of the project area. The Village St. George is also serviced by the St. George Fire Department Station 61, which is located within the proposed project at 13686 Perkins Road. The Louisiana State Police Troop "A" headquarters is also located within the proposed project area adjacent to the Perkins Road and Highland Road intersection at 17801 Highland Road. Another state agency building located within the proposed project area includes Louisiana State Board of Nursing, 17373 Perkins Road. The following businesses provide mail and parcel services within the proposed project area: Climate Control of Louisiana (15821 Perkins Road) and Welcome Host Company (13953 Perkins Road). There is a U.S. Postal Service office located northwest of the proposed project area at 10380 Perkins Road.

There are no public schools located within the project area; however, there are two daycares, A Lil One's Learning Center and Lad's & Lassie's Academy. Other community facilities within the proposed project

area or extended study area include Church of the Highlands located at 17240 Perkins Road and the Greater Baton Rouge Realtors Association, 14101 Perkins Road.

3.1.1.6 Community Cohesion

The expanded roadway will provide improved community cohesion, improved access to businesses and residences because there will be less traffic congestion, increased leisure and walking accessibility through added sidewalks, and added safety through a raised median. While there were many negative comments at the public meeting about the median and the access management it provides, the comments were primarily concerned with the desire to have direct left turn access into businesses and subdivisions. Access management principles are used on this project, however, because they have been shown to improve safety and traffic flow by reducing the number of left turns and conflict points, providing median refuge for pedestrians, and increasing throughput by reducing the number of left turn movements. There will be an adjustment period for road users, but the median and the openings provided have been designed in accordance with LADOTD's Access Management Policy, which has proven to provide successful traffic solutions throughout the State.

3.1.1.7 Visual Resources

The visual resources within the proposed project area mimic the current land uses. These visual resources are typical of roadways within an urban developed landscape which include business facades with signage at various heights and dimensions along the right-of-way, vacant commercial lots, residential driveways, utility rights-of-way, vegetated drainage swales and either landscape vegetation or natural woody vegetation. The portion of the project area with increased urban development density occurs from the Perkins Road and Siegen Lane intersection to the Perkins Road and Pecue Lane intersection. In contrast, there is more light industrial development east of the Perkins Road and Pecue Lane intersection but also more undeveloped vacant lots.

3.1.2 **Land Use**

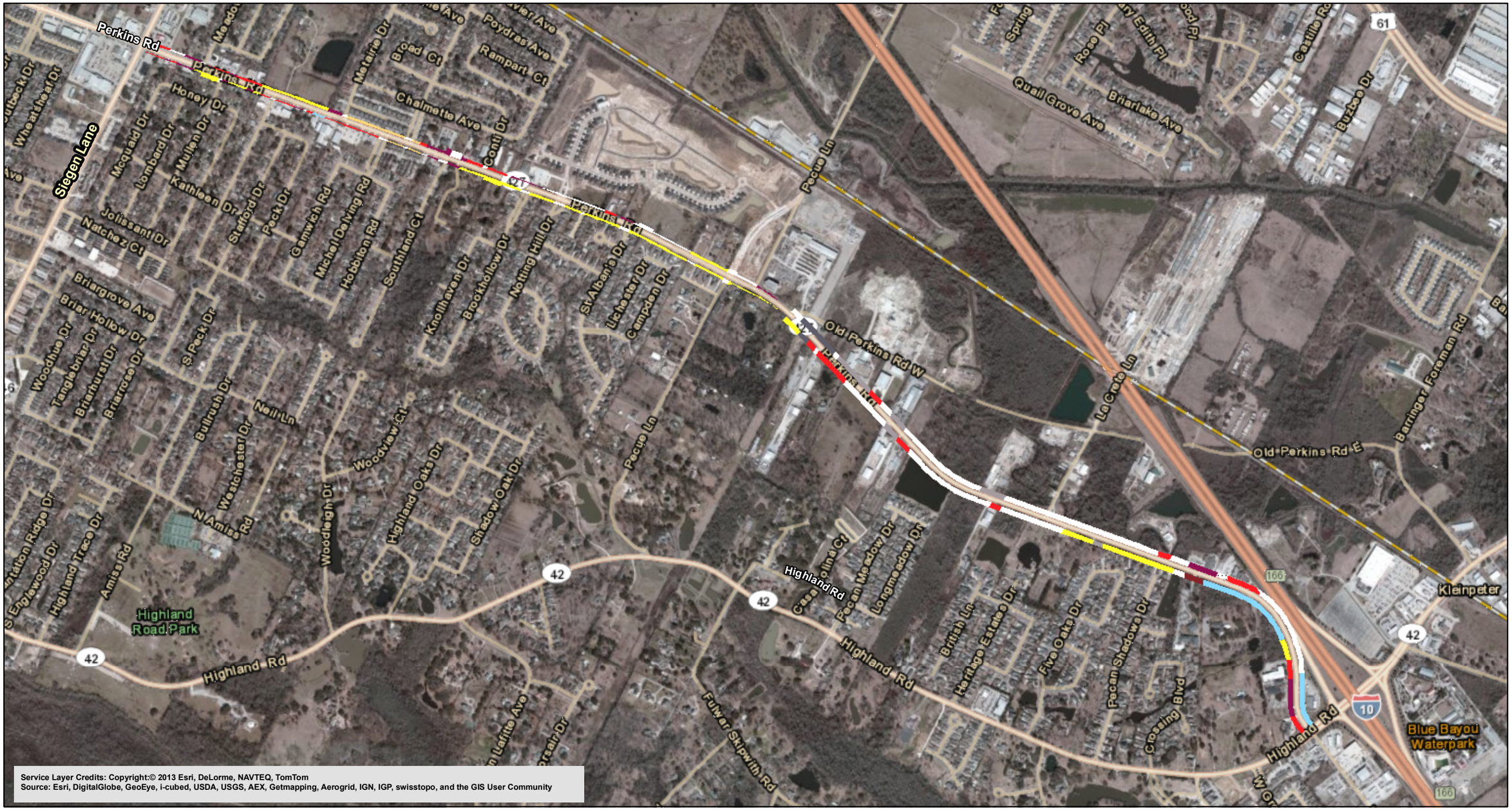
The existing land use adjacent to the roadway corridor (excluding the existing roadway and existing right-of-way) is displayed in Table 3-8 and mapped in Figure 15. The predominant land uses consist of Commercial, Institutional, Low Density Residential, and Undeveloped coverage.

TABLE 3-8: PERCENT COVERAGE OF LAND USE WITHIN PERKINS ROAD CORRIDOR

Existing Land Use Category	Alternative and Percent Coverage					
	ALT 1A (ac)	% of Total	ALT 2B (ac)	% of Total	ALT 3 (ac)	% of Total
Commercial	3.04	14.14	3.29	14.60	3.53	13.93
Industrial	0.70	3.27	0.77	3.41	0.83	3.28
Institutional	3.15	14.64	3.19	14.14	3.38	13.36
Low Density Residential	4.24	19.71	4.83	21.44	5.42	21.42
Medium Density Residential	0.60	2.81	0.51	2.25	0.70	2.78
Office	1.47	6.85	1.53	6.79	1.85	7.30
Other	1.42	6.61	1.45	6.44	1.84	7.26
Utilities	0.29	1.34	0.31	1.37	0.25	0.99
Undeveloped	6.56	30.51	6.58	29.22	7.44	29.38
Vacant	0.02	0.10	0.08	0.34	0.08	0.30
Total	**21.52**	**100.00**	**22.53**	**100.00**	**25.33**	**100.00**

Source: City of Baton Rouge and Parish of East Baton Rouge, Louisiana, City-Parish Planning Commission, Department of Information Services, Existing Land Use, Created December 1, 2014.

At the Siegen Lane and Perkins Road intersection, the land use predominately commercial, consisting of retail, restaurants, and a gas station. Eastward along the project corridor, the land use gradually changes to Medium and Low Density Residential and Office uses. Land use becomes Low Density Residential further east to the Perkins Road and Pecue Lane intersection. From this intersection east, the land use is Industrial and Undeveloped with some scattered Commercial areas. The final section of the study area is classified as Office, Institutional and Commercial. The intersection of Perkins Road and Highland Road is Commercial and Institutional.



5Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\EA_Report\Figure_8_Land_Use_11X17.mxd

- Industrial
- Utilities
- High Density Residential
- Agriculture
- Institutional
- Medium Density Residential
- Office
- Park
- Undeveloped
- Vacant
- Low Density Residential
- Commercial

Approximate Project Center Point:
Latitude 30.363958
Longitude -91.062134

N

0 0.25
Miles
1 in = 0.2 miles

URS
GIS Services and Solutions
7389 Florida Blvd
Baton Rouge, LA 70806
225/922-5700

Perkins Road Environmental Assessment
East Baton Rouge, Louisiana
Land Use

Figure 15

3.2 PHYSICAL ENVIRONMENT

3.2.1 Regional Geology, Hydrology, and Groundwater

Baton Rouge is located within the Coastal Plain province and is built upon sediments formed in the Quaternary age. Underneath these sediments are sedimentary rocks formed in the Tertiary age that are found in most of Mississippi and southeast Louisiana. In recent times, deposits were formed between the escarpment and the Mississippi River and cover the area west of the river as well. Louisiana's geological and geomorphic conditions are closely related to areas that lie beneath deposits formed in the Quaternary age (Meyer and Turcan, 1955; Fendick, 2006).

3.2.1.1 Stratigraphy

Geomorphic and geological conditions of Louisiana are closely related to the Quaternary age. Areas such as the Mississippi River alluvial valley, the delta, and depressional coastal areas are defined by recent age deposition while terraced regions consist of alluvial deposition from the Pleistocene age. Due to East Baton Rouge Parish's geological proximity to the Mississippi River, some deposition was derived from the outcrop and flood regime of the river. Sediments subservient to those of the Pleistocene age in the Baton Rouge area were formed during the Miocene age, and essentially exhibit similar appearance. The southern boundary of East Baton Rouge Parish lies directly adjacent to the Baton Rouge fault line and is on the flank of the Gulf coast geosyncline (Meyer and Turcan, 1955).

3.2.1.2 Aquifers

Baton Rouge is located above a vast fresh water aquifer, known as the Baton Rouge Aquifer System, which is part of the Southern Hills Aquifer system and is designated as sole source aquifer by the U.S. Environmental Protection Agency (USEPA). This aquifer supplies fresh water to many of the surrounding residential, commercial, and industrial facilities. The 400', 600', and 2000' sand aquifers supply approximately 70% of the daily water withdrawals. The 1200', 1600', and 2800' aquifers offer a limited supply of daily water; however, they are expected to provide much greater quantities with further developments. These aquifers are the sole source of municipal water supply to Baton Rouge and surrounding areas (Meyer and Turcan, 1955).

3.2.1.3 Groundwater Flow

East Baton Rouge Parish is located directly adjacent to the northern side of the Baton Rouge fault line. The fault acts as a barrier, preventing salt water intrusion into the numerous freshwater aquifers beneath Baton Rouge. The average flow rate for the 2800' sand aquifer is 25.4" per year or approximately 375 million gallons per day. Surface and ground water flow direction is determined by hydraulic pressure. Water flows from areas of high hydraulic gradient to areas of low hydraulic gradient. The surface and groundwater flow regime for East Baton Rouge Parish is one of particular importance.

Water from parts of West Feliciana, Pointe Coupee, East Feliciana, St. Helena, and Livingston Parish flow into East Baton Rouge Parish and replenish the underground water resources and aquifers (Meyer and Turcan, 1955; Fendick, 2006).

3.2.1.4 Groundwater Quality

Water quality in the state is regulated by the LDEQ under the Clean Water Act, Sections 305(b) and 303(d) National Water Quality Inventory Report to Congress. The Louisiana Department of Natural Resources (LDNR) is tasked with managing groundwater resources and actively provides guidance for the management and sustainability of Louisiana's groundwater resources. In recent years, salt water intrusion has become a concern due to substantial withdrawal of aquifer resources in the Baton Rouge area from residential, commercial, and industry uses. The Baton Rouge fault line acts a barrier from salt water breaching the freshwater aquifers. However, due to the high volume of withdrawal reducing the freshwater reserve, areas of higher hydraulic gradient, such as those with higher saline content, have begun to infiltrate into the Baton Rouge aquifers with lower hydraulic gradient (Water Bulletin No.13, Department of Conservation Louisiana Geological Survey 1969). Even with this issue, the groundwater reservoir in Baton Rouge is known as one of the cleanest freshwater sources in the United States (Meyer and Turcan, 1955).

3.2.2 Aquatic Ecology

The proposed widening of Perkins Road will encroach upon a portion of Ward's Creek, and will intersect several culverts that join several small man-made drainage ditches carrying surface water off-site and eventually draining into Ward's Creek. The small man-made drainage ditches are likely to support a small population of crayfish (*Procambarus* spp.), fish, and benthic communities. Due to the surrounding urban development these surface water features are considered low quality aquatic habitats and do not provide significant fisheries or recreational fishing.

3.2.3 Soils and Erosion

The texture of soils located within the Perkins Road study corridor are primarily silt and silt loam according to the Natural Resource Conservation Service (NRCS) Web Soil Survey and the *Soil Survey of East Baton Rouge Parish, Louisiana* (NRCS, 1968). There are eight (8) soil types located within the project corridor, including: Urban land; Frost silt loam, 0 to 1 percent slopes; Frost silt loam, 0 to 1 percent slopes, occasionally flooded; Jeanerette silt loam, 0 to 1 percent slopes; Oprairie silt, 0 to 1 percent slopes; Oprairie silt, 1 to 3 percent slopes; and Scotlandville silt, 1 to 3 percent slopes. The soils within the project corridor and their distribution across the project right-of-wayare shown in Figure 16, Appendix G. Below is a brief description of each soil series located within the proposed right-of-way.

Urban land soils Urban land areas have been significantly altered by construction activities and are typically covered by materials that are foreign to the area and/or have undergone semi-permanent to

permanent physical change in characteristics of the native soil beneath. Urban soil may consist of level areas, where more than 85 percent of the surface area is covered by asphalt, concrete, buildings, or other impervious surfaces. Slopes are generally less than one percent and range in acreage of impact. Urban land is not classified as hydric soil by the Natural Resource Conservation Service.

Calhoun silt loam 0 to 1 percent slopes are typically found on nearly level or depressional areas. The surface soil is 12 to 22 inches thick with a silt loam texture and ranges from light brownish-gray (10YR 6/2) to light gray (10YR 7/2). Subsoil is brownish-gray or gray. Permeability of this soil is slow to very slow. This soil is generally wet in winter and spring and occasionally flooded. Calhoun silt loam 0 to 1 percent slopes soil is classified as hydric soil by the NRCS. The NRCS Web Soil Survey lists this soil as very limited for local road and street use due to ponding, depth to saturated zone, low strength, and shrink-swell, and identifies the soil type as a slight erosion hazard.

Frost silt loam, 0 to 1 percent slopes and **Frost silt loam, 0 to 1 percent slopes, occasionally flooded** are typically found in broad flats and in depressions along drainage ways. The soil ranges in color from dark grayish brown to dark gray and is poorly drained and slowly permeable. The soils are typically formed in loess-like material. The Frost silt loam, 0 to 1 percent slopes and Frost silt loam, 0 to 1 percent slopes, occasionally flooded soils are classified as hydric soil by the NRCS.

Jeanerette silt loam 0 to 1 percent slopes (JeA) is formed in loess or silty alluvium on broad, nearly level or marginally depressional terraces. They are somewhat poorly drained, very deep, and moderately to slowly permeable. Jeanerette silt loam is not classified as hydric soil by the NRCS. The main use for the soil is for pastureland and row crops such as rice, soybeans, sugarcane, cotton, wheat and grain sorghum. Jeanerette silt loam is not classified as hydric soil by the NRCS. The NRCS Web Soil Survey lists JeA soil as very limited for local road and street use due to features including low strength, depth to saturated zone, and shrink-swell, and identifies the soil type as a slight erosion hazard.

Oprairie silt, 0 to 1 percent slopes and **Oprairie silt, 1 to 3 percent slopes** are found on upland terraces with slopes that range from 0 to 3 percent. These soils were formed in loess deposition and are somewhat poorly drained. Both Oprairie silt, 0 to 1 percent slopes and Oprairie silt, 1 to 3 percent slopes are classified as hydric soil by the NRCS. These soils are mainly used for pastureland or urban development. The NRCS Web Soil Survey lists these soils as very limited for local road and street use due to features including low strength, shrink-swell, and depth to saturated zone, and identifies the soil type as a slight erosion hazard.

Scotlandville silt (SnB) is found within areas with 1 to 3% slope and is somewhat poorly drained, moderately permeable, and typically formed in loess deposition. These soils are found on terraces with slopes ranging from 0 to 8%. Most of the acreage of this soil is found in farmland or urban development. Scotlandville silt is not classified as hydric soil by the NRCS. The NRCS Web Soil Survey lists SnB soil as

very limited for local road and street use due to low strength, and identifies the soil type as a slight erosion hazard.

Table 3-9 displays the acreage of soil series within the proposed right-of-way for each project alternative under consideration.

TABLE 3-9: ACREAGE OF SOIL SERIES WITHIN ALTERNATIVES

Soil Series	Alternative 1A	Alternative 2B	Alternative 3
Urban Land	0.20	0.20	0.20
Calhoun silt loam 0 to 1 percent slopes	0.21	0.22	0.22
Frost silt loam, 0 to 1 percent slopes	3.35	3.35	3.61
Frost silt loam, 0 to 1 percent slopes, occasionally flooded	4.26	4.28	5.31
Jeanerette Silt Loam, 0 to 1 percent slopes	5.66	5.97	6.15
Oprairie Silt 0 to 1 percent slopes	4.66	5.27	6.20
Oprairie Silt 1 to 3 percent slopes	1.83	1.77	2.19
Scotlandville Silt	1.33	1.48	1.46

Note: acreages were calculated within geographic information system (GIS) software and based on GIS files of each alternative.

3.2.4 Vegetation and Wildlife

The project study area is located within areas that historically were bottomland hardwood forests and terrace bluff forests. However, a significant portion of the project area has been altered by anthropogenic activities as identified by the current land use. The project corridor currently traverses through residential, commercial, light industrial and undeveloped areas (see Figure 17). Vegetative cover adjacent to Perkins Road and on developed lots consists of maintained lawns, small ornamental trees and shrubs, and ruderal herbaceous species. The dominant ruderal herbaceous species associated with residential and commercial landscaped parcels consists of broad-leaf carpet grass (*Axonopus*

compresses), southern crabgrass (*Digitaria ciliaris*), Bermuda grass (*Cynodon dactylon*), Bahia grass (*Paspalum notatum*), Saint Augustine grass (*Stenotaphrum secundatum*), Vasey's grass (*Paspalum urvillei*), Brazilian vervain (*Verbena brasiliensis*) and yellow foxtail (*Setaria pumila*).

The dominant tree, sampling, and shrub species associated with the undeveloped areas includes water oak (*Quercus nigra*), hackberry (*Celtis laevigata*), sweetgum (*Liquidambar styraciflua*), black willow (*Salix nigra*), red maple (*Acer rubrum*), green ash (*Fraxinus pennsylvanica*), American elm (*Ulmus americana*), ironwood (*Carpinus caroliniana*), Chinese tallow (*Triadica sebifera*), eastern baccharis (*Baccharis halimifolia*), Chinese privet (*Ligustrum sinense*), and palmetto (*Sabal minor*).

The dominant woody vines associated with the undeveloped areas consist of poison ivy (*Toxicodendron radicans*), muscadine grape (*Vitus rotundifolia*), peppervine (*Ampelopsis arborea*), green briar (*Smilax smallii*), sawtooth greenbriar (*Smilax bona-nox*), blackberry (*Rubus trivialis*), sawtooth blackberry (*Rubus argutus*), McCarty rose (*Rosa bracteata*), trumpet creeper (*Campsis radicans*), climbing hempvine (*Mikania scandens*), and Carolina snail seed (*Cocculus caroliniana*).

The dominant species in the herbaceous strata associated with the undeveloped areas includes common rush (*Juncus effusus*), Cherokee sedge (*Carex cherokeensis*), southern waxy sedge (*Carex glaucescens*), lizards tail (*Saururus cernuus*), spiderwort (*Tradescantia ohiensis*), fall aster (*Symphyotrichum lateriflorum*), Canadian goldenrod (*Solidago canadensis*), and sugarcane plumegrass (*Saccharum giganteum*).

Wildlife in the residential and commercial areas would likely include a typical urban assemblage of wildlife species. These wildlife species are considered edge or generalist species, which means they can tolerate human disturbances and have the ability to utilize general non-specific habitat. Clusters of mature trees may possibly serve as a limited habitat for some small to medium arboreal and ground dwelling vertebrates, [such as but not limited to northern parula (*Setophaga americana*), yellow-rumped warbler (*Setophaga coronate*), tufted titmouse (*Baeolophus bicolor*), and Carolina chickadee (*Poecile carolinensis*)]; other song birds which include doves [such as but not limited to mourning dove (*Zenaida macroura*) and Eurasian collared-dove (*Streptopelia decaocto*)]; Mockingbirds and thrashers (Northern mocking bird (*Mimus polyglottos*), brown thrasher (*Toxostoma rufum*), Jays and crows [such as but not limited to blue jay (*Cyanocitta cristata*), American crow (*Corvus brachyrhynchos*)], other invasive species [such as but not limited to (house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*)], owls [such as but not limited to eastern screech-owl (*Megascops asio*), great horned owl (*Bubo virginianus*), and barred owl (*Strix varia*)], kites and hawks [such as but not limited to Mississippi Kite (*Ictinia mississippiensis*), Red-shouldered hawk (*Buteo lineatus*), and sharp-shinned hawk (*Accipiter striatus*)], squirrels [such as but not limited to eastern gray squirrel (*Sciurus carolinensis*) and eastern fox squirrel (*Sciurus niger*)], opossum (*colloquially possums*), and raccoons (*Procyon lotor)*.

3.2.5 Threatened and Endangered Species

The list of potential threatened and endangered species provided by the United States Fish and Wildlife Service (USFWS) includes species with the potential to occur within East Baton Rouge Parish. All threatened and endangered species surveys were performed concurrently with field wetland delineations. Correspondence from the Louisiana Natural Heritage Program (LNHP) of LDWF dated August 28, 2013 and October 31, 2014 responding to the solicitation of view (Appendix E - Solicitation of View), LDWF stated that "Personnel of the Habitat Section of the Coastal & Nongame Resources Division have reviewed the preliminary data for the captioned project (Siegen Lane to Pecue Lane segment and Pecue Lane to Highland Road). After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project." The USFWS requested an online submittal at (http://www.fws.gov/lafayette). The USFWS responded with a "No Effect" in a letter dated March 5, 2014 (Appendix F - Agency Coordination). Neither the USFWS nor the LNHP have made recommendation to avoid or limit impacts to wildlife, fisheries, or vegetation.

There are no known existing populations of threatened or endangered species in the general vicinity of the project corridor. However, there are four Federally Listed Threatened and Endangered species, one Candidate for listing (USFWS 2013a), and one delisted species (LDWF 2013) that have the potential to occur, or have historically occurred within East Baton Rouge Parish. The Federally listed species for East Baton Rouge are inflated heelsplitter (*Potamilus inflatus*) (Threatened), Gulf sturgeon (*Acipenser oxyrhynchus desotoi*) (Threatened), pallid sturgeon (*Scaphirhynchus albus*) (Endangered), West Indian manatee (*Trichechus manatus*) (Endangered), Sprague's pipit (*Anthus spragueii*) (Candidate), and bald eagle (*Haliaeetus leucocephalus*) (Delisted Endangered) and is protected under the Bald and Golden Eagle Protection Act (16 U.S.C. §§ 668-668c). These species are listed in Table 3-10. There is no critical habitat located within or adjacent to the project corridor (USFWS 2013a). The LNHP lists twenty-five species and six natural communities for East Baton Rouge Parish, with various ranks defining the species rarity, as shownin Table 3-10.

TABLE 3-10: FEDERALLY AND STATE LISTED THREATENED, ENDANGERED, AND RARE SPECIES WITH THE POTENTIAL TO OCCUR IN EAST BATON ROUGE PARISH.

Species	Common Name	Federal[1]/ State Status[2]
Rare Animal Species		
Mussels		
Anodontoides radiatus	Rayed Creekshell	NA/S2
Obovaria jacksoniana	Southern Hickorynut	NA/S1S2
Villosa vibex	Southern Rainbow	NA/S2
Potamilus inflatus	Inflated Heelsplitter	T/T
Lampsilis ornata	Southern Pocketbook	NA/S2
Reptiles		
Farancia erytrogramma	Rainbow Snake	NA/S2
Ophisaurus ventralis	Eastern Glass Lizard	NA/S3
Amphibians		
Hemidactylium scutatum	Four-toed Salamander	NA/S1
Birds		
Elanoides forficatus	American Swallow-tailed Kite	NA/S1S2B
Haliaeetus leucocephalus	Bald Eagle	Delisted/E
Anthus spragueii	Sprague's Pipit	C/NA
Fishes		
Acipenser oxyrhynchus desotoi	Gulf Sturgeon	T/NA
Scaphirhynchus albus	Pallid Sturgeon	E/E
Alosa alabamae	Alabama Shad	NA/S1
Mammals		
Sorex longirostris	Southeastern Shrew	NA/S2S3
Trichechus manatus	West Indian Manatee	E/E
Mustela frenata	Long-tailed Weasel	NA/S2S4
Reithrodontomys humulis	Eastern Harvest Mouse	NA/S3S4
Rare Plant Species		
Dryopteris ludoviciana	Southern Shield Wood-fern	NA/S2
Dryopteris x australis	Hybrid	NA/SH
Trichomanes petersii	Dwarf Filmy-fern	NA/S2

Sida elliottii	Elliott Sida	NA/SH
Mimulus ringens	Square-stemmed Monkey-flower	NA/S2
Stewartia malacodendron	Silky Camellia	NA/S2S3
Eleocharis wolfii	Wolf Spikerush	NA/S3
Platythelys querceticola	Low Erythrodes	NA/S1
Thalia dealbata	Powdery Thalia	NA/S2S3
Natural Communities		
Cypress-Tupelo Swamp		NA/S4
Bottomland Hardwood Forest		NA/S4
Hackberry-American Elm-Green Ash Forest		NA/S4
Sweetgum-Water Oak Forest		NA/S4
Prairie Terrace Loess Forest		NA/S1
Spruce Pine-Hardwood Flatwood		NA/S1

1- United States Fish and Wildlife Service. 2013. Species Reports. Species by County. Online: http://www.fws.gov/lafayette/pdf/LA_T&E_Species_List.pdf. Accessed February 19, 2014.
2 - Louisiana Natural Heritage Program, Louisiana Department of Wildlife and Fisheries. 2013. Species by Parish List. Online: http://www.wlf.louisiana.gov/wildlife/species-parish-list. Accessed February 19, 2014.

Footnotes:

T = threatened; E = Endangered; NA = not applicable for either federal or state lists

State List Element Explanation:

S1 = critically imperiled in Louisiana because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extirpation

S2 = imperiled in Louisiana because of rarity (6 to 20 known extant populations) or because of some factor(s) making it very vulnerable to extirpation

S3 = rare and local throughout the state or found locally (even abundantly at some of its locations) in a restricted region of the state, or because of other factors making it vulnerable to extirpation (21 to 100 known extant populations)

S4 = apparently secure in Louisiana with many occurrences (100 to 1000 known extant populations)

S5 = demonstrably secure in Louisiana (1000+ known extant populations)

(B or N may be used as qualifier of numeric ranks and indicating whether the occurrence is breeding or nonbreeding)

SA = accidental in Louisiana, including species (usually birds or butterflies) recorded once or twice or only at great intervals hundreds or even thousands of miles outside their usual range

SH= of historical occurrence in Louisiana, but no recent records verified within the last 20 years; formerly part of the established biota, possibly still persisting

SR = reported from Louisiana, but without conclusive evidence to accept or reject the report

SU = possibly in peril in Louisiana, but status uncertain; need more information

SX = believed to be extirpated from Louisiana

SZ = transient species in which no specific consistent area of occurrence is identifiable

3.2.6 Wetlands

The waters of the United States (U.S.) including wetlands delineation surveys for the proposed project corridor were conducted in two (2) survey events: August 23, 2014 for the section of the corridor between Siegen Lane and Pecue Lane, and October 31 and November 3 and 4, 2014 for the section of the corridor between Pecue Lane and Highland Road. The purpose of determining waters of the U.S. including wetlands is to identify potential jurisdictional waters of the U.S. and wetlands as defined in the Code of Federal Regulations 33, Section 328.3. URS biologists conducted a routine delineation on waters of the U.S. including wetlands of the project corridor using the procedures outlined in *The United States Army Corps of Engineers Wetlands Delineation Manual,* Technical Report Y-87-1 (USACE 1987), in conjunction with the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region* (USACE 2010).

Based on the field survey results, URS has identified eight (8) wetlands polygons totaling 2.54 acres and twelve (12) potential waters of the U.S. totaling 8450.32 linear feet (1.20 acres). The wetlands are comprised of four (4) palustrine forested broad-leaved deciduous (PFO1) wetlands totaling 1.52 acres, one (1) palustrine scrub-shrub (PSS1) wetland totaling approximately 0.63 acres, two (2) palustrine emergent (PEM) wetlands totaling 0.32 acres, and one (1) palustrine aquatic bed (PAB) wetland, totaling 0.06 acres.

The field survey showed there are eight (8) ephemeral drainages totaling 1670.17 linear feet/0.08 acres, two (2) intermittent drainages totaling 5364.20 linear feet (0.41 acres), and two (2) perennial stream totaling 1415.95 linear feet (0.71 acres). In addition to the drainages, one (1) palustrine unconsolidated bottom (PUB) other waters feature (isolated man-made pond) was identified totaling approximately 44.06 linear feet (0.01 acre). All delineated waters of the U.S. including wetlands are shown on Figure 18, in Appendix G.

Portions of the proposed right-of-way encroach upon residential and commercial properties, as well as a few small narrow strips of open fields and pastures. The area within the existing road right-of-way has been previously developed and does not contain any wetlands or waters of the United States. However, portions of the existing road are flanked by narrow road side drainage ditches that ultimately carry water off-site into Wards Creek to the north.

3.2.7 Farmlands

The soils located within the Perkins Road corridor, classified by the NCRS (formerly United States Department of Agriculture Soil Conservation Service) are Urban land, Calhoun silt loam, Jeanerette silt loam, Oprairie silt, and Scotlandville silt. All soils located within the project corridor, except Urban lands, are classified as prime farmland soils. Prime farmland soils are soils that exhibit the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops that are

currently farmed or available for farming. In general, these soils have a sufficient supply of water or precipitation, a suitable growing season, an adequate level of acidity or alkalinity depending on the crop, and few to no rocks or aggregate within the soil profile (USDA, 2013). Due to the project being located in within an urban land cover, none of the study area can be considered prime farmland as defined by NRCS.

3.2.8 Floodplains and Flood Hazard Areas

According to the FEMA Flood Insurance Rate Maps (FIRM) for East Baton Rouge Parish, most of the project corridor is outside of the 100-year flood plain (Figure 19, Appendix G). In total, approximately 95% of the project corridor is designated as Zone X in the FIRM, which is categorized by FEMA as being moderate flood hazard area and considered the 500-year flood zone. The remaining portions of the project, totaling approximately 5%, are classified in Zone AE where base flood elevations are determined and considered to have a 1% chance of a flood event (FEMA, 2013). Further detail is provided in Section 2.2.5.

3.2.9 Waste Management Activities and Underground Storage Tanks

A Phase I Environmental Site Assessment (ESA) was conducted to identify "recognized environmental conditions" as defined by ASTM Practice E 1527-05 that may exist within the proposed project area. The Phase I ESA included identifying locations of known and potential hazardous waste sites or other sites of concern within or adjacent to the study area, as well as sites where past land uses may be indicative of hazardous waste activities. The ESA also identified locations of Aboveground Storage Tanks (ASTs), Underground Storage Tanks (USTs), and Leaking Underground Storage Tanks (LUSTs), if any, within or in close proximity to the project corridor. As part of the ESA, review of previous land uses in the study corridor, record search of regulatory agency files, and a field reconnaissance were also performed. In addition to the records review performed at Louisiana state agencies, a private database search from Environmental Data Resources, Inc. (EDR) was obtained. Louisiana state agency records reviewed included websites at the Louisiana Department of Environmental Quality (LDEQ) and the Louisiana Department of Natural Resources (LDNR). Sites with known hazardous waste activities, if any, and the locations of USTs and LUSTs were determined by site reconnaissance and the search by EDR and the LDEQ. The sites identified by EDR and URS that may be of concern for the project are briefly discussed below, in order from west to east, and the location of each site is shown on Figure 20.

Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\EA_Report\2015\Figure_18_ESA_SiteFeatures.mxd

Sites of Interest

Proposed ROW

N

0 0.25 0.5

Miles

1 in = 0.5 mile

Approximate Project Center Point:
Latitude 30.363958°
Longitude -91.062134°

URS
GIS Services and Solutions
7389 Florida Blvd
Baton Rouge, LA 70806
225/922-5700

Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Phase 1 ESA Site Features

Figure 20

Registered Water Well: Heat Pump Hole; located along the corridor near the western terminus (Siegen Lane and Perkins Road intersection):

One registered well designated as a heat pump hole (Agency Identification 5585Z), drilled to a depth of 300' and registered to Fast Track, is situated near the access road to Wilds Car Care near the western terminus. It was not located during the site reconnaissance and it is unknown if the well is still active.

Chenevert's True Value Hardware Store; 13353 Perkins Road, Baton Rouge (situated within the corridor at west portion):

Site reconnaissance identified a propane aboveground storage tank (AST) on the west property grounds approximately 40 feet north of the corridor.

FDIC; 13434 Perkins Road, Baton Rouge (currently South Perkins Market Place, a food catering business, within the corridor at the southwest quadrant of Perkins Road and Potwin Drive):

Historically, the facility operated as a convenience store, video business, and a Pepperoni Pizza place. Listed as an Underground Storage Tank/Underground Storage Tank Case History Incidents (UST/HIST LUST) site, high levels of Total Petroleum Hydrocarbons-Gasoline (TPH-G) were reportedly detected during tank removal activities on January 1, 1980. Following excavation activities and aeration of soil onsite, a re-analysis of the soil samples taken indicated the levels were within acceptable limits, and the excavation hole was filled with fresh material. The remaining soil was also treated onsite and returned into the excavated hole. On April 6, 1993, the LDEQ accepted the facility's closure request based on the remedial activities consisting of removal of the USTs, soil excavation activities, and satisfactory laboratory analyses reports. Documents reviewed showed that the USTs occupied most of the current-day parking lot; the former USTs and impacted soil appeared to have encroached into the corridor.

Unnamed Site; 13520 Perkins Road, Baton Rouge (situated east of Conti Drive within the corridor):

The possibility of dry cleaning activities historically conducted on the premises constitutes an Area of Concern at the subject property.

Unnamed Site (identified as Kenner/Metairie on Figure 20); 13610 Kenner, Baton Rouge (approximately 110' north of the corridor near the intersection of Perkins Road and Metairie Drive):

This is an Emergency Response Section Incidents (SPILLS) site in "Closed" status in which the incident had involved an overflow of sewage caused by blockage in the collection line that had impacted the soil. The site is currently secured with fencing and contained a closed dumpster and sheds with a few warning signs against trespassing and protection by video surveillance. The site entrance indicated evidence of regular activity conducted at the site.

St. George Fire Department/Fire Protection District; 13686 Perkins Road, Baton Rouge (situated within the corridor):

This site is an Underground Storage Tank/Underground Storage Tank Case History Incidents (UST/HIST LUST) site in which the 20-gallon diesel release was reported on April 21, 1997 and stated no migration of diesel, and that the leak was concentrated at the tank and cleaned up during upgrade. However, the LDEQ had requested a preliminary site investigation of the subsurface area at the origin of the impact. Although there were no further reports in the agency records to provide details of the investigation, it was presumably completed based on the LDEQ's issuance of a Termination of Remediation and No Further Action (NFA) status to the incident on September 10, 1998. The facility currently has two active 1,000-gallon diesel tanks located north of the facility's main building between the structure and Perkins Road.

Maison Victoria Antiques; 13726 Perkins Road, Baton Rouge (situated within the corridor east of the St. George Fire Department):

Listed as a SPILLS site, it was reported that in July 2001, furniture was being washed with a degreaser called "The Right Stuff" without adequate protection or proper drainage and had impacted the surrounding soil. Although there was no further information in the agency records on remedial activities conducted, the incident has been designated Closed.

Circle K #4901; 13796 Perkins Road, Baton Rouge (located within the corridor at the southwest quadrant on the intersection of Perkins Road and Michel Delving Road):

Listed as a UST, Recovered Government Archive Leaking Underground Storage Tank (RGA LUST), SPILLS and Division of Remediation Services Database (REM) site, the facility has three active 10,000-gallon gasoline USTs. A March 2004 Phase II assessment, further site investigations, and LDEQ Risk Evaluation/Corrective Action Program (RECAP) evaluations had resulted in the delineation of two separate areas of contamination (AOC): AOC-1 encompasses the area around the UST system and comprises the entire parcel, and AOC-2 is adjacent to and includes the store building. Laboratory analyses of soil and groundwater samples collected from the site exceeded the RECAP Screening Standards (SS) for benzene and Total Petroleum Hydrocarbons-Gasoline (TPH-G) in the soil and benzene, toluene, ethylbenzene, xylene (BTEX); Methyl Tertiary Butyl Ether (MTBE); and TPH-G in the groundwater. Additional site investigation conducted on April 22, 2005 indicated exceedances of RECAP SS for benzene, MTBE, and TPH-G in the soil and benzene, ethylbenzene, MTBE, TPH-G, and lead in the groundwater. Following various RECAP and site evaluations, the constituents of concern (COCs) were determined to not exceed the established site-specific remediation standards: Limiting Appendix I RECAP Standard for Groundwater and Limiting Management Option 1 (MO-1) Enclosed Space RECAP Standards for Soil. The LDEQ concurred that no remedial action was required and issued an NFA to the facility on July 14, 2008, with the stipulation that no soils may be removed from the site without prior

approval from the LDEQ unless they are removed and disposed at a permitted disposal facility. Further evaluation and approval from the LDEQ is warranted prior to construction of enclosed structures over any portion of the impacted area.

Perkins Road Express Car Wash; 14017 Perkins Road, Baton Rouge (situated within the corridor adjacent at the mid-section of the subject property):

This facility has a National Pollutant Discharge Elimination System (NPDES) general permit for discharges from its exterior vehicle wash. Agency records search and site reconnaissance noted the ditch in front of the site and along Perkins Road historically has either a reddish, greenish, or soapy liquid. However, Material Safety Data Sheets (MSDS) reviewed by the LDEQ during their investigation noted that chemicals used at this facility were environmentally safe.

Unnamed Site; 14027 Perkins Road, Baton Rouge (situated within the corridor adjacent and east of the Perkins Road Express Car Wash discussed above):

Designated as an EDR US Hist Cleaners, the site operated historically as a dry cleaners site from 2002 through 2012 under J D Duz Laundry and Cleaners, J D Duz Laundry, and JD Duz High Tech Laundry. It is currently serving as a drop-off laundry business under JD Duz High Tech Laundry.

Sewer pump station; (East of Perkins Road and Old Perkins Road):

Excavation/repair activities appear to be in the process of being conducted at an apparent sump at the southern border.

Wooded Parcel – across sewer pump station south of Perkins Road; (East-southeast of Perkins Road and Old Perkins Road):

This parcel contained remnants of a demolished structure consisting of scattered corrugated metal sheets, wood and concrete pieces.

Unnamed Site; 15958 Perkins Road, Baton Rouge (currently U.S. Post Office facility):

This site is listed as a SPILLS site in which a complaint of a chemical smell in a private water well was reported on February 1, 2011. Records indicate no registered water wells in the vicinity and due to limited access to the site, the well, possibly unregistered if in existence, was not encountered during the ESA. Historical aerial imagery showed the site has been a post office prior to 2010.

La Crete Lane – west:

Scattered discarded piles of construction concrete pieces were located in the wooded area west of La Crete Lane at the intersection with Perkins Road.

La Crete Lane – east:

East of La Crete Lane at the intersection with Perkins Road, rocks and soil that appeared to have been bulldozed and graded resulted in a cleared area with a pile of construction concrete pieces and dirt at the edge of the area to the north, a few concrete bricks scattered at the northwest edge, and a piece of discarded furniture by the roadway.

West of Hollingsworth Truck Equipment:

In a wooded area west of Hollingsworth Truck Equipment, there were scattered rubbish such as tires, rusted empty dilapidated drums, trash can, empty buckets, a piece of household equipment, and other household goods.

Eastern terminus; (north portion of the corridor west of Louisiana State Police Troop A station):

The ESA site reconnaissance identified some fiber-optic cable repair work consisting of excavation activities.

3.2.10 Air Quality

Tailpipe emissions from motor vehicles can contain a number of pollutants for which ambient air quality standards have been established by the USEPA and the State of Louisiana. In particular, vehicular exhausts are significant direct and indirect contributors to atmospheric levels of carbon monoxide (CO), volatile organic carbon compounds (VOCs), nitrogen oxides, ozone, and, in some cases, particulate matter. Nitrogen oxide and VOC emissions are of concern principally because of their role as precursors in the formation of ozone. Impacts of these emissions are usually evaluated on a regional level because the chemical reactions that must take place in the atmosphere in the presence of sunlight occur over a period of hours or even days after discharge, and the pollutants become dispersed from the point where they are emitted and mix with the ambient air. In addition to these criteria pollutants for which standards have been in existence for decades, there is more recent concern about mobile source air toxics, which include a number of chemicals that are present in vehicular tailpipe emissions. There are no national ambient air quality standards for these emissions, but research into issues arising from their discharge into the atmosphere is ongoing by both FHWA and USEPA.

On a localized project level, CO emissions have historically been the focus of quantitative analysis to determine potential impacts of proposed transportation improvements on air quality. Transportation sources have usually accounted for the largest source of CO emissions on a national level, and the adverse effects of CO emissions are usually experienced within a relatively short distance (usually 300-600') from a transportation source, supporting the validity of this parameter to assess the localized air quality effects of project proposals. CO emissions have significantly decreased over the past 20 years, and, corresponding with this decrease, the need for detailed, computer-based air quality modeling at

the project (microscale) level on transportation projects has been reduced. As a result, the FHWA has identified simpler, alternative screening methodologies to determine the potential air quality impacts of proposed roadway improvements other than major new highway projects, projects that are thought to pose a risk to human health from air emissions, or projects in nonattainment areas where transportation sources are significant contributors to violations of the NAAQS. A number of screening 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. However, CO concentrations in the atmosphere in the five-parish Baton Rouge metropolitan area are not a significant issue. The region is in compliance with the NAAQS for CO and all other air pollutants for which standards have been promulgated except for ozone. Consequently, a screening analysis for evaluating potential project impacts on CO concentrations, on either the local or regional level, is unwarranted.

As mentioned previously in the discussion of existing air quality conditions in the project vicinity, the Baton Rouge region has been classified as a marginal nonattainment area for the eight-hour ozone NAAQS. Ozone forms in the atmosphere on a regional level when other pollutants such as volatile organic carbon compounds (VOCs) and nitrogen oxides react chemically in the presence of sunlight. In states where there are violations of the NAAQS, the Clean Air Act of 1990 requires preparation and regular updating of a State Implementation Plan (SIP) that describes the sources of air pollutants in the state and the measures that will be used to attain (if in violation of) or maintain (if in attainment of) the NAAQS. The SIP identifies specific measures that must be implemented for both on-road (vehicular) sources and stationary sources.

The Capital Region Planning Commission (CRPC), the regional planning agency for the five-parish Baton Rouge metropolitan area, must update a Transportation Improvement Program (TIP) every four years that lists all transportation projects receiving or expected to receive federal funding during that period. The TIP represents a realistic plan for the implementation of these projects based on available financing (i.e. the TIP must be financially constrained). Under federal law, in NAAQS nonattainment and maintenance areas, a TIP must demonstrate (through a conformity determination) that implementation of the planned transportation improvements will comply with provisions in the SIP to achieve or maintain air quality standards that apply to mobile sources of air emissions, including any specific control measures that must be implemented. In order to support a conformity determination, the CRPC models vehicular emissions on a regional level, assigning projections of future traffic and vehicle miles of travel for the proposed projects in the TIP superimposed on the existing roadway network. Tailpipe pollutant emissions emanating from proposed projects, including ozone precursors, are assumed to have no adverse effects on regional air quality if included as part of the regional modeling analysis and the analysis demonstrates compliance with the SIP.

As mentioned above, the USEPA has set National Ambient Air Quality Standards (NAAQS) for six principal air pollutants (also referred to as criteria pollutants): CO, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. The State of Louisiana has adopted the Federal standards for these criteria pollutants. East Baton Rouge Parish is currently in attainment for all NAAQS except the eight-hour standard for ozone, (USEPA, 2013). For this standard, East Baton Rouge Parish and four surrounding parishes have been classified by the USEPA as marginally nonattainment.

3.2.11 **Noise**

3.2.11.1 Fundamentals of Sound and Noise

Sound is the vibration of air molecules in waves. When these vibrations reach a person's ears, sounds are heard. 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 is Leq, which represents the equivalent of a steady, unvarying sound level over a defined period of time containing the same amount of sound energy as the time-varying sound generated over that same time period. Leq (h) is an equivalent sound level averaged over a time period of one hour. For highway projects, the Leq (h) is commonly used to describe traffic-generated noise levels at locations of outdoor human use and activity.

3.2.11.2 Existing Conditions

Existing ambient noise levels were measured in September 2013 at a total of nine sites within the Siegen Lane to Highland section of the corridor, as identified in Figure 21, Appendix H. The sites were selected to be generally representative of noise-sensitive, ground-level, outdoor human use or activity areas in proximity to the build alternatives. The noise measurement methodology is further outlined in the *Perkins Road (LA 427) Siegen Lane to Highland Road Final Noise Technical Report* (URS, January 2016). The noise levels measured at the sites are summarized in Table 3-11.

TABLE 3-11: EXISTING AMBIENT NOISE LEVELS

Measurement / Analysis Site	General Location and Land Use	Measured Noise Level $L_{eq(h)}$ (dBA)
Site 1	Private residence at 13246 Perkins Road, representative of a cluster of three private residences on the south side of the road to the west of Mullen Drive.	70.4
Site 2	Commercial property at 13168 Perkins Road on the north side of the road to the west of Meadow Park Avenue.	71.9
Site 3	Private residence at 13346 Perkins Road, representative of a cluster of four residences on the south side of the road, east of Mullen Drive and west of Potwin Drive.	68.2
Site 4	Private residence at 13712 Kenner Avenue, representative of a group of 12, two-unit residences on the north side of Perkins between Metairie Drive and Orleans Drive with rear property lines that abut the Perkins Road right-of-way.	67.5
Site 5	Private residence at 13925 Perkins Road on the south side of the road, one of a group of relatively widely-spaced residences in this locale.	64.1
Site 6	Private residence at 14314 Perkins Road on the corner of the exit driveway from the Brookhollow Glen subdivision.	63.4
Site 7	North side of Perkins Road at the site of the planned Jamestown at Old Perkins Planned Unit Development.	67.4
Site 8	Private residence at 15009 Via Horti Court whose rear property line abuts the south side Perkins Road right-of-way, one of three residences that abut Perkins Road as a walled community.	59.3
Site 9	Private single-family residence at 15300 Perkins Road on the south side of the road east of the Pecue Lane intersection.	59.5
Site 10*	Commercial Property located at 16016 Perkins Road consisting of an interior décor and antiques with outdoor garden statuary display with some nearby homes to the east set back from the roadway	Not measured
Site 11*	Private single-family residence located at 17510 Pecan Shadows Drive that back up to Perkins Road and that is representative of the residential development along Five Oaks Drive and Pecan Shadows Drive	Not measured

*Note, existing noise levels for Site 10 and 11 were predicted rather than measured.

Generally, the structures in the Study Area consist of single and multi-family residences, businesses, and a fire station. The lowest existing measured noise level in the Study Area was 59.3 dBA and the highest measured noise level was 71.9 dBA.

In regard to the Pecue Lane to Highland Road portion of the project corridor, inspection of aerial imagery and available mapping indicated that there are few potentially noise-sensitive sites. Properties abutting the roadway generally consist of scattered commercial/industrial/institutional land uses, without the concentrated development that characterizes the Siegen Lane to Pecue Lane section, along with undeveloped land and several ponds or retention basins. There is only one major residential

development and a small number of isolated single-family residences near the Perkins-Pecue intersection. Consequently, it was determined that there was no need for extensive field noise measurements between Pecue Lane and Highland Road, as described in the revised Noise Protocol. Instead, existing noise levels were modeled using existing traffic data at Sites 10 and 11 (Figure 21, Appendix H).

3.2.12 Wild and Scenic Rivers

The Louisiana Scenic Rivers Act (Acts 1970, No. 398, §1; Acts 1981, No. 736, §1; Acts 1982, No. 267, §1; Acts 1988, No. 947, §1, eff. July 27, 1988) was established in 1988 and was created to preserve, protect, and enhance free-flowing rivers, streams, and bayous for the present and future benefit of Louisiana Citizens (LDWF). According to the National Wild and Scenic Rivers System, there are no wild and scenic rivers located within the project corridor; therefore, the project will have no impact on any wild or scenic rivers (LDWF, 2009).

3.2.13 Coastal Barriers

The footprint of the Perkins Road expansion will not impact any coastal barrier resource system units. The project corridor is located within East Baton Rouge Parish, which is located approximately 95 miles inland from the coastal barrier zones. The closest units to the parish are LA-05P, S07, and S06 (USFWS, 2013b).

3.2.14 Coastal Zone Impacts

Louisiana's coastal zone is administered by the LDNR through the Office of Coastal Management and regulated by the National Oceanic and Atmospheric Administration (NOAA) under the Coastal Zone Management Act (CZMA; Pub.L. 92–583, 86 Stat. 1280, enacted October 27, 1972, 16 U.S.C. §§ 1451–1464, Chapter 33). The zone varies from 16 to 32 miles inland from the coast and extended from the Texas - Louisiana border to the Louisiana - Mississippi border. The proposed Perkins Road expansion is located within East Baton Rouge Parish, approximately 15 to 20 miles from the nearest coastal zone boundary in Port Vincent; therefore, the project will have no impacts on the Louisiana Coastal Zone (LDNR, 2012 and NOAA, 2012).

3.2.15 Visual Impacts

The expansion of Perkins Road will produce minor temporary visual impacts during the construction phase of the project. According to design specifications, there will be designated equipment staging areas along the road expansion that will retain equipment throughout the duration of the construction phase. Other temporary impacts may include Best Management Practices (BMP's) such as silt fences, hay bales, etc. to mitigate for sediment erosion which will be removed once the bare soil is stabilized

and resurfaced with vegetation. Permanent impacts would include the loss of property and its current land use to the physical expansion of the roadway.

3.2.16 Historical and Archeological Resources

This project is subject to Section 106 of the National Historic Preservation Act (16 USC 470) and the associated implementing regulations (36 CFR 800). As part of the process, a Phase I cultural resources investigation was completed for review by the Louisiana Division of Archaeology/SHPO. The purpose of this investigation was to identify and assess any cultural resources, such as historic and prehistoric archeological sites and historic standing structures that might be located within the boundaries of the proposed project. This investigation followed the procedures outlined in the Louisiana's Comprehensive Archaeological Plan (Smith et al. 1983) and the Section 106 Investigation and Report Standards of the Louisiana Division of Archaeology, Department of Culture, Recreation, and Tourism. The investigation also implemented the guidelines established in the National Historic Preservation Act of 1966 (as amended), the Archaeological and Historic Preservation Act of 1974, Title 36 of the Code of Federal Regulations (Parts 60-66 and 800) and *Archeology and Historic Preservation: The Secretary of the Interior's Guidelines*. The background research determined that there is no known National Register-eligible or National Register-listed Historic Properties (i.e., buildings, sites, districts, or objects) present within the Area of Potential Effects (APE); in addition, there any no historic standing structures that have been inventoried by the Louisiana SHPO.

Over two field days between August 1st and 23rd, 2013 and two more field days between October 29th and 30th, 2014, two, two-person archaeological survey crews from URS conducted a Phase I cultural survey and inventory along 17 undeveloped sections of the proposed Perkins Road corridor. These 17 sections measured 15,812' (4,821 meters) in total length. Fieldwork consisted of systematic pedestrian survey, shovel testing, and an above-ground structure survey. These sections were assessed through visual inspection, systematic pedestrian survey, and systematic shovel testing of 32.12 acres (13 hectares). One hundred and forty-nine (149) shovel tests were excavated and one collapsed historic/modern double shotgun (HSS-14-01) was identified.

Collapsed structure HSS-14-01 is comprised of a ruinous double shotgun. Based on archival mapping and aerial photography, the structure appears to have been constructed south of Perkins Road between ca. 1952 and the late 1960s. Following email consultation with Mr. Paul French (Louisiana Division of Archaeology), it was determined that "the structural remnants do not qualify as being recorded as a site, due to the lack of subsurface cultural material and historic contexts" (Pers. Comm.; December 1, 2014). Therefore, no further archaeological or architectural evaluation of this collapsed structure should be required.

The field survey identified two structures that required additional recordation, based upon consultation with LADOTD. These have been assigned Louisiana Historic Resource Inventory ID Numbers 17-01759

and 17-01760, respectively. The first, a single-family residence located at 14314 Perkins Road, is a heavily altered, side-gable Vernacular Bungalow built on a rectangular plan and of undetermined age (possibly 1920s). All exterior elements, including the roof, siding, windows, doors, and porch have been replaced and/or altered in material composition. Via a sweeping renovation campaign, an oversized stone-veneer "rustic" chimney has been appended to the house's gable end. Architectural changes are extensive enough that the house presently identifies as a contemporary residence in a suburban setting. The house addressed as 14314 Perkins Road, Baton Rouge ostensibly could be recognized as an "irreversibly altered Vernacular Bungalow"; however, its current state of integrity and its setting do not support its identification with that earlier period of architectural typology and style. Because the alterations to the house were found to be extensive – to the point that its architectural origins were obscured – Richard Silverman (M. Arch.; URS Senior Architectural Historian) contacted the East Baton Rouge Parish staff to gain information regarding the building's date of construction. No date of construction was available; however, Parish building records indicate that the structure was relocated to this site in March 1984. Because the house has been moved into a contemporary suburban setting, and because of the irreversible changes to the character-defining features of the structure, URS believes the house addressed as 14314 Perkins Road, Baton Rouge does not possess those qualities of significance as identified by the National Register Criteria for Evaluation (36 CFR 60.4 a-d). For the purposes of Section 106 evaluation, the structure at 14314 Perkins Road is identified as a contemporary residence in a suburban setting.

The second structure, addressed as 15222 Perkins Road, is an example of an altered Vernacular Bungalow that is sited on the southeast corner of Perkins Road and Pecue Lane. The few remaining architectural features that characterize the building as a mid-twentieth century Vernacular Bungalow are: the low-to-moderate pitched side gable roof with projecting eaves; a one-and-a-half story low-slung massing; three-over-one double-hung sashes which are indicative of the Craftsman style; and the used of single and paired windows. While aspects of the central massing of the house are indicative of a simple, rural Vernacular Bungalow, the presence of two flanking one-story wings on the east and west ends of house result in a horizontal building massing that is more in keeping with an early 1950s Ranch house. Alterations, such as the application of stucco, the replacement of the front door, the boxing and stuccoing of the porch piers, soffit and fascia alterations, and the addition of some faux shutters indicates this building has been altered over time. Drop-lap siding, observed on the two front dormers, suggests that the main walls of the building may have been sided with wood prior to a possible later application of stucco. A concrete masonry unit (CMU) interior chimney, located next to the east dormer, is not representative of the Bungalow or Craftsman styles, thus indicating mid-twentieth century construction. As such, the house addressed as 15222 Perkins Road, Baton Rouge identifies as an altered and/or expanded Vernacular Bungalow with its primary form and style appearing to date to the mid-twentieth century. Because of the extensive alterations and the lack of distinctive character-defining features of a type or style, the house lacks the necessary architectural integrity and historic significance to be considered eligible for the National Register under any Criteria.

Based upon our investigations, URS recommended that no additional archaeological and/or architectural history studies should be warranted for these 17 sections, and the remainder of the project corridor, which is comprised of paved/concrete roads and residential or commercial developments. Upon their review of the submitted report, the SHPO concurred that no historic properties would be impacted by the project. The concurrence letter is included in Appendix F.

4.0 Environmental Consequences

The term significant is defined in 40 CFR 1508.27 for implementing NEPA and requires considerations of both context and intensity. Context means that the significance of an action must be analyzed in several settings, such as society as a whole, the affected region, the affected interests, and the locality. Short- and long-term impacts are relevant when considering the significance of an impact. Intensity refers to the severity of impact. Factors contributing to the evaluation of the intensity of an impact include, but are not limited to, the following:

- The balance of beneficial and adverse impacts in a situation where an activity has both.
- The degree to which the action affects public health or safety.
- The unique characteristics of the geographic area where the action is proposed, such as proximity to parklands, historic or cultural resources, wetlands, prime farmlands, wild and scenic rivers, and ecologically critical areas.
- The degree to which the impacts on the quality of the human environment are likely to be controversial.
- The degree to which the impacts of the action on the quality of the human environment are likely to be highly uncertain or involve unique or unknown risks.
- The degree to which the action might establish a precedent for future actions with significant impacts or represents a decision in principle about a future consideration.
- Whether the action is related to other actions that have individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
- The degree to which the action might adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP or might cause loss or destruction of significant scientific, cultural, or historical resources.
- The degree to which the action might adversely affect an endangered or threatened species or habitat that has been determined to be critical under the Endangered Species Act of 1973.
- Whether the action threatens a violation of federal, state, or local law or requirements imposed for the protection of the environment.

4.1 SOCIAL AND ECONOMIC IMPACTS

4.1.1 Population and Housing

4.1.1.1 No-Build Alternative

The No-Build Alternative would have no impact on right-of-way, structures, or utilities, but increased traffic demand will impact the public if additional travel lanes are not provided. Perkins Road would operate as an LOS E in 2015 and an LOS F in 2035 with the existing two-lane section. There are very few undeveloped properties along Perkins Road, but increased traffic congestion could have negative impacts on existing residential and commercial developments. The No-Build Alternative would have impacts on population and housing related to traffic congestion.

4.1.1.2 Build Alternative

The Build Alternative, Perkins Road from Siegen Lane to Highland Road provides an ideal location for roadway expansion in the City of Baton Rouge, East Baton Rouge Parish District 3 based upon fair and proportional effects on low income and minority citizens. The project's 2010 U.S. Census median income and per capita income expressed in 2015 dollars are $61,620 and $34,998, respectively. The income of this area far exceeds the HHS 2015 Poverty Guidelines. Additionally, the project's non-white and Hispanic populations as a percent of the total population are less than that of the United States. Based on the recommendations of FHWA Order 6640.23A, the build alternative would have no disproportionate or adverse effects on minority or low-income populations.

The build alternative would result in no direct impacts to low-income populations. The area surrounding the project contains high median incomes, high home values, low poverty share, average minority share, and low ethnic share in comparison to surrounding areas. Alternative roadways, such as Nicolson Drive (LA30) and Burbank Drive (LA42), which run parallel to Perkins Road in District 3 of East Baton Rouge Parish, have adjacent area populations, such as Census Tract 40.11, with disproportionately higher low income and minority share.

4.1.2 Economic Impacts

4.1.2.1 No-Build Alternative

The No-Build Alternative would not provide any new construction jobs beyond those needed for minor maintenance and repair. Construction expenditures and indirect jobs would not be added to the local economy or East Baton Rouge Parish economy. The No-Build Alternative may have a negative impact on economic growth due to increased future traffic congestion.

4.1.2.2 Build Alternative

The Build Alternative would have a positive economic impact on the project and surrounding communities. The construction workers for the proposed project would likely be drawn primarily from the City of Baton Rouge, but also from the surrounding suburban communities in East Baton Rouge, Ascension, and Livingston Parishes. A portion of construction workers' salaries would be spent in and near the project 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 purchases that may occur outside the region.

4.1.3 Community Facilities and Services

4.1.3.1 No-Build Alternative

The No-Build Alternative would have no impact on community facilities and services. However, this alternative would not improve traffic conditions to community facilities and services.

4.1.3.2 Build Alternative

The Build Alternative would cause minor, unavoidable, adverse impacts on traffic, primarily related to the delays associated with restricted traffic flow and access issues created by construction operations and equipment. It is anticipated that at least one lane of traffic in each direction would be maintained along Perkins Road throughout the construction period. While not anticipated, the construction of the project could require minor temporary detours. A detailed maintenance of traffic plan would be prepared during a subsequent stage of project design. Maintenance of traffic, construction sequencing, and temporary lane closures and detours would be planned and scheduled to minimize impacts to local residences, businesses, and the traveling public. Access to residences and businesses within the corridor would be maintained at all times, including by use of temporary driveways or connections where necessary. Public service announcements of planned detours would be distributed to local media in advance to alert the public and minimize traffic disruptions and confusion. 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 alternative route identification.

Although direct left turn access in and out of most minor side road intersections will be restricted, the Build Alternative provides exclusive accommodation for the St. George Fire Department. A direct left turn through the median will allow emergency vehicles exiting the fire department to access Perkins Road quickly without needing to first turn right and utilize the nearest bulb out, saving time in an emergency situation. This median access will be located opposite the fire department driveway and will be a directional median opening designed to discourage public use. Signs with flashing emergency preemption lights are also proposed at this directional median opening.

4.1.4 Community Cohesion

4.1.4.1 No-Build Alternative

The No-Build Alternative would have no impact on community cohesion.

4.1.4.2 Build Alternative

The Build Alternative would increase community cohesion by providing pedestrian facilities, sidewalks, crosswalks, median refuge areas, handicap ramps, and shared lanes for bicycles and vehicles.

4.1.5 Visual Resources

4.1.5.1 No-Build Alternative

The No-Build Alternative would not impact the visual resources within the study area.

4.1.5.2 Build Alternative

The Build Alternative would involve widening the existing roadway using both existing and new right-of-way. This may cause removal of some visual resources, such as manicured lawns, trees, fences, etc. Many of these visual resources would be reestablished once the construction of the roadway is complete; therefore, long-term impacts to visual resources are anticipated to be insignificant.

4.1.6 Land Use Impacts

4.1.6.1 No-Build Alternative

The No-Build Alternative would have no physical impact on the current land use. A decision to not build may cause impacts to compound in the future as traffic congestion increases in the area. Furthermore, this congestion eventually may be a deterrent for the local populous to travel this road and visit local businesses which may yield a negative impact on economics in the area.

4.1.6.2 Build Alternative

Perkins Road is an existing thoroughfare and the Build Alternative would widen the existing roadway impacting a small acreage of poor quality undeveloped forestlands and previously developed lands. There would be no adverse impacts associated with the proposed Perkins Road project. The roadway expansion would not alter the land use categorization for the current land use; however, it would decrease the acreage of forestlands and undeveloped areas within the project area.

4.2 PHYSICAL ENVIRONMENTAL IMPACTS

4.2.1 Geology, Hydrology, and Groundwater

4.2.1.1 No-Build Alternative

The No-Build Alternative would have no impact on existing aquifers, groundwater resources, or water quality in the area.

4.2.1.2 Build Alternative

Based on the discussions in Section 3.2.1 of this report, no environmental consequences or negative impacts are expected on geological, hydrological or groundwater resources with construction of the Build Alternative.

4.2.2 Aquatic Biota

4.2.2.1 No-Build Alternative

The No-Build Alternative would have no environmental consequences or impacts on aquatic biota within the project area.

4.2.2.2 Build Alternative

Construction of the proposed Perkins Road project from Siegen Lane to Pecue Lane would likely have negligible to no impact on aquatic biota. The main habitat feature that would support aquatic biota, Wards Creek, would not be disturbed during the construction process; therefore, only the small roadside ditches would be impacted. Due to the discontinuous and intermittent flow regimes of these ditches, no aquatic biota can permanently inhabit these areas; therefore, no permanent impacts would occur with construction of the proposed project.

Construction of the proposed project from Pecue Lane to Highland Road would have minimal impacts on an abandoned segment of the Ward Creek on the north side of Perkins Road at station 225+00 (east of La Crete Lane), and Ward Creek segment between stations 230+00 to 240+00 (east of La Crete Lane and Pecan Shadows Drive located on the south side of Perkins Road). Likewise, due to the discontinuous and intermittent flow regimes in the creek, no aquatic biota will be permanently inhabit these areas; therefore, no permanent impacts would occur with construction of the proposed project.

4.2.3 Soils and Erosion

4.2.3.1 No-Build Alternative

The No-Build Alternative would have no environmental consequences or impacts on soils or soil erosion in the project area due to no construction activities performed.

4.2.3.2 Build Alternative

Construction of the proposed project would likely have permanent impacts on soils within the construction area. Drainage ditches adjacent to the existing roadway would be filled and brought to a rough grade elevation contiguous with that of the engineering design specifications. Temporary drainage ditches would be constructed to allow for flow patterns similar to pre-construction flow and drainage capacities until the subsurface drainage system construction is complete. All soil within the construction area would be permanently impacted and overlain with road construction material. Soils within the right-of-way but outside of the proposed roadway would be temporarily impacted and returned to pre-construction conditions after construction is complete. Proper BMP's would be implemented during construction activities. These may include, but are not limited to, silt fencing, anchored hay bales, and wetting of soil to reduce dust and wind soil erosion. Once construction activities have commenced, areas that are temporarily impacted would be returned to prior project grade and re-vegetated.

4.2.4 Vegetation and Wildlife

4.2.4.1 No-Build Alternative

The No-Build Alternative would have no environmental consequences or impacts to vegetation or wildlife in the area due to no construction activities.

4.2.4.2 Build Alternative

As discussed in section 3.2.4 the area within the project right-of-way is highly developed and few vegetative communities or habitats remain. The widening of the existing road would slightly encroach onto several residential lawns, landscaped areas, open fields, and pastures. The project would require the removal of isolated clusters of trees in residential and commercial lots along the road edge as well as previously disturbed and abandoned Ward Creek segment near La Crete Lane and sections of Ward Creek between Stations 230+00 and 240+00. Since the project would traverse developed areas and segments of the Ward Creek, there would not be significant impacts to vegetation and wildlife. There are no critical habitats that would be affected by the widening of the existing road.

4.2.5 Threatened and Endangered Species

4.2.5.1 No-Build Alternative

The No-Build Alternative would have no environmental consequences or impacts on threatened and endangered species in the area due to no construction activities.

4.2.5.2 Build Alternative

Federally and state listed species potentially occurring within the vicinity of the proposed road expansion project are listed in Table 3-10 and a brief description of the species and their status within the project boundary is provided above in Section 3.2.5 of this report. No federally listed plants, animals or natural communities were found to occur within the vicinity of the proposed road expansion. The proposed project would have no effect on any of the listed species for East Baton Rouge Parish per letters of concurrences from LDWF dated August 28, 2013 and October 31, 2014.

4.2.6 **Wetlands**

4.2.6.1 No-Build Alternative

The No-Build Alternative would have no environmental consequences or impacts on potential wetlands within the project footprint due to no construction activities performed.

4.2.6.2 Build Alternative

The widening of Perkins Road would have some permanent impacts on wetlands that occur within the proposed right-of-way. URS biologists conducted field assessments of the project area from Siegen Lane to Pecue Lane on August 23, 2013; and on the remaining section of the project area from Pecue Lane to Highland Road (LA 42) on October 31 and November 3 and 4, 2014. A single Potential Jurisdictional Determination (PJD) wetland delineation report will be submitted to the USACE, New Orleans District for review and concurrence. Three (3) alternatives were developed according to the engineering design criteria to create a site selection that would likely have the least impact on environmental resources for the Siegen Lane to Highland Road section of Perkins Road. The proposed impacts to potential wetland features located within the study area are listed below.

Alternative 1A:

- Potential Wetlands: 2.0483 acres
- Potential “waters of the US”: 0.824 acres

Alternative 2B:

- Potential Wetlands: 2.168 acres
- Potential “waters of the US”: 0.8252 acres

Alternative 3:

- Potential Wetlands: 2.2008 acres
- Potential “waters of the US”: 1.0377 acres

All three (3) alternatives are anticipated to impact potential jurisdictional wetlands and waters of the U.S.. Alternative 1A and Alternative 3 would have the smallest and largest impacts to wetlands and water of the U.S, respectively. The differences are attributed to adjustments to proposed lane locations.

4.2.7 Farmlands

4.2.7.1 No-Build Alternative

The No-Build Alternative would have no environmental consequences or impacts on prime farmland soils in the proposed project footprint due to no construction activities performed.

4.2.7.2 Build Alternative

The Build Alternative would have no impact on prime farmlands. A concurrence letter was received from NRCS dated October 17, 2014, stating the proposed project is located in urban areas and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA) – Subtitle I of Title XV, Section 1539-1549 (Appendix F – Agency Coordination).

4.2.8 Floodplains and Flood Hazard Areas

4.2.8.1 No-Build Alternative

The No-Build Alternative would have no environmental consequences or impacts to flood hazard areas within the project footprint no construction activities.

4.2.8.2 Build Alternative

The FEMA FIRM for the project (Figure 19, Appendix G) shows that only a small fraction of the proposed project right-of-way east of Pecue Lane near Highland Road is within the 100-year flood zone area. The roadway would be designed to convey drainage for the additional proposed pavement following the established existing drainage patterns; therefore, the additional proposed pavement would have a negligible impact on the overall watershed.

4.2.9 Waste Management and Underground Storage Tanks

4.2.9.1 No-Build Alternative

The No-Build Alternative would have no impact on hazardous waste management areas, USTs or LUSTs.

4.2.9.2 Build Alternative

A Phase I ESA conducted along the corridor of the proposed project limit identified the following sites that are environmental conditions or precautionary actions necessary to be undertaken should the Build Alternative be selected (the respective locations of these sites are exhibited in Figure 20):

Registered Water Well: Heat Pump Hole; ID # 5585Z (located along the corridor near the western terminus):

Although this is not an environmental condition, a heat pump hole (Agency Identification ID # 5585Z) situated at the north border of the corridor is recommended for further investigation. The well should be properly plugged and abandoned prior to construction activities in the area.

Chenevert's True Value Hardware Store; 13353 Perkins Road, Baton Rouge (situated within the corridor at west portion):

A propane AST on the west property grounds approximately 40 feet north of the corridor is not expected to impact the project; however, the appropriate precautionary measures should be taken during construction due to the proximity of the AST.

FDIC; 13434 Perkins Road, Baton Rouge (currently South Perkins Market Place, a food catering business, within the corridor at the southwest quadrant of Perkins Road and Potwin Drive):

The former LUST, remedial activities on the impacted soil that was apparently within the corridor, and the resulting LDEQ acceptance of the closure request is considered a **Historical Recognized Environmental Condition (HREC)** at the subject property.

Unnamed Site; 13520 Perkins Road, Baton Rouge (situated east of Conti Drive within the corridor):

Currently serving as Jaguar Cleaners, a drop-off laundry business, the possibility of dry cleaning activities historically conducted on the premises constitutes an **Area of Concern** at the subject property.

Unnamed Site; 13610 Kenner, Baton Rouge (approximately 110 feet north of the corridor near the intersection of Perkins Road and Metairie Drive):

Although the former Spill is rendered Closed and is not expected to impact the project, based on the proximity of possible activities from site observations, appropriate precautionary measures should be taken prior to and during construction due to the proximity of the former spill site.

St. George Fire Department/Fire Protection District; 13686 Perkins Road, Baton Rouge (situated within the corridor):

The 1997 diesel release and subsequent NFA is considered an HREC at the subject property. The facility has two active 1,000-gallon diesel tanks located north of the facility's main building between the structure and Perkins Road. Based on the proximity of the USTs to the construction activities at the corridor, appropriate precautionary measures should be taken prior to construction to locate the USTs at the Fire Department property and to avoid the USTs during construction.

Maison Victoria Antiques; 13726 Perkins Road, Baton Rouge (situated within the corridor east of the St. George Fire Department):

This is a SPILLS site in "Closed" status in which the incident furniture was being washed with a degreaser without adequate protection or proper drainage and had impacted the surrounding soil. This constitutes an HREC at the subject property.

Circle K #4901; 13796 Perkins Road, Baton Rouge (located within the corridor at the southwest quadrant on the intersection of Perkins Road and Michel Delving Road):

The former Spill that resulted in soil and groundwater impacts has been rendered an NFA status; however, based on the limiting conditions at the entire parcel, this constitutes a Controlled Recognized Environmental Condition (CREC) to the intended construction activities at subject property. LADOTD should contact LDEQ for further evaluation (such as land use and impacts to receptors and construction workers) prior to construction activities in this area. Furthermore, the USTs are located north of the facility's main building approximately midway between the building and Perkins Road. Based on the proximity of the USTs to the construction activities, appropriate precautionary measures should be taken prior to construction to locate the USTs and to avoid the USTs during construction.

Perkins Road Express Car Wash; 14017 Perkins Road, Baton Rouge (situated within the corridor adjacent at the mid-section of the subject property):

Although chemical or soapy liquid in a ditch in front of the site is not an environmental condition, based on previous complaints and site observations, appropriate precautionary measures should be taken and workers and contractors should be informed prior to construction.

Unnamed Site; 14027 Perkins Road, Baton Rouge (situated within the corridor adjacent and east of the Perkins Road Express Car Wash discussed above):

Currently serving as JD Duz High Tech Laundry, a drop-off laundry business, the possibility of dry cleaning activities historically conducted on the premises constitutes an Area of Concern at the subject property.

Sewer pump station; (east of Perkins Road and Old Perkins Road):

Although the excavation/repair activities is secured from the public by the facility's chain linked fence around its boundary and not an environmental condition, based on the proximity, the City/Parish should take **precautionary measures** and inform the contractor of the conditions, as appropriate, prior to construction activities.

Wooded Parcel – across sewer pump station south of Perkins Road; (east-southeast of Perkins Road and Old Perkins Road):

Scattered construction debris from the remnants of a demolished structure is considered a Housekeeping Issue at the subject property.

Unnamed Site; 15958 Perkins Road, Baton Rouge (currently U.S. Post Office facility):

The absence of a registered well in the agency records and during the ESA site reconnaissance suggests the well was mislocated due to inaccurate coordinates recorded by the agency. However, based on the nature of the complaint (chemical odor in the well) and the status, appropriate precautionary measures should be taken for the possible unregistered water well and its related issues in the area. Contractors should be informed as appropriate prior to construction.

La Crete Lane – west:

Scattered discarded piles of construction concrete pieces in the wooded area are considered Housekeeping Issues at the subject property.

La Crete Lane – east:

Scattered construction concrete pieces/bricks and dirt and discarded furniture in this area are considered Housekeeping Issues at the subject property.

West of Hollingsworth Truck Equipment:

Scattered rubbish in a wooded area at this location is considered a Housekeeping Issue at the subject property.

Eastern terminus (north portion of the corridor west of Louisiana State Police Troop A station):

Although not an environmental condition, due to excavation activities associated with construction, precautionary measures should be taken and the contractor should be informed of the conditions at the site prior to construction.

4.2.10 Air Quality

4.2.10.1 No-Build Alternative

Under the No-Build Alternative, existing traffic congestion and delay would continue and worsen in future years as traffic volumes increase due to normal population growth and development in the project vicinity. In general, emissions of some air pollutants, such as the ozone precursor VOCs, increase with lower vehicular operating speeds and interrupted flow, so the rate of pollutant emissions (grams emitted per vehicle-mile of travel) would be higher when the same number of vehicles travel the same distance under stop-and-go or congested conditions resulting from reduced capacity of the roadway to handle the traffic volume. It cannot be determined conclusively without modeling whether the No-Build Alternative would inhibit attainment of the eight-hour ozone standard or exacerbate existing violations, but operational considerations would indicate that the No-Build Alternative would result in greater vehicular emissions and some level of increased impact on ambient air quality in the project limit. On a regional level, the likely increased emissions of the No-Build Alternative over the build alternatives would likely be inconsequential.

4.2.10.2 Build Alternative

The CRPC performed a conformity analysis of the current (2013-2017) TIP as well as a long-range Metropolitan Transportation Plan (MTP) using the latest planning assumptions and most current emissions model (Capital Region Planning Commission, 2013). The modeling analysis indicated that the total future year vehicular emissions of ozone precursor pollutants would be less than the levels specified in the SIP for attainment of the eight-hour ozone standard. As a result, the FHWA issued a conformity determination on the TIP and MTP on July 17, 2013. The proposed Perkins Road improvements from Siegen Lane to Pecue Lane were assumed to be constructed and to comprise part of the future year roadway network analyzed for the conformity analysis, and the project design concept and scope have not changed since the time of the conformity determination. It can be concluded that the proposed project will not: (1) Cause or contribute to any new violations of the NAAQS; (2) increase the frequency or severity of NAAQS violations; nor (3) delay timely attainment of the NAAQS or any mandated interim milestones. These conclusions apply to all project build alternatives, since traffic volumes and operational characteristics that could substantially affect the level of pollutant emissions would not vary significantly among these alternatives.

In regard to emission of mobile source air toxics (MSAT) that were mentioned previously in Section 3.2.10, a qualitative analysis provides a basis for identifying and comparing the potential differences among emissions of these compounds, if any, from the various project alternatives. The qualitative assessment presented below is derived, in part, from a study conducted by FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at:

http://www.fhwa.dot.go/environment/air_quality/air_toxics/research_and_analysis/methodology/methodology00.cfm

For each alternative in this EA, the amount of MSAT emitted would be proportional to the vehicle miles travelled (VMT), assuming that other variables such as fleet mix would be the same for each alternative, which is a reasonable assumption. Although not computed as part of the traffic study for this project, it can be expected that VMT for the build alternatives would be slightly higher than that for the No-Build Alternative because the additional capacity of the widened Perkins Road would increase efficiency of the roadway and attract rerouted trips from elsewhere in the transportation network. VMT would lead to higher MSAT emissions for the build alternatives along the Perkins Road corridor and corresponding lower MSAT emissions along parallel routes from which traffic would be diverted. The emissions increase would be offset somewhat by lower MSAT emission rates due to expected increases in operating speeds and reduced congestion and delays. According to the USEPA MOVES model, emissions of all the priority MSAT decrease as speed increases. Based on available traffic data and projections, VMT under each of the project build alternatives would likely be nearly identical. As a result, it is expected that there would be no appreciable difference in overall MSAT emissions among the alternatives. Also, regardless of the alternative selected for construction, emissions would likely be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, MVT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so large (even after accounting for VMT growth) that future MSAT emissions in the study area are likely to be lower than existing emission levels.

4.2.11 Noise

Traffic noise impacts occur when the predicted noise levels equal or exceed the Noise Abatement Criteria (NAC, presented in Table 4-1), 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.

4.2.11.1 Noise Impact Criteria

The LADOTD *Highway Traffic Noise Policy* (July 2011) was used to analyze potential project-related noise impacts. The LADOTD has assigned NAC to seven categories of land use organized according to their sensitivity to noise as shown in Table 4-1. The NAC levels are L_{eq} levels above which noise would begin to intrude on the corresponding land use. Consistent with LADOTD Policy, highway traffic noise impacts occur when:

- 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 4-1) at any receiver, or
- 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 4-1: LADOTD NOISE ABATEMENT CRITERIA [1, 2]

Activity Category	Activity Leq (h)	Evaluation Location	Activity Description	In Louisiana, Impact occurs when Noise Level ***is equal to or greater than*** the values below*
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	**56**
B	67	Exterior	Residential (includes undeveloped lands permitted for residential).	**66**
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. (Includes undeveloped lands permitted for these activities).	**66**
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	**51**
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F. (Includes undeveloped lands permitted for these activities).	**71**
F	------	------	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.	**n/a**
G	------	------	Undeveloped lands that are not permitted.	**n/a**

*These values are consistent with the FHWA's requirement for consideration of traffic noise impacts 1 dBA below their noise abatement criteria.

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 NAC.

Potential traffic noise impacts for the design year (2035) associated with the three build alternatives were estimated using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). A detailed description of the methodology and assumptions applied to this traffic noise study are contained in the *Perkins Road (LA 427) Siegen Lane to Highland Road Final Noise Technical Report* (September 2016).

4.2.11.2 2035 No-Build Alternative

The 23 Code of Federal Regulation (CFR) 772 does not require the consideration of impacts associated with the No-Build Alternative, although the future No-Build scenario was modeled in TNM 2.5. Of the eleven measurement/analysis sites, five residential sites and one business site were identified that have existing noise levels that approach or exceed applicable NAC (Site 1, Site 2, Site 3, Site 6, Site 7, and Site 11), as presented in Table 4-1. Results indicate that future No-Build noise levels will increase over existing ambient levels at all locations. However, no sites are predicted to have future No-Build noise levels exceeding existing noise levels by 10 dBA or more.

4.2.11.3 Design Year 2035 Build Alternatives

Predicted noise levels at the locations of the measurement sites are expected to increase under the three build alternatives in the design year 2035. Noise level increases at the measurement sites for Alternative 1A would range from 0.3 dBA to 7.9 dBA. Noise level increases at the measurement sites for Alternative 2B would range from 0.3 dBA to 7.5 dBA. Noise level increases at the measurement sites for Alternative 3 would range from -3.3 dBA to 8.0 dBA, as shown in Table 4-2. The field measurement for Site 8 was conducted within the proposed right-of-way, for all three build alternatives, the representative receiver was adjusted in the models to be outside of the proposed right-of-way; which may account for the decrease in predicted future noise levels.

TABLE 4-2: 2035 BUILD ALTERNATIVES MEASUREMENT SITE MODEL RESULTS

Measurement/ Analysis Site	2015 Modeled Existing (dBA)	2035 No-Build Alternative (dBA)	Alternative 1A		Alternative 2B		Alternative 3	
			Model Results (dBA)	Noise Level Increase (dBA)	Model Results (dBA)	Noise Level Increase (dBA)	Model Results (dBA)	Noise Level Increase (dBA)
Site 1	69.6	70.1	70.9	1.3	71.3	1.7	70.5	0.9
Site 2	69.4	69.9	71.6	2.2	70.4	1.0	66.1	-3.3
Site 3	68.0	68.4	69.5	1.5	69.5	1.5	71.3	3.3
Site 4	64.9	65.3	68.5	3.6	66.5	1.6	67.8	2.9
Site 5	61.6	62.1	64.7	3.1	63.0	1.4	65.4	3.8
Site 6	65.7	66.2	67.1	1.4	67.4	1.7	70.4	4.7
Site 7	66.7	67.2	68.5	1.8	68.8	2.1	69.0	2.3
Site 8[1]	59.9	60.6	67.8	7.9	67.4	7.5	67.9	8.0
Site 9	58.9	59.8	59.9	1.0	59.9	1.0	59.9	1.0
Site 10	60.1	58.9	64.9	4.8	64.9	4.8	64.9	4.8
Site 11	67.8	66.5	68.1	0.3	68.1	0.3	68.1	0.3

Notes: Noise Measurement Site 8 was relocated in the noise model for Alternative 1A, Alternative 2B, and Alternative 3 to be located outside of the proposed right-of-way.

4.2.11.4 Alternative 1A

Estimated noise impact distances for Alternative 1A are shown in Figure 22, Appendix H. With construction of Alternative 1A, roadway traffic noise impacts are predicted to occur at 84 receptors. Potentially impacted residences would be located along Perkins Road. A potentially impacted business would be located on the north side of Perkins Road near the Siegen Lane intersection.

Noise Analysis Site 4 and 5, located south of Perkins Road and between Michel Delving Road and Shire Lane, contains first row multi-family residences (represented by Receiver Sites 34 – 43) with front yards abutting Perkins Road ROW. There are no existing walls or barriers between the yards and Perkins Road with the only changes being the road alignment will be closer to the home's front yards for Alternative 1A, than Alternatives 2B and 3. These Sites had several modeled receiver locations with predicted noise levels greater than the NAC for residential land uses for the Future Build project alternatives (66 dBA).

Noise Analysis Site 6, located along the south side of Perkins Road between Brookhollow Drive and Notting Hill Drive, contains first row residences (represented by Noise Measurement Site 6 and Receiver Site 61) with side yards along Perkins Road. Receiver Site 61 is protected by an existing 6.5 foot high concrete wall that provides some acoustical shielding resulting in no predicted impact (assuming the wall is not demolished under Alternative 1A). However, Noise Measurement Site 6 is predicted to have a noise level (67.1 dBA) that approaches or exceeds the applicable NAC.

Noise Analysis Site 7 (A and B), located in the residential area of the Jamestown PUD (approximately five feet outside of the proposed ROW) is predicted to have noise levels (68.5 dBA) that approach or exceed the applicable NAC. Although no homes had been constructed at the time of the study, future noise levels and associated noise impacts were based upon planned building layouts for the development, resulting in 12 noise impacts in this combined area for Alternative 1A.

Noise Analysis Site 8 (A, B, and C), located along the south side of Perkins Road between Notting Hill Drive and Pecue Lane, and contains first row residences (represented by Receiver Sites 64 through 101) with back yards along Perkins Road. These residences have an existing 6.5 high concrete wall that provides some acoustical shielding. For Alternative 1A, the existing wall between St. Alban's Drive and Pecue Lane (8A) would be displaced by the new ROW and presumably demolished. The loss of acoustical shielding resulting from removal of the wall was taken into consideration in the noise predictions and impact assessment for the homes in this area, resulting in 5 noise impacts in this area for Alternative 1A.

The *Final Noise Technical Report* includes a detailed table specifying the predicted impacts by the noise receiver identification number presented in Figure 22, Appendix H.

4.2.11.5 Alternative 2B

Predicted noise level contours for Alternative 2B are shown in Figure 23, Appendix H. With construction of Alternative 2B, roadway traffic noise impacts are predicted to occur in the design year at 80 receptors. Potentially impacted residences would be located along Perkins Road.

Noise Analysis Site 4 and 5, located south of Perkins Road and between Michel Delving Road and Shire Lane, contains first row multi-family residences (represented by Receiver Sites 34 – 43) with front yards abutting Perkins Road ROW. There are no existing walls or barriers between the yards and Perkins Road with the only changes being the road alignment will be further to the home's front yards than Alternative 1A. These Sites had several modeled receiver locations with predicted noise levels greater than the NAC for residential land uses for the Future Build project alternatives (66 dBA).

Noise Analysis Site 6, located along the south side of Perkins Road between Brookhollow Drive and Notting Hill Drive, contains first row residences (represented by Noise Measurement Site 6 and Receiver Site 61) with side yards along Perkins Road. Receiver Site 61 is protected by an existing 6.5 foot high concrete wall that provides some acoustical shielding. This wall is expected to be demolished as part of Alternative 2B, and the loss of acoustical shielding resulting from removal of the wall would result in a potential impact at the residence. Noise Measurement Site 6 is also predicted to have a noise level (67.4 dBA) that approaches or exceeds the applicable NAC.

Noise Analysis Site 7 (A and B), located in the residential area of the Jamestown PUD (approximately five feet outside of the proposed ROW) is predicted to have noise levels (68.8 dBA) that approach or exceed the applicable NAC. Although no homes had been constructed at the time of the study, future noise levels and associated noise impacts were based upon planned building layouts for the development, resulting in 10 noise impacts in this area for Alternative 2B.

Noise Analysis Site 8 (A, B, and C), located along the south side of Perkins Road between Notting Hill Drive and Pecue Lane, and contains first row residences (represented by Receivers 64 through 101) with back yards along Perkins Road. These residences have an existing 6.5-foot high concrete wall that provides some acoustical shielding. For Alternative 2B the existing walls between Notting Hill Drive and Pecue Lane would be displaced by the new ROW and presumably demolished. The loss of acoustical shielding resulting from removal of the wall was taken into consideration in the noise predictions and impact assessment for the homes in this area resulting in 9 potential noise impacts in this area for Alternative 2B.

The *Final Noise Technical Report* includes a detailed table specifying the predicted impacts by the noise receiver identification number presented in Figure 23, Appendix H.

4.2.11.6 Alternative 3

Predicted noise level contours for Alternative 3 are shown in Figure 24, Appendix H. With construction of Alternative 3, roadway traffic noise impacts are predicted to occur in the design year at 94 receptors. Potentially impacted residences would be located along Perkins Road.

Noise Analysis Site 4 and 5, located south of Perkins Road and between Michel Delving Road and Shire Lane, contains first row multi-family residences (represented by Receiver Sites 34 – 43) with front yards abutting Perkins Road ROW. There are no existing walls or barriers between the yards and Perkins Road with the only changes being the road alignment will be further to the home's front yards than Alternative 1A and 2B. These Sites had several modeled receiver locations with predicted noise levels greater than the NAC for residential land uses for the Future Build project alternatives (66 dBA).

Noise Analysis Site 6, located along the south side of Perkins Road between Brookhollow Drive and Notting Hill Drive, contains first row residences (represented by Noise Measurement Site 6 and Receiver Site 61) with side yards along Perkins Road. Receiver Site 61 is protected by an existing 6.5-foot high concrete wall that provides some acoustical shielding. This wall is expected to be demolished as part of Alternative 3, and the loss of acoustical shielding resulting from removal of the wall would result in a potential impact at the residence. Noise Measurement Site 6 is also predicted to have a noise level (70.4 dBA) that approaches or exceeds the applicable NAC.

Noise Analysis Site 7 (A and B), located in the residential area of the Jamestown PUD (approximately five feet outside of the proposed ROW) is predicted to have noise levels (69.0 dBA) that approach or exceed the applicable NAC. Although no homes had been constructed at the time of the study, future noise levels and associated noise impacts were based upon planned building layouts for the development, resulting in 12 noise impacts in this area for Alternative 3.

Noise Analysis Site 8 (A, B, and C), located along the south side of Perkins Road between Notting Hill Drive and Pecue Lane, and contains first row residences (represented by Receivers 64 through 101) with back yards along Perkins Road. These residences have an existing 6.5-foot high concrete wall that provides some acoustical shielding. For Alternative 3 the existing walls between Notting Hill Drive and Pecue Lane would be displaced by the new ROW and presumably demolished. The loss of acoustical shielding resulting from removal of the wall was taken into consideration in the noise predictions and impact assessment for the homes in this area resulting in 15 potential noise impacts in this area for Alternative 3.

The *Final Noise Technical Report* includes a detailed table specifying the predicted impacts by the noise receiver identification number presented in Figure 24, Appendix H.

4.2.12 Summary of Impacts

Totals of 84, 80, and 94 sensitive receptors are expected to experience traffic noise impacts in 2035 under Alternatives 1A, 2B, and 3, respectively. The number of noise level impacts would vary for each build alternative because of roadway alignment modifications and increases in the number of travel lanes. Some structures have existing traffic noise levels approaching or exceeding the applicable NAC but these are not considered as noise impacts. The summary of impacts is presented in Table 4-3.

TABLE 4-3: SUMMARY OF TRAFFIC NOISE IMPACTS

Alternative	Sensitive Receivers Impacted ≥ NAC	Sensitive Receivers ≥ 10 dBA Over Existing Noise Levels
Alternative 1A	84	0
Alternative 2B	80	0
Alternative 3	94	0

4.2.13 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 per the LADOTD *Highway Traffic Noise Policy*. 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 determined to be feasible and reasonable per LADOTD criteria can be recommended as effective measures to reduce adverse noise impacts associated with the proposed intersection improvements.

The LADOTD considers noise abatement in the form of a noise barrier (such as a wall or berm) to be feasible when 75 percent of the first row of impacted receivers adjacent to a proposed noise barrier would receive at least a 5 dBA reduction in traffic noise and when the barrier is generally considered to be constructible in terms of such factors as safety, maintenance and property access. The LADOTD considers noise abatement to be reasonable if the following three criteria are met:

1. The noise reduction design goal is met – a minimum of 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. Viewpoints of the community, including benefited receptors, will be solicited for noise impacts and abatement. If no relevant objections to the proposed abatement are made at this level of

public involvement, this criterion is deemed met and abatement considered reasonable. If relevant objections are identified, a follow-up solicitation will occur with property owners and residents of the benefited receptors. The abatement measure will be considered reasonable if 50% or more of the responses received are positive.

Receptors in the study area are anticipated to exceed the noise abatement criteria; therefore the possible abatement measures were evaluated for reasonableness and feasibleness. The *Final 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. An evaluation of noise barriers was conducted separately, as discussed in the following paragraphs.

Although traffic noise impacts would occur at residences within the Study Area, noise barriers were not considered reasonable and feasible at many of the impacted locations. Most impacted residences are largely concentrated along the first row of multi-family homes (Site 34 - Site 43 and Site 121 – Site 127) located along both sides of Perkins Road between Metairie Drive and Orleans Drive. These multi-family homes have driveway access from Perkins Road. Other residential impacts are either isolated structures or are interspersed with commercial use structures, all with driveway access from Perkins Road. Generally, for the concentrated residential impact areas described above, noise barriers could not be continuously installed along either side of Perkins Road between Siegen Lane and Southland Court due to the numerous driveway access points serving homes, businesses and cross streets. Maintaining access at the existing points would result in breaks in the noise barriers that would negate the potential effectiveness of this abatement option at those areas.

However, some residential receptors that are situated adjacent to Perkins Road but do not have driveway access directly onto Perkins Road were candidates for noise barrier evaluation. These included homes in the vicinity of Site 4, Site 5, Site 6, Site 7, Site 8, and Site 11.

Analysis Site 4 and 5, located south of Perkins Road and between Michel Delving Road and Shire Lane, had several modeled receiver locations with predicted noise levels greater than the noise abatement criteria for residential land uses for the Future Build project alternatives (66 dBA). There is a driveway access to Perkins Road that would prevent a continuous noise barrier to be constructed; however, with the landowner's agreement, the driveway would be decommissioned. This would allow for a continuous noise barrier. A noise barrier analysis at this location identified a preliminary barrier design for all the Alternatives 1A, 2B, and 3 that were all reasonable and feasible in accordance with LADOTD policy. This analysis indicates 13 impacted residential units (represented by receiver sites 34, 35, 36, 37, 40, 41, and 42) under Alternatives 1A and 2B would benefit by the analyzed barrier. Alternative 3 has 14 impacted residential units (represented by receiver sites 34, 35, 36, 37, 40, 41, 42, and 43) that would benefit by

the analyzed barrier. The benefited receptors receiving at least a 5 dBA reduction from the proposed barrier, includes the following residences:

- 13802 & 13804 Perkins Rd. (Receiver Site 34);
- 13806 & 13808 Perkins Rd. (Receiver Site 35);
- 13810 & 13812 Perkins Rd. (Receiver Site 36);
- 13814 Perkins Rd. (Receiver Site 37);
- 13816 & 13818 Perkins Rd. (Receiver Site 40);
- 13820 & 13822 Perkins Rd. (Receiver Site 41);
- 13824 & 13826 Perkins Rd. (Receiver Site 42); and
- 13828 Perkins Rd. (Receiver Site 61).

As stated earlier, the noise barrier for Site 4 and 5 is reasonable and feasible due to the agreement with the landowner that the driveway in question would be closed, which would allow for a continuous noise barrier to be built. Albeit, the noise barrier for each alternative is set at different heights: 9, 8, and 7 feet for alternatives 1A, 2B, and 3, respectively. The final step in determining reasonableness is the Consideration of Viewpoints, which involves polling the benefited receptors (owners and residents) to determine whether or not they would want the proposed barrier. However, since the barrier analysis was initiated by the owner, it can be assumed that a barrier is desired by the benefited residents and is considered to be reasonable.

Analysis Site 6, located south of Perkins Road between Brookhollow Drive and Notting Hill Drive, includes up to two potentially impacted single-family residences depending on alternative: Alternative 1A contains one impacted receptor (represented by Noise Measurement Site 6) and Alternatives 2B and 3 contain two impacted receptors (represented by Noise Measurement Site 6 and Receiver Site 61). A noise barrier analysis at this location identified a preliminary barrier design for Alternatives 2B and 3 that were both reasonable and feasible in accordance with LADOTD policy. This analysis indicates that the two impacted residential units under Alternatives 2B and 3 are both benefited by the analyzed barrier. The noise barrier preliminary design and location are described in detail in the Technical Noise Report. The benefited receptors receiving at least a 5 dBA reduction from the proposed barrier, includes the following residences:

- 14314 Perkins Rd. (Noise Measurement Site 6); and
- 1631 Notting Hill Dr. (Receiver Site 61).

Additionally, Receiver Site 53 (adjacent to Analysis Site 6) is also impacted, but could not be mitigated along with the other impacted receptors in Noise Measurement/Analysis Site 6 due to noise flanking paths around the analyzed barrier.

Analysis Site 7A, north of Perkins Road across from St. Alban's Drive, is currently under development and is planned to have 11 single family homes immediately adjacent to Perkins Road. Analysis Site 7A includes the portion of the development (Jamestown Square) east of the proposed development driveway. A noise barrier analysis at this location identified a preliminary barrier design that was both reasonable and feasible in accordance with LADOTD policy. This analysis indicates that up to 11 residential units are impacted at a non-mitigated noise level of 66 dBA or greater, but that all units are benefited by the barrier. The noise barrier preliminary designs and locations are described in detail in the Technical Noise Report. If more than 50% of the benefited receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

Analysis Site 7B, north of Perkins Road across from St. Alban's Drive, is currently under development and is planned to have a common area immediately adjacent to Perkins Road. Analysis Site 7B includes the portion of the new development (Jamestown Square) west of the proposed development driveway. A noise barrier analysis at this location identified a preliminary barrier design that was found to be not feasible in accordance with LADOTD policy. The common area does not include an area of frequent human use (e.g. a picnic table or a basketball court). Additionally, due to flanking paths and safety considerations, barrier construction at the ROW is not feasible. Therefore, mitigation in the form of a noise barrier is not recommended for this analysis site.

Analysis Site 8A, south of Perkins Road between St. Alban's Drive and Pecue Lane, includes up to eight potentially impacted single-family residences depending on alternative; Alternatives 1A and 2B include five potential impacted receptors (Noise Measurement Site 8 and Receiver Sites 85, 94, 100, and 101) and Alternative 3 includes eight potentially impacted receptors (Noise Measurement Site 8 and Receiver Sites 85, 92, 93, 94, 95, 100, and 101). Although a developer wall currently provides some noise mitigation for the receptors in Site 8A, the new Alternative alignments would result in those walls being demolished as they are inside the ROW line. It was assumed that the developer wall between St. Alban's Drive and Pecue Lane would be demolished for all Alternatives. A noise barrier analysis was conducted at the new ROW line and identified a preliminary barrier design that was both reasonable and feasible in accordance with LADOTD policy. The eight benefited receptors receiving at least a 5 dBA reduction from the proposed barrier, includes the following residences:

- 3 Homes on Via Horti Ct. (Noise Measurement Site 8, Receiver Site 100, Receiver Site 101);
- 1648 St. Alban's Dr. (Receiver Site 85);
- 13901 Phillimore Ave. (Receiver Site 92);
- 13911 Phillimore Ave. (Receiver Site 93);

- 13921 Phillimore Ave. (Receiver Site 94); and
- 13931 Phillimore Ave. (Receiver Site 95).

If more than 50% of the benefited receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

Analysis Site 8B, south of Perkins Road between Ruelle de Grace Drive and St. Alban's Drive, includes up to five potentially impacted single-family residences depending on alternative; Alternative 1A does not contain any potential noise impacts in the area due to an existing developer wall, Alternative 2B includes three potential impacted receptors (Receiver Sites 81, 82, and 83) and Alternative 3 includes five potentially impacted receptors (Receiver Sites 78, 80, 81, 82, and 83). Although a developer wall currently provides some noise mitigation for the receptors in Site 8B, the new alignments for Alternatives 2B and 3 would result in the wall being demolished as it is inside the ROW line. It was assumed that the developer wall between Ruelle de Grace Drive and St. Alban's Drive would be demolished for all Alternatives 2B and 3. A noise barrier analysis was conducted at the new ROW line for Alternatives 2B and 3 and identified a preliminary barrier design that was both reasonable and feasible in accordance with LADOTD policy. The five benefited receptors receiving at least a 5 dBA reduction from the proposed barrier, includes the following residences:

- 1652 Ruelle De Grace Rd. (Receiver Site 78);
- 13707 Earl's Ct. (Receiver Site 80);
- 13717 Earl's Ct. (Receiver Site 81);
- 13727 Earl's Ct. (Receiver Site 82); and
- 13737 Earl's Ct. (Receiver Site 83).

If more than 50% of the benefited receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

Analysis Site 8C, south of Perkins Road between Notting Hill Drive and Ruelle de Grace Drive, includes up to two potentially impacted single-family residences depending on alternative; Alternative 1A does not contain any potential noise impacts in the area due to an existing developer wall, Alternative 2B includes one potentially impacted receptor (Receiver 68) and Alternative 3 includes two potentially impacted receptors (Receiver Sites 64 and 68). Although a developer wall currently provides some noise mitigation for the receptors in Site 8C, the new alignments for Alternatives 2B and 3 would result in the wall being demolished as it is inside the ROW line. It was assumed that the developer wall between Notting Hill Drive and Ruelle de Grace Drive would be demolished for Alternatives 2B and 3. A noise barrier analysis was conducted at the new ROW line for Alternatives 2B and 3 and identified a preliminary barrier design that was found to be not reasonable for Alternative 2B (unable to achieve 8 dBA noise reduction at a receiver location in the analysis site) and not feasible for Alternative 3 (unable to achieve at least 5 dBA at 75% of the first row of impacted homes). Only one receiver is benefited by the preliminary barrier, Receiver Site 68. Flanking pathways due to gaps in the barrier (at the

intersections Notting Hill Drive and Ruelle de Grace Drive with Perkins Road) prevent receivers in the analysis site from achieving the LADOTD design goal of 8 dBA. Receiver Site 69 represents second row homes as shown in Figure 10. Predicted results for Receiver Site 69 indicate that second row receptors would not achieve the LADOTD design goal, nor would they be benefited by a barrier (only receiving 3 dBA in noise reduction from the modeled barrier). Therefore, mitigation in the form of a noise barrier is not recommended for this analysis site.

Analysis/Measurement Site 11, south of Perkins Road, just to the east of La Crete Lane, includes three impacted single family homes (Receiver Sites 162, 165 and 166) with back yards that back up to Perkins Road but with primary access onto Pecan Shadow Drive or Eaglewood Drive. A noise barrier analysis at this location identified a preliminary barrier design that was both reasonable and feasible in accordance with LADOTD policy. This analysis indicates three residential units are impacted at a non-mitigated noise level of 66 dBA or greater, but a total of five residential units are benefited by the barrier, including the three impacted units plus two additional residences represented by prediction receive site 162. The results of the barrier analysis were the identical for all three alternatives. The five benefited receptors receiving at least a 5 dBA reduction from the proposed barrier, includes the following residences:

- 17512 Five Oaks Drive (Receiver Site 162);
- 17603 Eaglewood Drive (Receiver Site 163);
- 17530 Pecan Shadow Drive (Receiver Site 163);
- 17510 Pecan Shadow Drive (Receiver Site 165); and
- 17511 Pecan Shadow Drive (Receiver Site 166)

If more than 50% of the benefited receptors are in favor of receiving a noise wall it will be considered reasonable and can be incorporated into the project.

4.2.14 Solicitation of Viewpoints from Benefited Receptors

Due to questions and comments received during the Public Hearing regarding impacts to an existing fence on the north side of Perkins Road and acquisition of existing walls near potential noise barriers #7A, #8A, and #8B, an additional meeting was held on February 15, 2016 with the benefited receptors of the Jamestown Square, Kensington Estates, Ruelle De Grace, and Via Horti Ct. homeowners associations. Potential noise barriers 6 and 11 were deemed reasonable, and since no opposition was raised at the Public Hearing, no further coordination was made with the benefited receptors. The attending homeowners associations were informed about project specifics, the acquisition process, and their options regarding the potential noise barrier, and they were given ballots to vote “yes” or “no” for the potential noise barriers fronting their subdivisions. The Kensington, Ruelle De Grace, and Via Horti Ct. homeowners associations voted to not implement noise barriers 8A and 8B, while Jamestown Square voted to implement noise barrier 7A. Since the barrier analysis for Noise Analysis Sites 4 and 5 was

initiated by the land owner, it can be assumed that a barrier is desired by the benefited residents and is considered to be reasonable. For meeting minutes, sign in sheet, handouts, ballots, and communication with property owners, see Appendix H.

4.2.15 Conclusions of Noise Analysis and Statement of Likelihood

A noise analysis for the proposed project was performed per the FHWA and LADOTD requirements for assessing noise impacts of transportation projects. The objectives of the noise study were to:

- Identify potential noise-sensitive receivers that may experience noise impacts from the proposed project and characterize the existing ambient noise environment in the vicinity of these receivers;
- Predict the noise impacts of the proposed project;
- Determine if there are any feasible and reasonable noise abatement measures that would eliminate or reduce predicted adverse noise impacts; and
- Satisfy the requirements of Title 23 of the Code of Federal Regulations Part 772 (23 CFR Part 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise, and the LADOTD Highway Traffic Noise Policy (July 2011).

Potential noise impacts were predicted to occur with construction of any of the proposed build alternatives in the design year 2035. A total of 84, 80, and 94 noise sensitive receptors are expected to experience traffic noise impacts in 2035 under Alternatives 1A, 2B, and 3, respectively. Abatement measures were evaluated to reduce or eliminate these impacts. Noise barriers were found to be feasible and reasonable for all six locations listed in the table below; however, the Kensington, Ruelle De Grace, and Via Horti Ct. subdivisions voted not to implement noise barriers 8A and 8B between Ruelle De Grace Drive and Pecue Lane. See Figures 25 and 26 in Appendix H for proposed noise barrier locations.

Likely Barrier Location	Avg. Barrier Height (ft)	Estimated Insertion Loss at Benefited Receptors (dBA)	Estimated Cost	Benefited Receptors Vote ("Yes" or "No")
South of Perkins Road between Michel Delving Road and Shire Lane (Alternative 1A)	9	6.0 - 8.3	$106,470	*
South of Perkins Road between Michel Delving Road and Shire Lane (Alternative 2B)	8	6.8 - 8.6	$94,640	*

South of Perkins Road between Michel Delving Road and Shire Lane (Alternative 3)	7	4.5 - 8.8	$82,810	*
South of Perkins Road between Brookhollow Drive and Notting Hill Drive (Alternative 2B & 3)	8	5.5 – 8.6	$61,360	*
North of Perkins Road at Jamestown Square Development (All Alternatives)	9	7.2 – 10.2	$147,420	Yes
South of Perkins Road between St. Alban's Drive and Pecue Lane (All Alternatives)	8.3	5.6 – 8.8	$250,593	No
South of Perkins Road between Ruelle de Grace Drive and St. Alban's Drive (Alternative 2B & 3)	8	6.7 – 12.3	$95,888	No
South of Perkins Road, east of La Crete Lane (All Alternatives)	10	5.1 – 10.3	$169,520	*

*No objection to potential noise barrier

The final decision on the implementation of noise barriers will be made by LADOTD during project design. If during final design, conditions substantially change that impact the implementation of likely barriers, LADOTD will solicit the viewpoints of those affected as part of the reevaluation of reasonableness, and only barriers determined to be both reasonable and feasible at that time will be constructed. Barriers that are no longer reasonable and feasible will be removed from the project.

4.2.16 Historical and Archeological Resources

4.2.16.1 No-Build Alternative

Implementation of the No-Build Alternative would not result in impacts to Historic, archeological, or cultural resources.

4.2.16.2 Build Alternative

As described in Section 3.2.16, the research and field survey determined there are no known National Register-eligible or National Register-listed Historic Properties (i.e., buildings, archeological sites, districts, structures, or objects) present within the project corridor. As a result, no historic or archeological resources would be impacted due to selection of the Build Alternative.

4.3 TEMPORARY CONSTRUCTION IMPACTS

Construction of the Perkins Road widening project from Siegen Lane to Highland Road will be performed in such a manner as to minimize inconvenience to the traveling public and the residences and businesses within the project. However, it is anticipated that the proposed construction will produce short-term adverse consequences on the travelling public, residences and businesses, especially those adjacent to Perkins Road. Construction can be performed while maintaining two travel lanes, but detours and short-term lane closures will be used as needed to construct items such as drainage structure crossings. The contractor will be required to coordinate with home and business owners and provide and maintain temporary driveway connections for access. Appropriate safety measures will be taken to protect the construction workers and the safety of the general public. Signing, barricades, lighting, traffic control devices, traffic striping and warning devices complying with the current version of the Manual of Uniform Traffic Control Devices and all State and City regulations will be required. Any temporary detours that may be required will also be appropriately signed and maintained.

4.3.1 No-Build Alternative

The No-Build Alternative would not have any temporary construction impacts because no construction would take place. Traffic would continue to operate on the existing 2-lane roadway and congestion would continue to worsen.

4.3.2 Build Alternatives

Sequence of construction and therefore traffic patterns would likely be different depending on which alternative is constructed. Since the centerline of Alternative 1A falls on the northern edge of existing Perkins Road, much of the proposed westbound roadway construction can be completed while still maintaining two lanes of traffic on the existing roadway. Once the westbound roadway is completed, traffic can be switched onto it, and construction of the eastbound roadway can begin. Alternative 2B is centered on the existing roadway and the median width varies from 16’ to 30’. It is likely that the outermost eastbound and westbound lanes would be constructed first while maintaining traffic on the existing roadway, then the traffic would be maintained on the new lanes while the remainder of the road is constructed. Alternative 3 shifts to the southern edge of existing Perkins Road which allowing much of the proposed eastbound roadway construction to be completed while still maintaining two

lanes of traffic on the existing roadway. Once the eastbound roadway is completed, traffic can be switched onto the new road and construction of the westbound roadway can begin. Each alternative requires multiple phases of construction and would have similar temporary impacts to traffic patterns and access to residences and businesses. Since two travel lanes should be maintained at all times, it is not expected that any of the three build alignments would cause any meaningfully detrimental impacts to traffic flow, but they will all produce short-term inconvenience.

Temporary construction impacts to environmental media were discussed in previous sections of Chapter 4 where applicable.

5.0 Comments and Coordination

5.1 PUBLIC INFORMATION PROGRAM

The first public meeting was held at the St. George Church and School, 7808 St. George Drive, Baton Rouge, LA on October 2nd, 2013 at 5:00 pm. After the logical terminus was extended from east of Pecue Lane to the Highland Road intersection, a second public meeting was held at the St. George Church and School, 7808 St. George Drive, Baton Rouge, LA on December 17, 2014 at 4:00 pm. After FHWA approved the Environmental Assessment for public distribution, a final Public Hearing was held on September 16, 2015. The advertisement, handouts, sign-in sheets, and written comments from the public meetings are included in Appendix D.

Attendees of the public meetings included interested members of the public, elected officials, and personnel from the City of Baton Rouge, LADOTD, and FHWA. Fifty-seven people signed the attendance sheets at the first public meeting, and 55 people signed the attendance sheets at the second. Fifty people signed the attendance sheets for the public hearing. For the first meeting, there were 14 comments received in writing either the day of the meeting or by mail before the October 12, 2013 deadline, 2 received by mail after the deadline—one of which contained 13 total signatures—and 1 tape recorded the day of the meeting. For the second meeting, there were 21 comments received in writing either the day of the meeting, by mail, or by e-mail before the December 30, 2014 deadline. For the third meeting, there were 12 comments received in writing either the day of the meeting or by mail before the September 26, 2015 deadline and 1 tape recorded the day of the meeting. Each written or recorded comment received may have had multiple signatures or multiple statements about the different alternatives; therefore, the total number of positive or negative comments listed in the matrix does not add up to the total number of public meeting comments received. Of the 62 total comments, 30 were not in favor of any of the alternatives, with 26 of those 30 specifically opposed to the access management design of partial or no median openings at intersections and u-turns. Alternative 1A received the most number of positive comments (12) and the least number of negative comments (33),

while Alternative 3 received the least number of positive comments (5) and the most number of negative comments (35). Responses to all public meeting comments are included in Appendix D.

The access management plan was the most disputed concept at the public meetings and in comments. A St. George Fire Department representative was strongly opposed to the median and u-turns, stating that fire trucks and medical emergency vehicles need uninhibited access in and out of subdivisions. Many of the commenters, including many business owners along the Perkins Road corridor, felt that the inconvenience of not having left turn access would directly and negatively impact their customers, and the 5-lane section west of Siegen Lane should be continued through the corridor. A meeting on October 15, 2013 was held with Councilman Ryan Heck, Fire Chief Gerard Tarleton, DPW, and LADOTD to discuss flexibility in the governing access management policy. A dedicated left turn out of the St. George Fire Department with no curb across the opening was negotiated, and the fire department Chief plans to provide officials with the names of subdivisions with the most emergency calls to possibly accommodate these intersections with a partial median opening or by shifting the u-turns closer to these intersections. Because the maximum number of partial median openings are already incorporated into the preliminary design, one or more of these openings would need to be shifted to align with the designated subdivisions. According to LADOTD, we are very unlikely to receive a design exception to change the corridor to a 5-lane section similar to the one west of Siegen Lane, as it would have to be proven that the new section is both safer and more efficient than the proposed median section. Proving this is not feasible as the 5-lane section has up to 13 conflict points (opportunities for a collision) at a stop-controlled intersection on just one side of the street, whereas the median section has only 6. LADOTD has made this median section the current policy because it believes it is the safest and most efficient option.

5.2 SOLICITATION OF VIEWS

Two Solicitation of Views (SOV) were conducted of local, state, and federal agencies by a letter dated October 14, 2014 and August 21, 2013. The address list for the SOV was obtained from LADOTD. The letter, address list and responses to the SOVs are included Appendix E. A summary of the comment ("C") received and the response ("R"), where warranted, follows:

5.2.1 October 14, 2014 Solicitation of Views:

C. The NRCS reviewed the project and determined that the proposed construction areas are within urban areas and are therefore exempt from the Farmland Protection Policy Act (FPPA). There should be no impacts to NRCS projects or identified cultural resources will be impacted by the project.

R. No immediate action is required.

C. The Capital Area Ground Water Conservation District noted that there has been numerous water wells drilled along the right-of-way over the past few decades. Some wells have been plugged and abandoned while other wells remain active.

R. Section 4.2.9 of this report has identified water wells along the project that may need further investigation.

C. The Department of Health and Hospitals Office of Public Health states they have no objection to the referenced projects at this time. The project should comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). If additional project data becomes available to this office, they reserve the right of additional comments.

R. No immediate action is required.

C. The City/Parish Office of the Planning Commission states this project is consistent with the goals, objective, and action items of FUTUREBR that address regional connectivity and capacity; therefore they support the project.

R. No immediate action is required.

C. FEMA Region VI Mitigation Division requested the Community's Floodplain administrator be contacted for the review and possible permit requirements for this project. If federally funded, the agency requested that the project be in compliance with EO 11988 & EO 11990.

R. The floodplain office will be contacted for review and possible permit requirements for the project. As of now, no federal funds have been allocated to this project, but compliance with the above codes will be met if federal funds are used.

C. DOTD Floodplain Management Program noted there must be allowance for the adequate flow of water and assurance that there will be no back up of water. There must be no creation of flooding where there was no flooding prior to construction. In order to assure compliance with East Baton Rouge Parish's requirements for the National Flood Insurance Program, and ensure that appropriate permits are obtained, the floodplain administrator for the parish should be contacted.

R. The floodplain office will be contacted for review and possible permit requirements for the project.

C. The LDWF reviewed their database and found no impacts to rare, threatened, or endangered species or critical habitats as a result of this project. Also, no state or federal parks, wildlife refuges, scenic streams or wildlife management areas are known within the specified site boundaries. However, should a species tracked by the LNHP be encountered within the project limit the LNHP Data Manager should be contacted.

R. No immediate action is required. However, issues will be addressed as required.

C. The USEPA noted that this project is located on the Southern Hills aquifer system which has been designated as a sole source aquifer by the USEPA. They indicated that the proposed project should not have an adverse effect on the quality of the ground water underlying the project site. The project must adhere to other State and Federal requirements.

R. No immediate action is required.

C. The Louisiana Department of Agriculture & Forestry has no comment at this time regarding the reference project.

R. No immediate action is required.

C. The Louisiana Department of Natural Resources Office of Conservation noted that most information concerning oil, gas and injection wells for any given area of the state can be obtained through records search via the SONRIS data access application available on their website. A review of their computer records indicates that there are no oil, gas or injection wells located in the project area. The DNR water well database indicates that there are registered water wells in the vicinity of the project area. It is also possible that unregistered water wells may be located in the area. Records of all activities within its jurisdiction can be accessed at the Office of Conservation.

R. Section 4.2.9 of this report has identified water wells along the project that may need further investigation.

C. The Assessment Division of the Office of Environmental Compliance reviewed the project and commented that if the project is deemed regionally significant it must be included in a conforming metropolitan TIP including a comprehensive regional emissions analysis demonstrating conformity to the SIP for control of ozone. This is required since East Baton Rouge Parish was designated by USEPA as an ozone nonattainment parish.

R. These issues will be addressed as required.

5.2.2 August 21, 2013 Solicitation of Views:

C. FEMA Region VI Mitigation Division requested the Parish Floodplain administrator be contacted for the review and possible permit requirements for this project. If federally funded, the agency requested that the project be in compliance with EO11988 & EO 11990.

R. The Floodplain Administrator was not on the SOV address list; however, the floodplain office will be contacted for review and possible permit requirements for the project. As of now, no federal funds

have been allocated to this project, but compliance with the above codes will be met if federal funds are used.

C. US Department of the Interior, USFWS directed us to their new online pre-development self-assessment tool to search for potential impacts of the project to federally listed threatened and endangered species. If it is determined through the online process that the project has no effect on federally listed species, no further coordination with this department is needed, but further coordination will be required with this department if an effect is noted. Reports documenting the search results can be generated.

R. Threatened and endangered species research and reports have been completed for this Environmental Assessment.

C. The Jena Band of Choctaw Indians are not aware of any known sacred and/or ceremonial sites located within the immediate project and have determined that the project activities will have "no effect" on Historic Properties. However, should any artifacts and/or archaeological features encountered during the project activities, all work shall cease and this office should be consulted immediately.

R. These issues will be addressed as required.

C. The City/Parish Office of the Planning Commission recommended the following items be incorporated into the planning stages of the project to comply with the vision of FUTUREBR and the Complete Streets Policy:

- 5' to 6' wide bike lanes located on the edge of a street or between travel lanes and parking lanes.
- More pedestrian crossings at intersections and mid-block using refuge islands, contrasting colors, patterns and textures and providing visual cues for drivers.
- Add sidewalks, streetscaping, buffering devices and bicycle facilities to attract other modes of travel.
- Plant curb buffers to slow water runoff and separate pedestrian from automobile traffic.
- Redesign intersections and modify signalization to improve public transit efficiency and safe movement of passenger vehicles, transit, bicyclists and pedestrians through the intersections.
- Intersections should minimize crossing distance, crossing time, exposure to traffic and encourage pedestrian travel and increase safety.

- Intersections should use contrasting colors, patterns and textures for pedestrian crossing movements.

An additional comment from the Planning Commission is that a 16' wide median is a better fit for the proposed widening project than a 30' wide median and stated that is would allow for more available space outside the roadway to add bicycle lanes.

R. The Planning Commission's recommendations will be considered during the planning and design phases of this project. This project will consider and implement the design guidelines presented in FUTUREBR and the Complete Streets Policy wherever feasible.

C. The Assessment Division of the Office of Environmental Compliance reviewed the project and commented that if the project is deemed regionally significant it must be included in a conforming metropolitan TIP including a comprehensive regional emissions analysis demonstrating conformity to the SIP for control of ozone. This is required since East Baton Rouge Parish was designated by USEPA as an ozone nonattainment parish.

R. These issues will be addressed as required.

C. The LDWF reviewed their database and found no impacts to rare, threatened, or endangered species or critical habitats as a result of this project. Also, no state or federal parks, wildlife refuges, scenic streams or wildlife management areas are known within the specified site boundaries. However, should a species tracked by the LNHP be encountered within the project limit the LNHP Data Manager should be contacted.

R. No immediate action is required. However, issues will be addressed as required.

C. The Choctaw Nation of Oklahoma requested that digital copies of any archeological survey and historic property findings, as well as SHPO comments regarding this project be forwarded to their office.

R. These issues will be addressed as required.

C. The Department of the Army does not anticipate any adverse impact to USACE projects. They also requested additional information and delineations in accordance with Section 404 of the Clean Water Act for this project in order to complete a jurisdictional determination.

R. The information requested will be forwarded to the USACE for a jurisdictional determination.

C. The USEPA noted that this project is located on the Southern Hills aquifer system which has been designated as a sole source aquifer by the USEPA. They indicated that the proposed project should not have an adverse effect on the quality of the ground water underlying the project site. The project must adhere to other State and Federal requirements.

R. No immediate action is required.

C. The Capital Area Ground Water Conservation District stated that the project should have no effect on groundwater resources of the Capital Area.

R. No immediate action is required.

C. The NRCS reviewed the project and determined that the proposed construction areas are within urban areas and are therefore exempt from the Farmland Protection Policy Act (FPPA). There should be no impacts to NRCS projects or identified cultural resources will be impacted by the project.

R. No immediate action is required.

5.3 AGENCY COORDINATION

Agency coordination is an important part of attaining environmental clearance through the NEPA process. The following agency coordination was essential to the development of this environmental assessment:

- Kick-off Meeting for the Perkins Road (LA 427) project was held at LADOTD Headquarters on November 28, 2012. Staff from FHWA, LADOTD, DPW, the Green Light Program Managers and the consultant team was in attendance to discuss the scope and schedule of the project.

- Letter from FHWA dated December 19, 2012 accepting LADOTD's request to act as the Lead Federal Agency and asking for a revision to the logical termini to extend from Siegen Lane to Highland Road. Letter included in Appendix F – Agency Coordination.

- Letter from FHWA dated June 11, 2013 with approvals requesting that the logical termini remain from Siegen Lane to Pecue Lane but that the traffic study and the environmental inventory be performed from Siegen Lane to Highland Road for planning purposes. Letter included in Appendix F – Agency Coordination.

- Public Meeting was held October 2, 2013 and several staff members from public agencies were in attendance. The agency sign-in sheet is included in Appendix D - Public Meeting.

- A meeting was held with Councilman Ryan Heck and Fire Chief Gerard Tarleton of the St. George Fire Protection District on October 15, 2013 at Stantec's Office. The St. George Fire Department presented their concerns over the medians installation that is recommended in each alternative and the u-turn movements that would be required to make left turns throughout the project. They also expressed concern about the median opening proposed at the public meeting in front of the fire station. The meeting was attended by LADOTD, DPW, and GLP. The median opening

was revised to a left-out only opening for the fire station and the mountable curb was excluded from this opening per the fire station's request.

- On October 2, 2014, FHWA approved the revision of the logical termini to extend from 500' east of Pecue Lane to Highland Road. A letter dated September 3, 2014 requesting the new logical termini is included in Appendix F – Agency Coordination.
- Albert Shields of LADOTD sent an email confirmation on October 30, 2014 that since his employment from 1976 to present, he has not known Perkins Road to "topple or flood".
- Lynette Richardson, CFM of the City of Baton Rouge Department of Public Works sent an email confirmation on November 3, 2014 that the base flood elevation and inundation elevation along Perkins Road between Pecue Lane and Highland Road is 20' and 17', respectively.
- Recommended Alternative Meeting was held January 22, 2015 at LADOTD Headquarters to review alternatives and the alternative's matrix for choosing the preferred alternative. Staff from FHWA, LADOTD, DPW, the Green Light Program Managers, and the consultant team was in attendance.

Draft copies of the technical reports used as a basis for this study were reviewed by LADOTD and the City-Parish and comments were received and incorporated in January of 2015.

5.4 DRAFT EA DISTRIBUTION

The distribution list of recipients of the Draft EA is included in Table 5-1. The distribution list included Federal, state, and local agencies, elected officials, community organization, and libraries. Recipients of the Executive Summary were also provided an electronic version portable disk format (pdf) of the Draft EA on CD. Recipients that prefer correspondence through email (designated by an email address in the "address" column) were provided a pdf of the Draft EA available to download through a file transfer protocol.

TABLE 5-1: DRAFT EA DISTRIBUTION LIST

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies w/ CD
LEAD AGENCIES							
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	Toby Picard	2 and 1 CD	
2			LA Department of Transportation and Development District 61	8100 Airline Highway Baton Rouge, LA 70815	Chad Vosburg	2 and 1 CD	
3			Federal Highway Administration	5304 Flanders Drive Suite A Baton Rouge, LA 70808-4348	Scott Nelson	1	
FEDERAL AGENCIES							
4			Environmental Protection Agency Source Water Protection (6WQ-S)	1445 Ross Ave. Dallas, TX 75202-2733			3 and 3 CDs
5			Federal Transit Administration Region 6	819 Taylor Street Room 8A36 Fort Worth, TX 76102			1
6			Federal Emergency Management Agency Region 6	800 North Loop 288 Denton, TX 76209		1	
7			US National Park Service Southeast Region	100 Alabama Street SW 1924 Building Atlanta, GA 30303	Anita Jackson		1
8			Natural Resources Conservation Service	3737 Government Street Alexandria, LA 71302	Kevin Norton		1
9			US Fish and Wildlife Service	646 Cajundome Blvd. Suite 400 Lafayette, LA 70506	James F. Boggs		1

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies w/ CD
10			Department Of The Army New Orleans District Completed Works	P.O. Box 60267 New Orleans, LA 70160-0267	Karen Clement		1
11			8th Coast Guard District	Hale Boggs Federal Building 500 Poydras St. New Orleans, LA 70130	District Commander		1
12			US Geological Survey	3535 S. Sherwood Forest Blvd. Suite 120 Baton Rouge, LA 70806			1
LOUISIANA STATE AGENCIES							
13			Department of Agriculture and Forestry Office of Soil/Water Conservation	P.O. Box 3554 Baton Rouge, LA 70821	Brad Spicer	1	
14			Department of Agriculture and Forestry Office of Forestry	P.O. Box 1628 Baton Rouge, LA 70821	Wade Dubea	1	
15			Coalition to Restore Coastal Louisiana	6160 Perkins Rd., Suite 225 Baton Rouge, LA 70808	Kimberly Reyher, Executive Director		1
16			Department of Culture Recreation & Tourism Division of Archaeology	P.O. Box 44247 Capitol Annex 3rd Baton Rouge, LA 70804	Dr. Charles McGimsey		1
17			Department of Culture, Recreation & Tourism Office of State Parks	P.O. Box 44426 Baton Rouge, LA 70804	Britt Evans	1 and 1 CD	
18			Division of Administration State Land Office	P.O. Box 44124 Baton Rouge, LA 70804	Spencer Robinson		1

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19			Division of Administration Facility Planning and Control	P.O. Box 94095 Baton Rouge, LA 70804	Mark A. Moses		1
20			LA Department of Natural Resources Office of Conservation	P.O. Box 94275 Baton Rouge, LA 70804-9275	James H. Welsh, Commissioner of Conservation	1	
21			LA Department of Natural Resources Office of Mineral Resources	P.O. Box 2827 Baton Rouge, LA 70821	Stacey R. Talley, Deputy Assistant Secretary	1	
22			Department of Economic Development Office of Business Development	P.O. Box 94185 Baton Rouge, LA 70804			1
23			LA Department of Environmental Quality	linda.hardy@la.gov	Linda Hardy	1 (email)	
24			Louisiana Forestry Association	P.O. Box 5067 Alexandria, LA 71301	Buck Vandersteen		1
25			LA Department of Transportation and Development Flood Plain Management Program	P.O. Box 94275 Baton Rouge, LA 70804-9245 8900 Jimmy Wedell Baton Rouge, LA 70807	Susan Veillon	1	
26			Louisiana Good Roads Association	P.O. Box 3713 Baton Rouge, LA 70821			1
27			Department of Health and Hospitals	628 N. 4th St. Baton Rouge, LA 70802	Tenney Sibley, Chief Sanitarian		1
28			Department of Health and Hospitals Division of Environmental Health	P.O. Box 4489 Baton Rouge, LA 70821	Yuanda Zhu		1
29			Department of Public Safety Highway Safety Commission	P.O. Box 66336 Baton Rouge, LA 70896			1

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies w/ CD
	30		Department of Wildlife & Fisheries Louisiana Natural Heritage Program	P.O. Box 98000 Baton Rouge, LA 70898	Amity Bass	1	
	31		Louisiana State University Sea Grant Legal Advisory Service	227B Sea Grant Building Baton Rouge, LA 70803	James G. Wilkins		1
	32		Louisiana State Police Troop A	17801 Highland Road Baton Rouge, LA 70810		1	
	33		Office of Indian Affairs	P.O. Box 94095 Baton Rouge, LA 70804			1
	34		Inter-Tribal Council of Louisiana, Inc.	991 Grand Caillou Rd Houma, LA 70363-5705			1
	35		Coushatta Tribe of Louisiana	P.O. Box 818 Elton, LA 70532	Dr. Linda Langley		1
	36		Alabama Coushatta Tribe of Texas	575 State Park Rd. 56 Livingston, TX 77351	Bryant Celestine		1
	37		Jena Band of Choctaw Indians	ashively@jenachoctaw.org	Alina Shively	1 (email)	
	38		Mississippi Band of Choctaw Indians	kcarleton@choctaw.org	Kenneth Carleton	1 (email)	
	39		Chitimacha Tribe of Louisiana	P.O. Box 661 Charenton, LA 70523	Kimberly Walden, Cultural Director		1
	40		Tunica-Biloxi Tribe of Louisiana	P.O. Box 1589 Marksville, LA 71351	Earl J. Barbry, Jr., THPO		1
	41		Choctaw Nation of Oklahoma	chandra.bondzie@dot.gov	Chandra Bondzie	1 (email)	
	42		Seminole Nation of Oklahoma	harjo.n@sno-nsn.gov	Natalie Harjo	1 (email)	
	43		Seminole Tribe of Florida	30290 Josie Billie Hwy PMB 1004 Clewiston, FL 33440	Dr. Paul Backhouse, THPO		1
	44		Seminole Tribe of Florida	6300 Stirling Road Hollywood, FL 33024	Chairman James E. Billie		1

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45			Muscogee (Creek) Nation	espain@mcn-nsn.gov	Emman Spain, THPO	1 (email)	
ELECTED OFFICIALS							
46			US Senate	2800 Veterans Memorial Blvd Suite 201 Metairie, LA 70002	Senator David Vitter		1
47			US Senate	5555 Hilton Ave., Suite 100 Baton Rouge, LA 70808	Senator Bill Cassidy, M.D.		1
48			US House of Representatives (District 1)	110 Veterans Blvd, Ste. 500 Metairie, LA 70005	Honorable Steve Scalise		1
49			US House of Representatives (District 2)	2021 Lakeshore Dr. Suite 309 New Orleans, LA 70122	Honorable Richmond Cedric		1
50			US House of Representatives (District 3)	800 Lafayette St., Ste. 1400 Lafayette, LA 70501	Honorable Charles Boustany, Jr., M.D.		1
51			US House of Representatives (District 4)	6425 Youree Dr. Suite 350 Shreveport, LA 71105	Honorable John Fleming, M.D.		1
52			US House of Representatives (District 5)	417 Cannon House Office Building Washington, DC 20515	Honorable Ralph Abraham		1
53			US House of Representatives (District 6)	2351 Energy Drive, Suite 1200 Baton Rouge, LA 70808	Honorable Garret Graves		1
54			LA State Senate (District 6)	808 O'Neal Ln. Baton Rouge, LA 70816	Senator Mack "Bodi" White		1
55			LA State Senate (District 13)	P.O. Box 908 Livingston, LA 70754	Senator Dale Erdey		1

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	56		LA State Senate (District 14)	1520 Thomas H. Delpit Ste. 226 Baton Rouge, LA 70802	Senator Yvonne Dorsey-Colomb		1
	57		LA State Senate (District 15)	P.O. Box 52783 Baton Rouge, LA 70892-2783	Senator Sharon Weston Broome		1
	58		LA State Senate (District 16)	320 Somerulos Street Baton Rouge, LA 70802	Senator Dan Claitor		1
59			LA State Senate (District 17)	3741 Hwy. 1 Port Allen, LA 70767	Senator Rick Ward		1
	60		LA House of Representatives (District 29)	4811 Harding Blvd. Baton Rouge, LA 70811	Representative Regina Ashford Barrow		1
	61		LA House of Representatives (District 61)	701 S. Acadian Thwy. Baton Rouge, LA 70806	Representative Alfred C. Williams		1
62			LA House of Representatives (District 62)	P.O. Box 217 Jackson, LA 70748	Representative Kenneth E. Havard		1
	63		LA House of Representatives (District 63)	8776 Scenic Highway Baton Rouge, LA 70807	Representative Dalton Honre		1
64			LA House of Representatives (District 64)	35055 La Hwy 16, Suite 2a Denham Springs, LA 70706	Representative Valarie Hodges		1
	65		LA House of Representatives (District 65)	P.O. Box 78286 Baton Rouge, LA 70837	Representative Barry Ivey		1
	66		LA House of Representatives (District 66)	17451 Jefferson Hwy., Ste. C Baton Rouge, LA 70817	Representative Darrell P. Ourso		1
	67		LA House of Representatives (District 67)	251 Florida St. Ste. 300 Baton Rouge, LA 70801	Representative Patricia Haynes Smith		1

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies w/ CD
68			LA House of Representatives (District 68)	3115 Old Forge Baton Rouge, LA 70808	Representative Stephen F. Carter		1
69			LA House of Representatives (District 69)	7341 Jefferson Hwy, Suite J Baton Rouge, LA 70806	Representative Erich Edward Ponti		1
70			LA House of Representatives (District 70)	320 Somerulos St. Baton Rouge, LA 70802	Representative Franklin J. Foil		1
71			LA House of Representatives (District 101)	3213 Monterrey Blvd., Suite B Baton Rouge, LA 70814	Representative Edward C. "Ted" James II		1
72			City of Baton Rouge	P.O. Box 1471 Baton Rouge, LA 70821	Mayor-President Melvin "Kip" Holden		1
73			EBR Metro Council (District 3)	2223 Quail Run Drive, Suite G Baton Rouge, LA 70808	Mr. Chandler Loupe		1
74			EBR Metro Council (District 9)	P.O. Box 77274 Baton Rouge, LA 70879	Mr. Joel Boé		1
75			EBR Metro Council (District 11)	P.O. Box 1471 Baton Rouge, LA 70821	Mr. Ryan Heck		1
LOCAL AND OTHER AGENCIES							
76			Green Light Plan Managers City of Baton Rouge	6767 Perkins Road, Suite 200 Baton Rouge, LA 70808	Brad Ponder	2 and 1 CD	
77			Chamber Of Commerce Baton Rouge Area	564 Laurel Street Baton Rouge, LA 70801			1
78			East Baton Rouge Parish Sheriff	P.O. Box 2406 Baton Rouge, LA 70821			1

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies w/ CD
79			Baton Rouge Police Department	9000 Airline Highway Baton Rouge, LA 70815			1
80			East Baton Rouge Parish School Board	P.O. Box 2950 Baton Rouge, LA 70821			1
81			East Baton Rouge Parish Metro Council	P.O. Box 1471 Baton Rouge, LA 70821			1
82			East Baton Rouge City Planning Commission	P.O. Box 1471 Baton Rouge, LA 70821	Planning Director	1	
83			St. Francisville Planning Commission	P.O. Box 400 St. Francisville, LA 70775	Planning Director		1
84			Capital Region Planning Commission	333 N. 19th St. P.O. Box 3355 Baton Rouge, LA 70821		1	
85			Capital Area Groundwater Conservation Commission	3535 S. Sherwood Forest Blvd. #137 Baton Rouge, LA 70816			1
86			Capitol Transportation Corp.	2250 Florida Boulevard Baton Rouge, LA 70802	Executive Director		1
87			Greater Baton Rouge Port Commission	P.O. Box 380 Port Allen, LA 70767-0380			1
88			Amite River Basin Commission	3535 South Sherwood Forest Blvd, Ste. 135 Baton Rouge, LA 70816			1
89			EBR Parish City Government	P.O. Box 1471 Baton Rouge, LA 70821			1
90			Baton Rouge Bicycle Club	P.O. Box 253 Baton Rouge, LA 70821			1

Fed Ex	USPS	Hand Delivered	Recipient	Address	Contact	No. of Draft EA Copies	No. of Executive Summary Copies w/ CD
91			Capital Soil & Water Conservation Dist. Of LA	907 Florida Ave. SW Denham Springs, LA 70726			1
	92		Baton Rouge Green Association	448 N 11th Street Baton Rouge, LA 70802-4607			1
	93		Dept. of Emergency Management Emergency Operations Center	3773 Harding Blvd. Baton Rouge, LA 70807			1
	94		St. George Fire Department	14141 Airline Highway Baton Rouge, LA 70817		1	
		95	State Library of Louisiana	701 N. 4th Street Baton Rouge, LA 70802	Karen Cook	20	
	96		Bluebonnet Regional Branch Library	9200 Bluebonnet Blvd. Baton Rouge, LA 70810		1	
TOTAL COPIES						**40[1]**	**74[2]**

Notes:

1. 40 hard copies, 4 CDs, and 6 emailed copies of the Draft EA
2. 74 copies of the Executive Summary and 74 CDs containing the Draft EA

6.0 Summary of Environmental Commitments, Mitigation Measures, and Required Permits

The environmental commitments and required permits that are anticipated to be associated with the construction of this project include: [1]

- A storm water discharge permit for general construction activities will be required.
- A Storm Water Pollution Prevention Plan will be implemented prior to the start of construction activities.
- Coordination will be made with the East Baton Rouge Flood Insurance Program to insure that appropriate permits are obtained.

- An access permit will be obtained from LADOTD.
- Preliminary Jurisdictional Determination (wetlands) approval / concurrence will be required from the USACE and mitigation of the wetlands will be made as directed by the USACE.
- A USACE Nationwide Permit will be required.
- Cultural resources clearance will be required from the State Historic Preservation Office (SHPO).
- The Circle K #4901 store site is present in each of the alternatives evaluated. The primary factor that decides the ranking from R1 to R2 in Alternatives 2B and 3 is its proximity to the limits of construction. The LDEQ stipulates that no soils may be removed from the site without prior approval unless they are removed and disposed at a permitted disposal facility. Further evaluation and approval from the LDEQ is required prior to construction of enclosed structure over any portion of the impacted area.
- Four noise barriers have been recommended. On the south side of Perkins, one noise barrier is recommended between Michel Delving Road and Shire Lane, one noise barrier is recommended between Brookhollow Drive and Notting Hill Drive, and the other is recommended along Perkins Road just east of La Crete Lane. On the north side of Perkins, a noise barrier is recommended along the Jamestown Square subdivision between approximate stations 163+00 and 169+00.
- The final decision on the implementation of noise barriers will be made by LADOTD during project design. If during final design conditions substantially change that impact the implementation of likely barriers, LADOTD will solicit the viewpoints of those affected as part of the reevaluation of reasonableness. Only barriers determined to be both reasonable and feasible will be constructed. Barriers that are no longer reasonable and feasible will be removed from the project.

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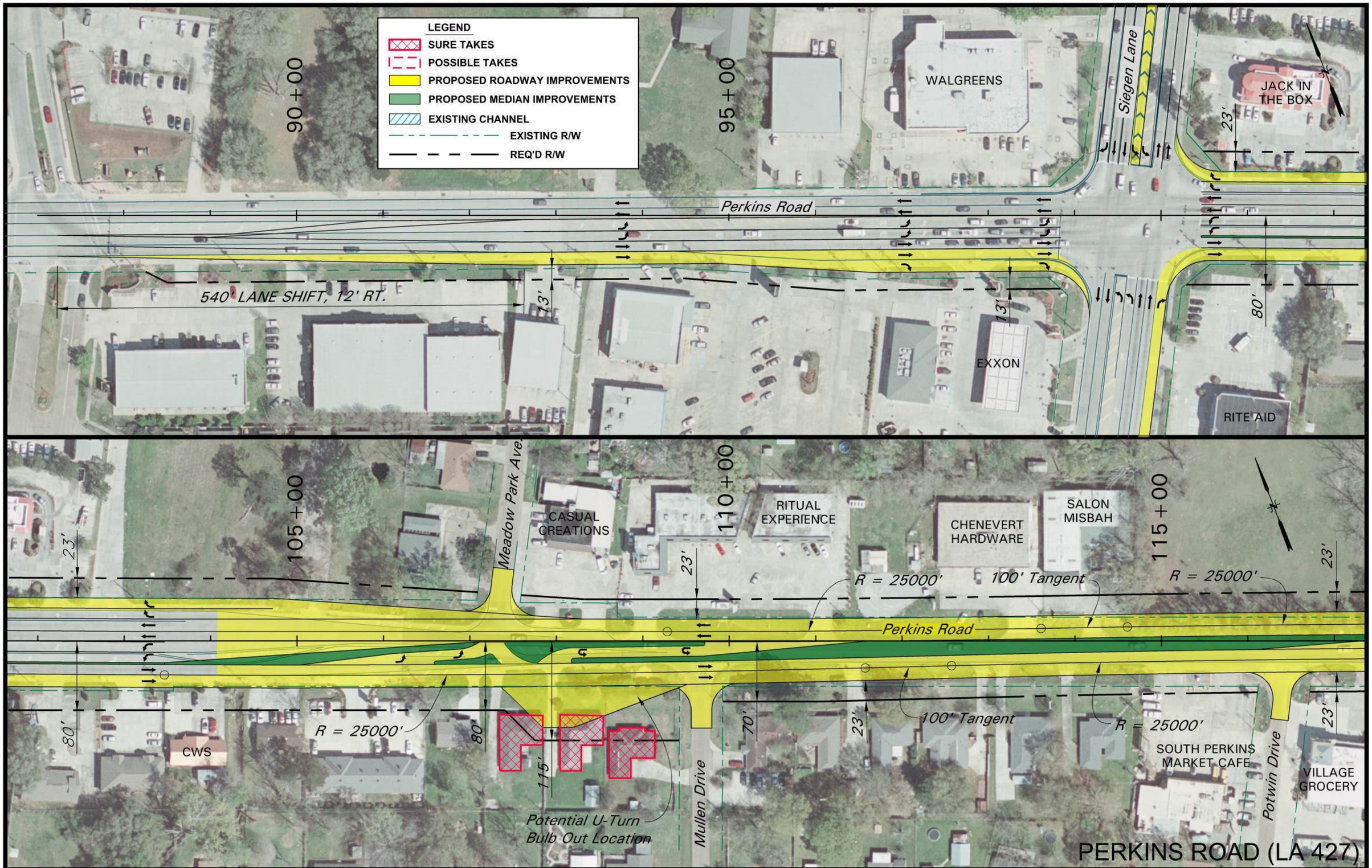
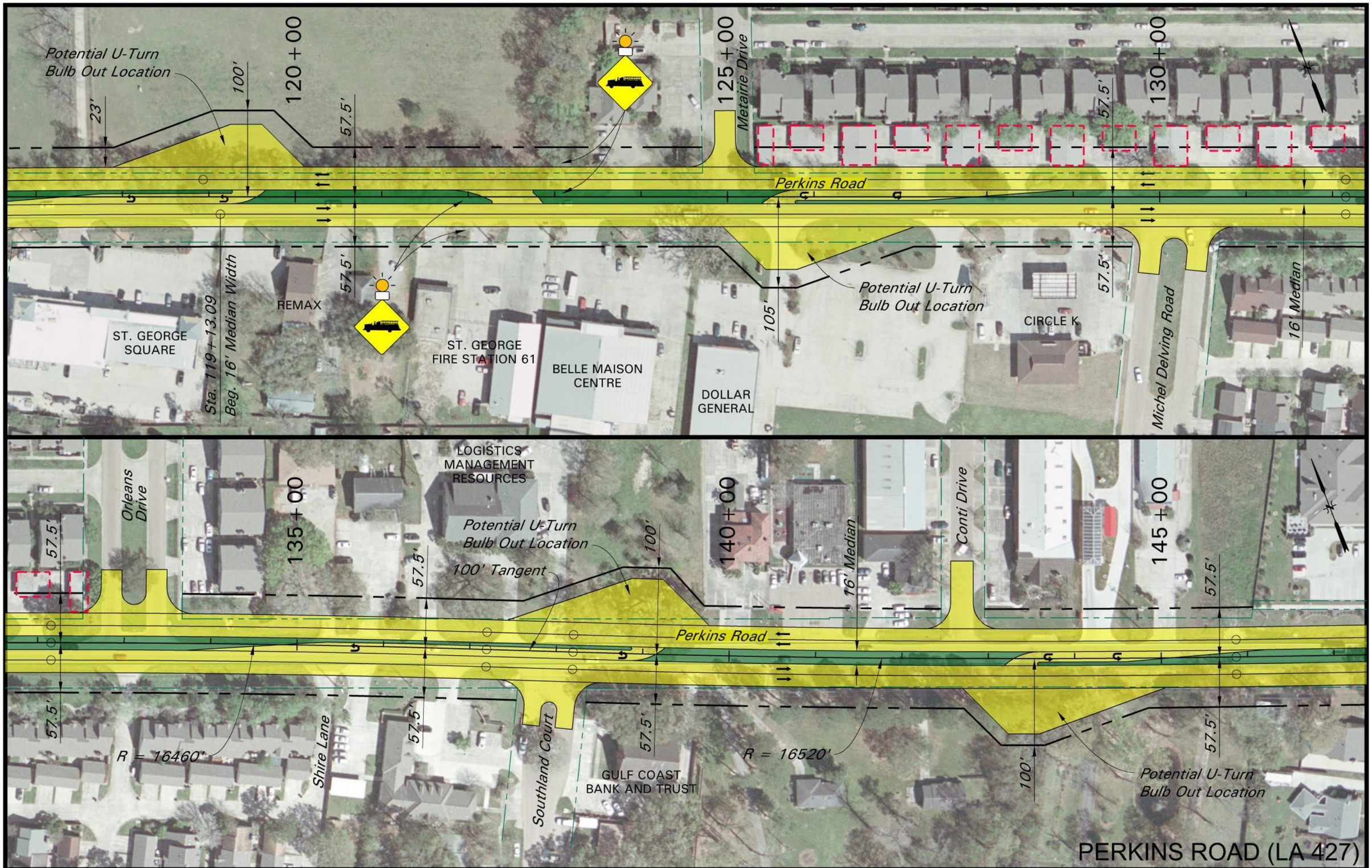
APPENDIX A

Alternative 1A



ALTERNATIVE 1A - FIGURE 12, SHEET 1 OF 8



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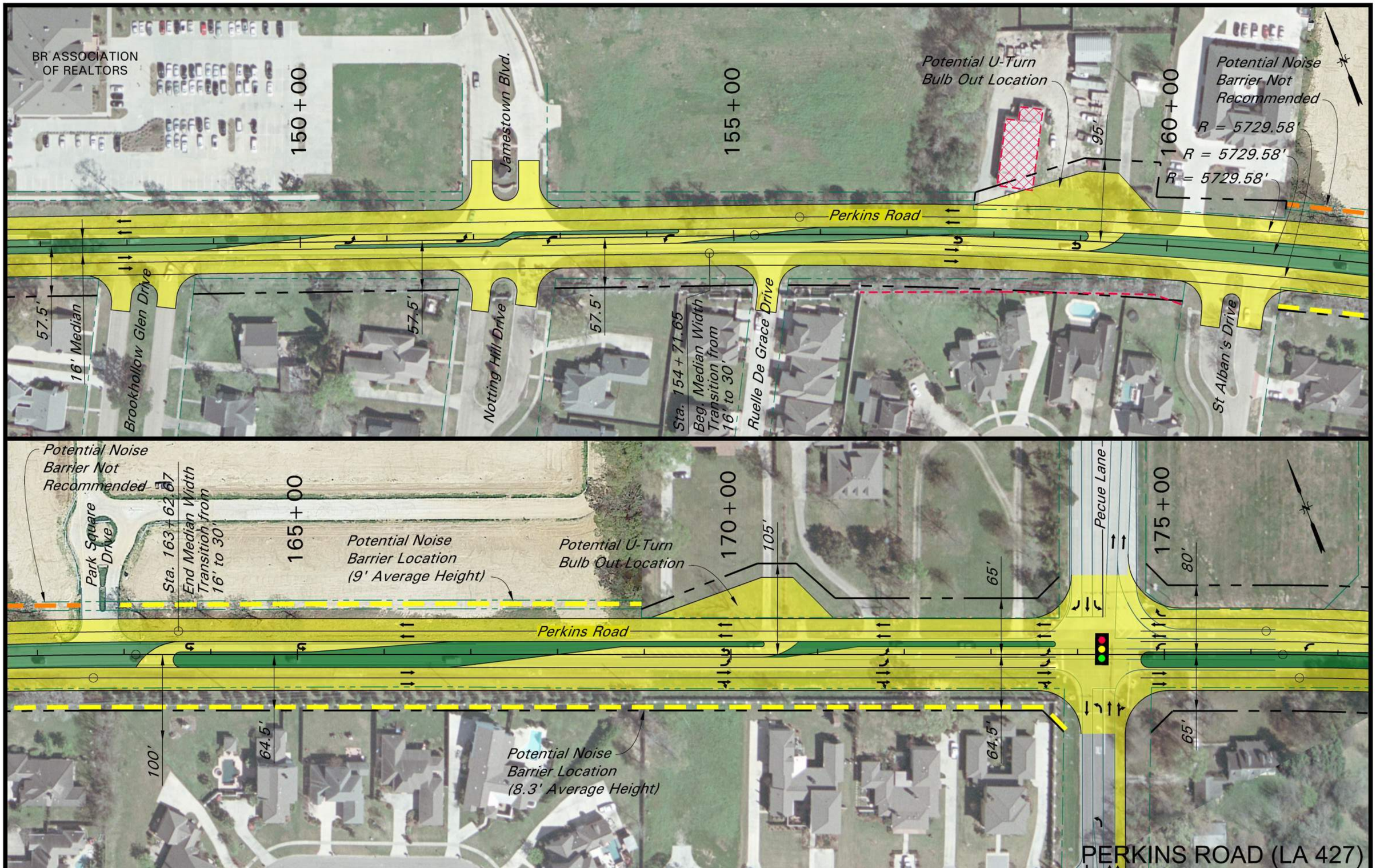

ALTERNATIVE 1A - FIGURE 12, SHEET 3 OF 8

PERKINS ROAD (LA 427)

ALTERNATIVE 1A - FIGURE 12, SHEET 4 OF 8

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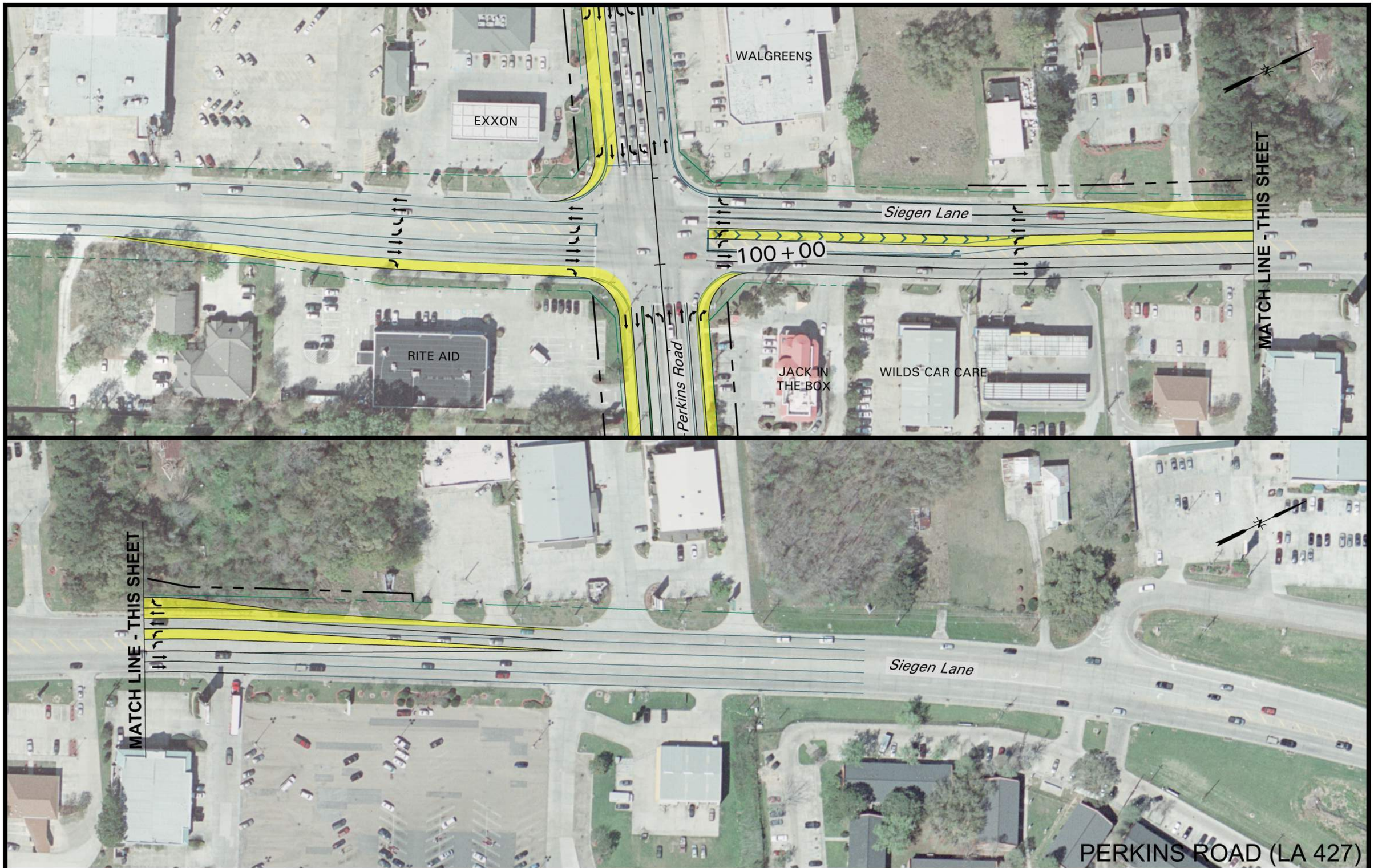
ALTERNATIVE 1A - FIGURE 12, SHEET 5 OF 8

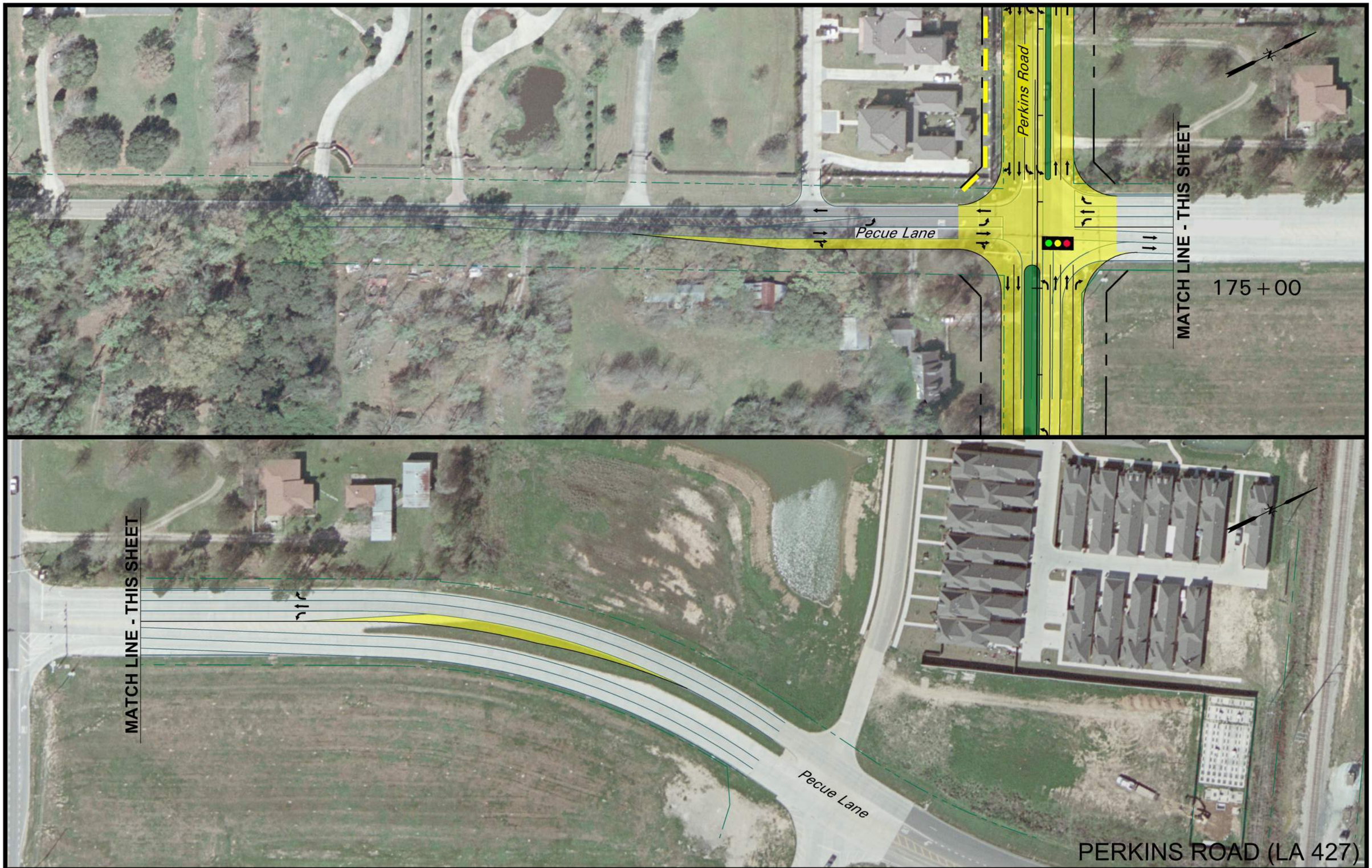
PERKINS ROAD (LA 427)

ALTERNATIVE 1A - FIGURE 12, SHEET 6 OF 8



PERKINS ROAD (LA 427)

ALTERNATIVE 1A - FIGURE 12, SHEET 7 OF 8



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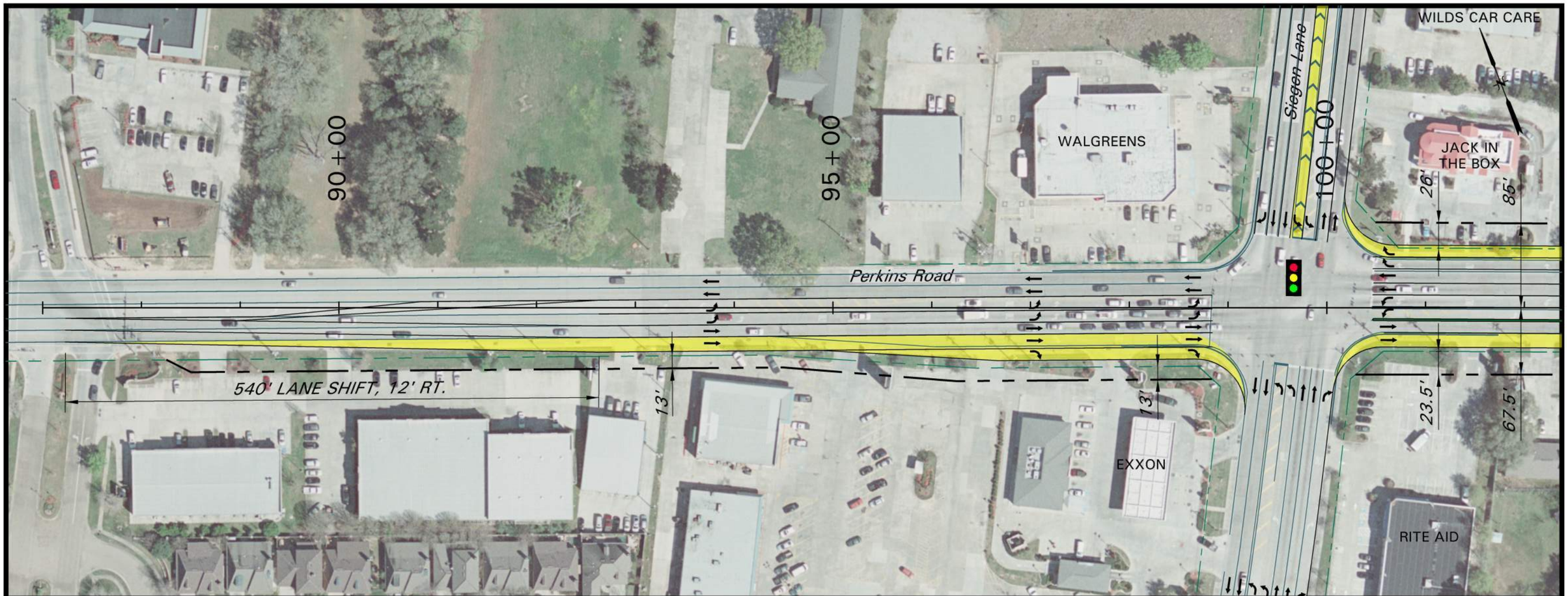
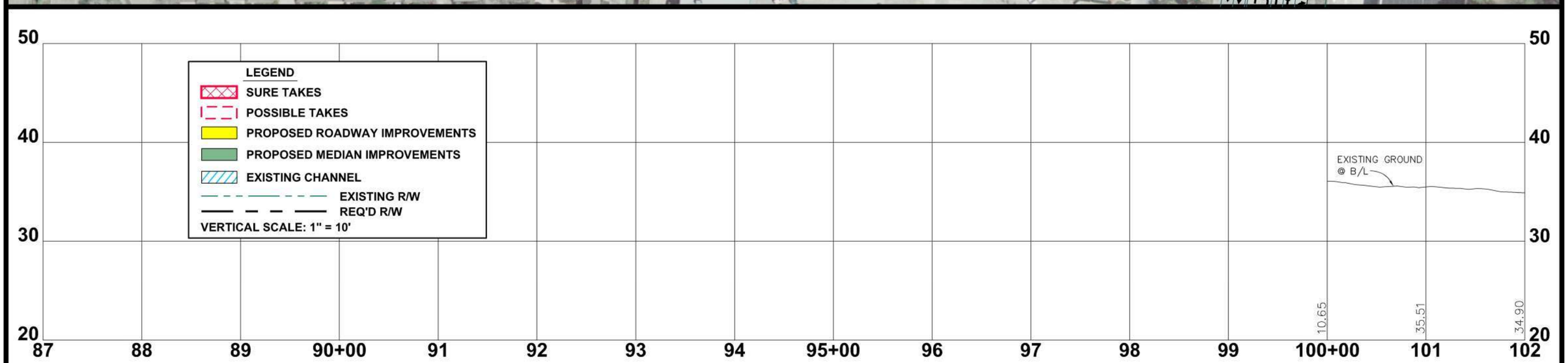
ALTERNATIVE 1A - FIGURE 12, SHEET 8 OF 8

APPENDIX B

Alternative 2B





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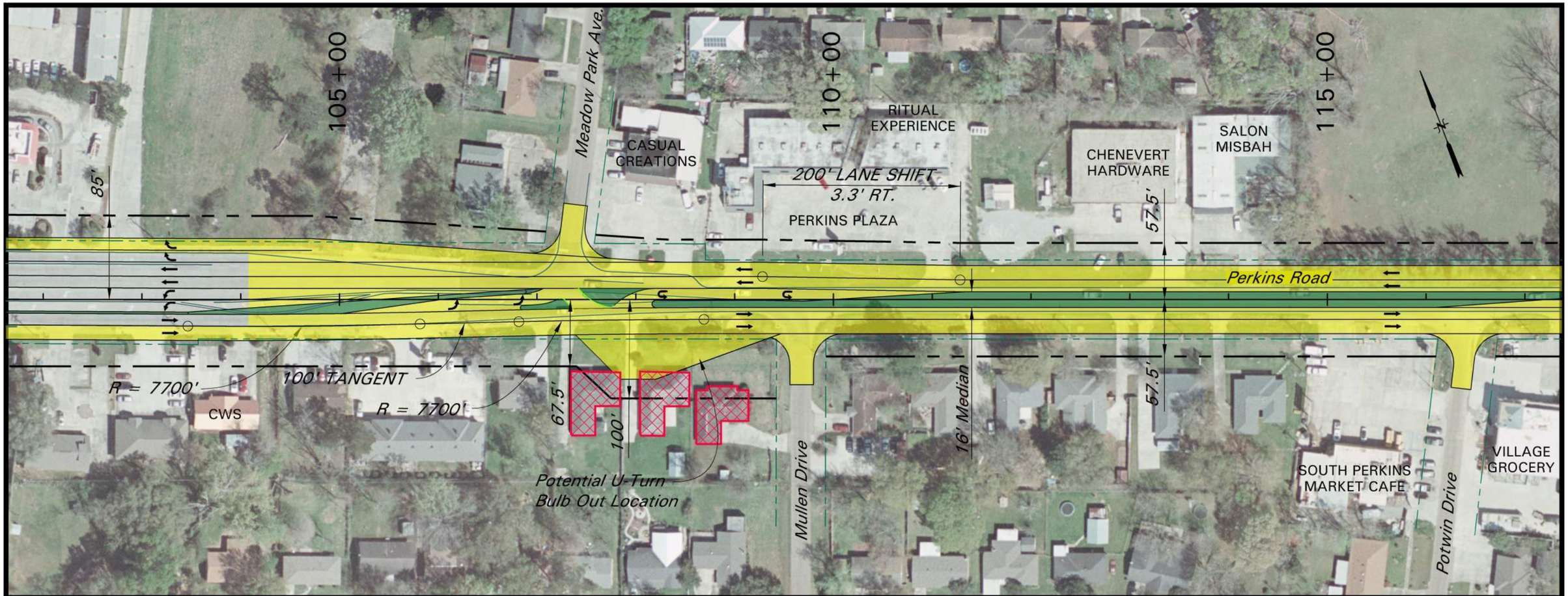

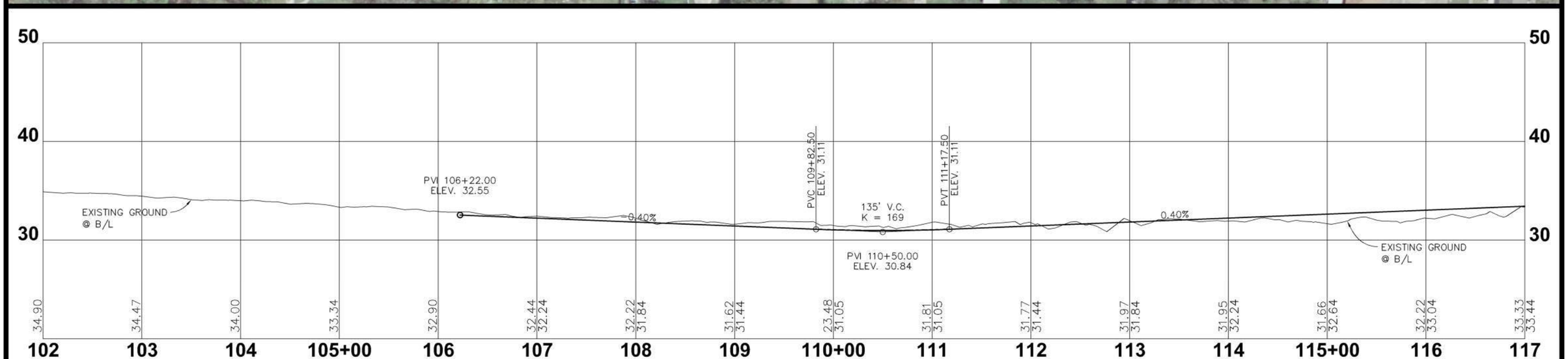

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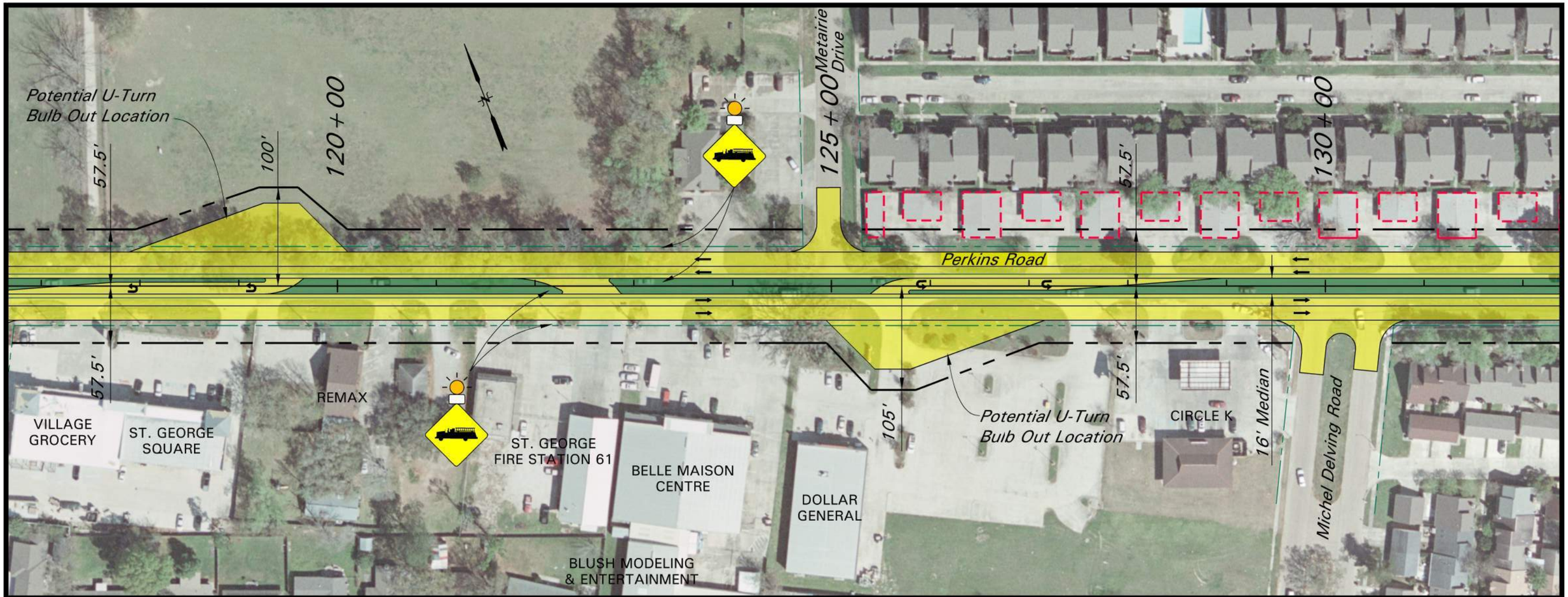

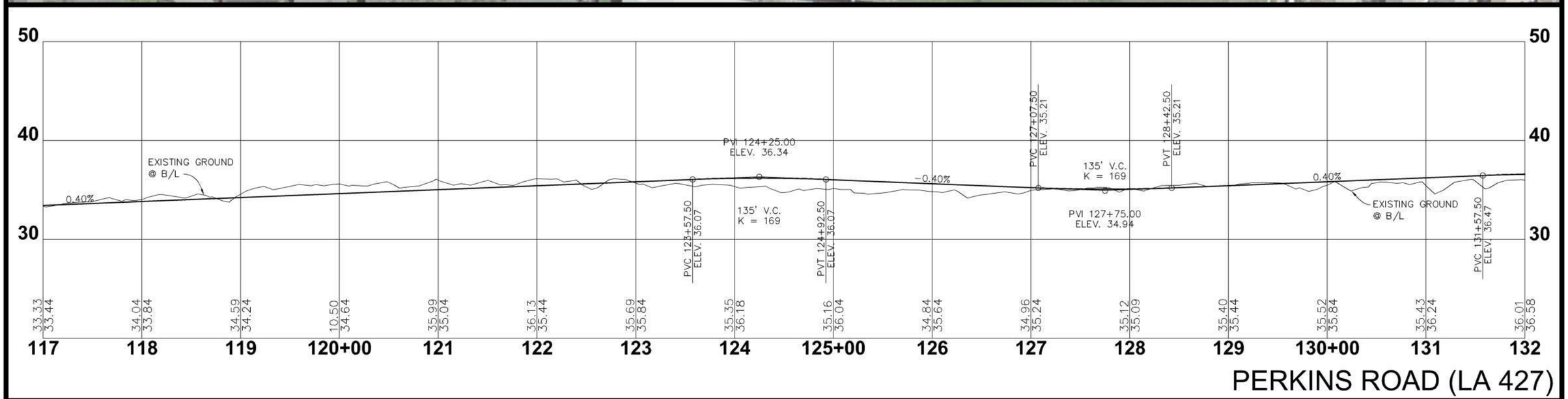

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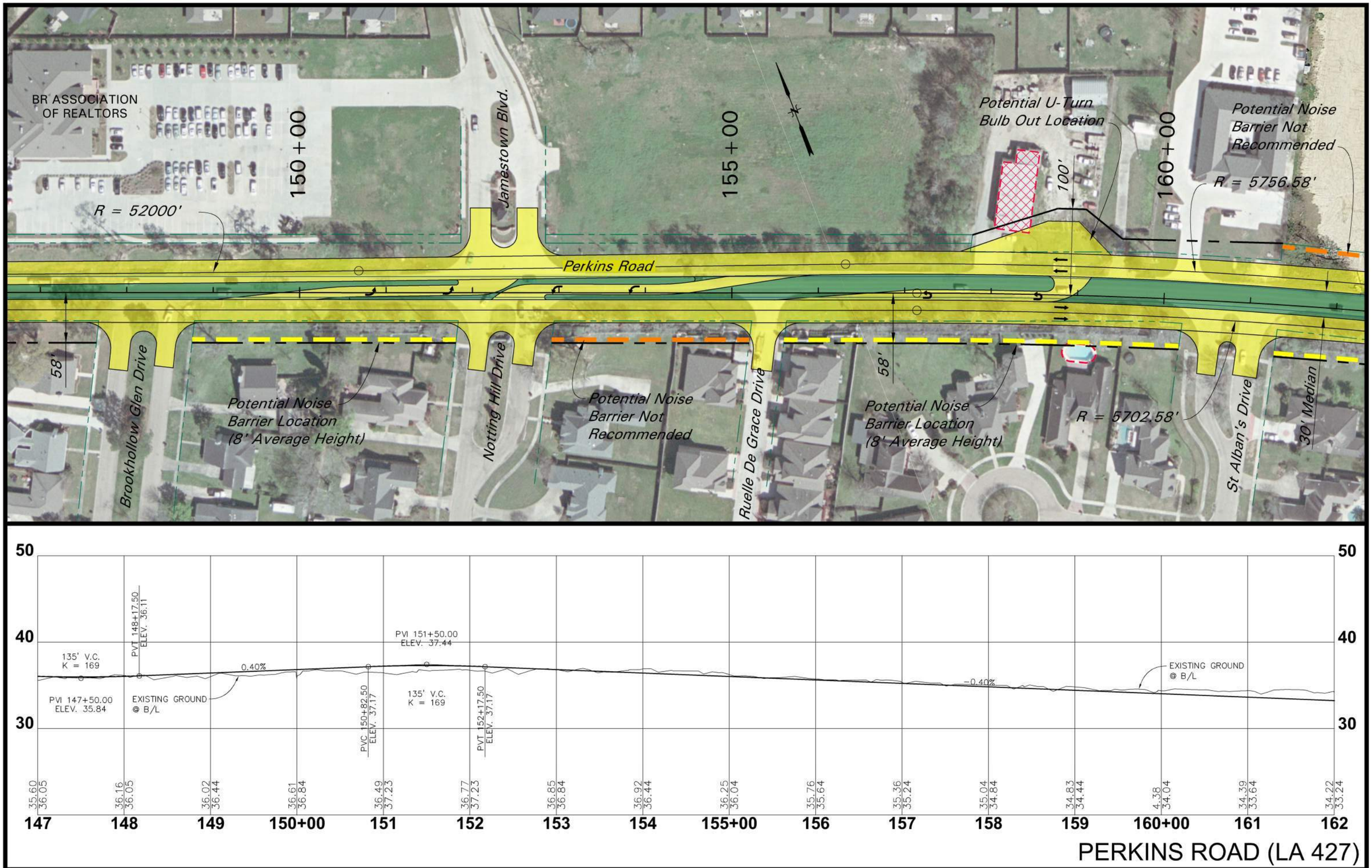
ALTERNATIVE 2B - FIGURE 13, SHEET 3 OF 14

ALTERNATIVE 2B - FIGURE 13, SHEET 4 OF 14



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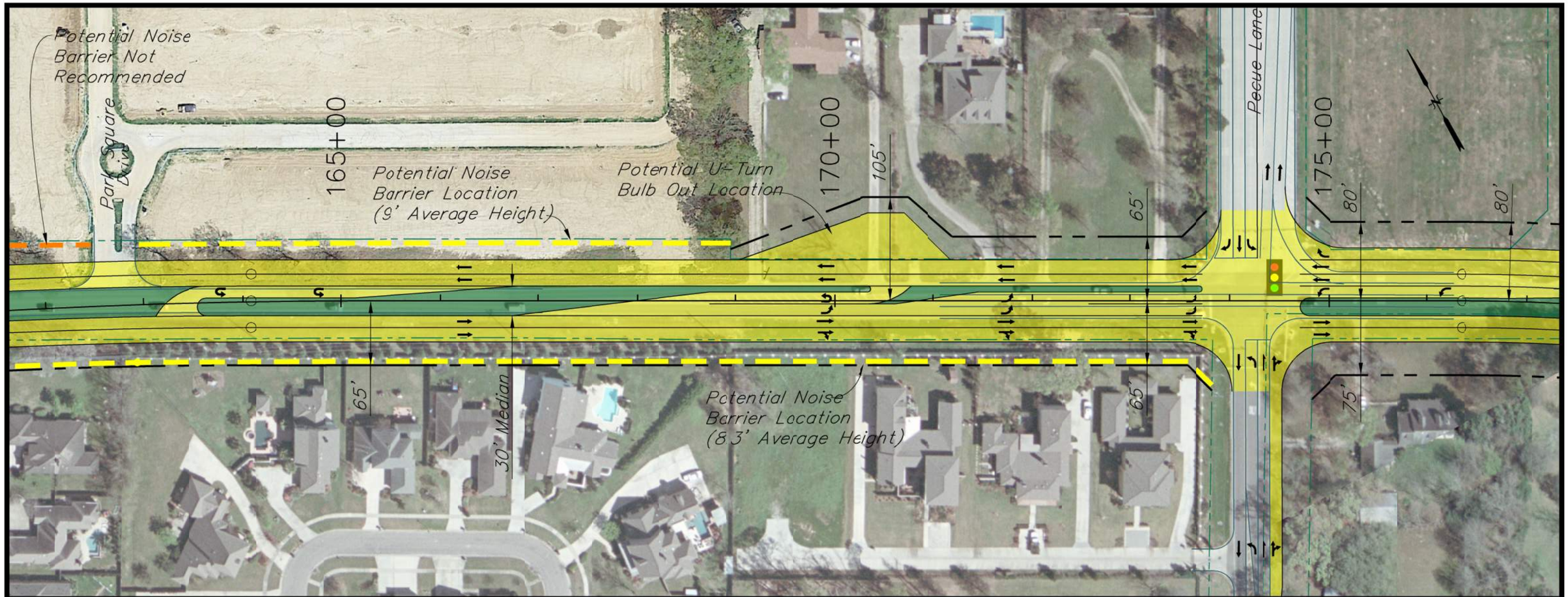

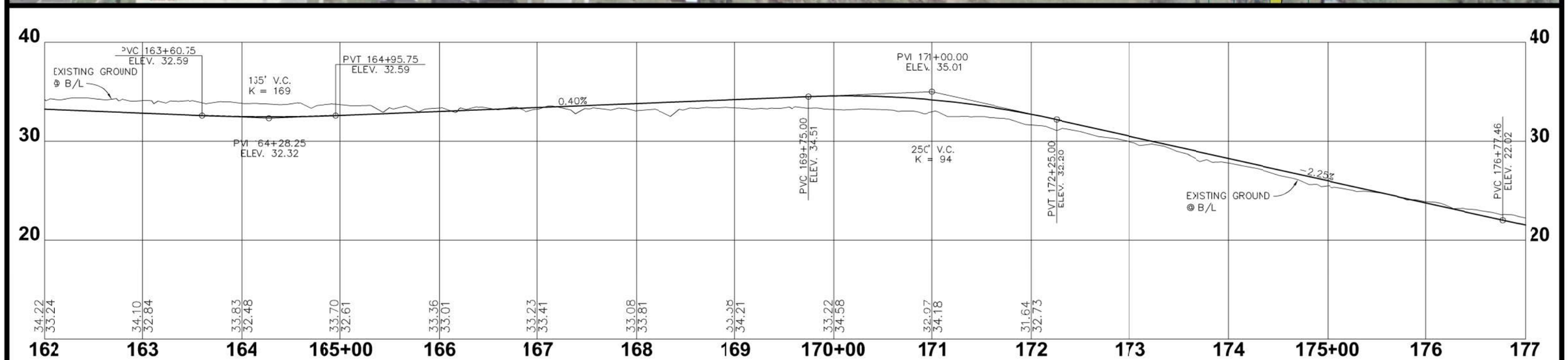

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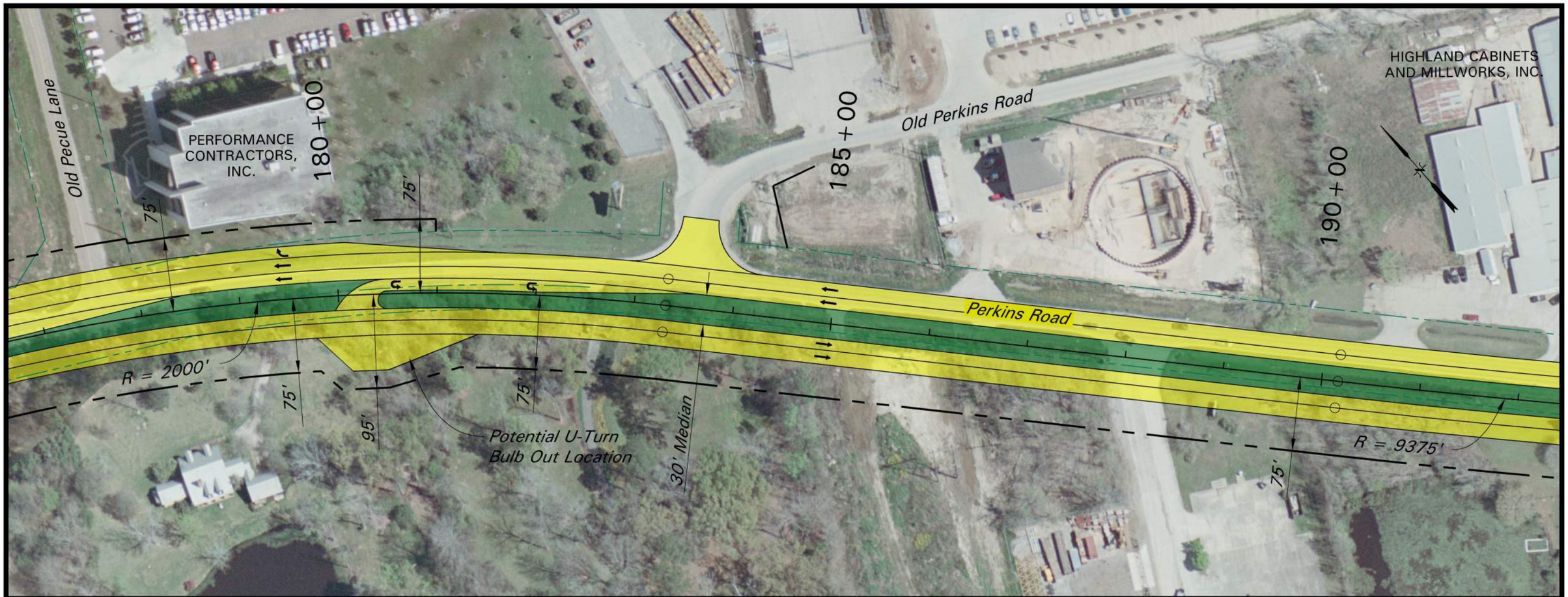

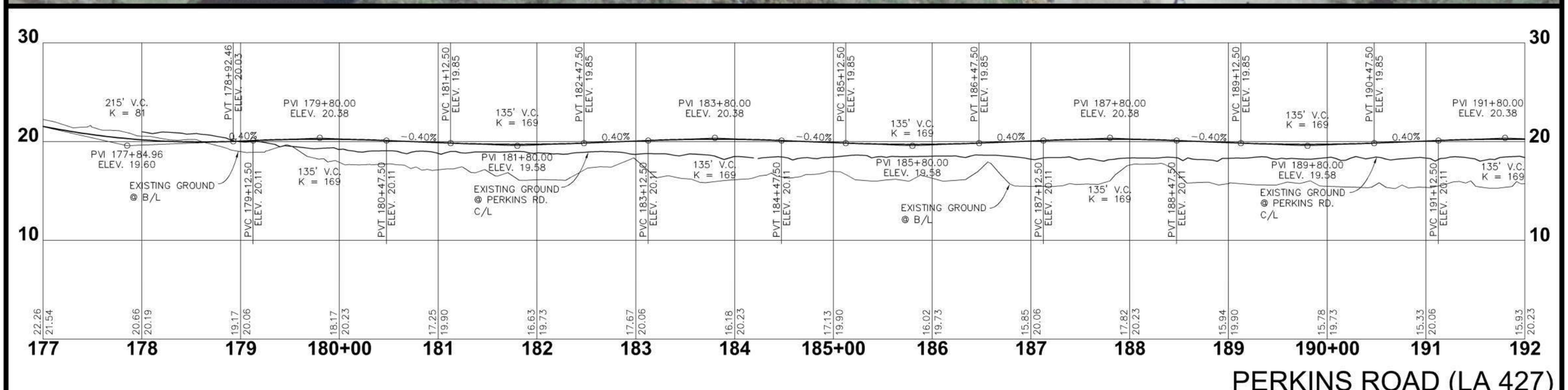

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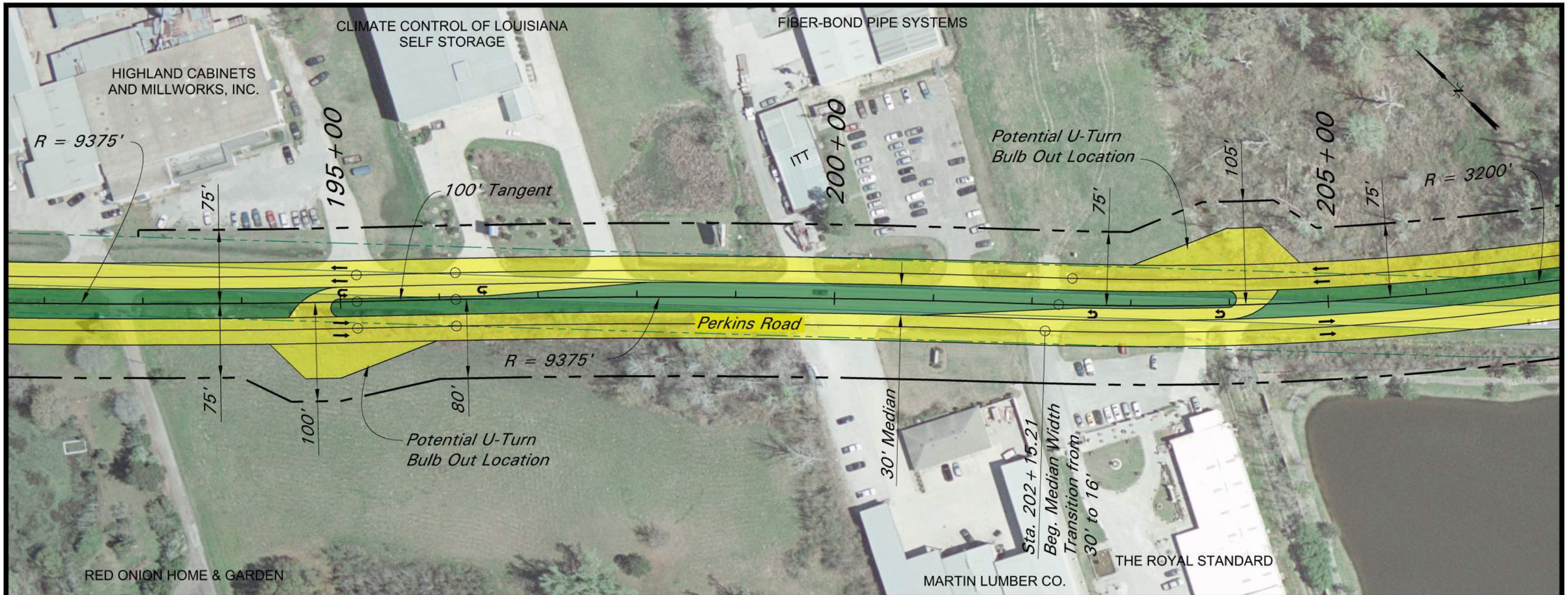

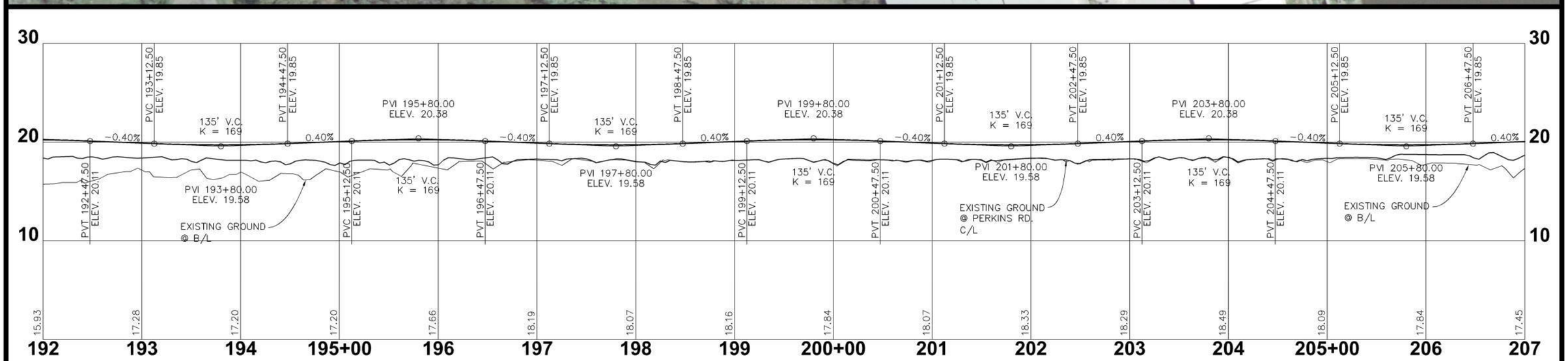

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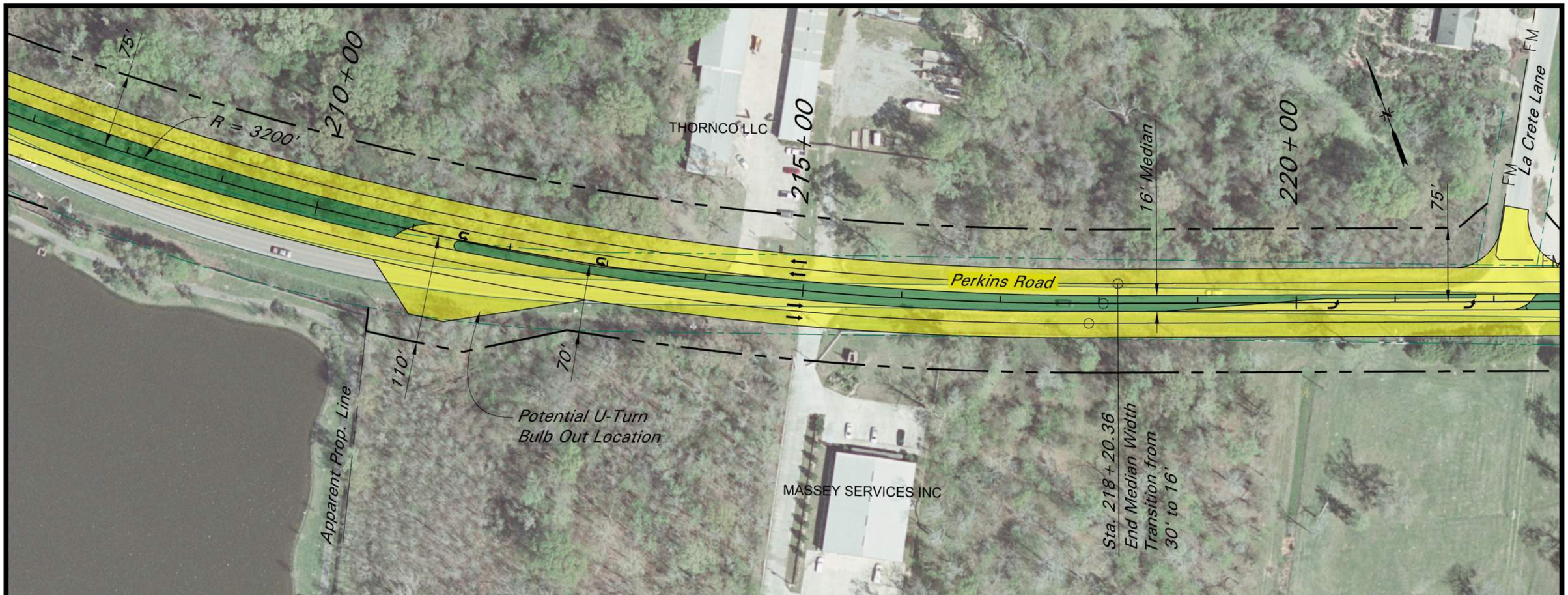

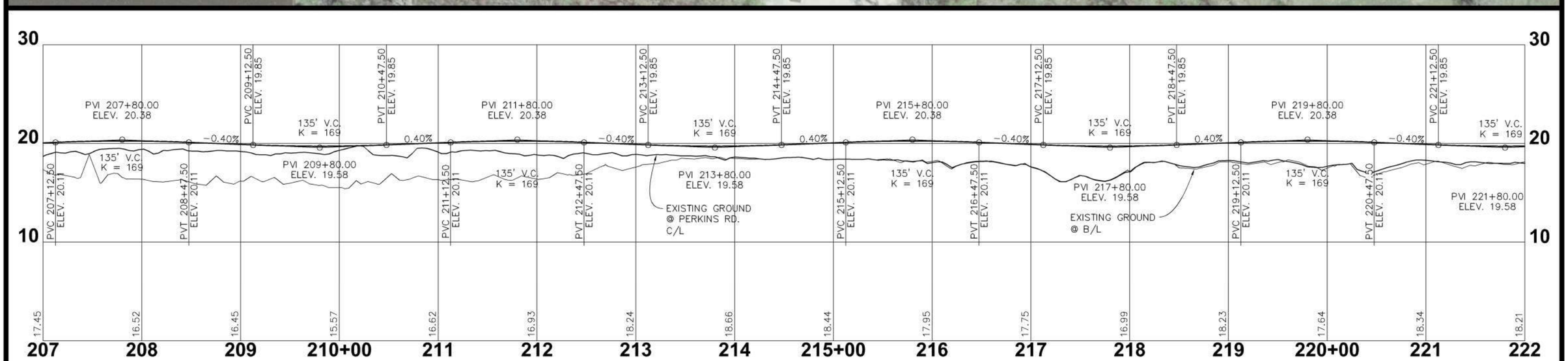

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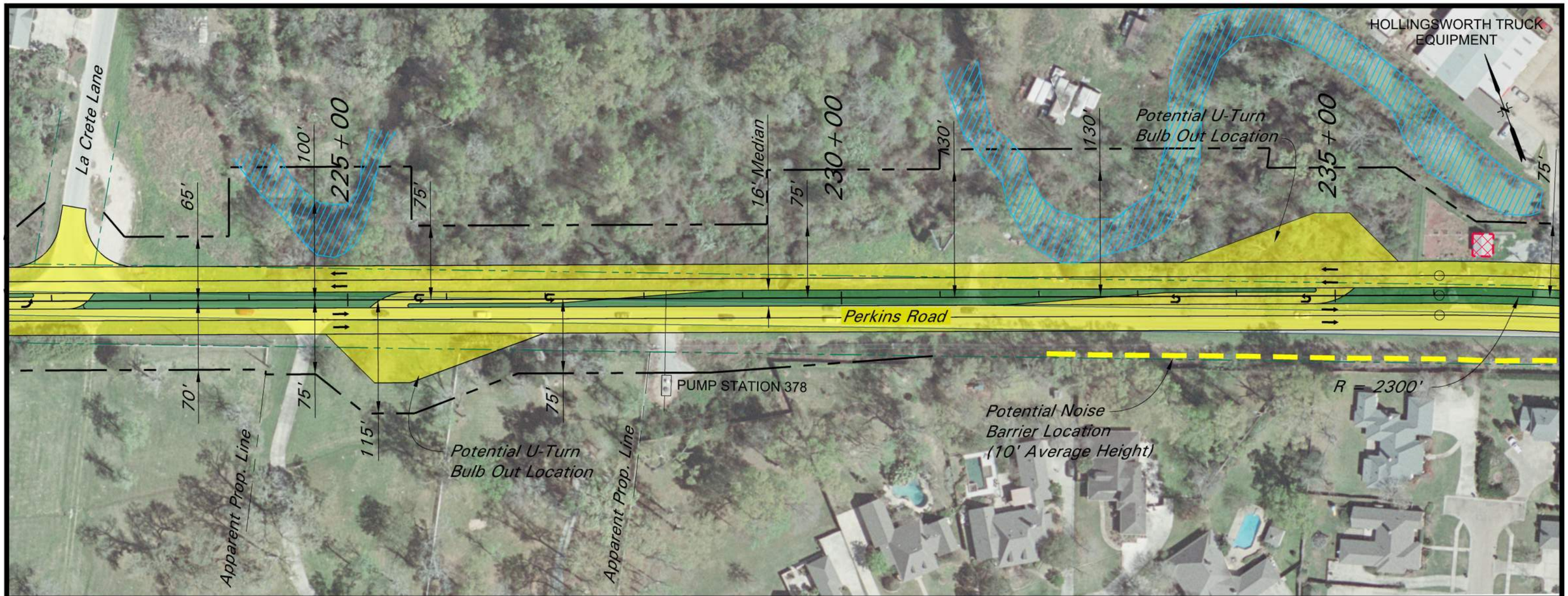

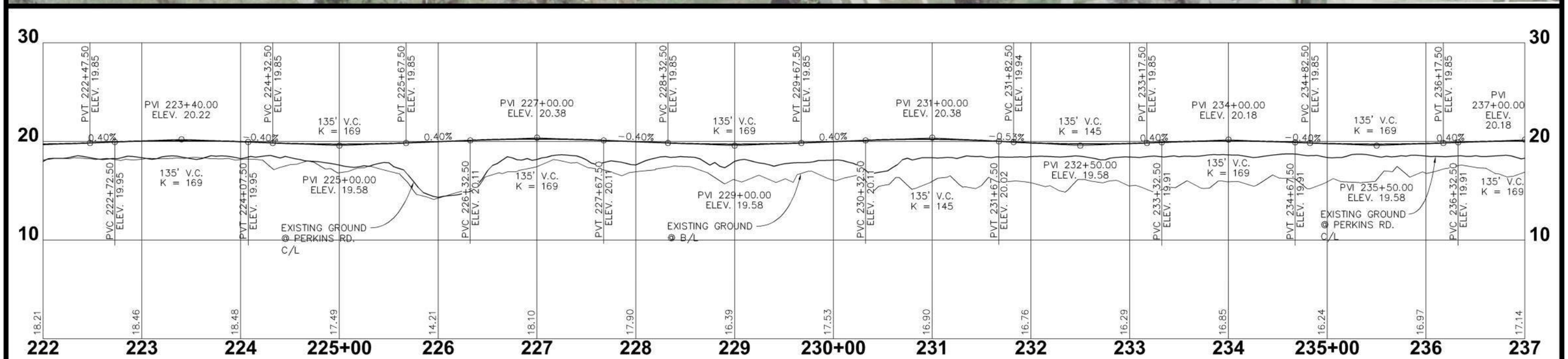

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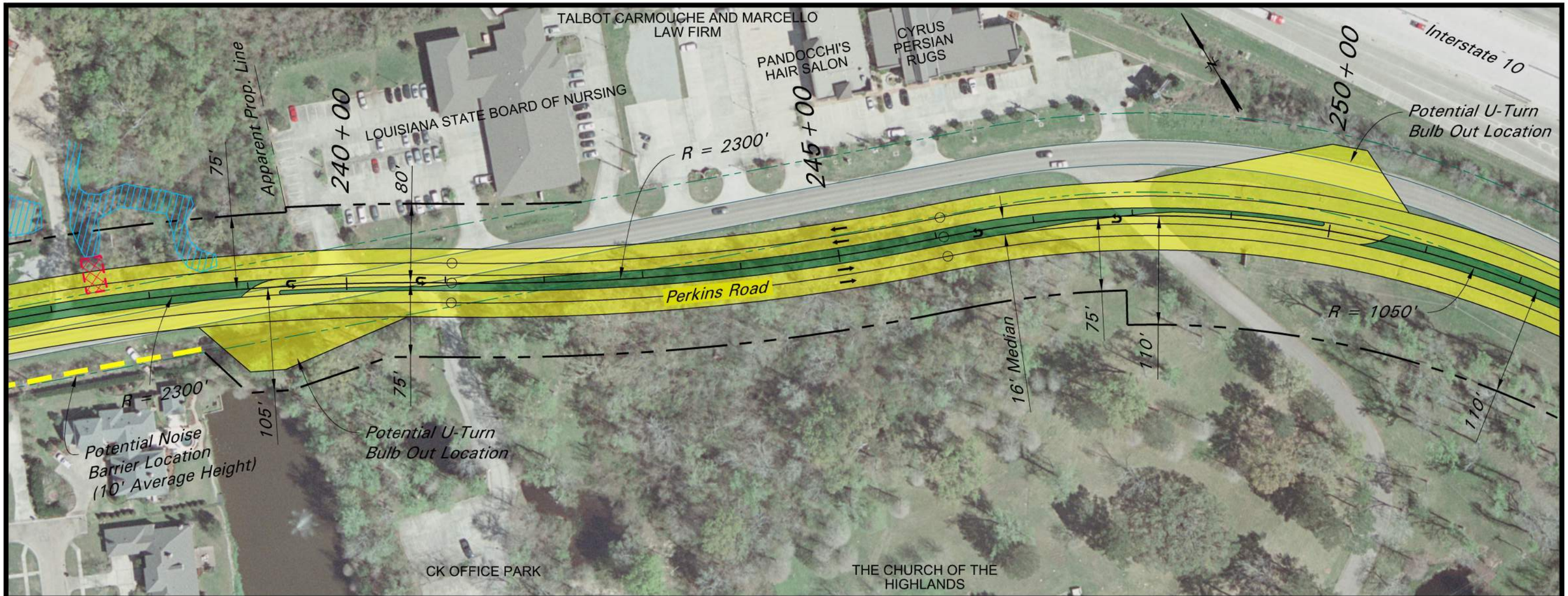

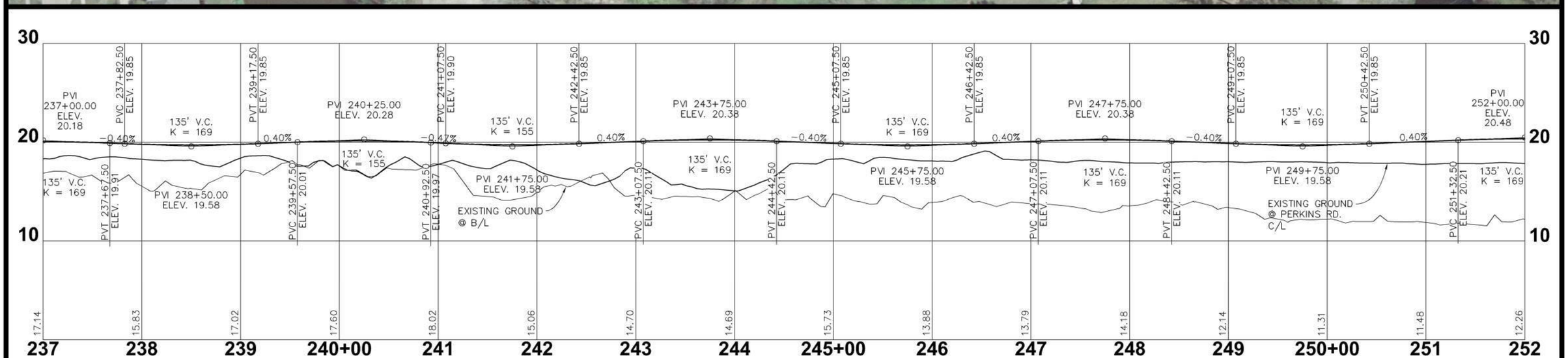

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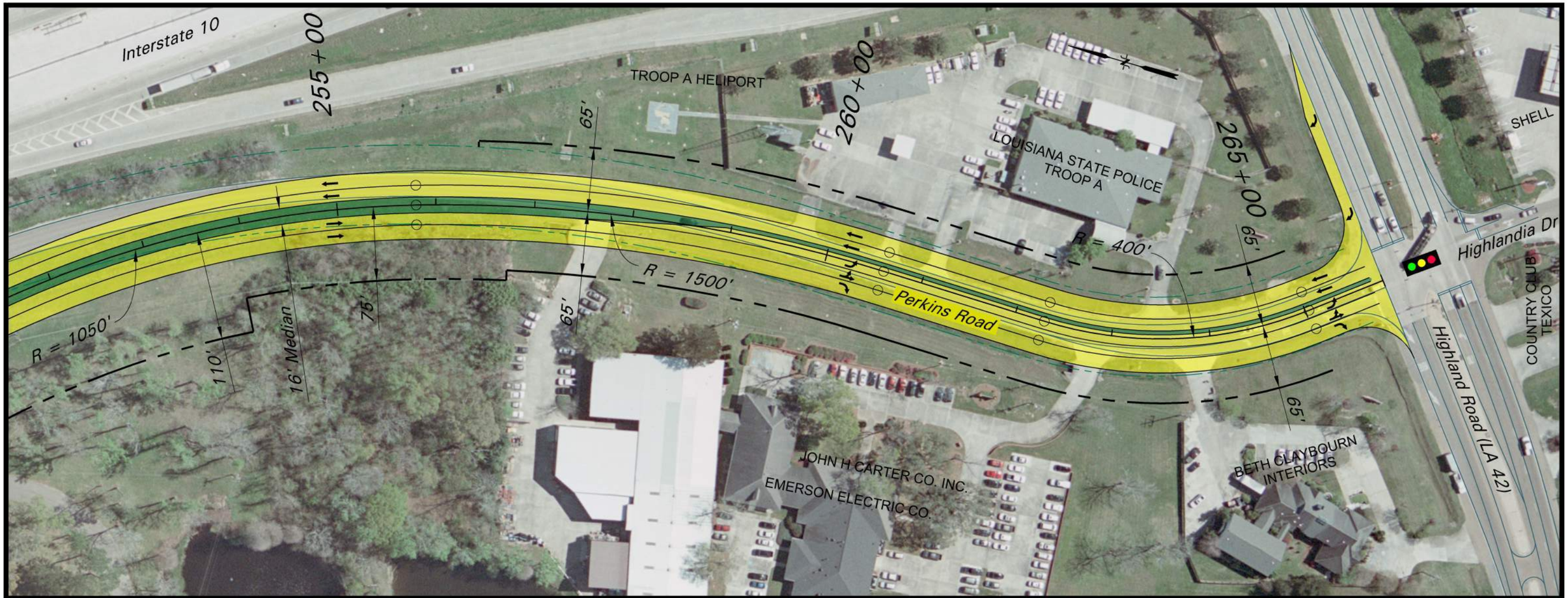

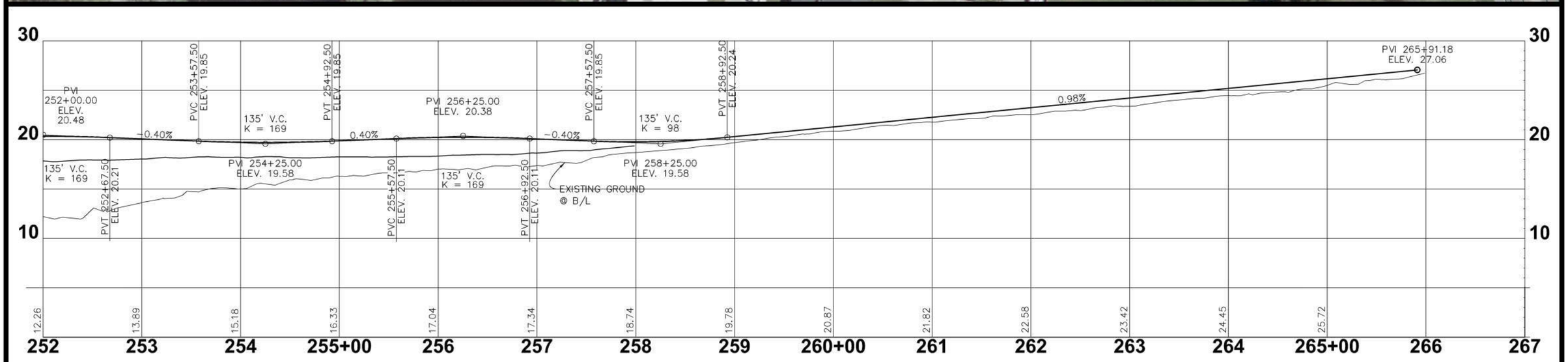

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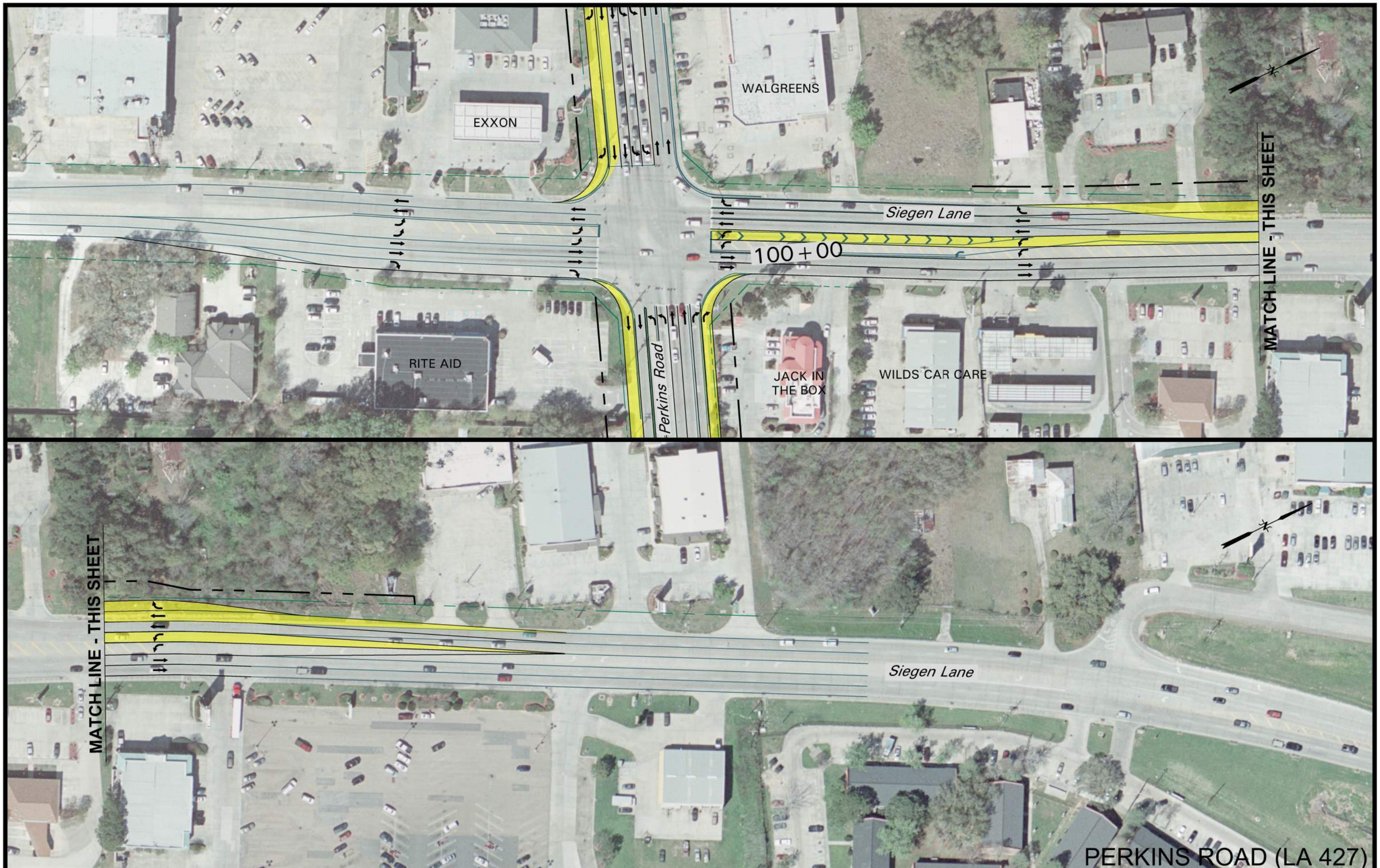
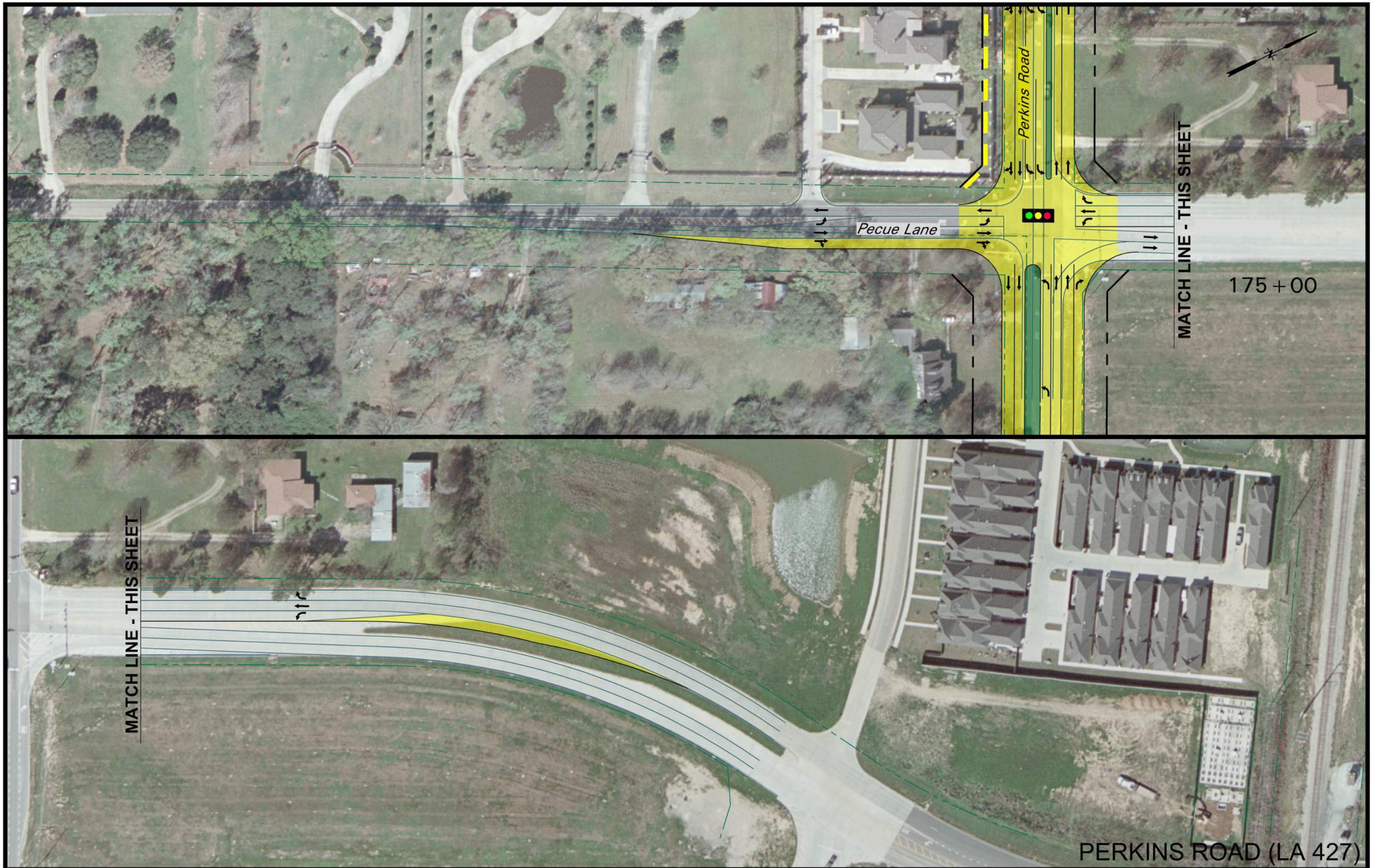


PERKINS ROAD (LA 427)

ALTERNATIVE 2B - FIGURE 13, SHEET 13 OF 14



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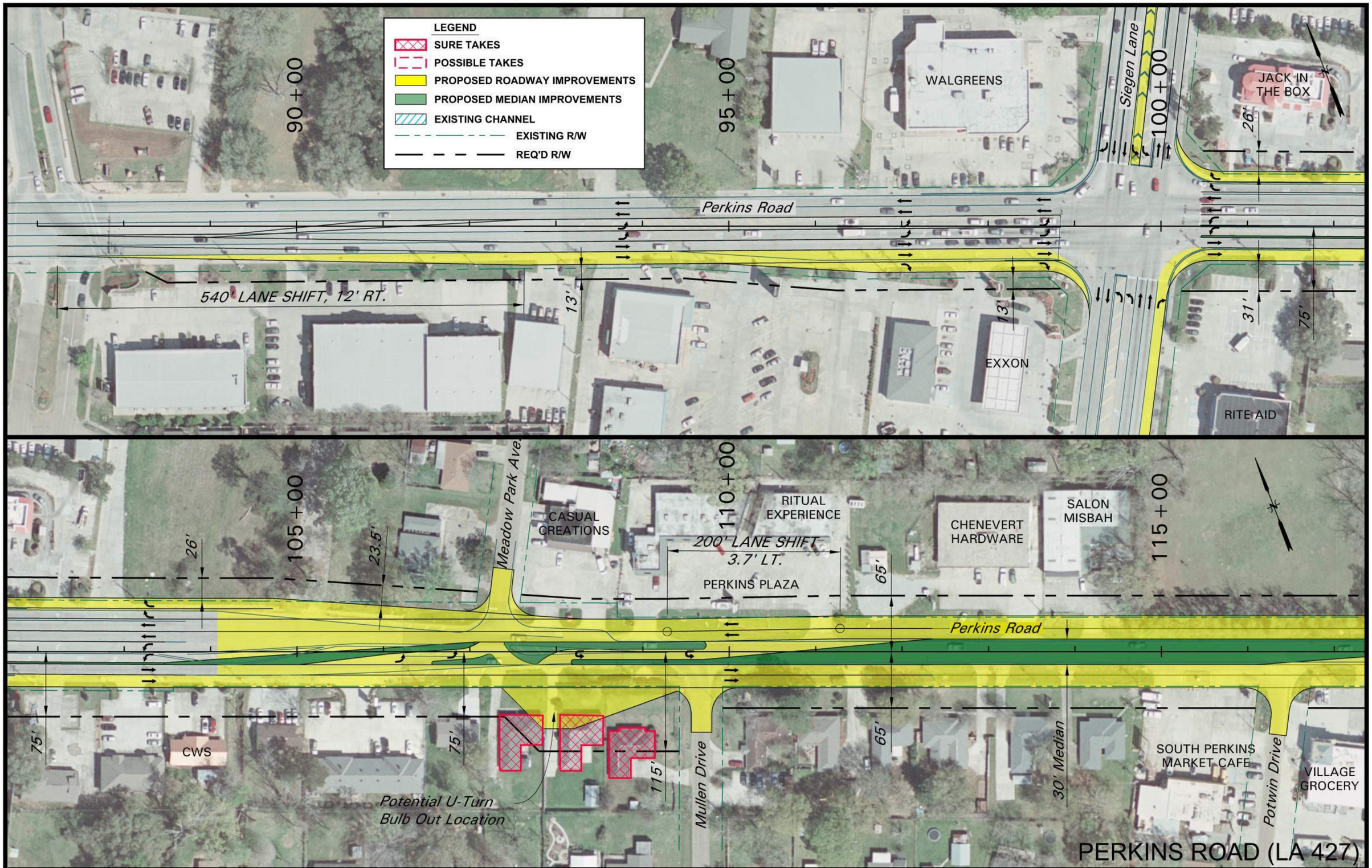
ALTERNATIVE 2B - FIGURE 13, SHEET 14 OF 14

APPENDIX C

Alternative 3



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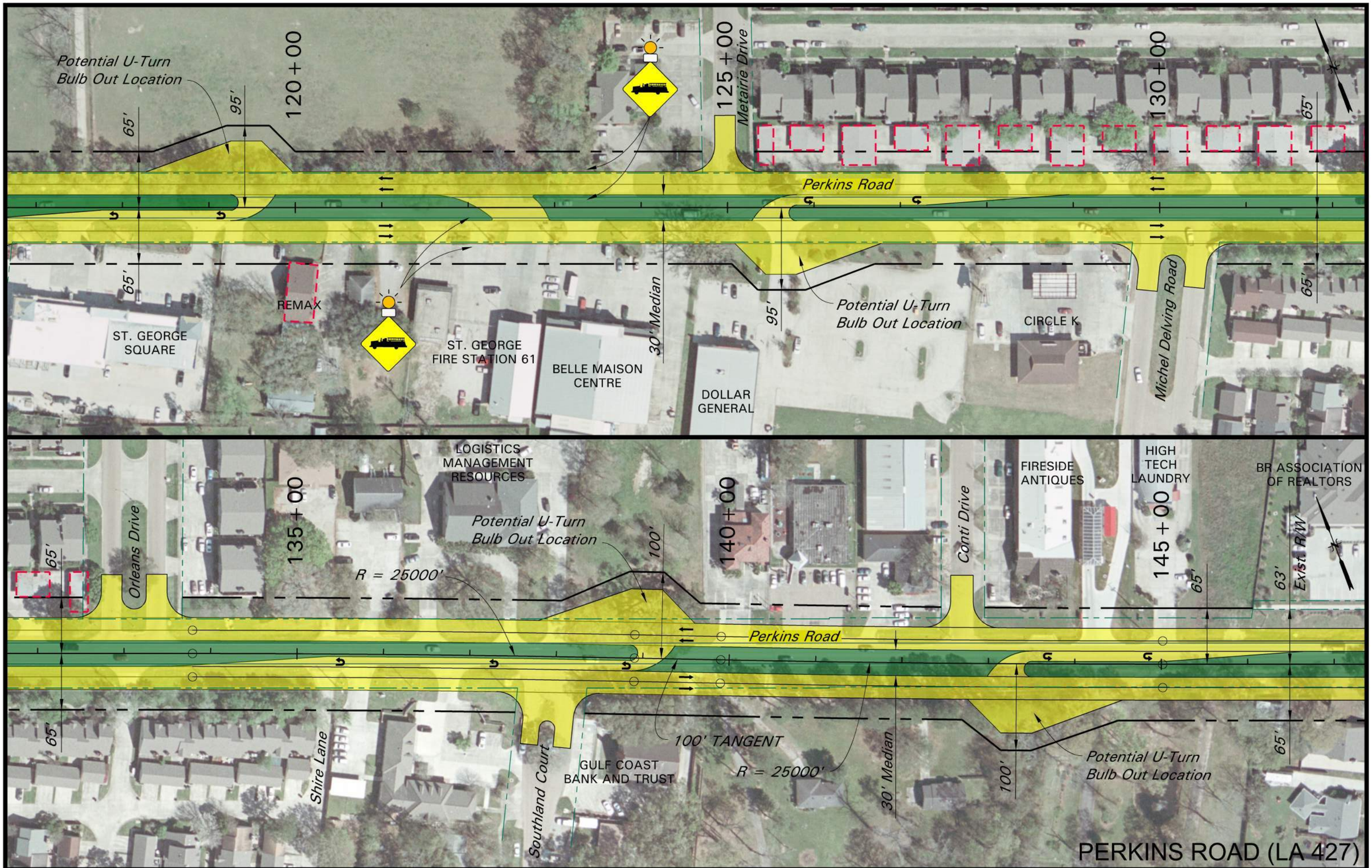
ALTERNATIVE 3 - FIGURE 14, SHEET 1 OF 8



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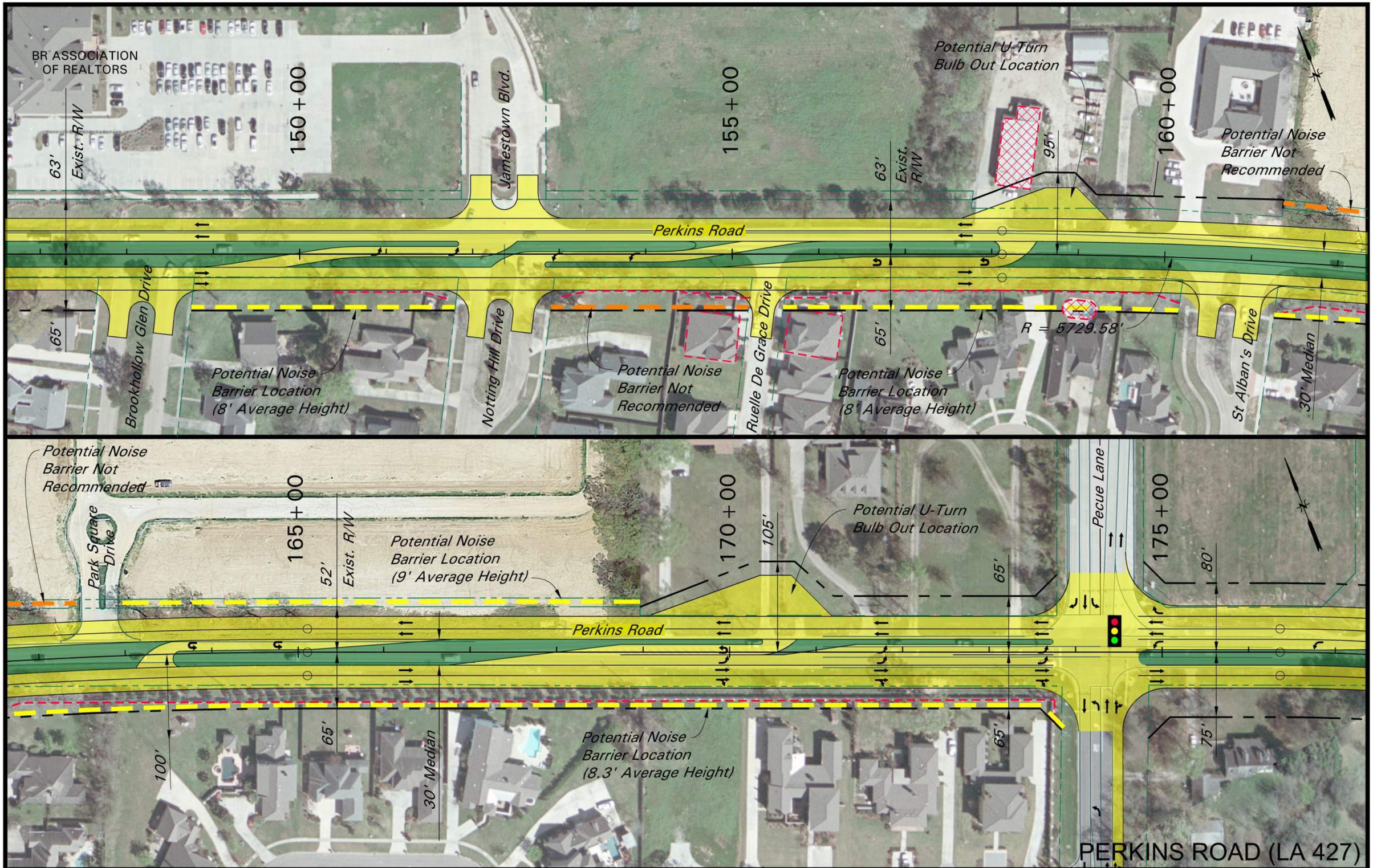
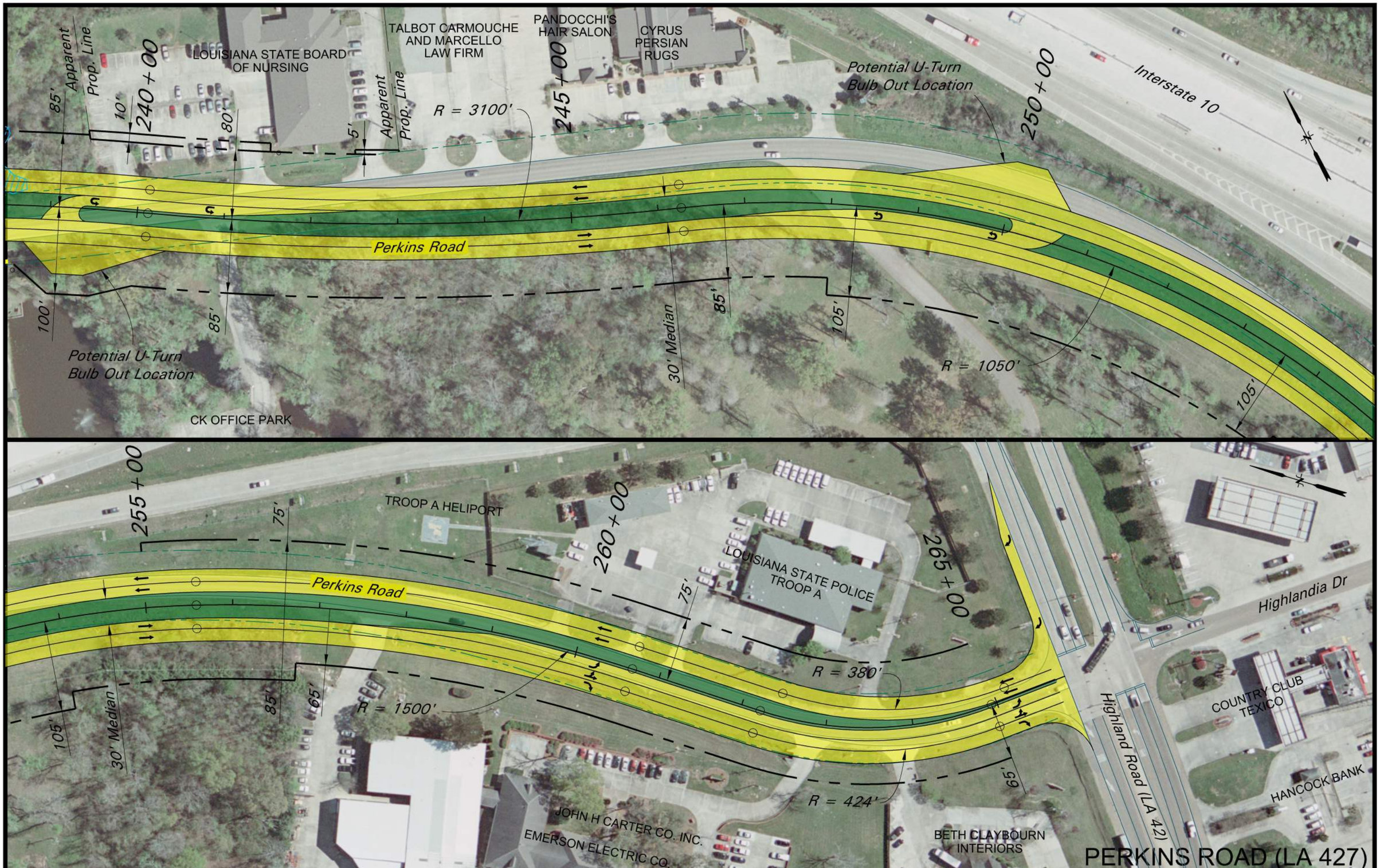


ALTERNATIVE 3 - FIGURE 14, SHEET 3 OF 8

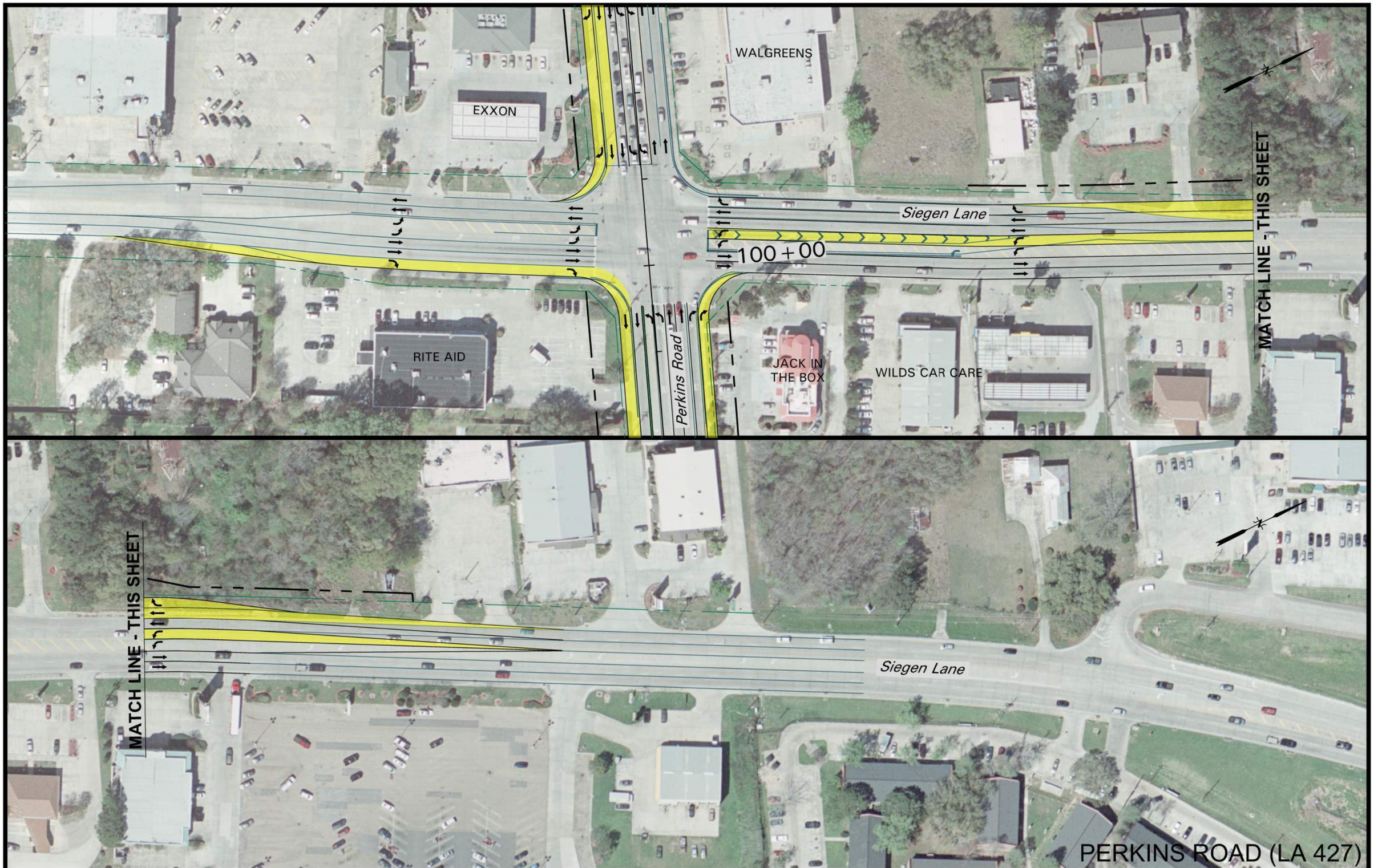
ALTERNATIVE 3 - FIGURE 14, SHEET 4 OF 8

ALTERNATIVE 3 - FIGURE 14, SHEET 5 OF 8



PERKINS ROAD (LA 427)

ALTERNATIVE 3 - FIGURE 14, SHEET 6 OF 8



PERKINS ROAD (LA 427)

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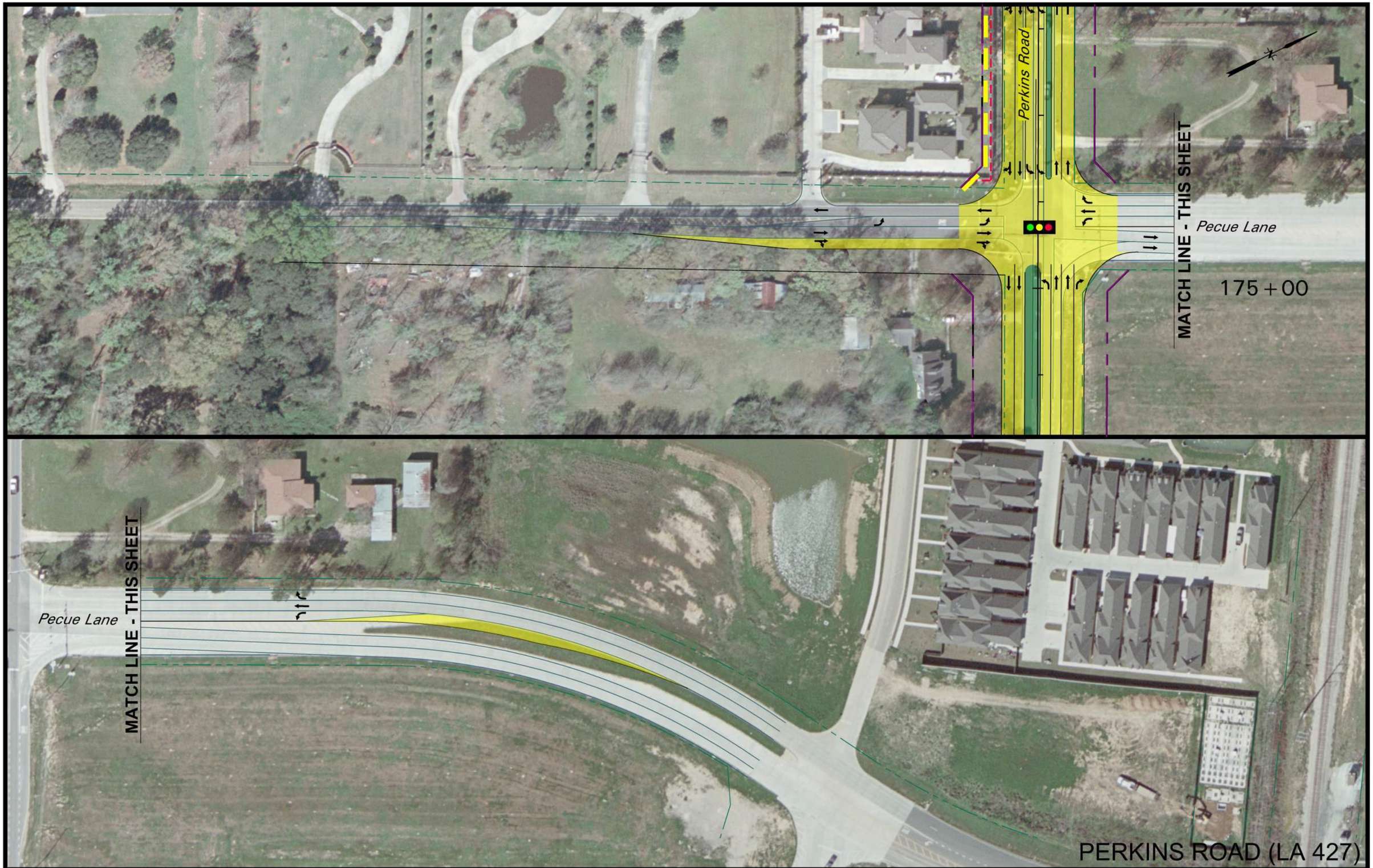

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ALTERNATIVE 3 - FIGURE 14, SHEET 8 OF 8

APPENDIX D

Public Meeting

Public Hearing: September 16, 2015

CAPITAL CITY PRESS

Publisher of
THE ADVOCATE

PROOF OF PUBLICATION

The hereto attached notice was published in THE ADVOCATE, a daily newspaper of general circulation published in Baton Rouge, Louisiana, and the Official Journal of the State of Louisiana, City of Baton Rouge, and Parish of East Baton Rouge, in the following issues:

08/17/15, 09/09/15

Kristi Bunch, Public Notice Clerk

Sworn and subscribed before me by the person whose signature appears above

September 9, 2015

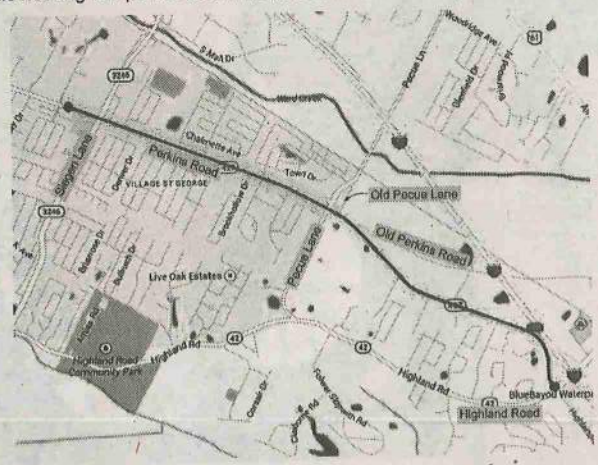
M. Monic McChristian

M. Monic McChristian,
Notary Public ID# 88293
State of Louisiana
My Commission Expires: Indefinite

M. MONIC M NOTARY NOTARY NO STATE OF LO

OPEN HOUSE PUBLIC HEARING
STATE PROJECT NO. H.002344
CITY PROJECT NO. 12-CS-HC-0015
ENVIRONMENTAL ASSESSMENT
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
EAST BATON ROUGE PARISH, LA

The City of Baton Rouge and the Louisiana Department of Transportation and Development (LADOTD) are conducting a public hearing to assess the proposed construction of widening improvements to La 427 (Perkins Road) from the existing two-lane roadway to a four-lane divided roadway from Siegen Lane to Highland Road. The purpose of this meeting is to provide information about the project and to obtain public input on three design alternatives currently being proposed for the widening of this portion of Perkins Road. The public hearing is a part of the Environmental Assessment phase of the project.



The meeting, which is open to the public, is scheduled for the following location, date, and time:

Date and Time: September 16, 2015
4:00 – 7:00 p.m.

Location: St. George Church and School (Kleinpeter Activity Center)
7808 St. George Drive, Baton Rouge, LA
Located near the Siegen Lane Exit off of Interstate 10
(Access Parking from Church St. off of Kinglet Drive)

All members of the general public and/or their representatives are welcome to attend for the purposes of becoming acquainted with the project, reviewing findings to date, and providing comments and input. Information regarding acquisition of right of way and relocation assistance will be presented, and tentative schedules for right of way acquisition and construction will be presented. Written statements or verbal comments may be submitted at the hearing. Written comments may also be mailed to the following address and must be postmarked within ten calendar days following the meeting (September 28, 2015).

LA 427 (Perkins Road), Stantec Consulting Services Inc., Attn: Cindy Hall, 500 Main Street, Baton Rouge, LA 70801

If you wish to participate in this public hearing but require special assistance due to a disability, please contact Stantec Consulting Services Inc. by mail at 500 Main Street, Baton Rouge, LA 70801, or by telephone at (225) 765-7400, at least five working days prior to the meeting.

Detailed information about the project is available in the Environmental Assessment (EA) report. Copies are available for public review at the following locations:

- Bluebonnet Regional Branch Library at 9200 Bluebonnet Blvd., Baton Rouge
- LADOTD website http://wwwsp.dotd.la.gov/Inside LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

5165910-aug 17, sep 9-2t

STANTEC ***5165910***
BRANDI LAWSON
500 MAIN ST
BATON ROUGE ***LA 70801***

OPEN HOUSE
PUBLIC HEARING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT

CITY-PARISH PROJECT NO. 12-CS-HC-0015
STATE PROJECT NO. H.002344

BATON ROUGE, LOUISIANA
EAST BATON ROUGE PARISH

September 16, 2015
4:00 – 7:00 pm

St. George Church and School
Kleinpeter Activity Center
Parishioner's Hall
7808 St. George Drive
Baton Rouge, Louisiana

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AGENDA

I. Sign-in and Handouts

Public may review handouts

II. Presentation

Public may view slide show including project overview, technical information, explanation of exhibits & instructions for public input.

III. Viewing of Exhibits at Stations

IV. Visit comment stations

On-the-record questions/statements from the Public will be collected in writing or through a recorded statement.

V. End of Meeting

PRELIMINARY PROJECT DESCRIPTION

Preliminary Purpose and Need

The purpose of the proposed project is to widen Perkins Road, State Route LA 427, from an existing 2-lane roadway with open ditches to a 4-lane divided curb and gutter roadway with a raised median, sidewalk and a closed drainage system. Perkins Road between Siegen Lane (LA 3246) and Highland Road (LA 42) is a highly traveled corridor in a densely populated area of south Baton Rouge. This section of Perkins Road is surrounded by roadways that have recently been improved to add capacity including Perkins Road west of Siegen Lane, Siegen Lane from Highland Road to I-10, Pecue Lane intersection improvements at Perkins Road, and Highland Road from I-10 to Airline Highway. Perkins Road also serves as an alternative route for I-10 during traffic incidents. The City of Baton Rouge and the Louisiana Department of Transportation and Development (LADOTD) have determined a need to increase capacity along Perkins Road between Siegen Lane and Highland Road. Therefore, the logical termini defined for this project are the intersection of Siegen Lane and the intersection of Highland Road.

Alternatives Considered in Feasibility Study

A Feasibility Study for Widening LA Hwy 427 – Perkins Road was completed for LADOTD in October 2009. The final alternatives presented in the feasibility report included the No-Build Alternative and three build alternatives centered on the existing Perkins Road alignment. Alternative 1 widened Perkins from two lanes to four lanes with a 16 foot wide median from Siegen Lane to Highland Road. Alternative 2 widened Perkins from two lanes to four lanes with a 30 foot wide median from Siegen Lane to Highland Road, and Alternative 3 widened Perkins from two to four lanes with a 16 foot wide median from Siegen Lane to Pecue Lane and transitioned back to the existing two-lane roadway just east of Pecue Lane. Intersection improvements were recommended at Siegen Lane, Pecue Lane and Highland Road in addition to the widening of Perkins Road for all three build alternatives.

Alternatives Currently Being Considered

The Environmental Assessment is currently underway. FHWA is the Lead Federal Agency for the Environmental Assessment, which is being prepared in case federal funds will be used to construct the project. As with all NEPA Environmental Assessments, the No-Build Alternative is being considered. Traffic analyses have been run at each intersection using the existing lanes, timing and traffic volumes. A Traffic Study summarizes the specifics of the intersection analyses, but it is clear from the

results that the intersections along Perkins Road, especially those at Siegen Lane, Pecue Lane, and Highland Road, are overburdened with most movements operating at a Level of Service E (LOS E). An LOS E is defined as unstable flow with frequent stops. The No-Build Alternative would not have any direct impacts to right of way, structures or utilities, but the increased traffic demand would impact the public if additional travel lanes are not provided.

Several alternatives are being considered during the Environmental Assessment, and the following three alternatives have been selected for further study:

Alternative 1A – This alternative has a 16 foot wide median throughout, and the widening of Perkins Road is centered about existing Perkins Road until approximately 1000 feet east of Siegen Lane where the centerline of the alignment shifts to the north side of Perkins Road. The centerline of this alternative alignment generally runs along the northern edge of existing Perkins Road until just west of Orleans Drive where the alignment shifts south to avoid a cluster of commercial properties on the north side of Perkins Road. Approximately 1500 feet west of the Pecue Lane intersection (near St. Alban's Drive) the alignment shifts back to be centered on existing Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500 feet then gradually shifts north of existing Perkins Road. Approximately 3000 feet before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450 feet before connecting to Highland Road.

Alternative 2B – This alternative is typically centered on existing Perkins Road between Siegen Lane and Pecue Lane and transitions from a 16 foot wide median width in the commercial area near Siegen Lane to a 30 foot wide median just east of St. Alban's Drive. The median remains 30 foot wide as it passes through Pecue Lane, and then it transitions back to a 16 foot wide median approximately 400 feet before La Crete Lane. From here, Alternative 2B follows a very similar alignment to Alternative 1A before connecting to Highland Road.

Alternative 3 – This alternative has a 30 foot wide median throughout, and the widening of Perkins Road is centered about existing Perkins Road until just east of Orleans Drive where the centerline of the alignment shifts to the south side of Perkins Road. The centerline of this alternative alignment generally runs along the southern edge of existing Perkins Road until approximately 1000 feet west of the Pecue Lane Intersection (west of St. Alban's Drive) where the alignment shifts back to the north to be centered on existing Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500 feet then gradually shifts north of existing Perkins Road. Approximately 3000 feet before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450 feet before connecting to Highland Road.

Each of the build alternatives being considered will be designed to LADOTD's criteria for urban arterials using a 45 mph design speed. The attached exhibit shows the beginning and ending of the proposed Perkins Road construction and the logical termini. In addition to the widening of Perkins Road, intersection improvements, median openings, u-turn bulb outs, turn lanes, and sidewalks will all be considered.

Environmental Assessment

When studying the alternatives, consideration will be given, but not limited to land use, improvements on properties along Perkins Road, utilities, safety, previous studies, public input and traffic and environmental analyses. The environmental analyses include wetlands, threatened and endangered species, water resources, cultural resources and noise/air impact studies to name a few. A public meeting was held on October 2, 2013 for the portion of Perkins Road from Siegen Lane to Pecue Lane, and a second public meeting was held on December 17, 2014 for Perkins Road from Siegen Lane to Highland Road. Public input has been incorporated into the Environmental Assessment document.

Detailed information about the project is available in the Environmental Assessment (EA) document. Copies are available for public review at the following locations:

- Bluebonnet Regional Branch Library at 9200 Bluebonnet Blvd., Baton Rouge
- LADOTD Environmental Section Office, 1201 Capitol Access Road, Room 502P, and
- LADOTD website, http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx

Following the public review period, a Final Environmental Assessment, approved by the Federal Highway Administration, will be issued.

Preferred Alternative

The impacts for each alternative are summarized in the Alternatives Evaluation Matrix below. All of the alternatives are consistent with the project purpose and need and provide an acceptable LOS. Alternative 1A has the lowest probable cost, but Alternative 2B is only 1.5% higher. There is the same number of residential impacts for all three alternatives, while Alternative 3 has the most impacts to businesses. Alternative 2B has six more commercial impacts than Alternative 1A, but those impacts are primarily to parking, signs, and landscape with no additional displacements or relocations anticipated. Alternative 3 has 5 residential displacements as compared to 3 displacements in Alternatives 1A and 2B. Each alternative has 3 commercial displacements. Another consideration not specifically evaluated in the matrix is Alternative 2B's advantage of having a wider median for half of the project length. A wider median reduces the potential for crashes (especially head-on collisions) by further

separating opposing traffic and reducing headlight glare. Driver comfort is increased by reducing the view and influence of opposing traffic, and a wider median provides a larger recovery area for out of control vehicles. Sight distance at intersections and bulb outs is also increased as opposing left turns can be offset further. In addition to its safety benefits, a wider median provides the flexibility to add future turn lanes for a relatively small increase in right-of-way impacts. Considering all of these evaluation factors, Alternative 2B has been chosen as the preferred alternative for this Environmental Assessment.

Right of Way and Relocations

Careful consideration is taken to avoid impacting residential and commercial properties. However, some impacts are unavoidable. Each of the proposed build alternatives requires right of way taking and has a potential for relocations. If your property falls inside the limits of the required right-of-way, negotiations will begin after you are notified with a Just Compensation Offer package. This package includes the Just Compensation Offer letter, appraisal information, construction and property maps, and a brochure entitled *Acquisition of Right of Way and Relocation Assistance*. If you are displaced or relocated due to a right of way acquisition, every reasonable effort will be made to provide you with comparable decent, safe, and sanitary housing. A real estate representative has a table here tonight at the meeting to further explain LADOTD right of way acquisition and relocation procedures. The DOTD Brochure explaining Acquisition of Right-of-Way and Relocation Assistance Program is available tonight at that table or can be obtained later from:

DOTD Real Estate Section
P.O. Box 94245
Baton Rouge, LA 70804-9245
(225) 242-4591

We suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent when she or he meets with you, or contact the Region Real Estate Office.

Tentative Schedule and Funding

Right of way acquisition is tentatively scheduled to begin in 2016. Funding for the construction of the Perkins Road widening is not allocated at this time, and the letting date is to be determined. Construction could begin as early as 2018 pending funding. All ongoing studies are being prepared under the supervision of the Federal Highway Administration (FHWA) using National Environmental Protection Act (NEPA) guidelines which may allow for the use of Federal Funds should they become available.

Alternatives Evaluation Matrix

Evaluation Factor	Units	Alternative 1A	Alternative 2B	Alternative 3
Engineering and Traffic Factors				
Consistency with the project purpose and need	Yes/No	Yes	Yes	Yes
Service to local traffic (Design Year 2035)	LOS	Acceptable LOS	Acceptable LOS	Acceptable LOS
Preliminary Opinion of Probable Costs	$ Million	$63.4	$64.3	$70.6
Environmental Factors				
Wetland Impacts	Acres	2.0483	2.168	2.2008
Water of the US	Acres	0.8240	0.8252	1.0377
Prime Farmland	Acres	N/A	N/A	N/A
Hazardous Material Impacts	Rating	R1	R2	R2
Potential T&E Impacts	Rating	R1	R1	R1
Noise Receivers Impacted (≥ NAC)	Number	83	77	92
4f Impacts	Rating	R1	R1	R1
Cultural Resource Impacts	Rating	R1	R1	R1
Public comments received concerning alternative:				
Positive	Number	10	6	5
Negative	Number	29	30	30
Social and Economic Factors				
Property Impacted				
No. of Parcels	Number	161	161	161
Land Needed	Acres	22.16	22.95	25.80
No. of Residences Impacted	Number	25	25	25
No. of Businesses Impacted	Number	47	53	61
Displacements/Relocations	Number			
Residential		3	3	5
Commercial		3	3	3
Compatability w/ Existing & Future Land Use	Rating	R1	R1	R1
Adverse Impacts to Low income or Minority Populations	Rating	R1	R1	R1

Rating Scale:		
	R1	Low Impact
	R2	Low/Medium Impact
	R3	Medium Impact
	R4	Medium/High Impact
	R5	High Impact

OPEN HOUSE
PUBLIC HEARING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT

September 16, 2015

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Mail to: Stantec Consulting Service Inc.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

_____

_____

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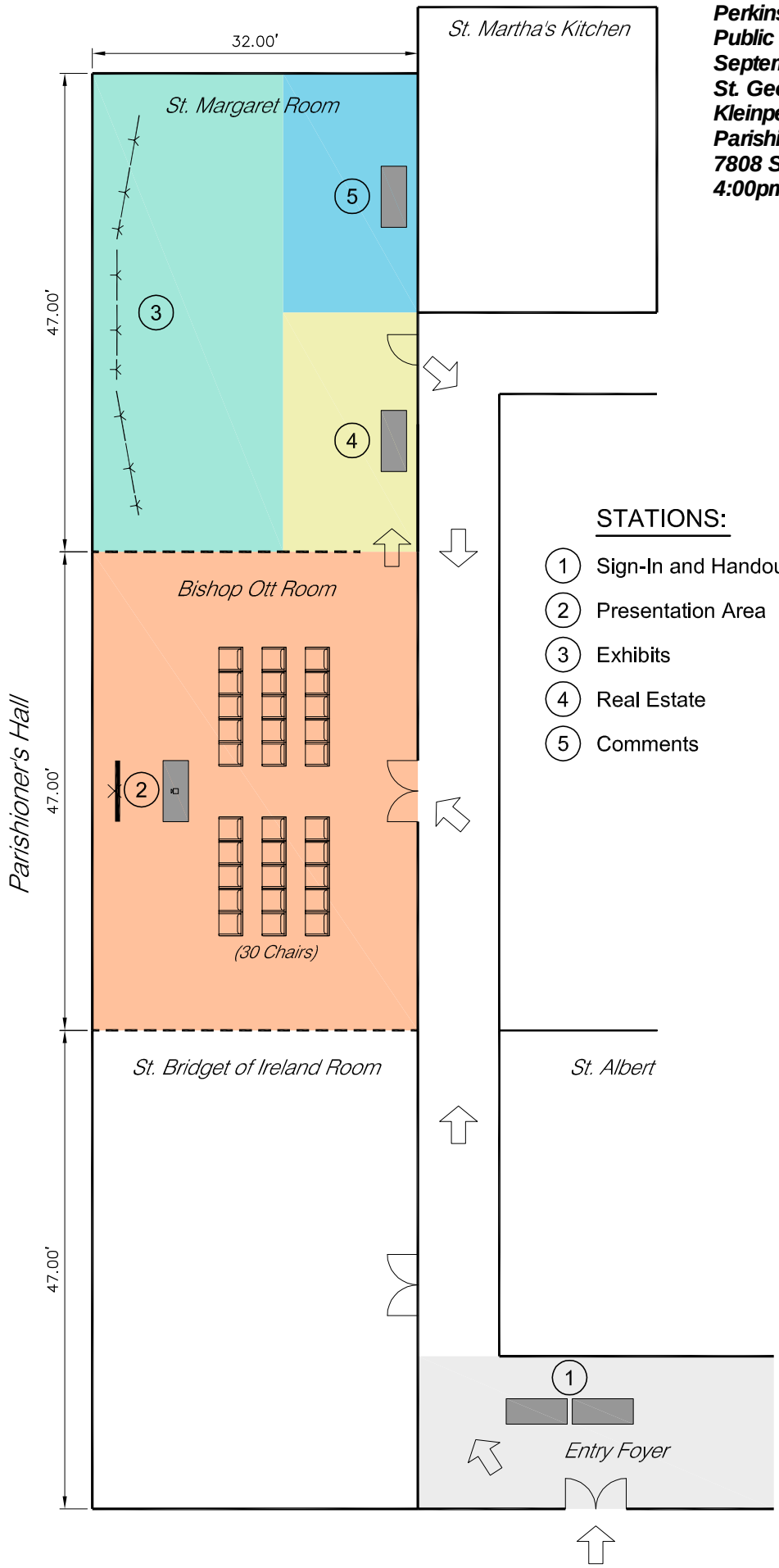
_____

Name:_____Date:_____

Address:_____

Perkins Road (LA 427)
Public Hearing
September 16, 2015
St. George Church and School
Kleinpeter Activity Center
Parishioner's Hall
7808 St. George Drive
4:00pm to 7:00pm



STATIONS:

1. Sign-In and Handouts
2. Presentation Area
3. Exhibits
4. Real Estate
5. Comments

GRAPHIC SCALE

300 0 150 300 600

(IN FEET)
1" = 300'

Perkins Road (LA 427)
Project Area

OPEN HOUSE PUBLIC HEARING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427)

GENERAL PUBLIC ATTENDANCE SHEET

Wednesday, September 16, 2015

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	PHONE
Tara Sullivan	13247 Perkins RD	(225) 4565252
GEORGE KURZ	7910 WRENWOOD BLVD.	225-337-3333
Terry Hodges	PERKINS RD (LMR)	502 8151
Charlotte Tammami	1632 Nottinghi II	225-955-6122
CAROL CANALE	8659 HIGHCREST DR.	225-485-9825
Landon Cavan	9055 Fox Run Ave	225-234-7950
Therese DeMony	13717 Earls Ct	225 751 7709
DANE TORRES	13940 PERKINS Rd	755-5773
ISAAC HANKS	13901 Phillippi Ave, 13796 Perkins Rd	225-938-4000
Elizabeth Vance	844 Gov. St. WAFB	225 505 6417
Byron Thomas	WAFB	225-937-1841
Gerald Johnson	Shire Townhomes	225 752-7846
Mary Ann Monroe		
Rusty Golden	15013 Via Hunt Ct	225-413-7667
Al Perez	13241 Quail Grove Ave BR	225-448-5426
Robyn Geddes	2016 Southland Ct.	225-572-5804

OPEN HOUSE PUBLIC HEARING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427)

GENERAL PUBLIC ATTENDANCE SHEET

Wednesday, September 16, 2015

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	PHONE
Juliet Sanchez	13727 Earl's Court BRL 4 70810	753-6195
LAURENCE SANCHAI	13727 EARL'S CT BR LA 70810	753-6195
Chris Lach	Perkins Rowe LULA Nac 33	909-573-3478
MICHAEL O'Neill	1641 Ruelle de Grace BR 70810	
Agnes J. Smith	1652 Ruelle de Grace BR 70810	(302) 235-5645
MARILYN CRAMER	13735 Clarendon Dr BR 70810	(225) 753 6068
Chris Toun	9901 Pecue Lane 70810	(225) 412-2444
David Dekuky	1337 Nottingham Hill 70810	225-456-5404
MELVIN NELSON	1956 GAMWICH RD 70810	
MIKE BERTRAND	14443 PERKINS RD 70810	504-400-9605
Greg Kathy Gova	13736 Earls Ct. BR	225 753 7046
PAUL PERKINSKI	1343 ST ALBANS DR 70810	225 752 3446
Eldon LEDOUX	14100 AIRLINE Hwy BR 70817	454-6573
ROBERT ATKINSON	15009 VIA HORTI CT BR 70810	(409) 750-5991
Steve Crump	1445 St. Albans Dr 70810	
Alison Nissen	13709 Bayshafer 70810	225 772-3091
DWAYNE HUNOR	16950 Perkins Rd.	225 413-6999
Brandon DeJean	1917 GAMWICH RD	225-242-4643
GARY W THORNTON	13657 Monroe	225-751-8038
Ron Chenevert	13353 Perkins Rd	7667007
TERRY BELL	10945 BEKER RD BR 70809	413-3031
TODD FOUST	15005 Via Horti Ct BR LA 70810	330-4652
SUZANNE CRAIN	1939 Michel Dolving BR LA 70810	753-3016

OPEN HOUSE PUBLIC HEARING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427)

PUBLIC AGENCY ATTENDANCE SHEET

Wednesday, September 16, 2015

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	PHONE
Ryan Revier	1201 Capitol Access Rd	379-1071
B. Pondel	6767 Perkins Rd / GLP	769-0546
MARIA BERNARD REIO	DOTD	225-242-4506
Anastasia Semien	DOTD	225-379-1244
M. Todd Dommyer	DOTD	231-4116
Steve Bonnette	BR Transportation	389-3156
Gilles Morin	CPPC	389-3144
JONATHAN CHARBONNET	GLP	
Melissa Glasgock	C-P DPW	389-8642
Sparky Hoffman	GLP	588-0112
Ingolf Partenheimer	DTD - Traffic Engineering	389-3346

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Mail to: Stantec Consulting Service Inc.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

The St. George FIRE Dept Repeats its objection to the inability of emergency Responders' inability to turn Right &/or Left at every intersection. This is not a state highway connecting two small rural towns. The population density & projected population density clearly make it an URBAN/SUBURBAN Roadway. The forced misapplication of design standards will present a danger to the public.

Name: Eldan LeDoux / St George Fire Date: 9/16/15
Address: 14100 Airline Hwy

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

My existing driveway onto Perkins Rd is adjacent to a proposed bulb out. I would like my driveway to be connected/tied into the bulb out during the design and construction process. I feel this would be a safer alternative for myself as well as those traveling on Perkins in each direction.

Name: Dwayne Honoré Date: 9/16/15
Address: 16950 Perkins Rd.

OPEN HOUSE
PUBLIC HEARING

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

THANK YOU FOR THE PRESENTATION AND PERSONNEL TO LEARN ABOUT THE PROJECT

I WOULD BE SATISFIED WITH THE LEAST-COST ALTERNATE 2B AND THE MOST NARROW MEDIEN TO MINIMIZE DISRUPTION - ALTHOUGH THIS CHANGES PLANS - WHICH WON'T HAPPEN

2B IS OK

Name: MELVIN NELSON Date: 9-16-2015
Address: 1956 SANDWICH BR LA 70810

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

Option 1A is my preferred option for the following reasons:
① Less impact on homeowners along Perkins Road
② There are very few homes in the "wider median" section that have driveways that empty onto Perkins, so I don't feel that there will be many children/bicycle riders along Perkins; thus safety is not as much of a concern
③ Option will preserve my next-door neighbor's pool

Name: Therese DeMony Date: 9/16/15
Address: 13717 Earls Ct, BR 70810

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

Pedestrian comment: With speed limits of 45 mph + actual speeds ↑, please consider separating the sidewalk 5' to 6' from the back of curb. The separation would provide safety + protection from splashing during rains. The separation would be a 'verge' or 'green space'.

Shared Lane: Bicyclists' sharing lanes w/ motor vehicles traveling at these speeds is NOT a good idea. Some sort of separation is needed to provide safety. Even accomplished bicyclists' will not use. *Large 14.5' Lanes encourage high speeds *

Name: Gilles Morin, City-Parish Planning Date: 9/16/15
Address: 1100 Laurel St, Suite 104

OPEN HOUSE
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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

(Comment transcribed from voice recorder at Public Meeting, 9-16-15)

Hi,

Wanted to enter a public comment on the widening of LA 427 Perkins Road from Siegen to Highland Road. Would like to encourage the separation with a green space or a verge of the sidewalk at least 5-6 feet for pedestrian safety and provide, I guess, room to escape a splash zone when it's raining. Also, the wide outside lane with the speeds of the motor vehicles does not seem safe, and I don't even know why you would call it a shared lane cause it seems like when that practice has been done in the past it has not worked. Sharing lanes with bicycles and motor vehicles, the motor vehicles are going so fast it can be very very dangerous. Some sort of separation would be need if you were to call this, you know, a bicycle facility or a complete street in my mind. Thank you.

Name:_____ Date: 9/16/15

Address:_____

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

THE BULB OUT THATS LOCATED AT LOGISTICS MANAGEMENT RESOURES IS LOCATED AT A SPOT WHERE PEOPLE LEAVING WORK WILL BE FIGHTING WITH PEOPLE MAKING A U TURN. THE potential FOR ACCIDENTS IS AT A VERY HIGH LEVAL. THE FUTURE GROWTH OF LOGISTICS MANAGEMENT RESOURCES WILL BE SOMEWHERE IN THE NEIGHBOR OF 100 PEOPLE. IT IS MY RECOMMENDATION THE BULB OUT BE RELOCATED OR MOVED PAST TO THE FIRST BUILDING BESIDE EMPTY LOT. THE FRONT OF BUILDING HAS A PARKING THATS NEVER USED. SEVENTY-FIVE PERCENT OF THE EMPLOYEES AT LOGISTICS MANAGEMENT RESOURES ARE MOTHERS THAT LIVE IN PRAIRIEVILLE OR GONZALES.

THEIR SAFETY SHOULD BE A CONCERN FOR EVERYONE!!!
AS WELL AS SAFTY OF PEOPLE USING BULB OUT FOR ~~THE LA~~ LARGE SUBDIVISIONS LOCATED BLOCK DOWN AT OREANS DR.

Name: [signature] Date: 9/16/2015

Address: 13853 PERKINS RD
13853

TERRY HODGES
OWNER

OPEN HOUSE
PUBLIC HEARING

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Mail to: Stantec Consulting Service Inc.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

Please DO NOT consider Alternative 3. This would greatly diminish the value of numerous residential properties!

Name: Charlotte Tammami Date: 9-16-15
Address: 1632 Nottinghill Dr. - Baton Rouge, LA. 70810

SEP 2 5 2015

Gerald K. Johnson
19081 E. Pinnacle Circle
Baton Rouge, LA 70810
(225) 752-7846

September 23, 2015

Stantec Consulting Services, Inc.
500 Main Street
Baton Rouge, LA 70801

RE: Comment and Concerns of proposed widening of LA 427, Perkins Rd, Siegen to Highland

To whom it may concern,

First let me say that I was very impressed with your preparations and presentation of the meeting held September 16, 2015 concerning the widening of Perkins Road. I feel this effort will serve as a step forward in relieving traffic congestion in the area and hopefully provide safer roadways for the citizens of Baton Rouge.

However, I do have concerns. I own 14 rental townhomes in the 13000 block of Perkins Road, the living area of these units front Perkins Rd. I have concluded from the proposed drawing provided by Stantec Counseling Service, Inc. that the widening will bring traffic extremely close to the living quarters of these units. The increased safety risk and increased noise level will affect the leasing of the units. I have concerns for my tenant's safety along with concerns for my own financial wellbeing.

I sincerely hope that we will be able to reach an understanding on a financial settlement. Please consider from a safety perspective (and noise level) if you personally would be able to rest soundly in bed at night so close to a major highway. This road improvement will no doubt bring a higher volume of traffic, moving at a faster rate speed.

Warm regards,

Gerald K. Johnson

ST. GEORGE FIRE PROTECTION DISTRICT NO. 2

14100 Airline Highway, Baton Rouge, LA 70817
Gerard C. Tarleton, Fire Chief

Direct Line: 225- 454-6551 Cell: 225-235-3507 Fax: 225- 615-8801 E-mail: gctarleton@stgeorgefire.com

SEP 2 3 2015

September 17, 2015

Stantec Consulting Service, Inc.
500 Main Street
Baton Rouge, LA 870801

Re: Proposed Widening of LA 427 (Perkins Road) Siegen Lane to Highland Road

City-Parish Project Number 12-CS-HC-0015
State Project Number H.002344

TO ALL:

After having attended and provided feedback at several public meetings hosted by Louisiana DOTD and Stantec Consulting regarding proposed designs for the widening of Perkins Road from Siegen Lane to Highland Road, the St. George Fire Department remains opposed to the project design.

The St. George Fire Department provides fire protection and first medical response to the citizens of the area in which this project is located. As such, we must oppose the proposed utilization of intermittently spaced U-turn or J-lanes and the complete absence of left turn access or egress from mature residential subdivisions along this route. This will seriously hinder our ability to provide emergency services in accordance with applicable national standards.

A fire engine, or any other emergency response vehicle MUST have the ability to turn both right and left at every intersection that provides access to a residential area. To require an emergency vehicle to navigate to the next available J-turn lane, execute the U-turn, and then backtrack over ground already covered is a detriment to public safety. In addition to this, U-turns present a serious safety hazard to fire apparatus - especially across multiple traffic lanes during emergency response.

We submit this compelling issue of public safety, which cannot be ignored in favor of dealing with the management of peak-hour traffic flow. The design standards imposed on this project were clearly not developed with any consideration of the high population density, which your own documents concede exist, in the surrounding area.

We respectfully request a waiver be sought to allow a different design standard on this stretch of roadway. Whether the open, five lane road as this project will adjoin at the intersection of Siegen and Perkins is most appropriate or a variation as found on Burbank Drive and Coursey Blvd, in which turn lanes align with residential development and commercial interests is best, is not our decision to make. We do not view the design as currently proposed to be in the public interest, and in fact creates a liability to public safety.

Sincerely

Gerard C. Tarleton

Gerard C. Tarleton, Fire Chief

SEP 2 8 2015

OPEN HOUSE
PUBLIC HEARING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT

September 16, 2015

Comments postmarked by September 26, 2015 will become part of the transcript of the meeting. Comments received after this date are still considered in the development of this project but will not be included in the meeting's transcript. Comments should be mailed to the following address:

Mail to: Stantec Consulting Service Inc.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

I am concerned about the bulb out turn around and the impact to our property values in Kensington Estates. I do not like the plan to place a bulbout u-turn so close to the Perkins road and Reeve intersection. It serves only a few citizens and if the designers could place a u-turn at the intersection of Perkins & Reeve then the bulb out u-turn that is directly in my back yard would not be needed. I do not see why the median has to be that wide and I am not seeing these bulb out u-turns on never streets in Baton Rouge. Really against the layouts provided around Kensington Estates and the impact to our neighborhood and homes.

Name: ISAAC L. HANKS Date: 9/25/15
Address: 13901 Phillimore Ave. BR LA 70810

SEP 2 8 2015

OPEN HOUSE
PUBLIC HEARING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT

September 16, 2015

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Mail to: Stantec Consulting Service Inc.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

Of the 3 build Alternatives, we agree that Alternative 2B is the most FAIR in that, in the developed area just east of Siegen Lane, equal Amounts of Land are taken from both the North and South sides of Perkins Road

Name: Ron Chenevert
Chenevert TRUE VALUE HOME Date: 9-25-2015
Address: 13353 Perkins Rd
Baton Rouge, LA 70810-2034

OPEN HOUSE
PUBLIC HEARING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT

September 16, 2015

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Mail to: Stantec Consulting Service Inc.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right of way concerns, traffic, or pedestrian issues):

As a response and effort to participate in the Public Meeting held at St George (Seigan Lane) on September 16, 2015, please consider this as our formal comment(s) to the information presented to the public that date. In terms of the proposed right-of-way and traffic flow as well as safety, we hereby express our concerns relative to these. After studying the alternative 2-B, which we understand is the recommended routing of Perkins Road, we are concerned about the distance between the edge of the proposed roadway and our existing building. Our concern is for both the public and of course our employees. We suggest the arc of the curve be flattened out so as to increase the aforementioned distance. We appreciate your consideration of these comments and the processing of this to those person(s) as needed for the next phase of the project. Please call if any questions.

Name: (Chris A. Toun) Performance Contractors, Inc Date: 9/23/15
Address: 9901 Pecue Lane, B.R., LA. 70810-3402

Public Meeting: December 17, 2014

DEC 15 2014

CAPITAL CITY PRESS
PO BOX 613
BATON ROUGE, LA 70821-0613

(225) 383-1111 FED ID NO 72-0146160

DATE: 12-10-14

ACCOUNT NUMBER: 701266

LEGAL ADVERTISING INVOICE

*** * * ORIGINAL INVOICE * * ***

STANTEC
LINDSAY FLAHERTY
500 MAIN ST
BATON ROUGE LA 70801

PMT/CREDITS

INVOICE NUMBER	TAG / DESCRIPTION	START DATE	STOP DATE	TIMES	SIZE	AMOUNT DUE
T0506490512	PERKINS RD MEETING	12/03/14	12/10/14	2	102.0	433.00

LEGAL ADVERTISING INVOICE AFFIDAVITS WILL BE SENT SEPARATELY

LEGAL ADVERTISING INVOICE

THE ADVOCATE / SATURDAY / SUNDAY ADVOCATE

* PLEASE RETURN THIS PORTION WITH REMITTANCE *

ACCOUNT NUMBER	701266

INVOICE NUMBER	AMOUNT DUE
T0506490512	433.00

DO NOT FOLD STAPLE OR MUTILATE

REMIT AMOUNT $ _____

CHECK NO _____

STANTEC
LINDSAY FLAHERTY
500 MAIN ST
BATON ROUGE LA 70801

CAPITAL CITY PRESS
PO BOX 613
BATON ROUGE, LA 70821-0613

NOTICE

OPEN HOUSE
PUBLIC MEETING
STATE PROJECT NO. H.002344
CITY PROJECT NO. 12-CS-HC-0015
ENVIRONMENTAL ASSESSMENT STUDY
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
EAST BATON ROUGE PARISH, LA

Stantec Consulting Ltd. in association with the City of Baton Rouge and the Louisiana Department of Transportation and Development, is conducting a public information meeting to assess the proposed construction of widening improvements to Perkins Road (LA 427) from the existing 2-lane roadway to a 4-lane divided roadway from Siegen Lane to Highland Road. The purpose of this meeting is to provide information about the project and to obtain public input on three design alternatives currently being proposed for the widening of this portion of Perkins Road.

The information meeting has been scheduled for the location, date and time below:

Date & Time: Wednesday, December 17, 2014
4:00 to 7:00

Location: St. George Church and School Kleinpeter Activity Center Parishioner's Hall
7808 St. George Drive, Baton Rouge, LA
(Located near the Siegen Lane Exit off of I-10)

All interested parties and their representatives are invited to be present at the above date, time and location for the purpose of becoming acquainted with the project, reviewing findings to date, and providing comments and input. All written statements or verbal comments may be submitted at the meeting, or written comments may be mailed to the following address, postmarked by December 30, 2014.

LA 427 (Perkins Road)
Stantec Consulting Ltd.
Attn: Cindy Hall
500 Main Street
Baton Rouge, LA 70801

If you require special assistance due to disability in order to participate in this public meeting, please contact Stantec Consulting Ltd. by mail at 500 Main Street, Baton Rouge, LA 70801, or by telephone at (225) 765-7400, at least five working days prior to the meeting.

5064905-dec 3-10-2t

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT STUDY

CITY-PARISH PROJECT NO. 12-CS-HC-0015
STATE PROJECT NO. H.002344

BATON ROUGE, LOUISIANA
EAST BATON ROUGE PARISH

Wednesday, December 17, 2014
4:00 – 7:00 pm

St. George Church and School
Kleinpeter Activity Center
Parishioner's Hall
7808 St. George Drive
Baton Rouge, Louisiana

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AGENDA

I. Sign-in and Handouts

Public may review handouts

II. Presentation

Public may view slide show including project overview, technical information, explanation of exhibits & instructions for public input.

III. Viewing of Exhibits at Stations

IV. Visit comment stations

On-the-record questions/statements from the Public will be collected in writing or through a recorded statement.

V. End of Meeting

PRELIMINARY PROJECT DESCRIPTION

Preliminary Purpose and Need

The purpose of the proposed project is to widen Perkins Road, State Route LA 427, from an existing 2-lane roadway with open ditches to a 4-lane divided curb and gutter roadway with a raised median, sidewalk and a closed drainage system. Perkins Road between Siegen Lane (LA 3246) and Highland Road (LA 42) is a highly traveled corridor in a densely populated area of south Baton Rouge. This section of Perkins Road is surrounded by roadways that have recently been improved to add capacity including Perkins Road west of Siegen Lane, Siegen Lane from Highland Road to I-10, Pecue Lane intersection improvements at Perkins Road, and Highland Road from I-10 to Airline Highway. Perkins Road also serves as an alternative route for I-10 during traffic incidents. The City of Baton Rouge and the Louisiana Department of Transportation and Development (LADOTD) have determined a need to increase capacity along Perkins Road between Siegen Lane and Highland Road. Therefore, the logical termini defined for this project are the intersection of Siegen Lane and the intersection of Highland Road.

Alternatives Considered in Feasibility Study

A Feasibility Study for Widening LA Hwy 427 – Perkins Road was completed for LADOTD in October 2009. The final alternatives presented in the feasibility report included the No-Build Alternative and three build alternatives centered on the existing Perkins Road alignment. Alternative 1 widened Perkins from two lanes to four lanes with a 16 foot wide median from Siegen Lane to Highland Road. Alternative 2 widened Perkins from two lanes to four lanes with a 30 foot wide median from Siegen Lane to Highland Road, and Alternative 3 widened Perkins from two to four lanes with a 16 foot wide median from Siegen Lane to Pecue Lane and transitioned back to the existing two-lane roadway just east of Pecue Lane. Intersection improvements were recommended at Siegen Lane, Pecue Lane and Highland Road in addition to the widening of Perkins Road for all three build alternatives.

Alternatives Currently Being Considered

The Environmental Assessment Study is currently underway. FHWA is the Lead Federal Agency for the Environmental Assessment, which is being prepared in case federal funds will be used to construct the project. As with all NEPA Environmental

Assessments, the No-Build Alternative is being considered. Traffic analyses have been run at each intersection using the existing lanes, timing and traffic volumes. A Traffic Study summarizes the specifics of the intersection analyses, but it is clear from the results that the intersections along Perkins Road, especially those at Siegen Lane, Pecue Lane, and Highland Road, are overburdened with most movements operating at a Level of Service E (LOS E). An LOS E is defined as unstable flow with frequent stops. The No-Build Alternative would not have any direct impacts to right of way, structures or utilities, but the increased traffic demand would impact the public if additional travel lanes are not provided.

Several alternatives are being considered during the Environmental Study, and the following three alternatives have been selected for further study:

Alternative 1A – This alternative has a 16 foot wide median throughout, and the widening of Perkins Road is centered about existing Perkins Road until approximately 1000 feet east of Siegen Lane where the centerline of the alignment shifts to the north side of Perkins Road. The centerline of this alternative alignment generally runs along the northern edge of existing Perkins Road until approximately 1500 feet west of the Pecue Lane intersection (near St. Alban's Drive) where the alignment shifts back to the south to be centered on existing Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500 feet then gradually shifts north of existing Perkins Road. Approximately 3000 feet before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450 feet before connecting to Highland Road.

Alternative 2B - This alternative is centered on existing Perkins Road between Siegen Lane and Pecue Lane and transitions from a 16 foot wide median width in the commercial area near Siegen Lane to a 30 foot wide median just west of Conti Drive. The median remains 30 foot wide as it passes through Pecue Lane, and then it transitions back to a 16 foot wide median approximately 400 feet before La Crete Lane. From here, Alternative 2B follows a very similar alignment to Alternative 1A before connecting to Highland Road.

Alternative 3 - This alternative has a 30 foot wide median throughout, and the widening of Perkins Road is centered about existing Perkins Road until just east of Orleans Drive where the centerline of the alignment shifts to the south side of Perkins Road. The centerline of this alternative alignment generally runs along the southern edge of existing Perkins Road until approximately 1000 feet west of the Pecue Lane

Intersection (west of St. Alban's Drive) where the alignment shifts back to the north to be centered on existing Perkins Road. Immediately after Pecue Lane, the alignment shifts south again for approximately 500 feet then gradually shifts north of existing Perkins Road. Approximately 3000 feet before the Highland Road intersection, the alignment shifts south to avoid a commercial development then joins back to the center of existing Perkins Road approximately 450 feet before connecting to Highland Road.

Each of the build alternatives being considered will be designed to LADOTD's criteria for urban arterials using a 45 mph design speed. The attached exhibit shows the beginning and ending of the proposed Perkins Road construction and the logical termini. In addition to the widening of Perkins Road, intersection improvements, median openings, u-turn bulb outs, turn lanes, and sidewalks will all be considered.

Right-of-Way and Relocations

Careful consideration is taken to avoid impacting residential and commercial properties. However, some impacts are unavoidable. Each of the proposed build alternatives requires right-of-way taking and has a potential for relocations. A real estate representative is here at the meeting to explain LADOTD right-of-way acquisition and relocation procedures.

Environmental Assessment Study

When studying the alternatives, consideration will be given, but not limited to land use, improvements on properties along Perkins Road, utilities, safety, previous studies, public input and traffic and environmental analyses. The environmental analyses include wetlands, threatened and endangered species, water resources, cultural resources and noise/air impact studies to name a few. A public meeting was held on October 2, 2013 for the portion of Perkins Road from Siegen Lane to Pecue Lane. Since the logical termini for the project have now been extended to Highland Road, it is anticipated that an additional public meeting and one public hearing will be held to obtain public input about the alternatives being considered. An Environmental Assessment is being prepared for public distribution. The final Environmental Assessment, approved by the Federal Highway Administration, will have a preferred alternative for widening Perkins Road from Siegen Lane to Highland Road.

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, December 17, 2014

Comments postmarked by December 30, 2014 will become part of the transcript of the meeting. Comments received after this date are still considered in the development of this project but will not be included in the meeting's transcript. Comments should be mailed to the following address:

Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

_____

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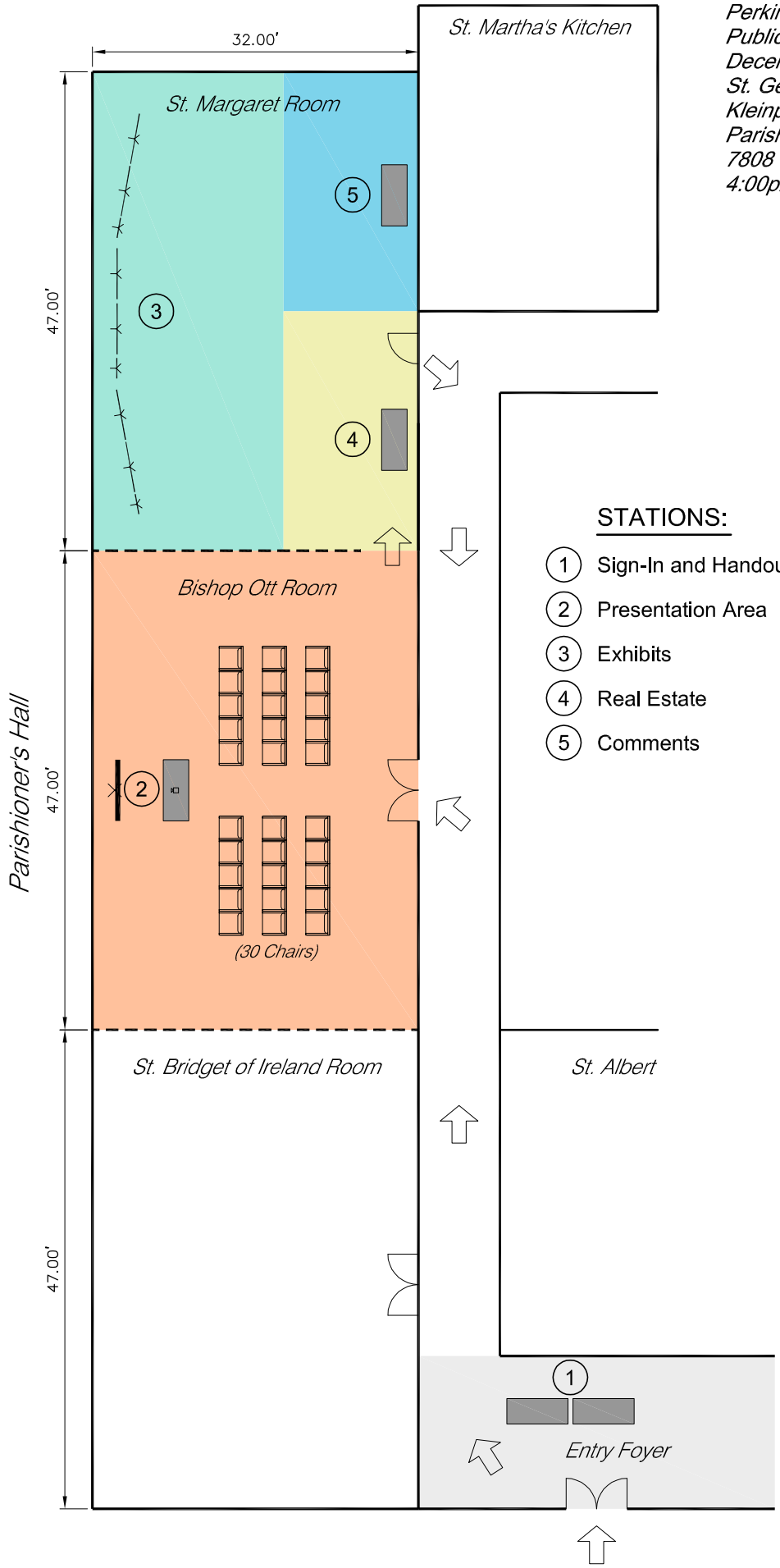
Name:_____Date:_____

Address:_____

Perkins Road (LA 427)
Public Information Meeting
December 17, 2014
St. George Church and School
Kleinpeter Activity Center
Parishioner's Hall
7808 St. George Drive
4:00pm to 7:00pm



STATIONS:

1. Sign-In and Handouts
2. Presentation Area
3. Exhibits
4. Real Estate
5. Comments

GRAPHIC SCALE

300 0 150 300 600

(IN FEET)
1" = 300'

Perkins Road (LA 427)
Project Area

OPEN HOUSE PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD) Siegen Lane to Highland Road

PUBLIC OFFICIALS' ATTENDANCE SHEET
Wednesday, December 17, 2014

NAME	TITLE	PHONE
Evelyn Webber	Realtor-Remax Real Estate Grp	(225) 907-7166
M.K. Trey Sumrall	Welcome Host	769-3000
Donna Cutrer	RE/MAX Real Estate	768-7600
Ron Chenevert	Chenevert Hardware	7667007

OPEN HOUSE PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD) Siegen Lane to Highland Road

PUBLIC AGENCIES' ATTENDANCE SHEET
Wednesday, December 17, 2014

NAME	ADDRESS	PHONE
Elnwell	WAFB	
Terry Hodges	LOGISTICS MANAGEMENT RESOURCE	225 755 1388
LOIA WHITE	RE/MAX Real Estate Group	225 768-7600
Luke Chasek		
St GEORGE FD	14100 AIRLINE Hwy	225-454-6593
Melissa Glascock	City Parish DPW	389-3186
Robert Lott	DOTD HQ	225.242.4504
JONATHAN CHARBONNET	GLP - CSRS	225-769-6546
BRAD PONDER	GLP - CSRS	" "
JAMES R. HALL	FHWA	225757-7625
CRAIG KOBALAIS	GLP - CSRS	225 769 0546
SPARKY Hoffman	GLP & GOTECH	225-588-0112
Ingolf Partenheimer	DPW - TED	225-389-3241
Bryan Harmon	DPW-	389-3186
Toby Picard	DOTD	225-379-1032

OPEN HOUSE PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD) Siegen Lane to Highland Road

GENERAL PUBLIC ATTENDANCE SHEET
Wednesday, December 17, 2014

NAME	ADDRESS	PHONE
Chris Leach	NBC 33 Perkins Rd	909-573-3478
Stephanie Black	1201 Capitol Access Rd	225 242-4536
Gerald Johnson	19081 E. Pinnacle Circle	225 752-7846
David Jacobs	13213 Perkins Rd.	768-1315
Joe Ferrito	10420 Pecue Lane	7519922
Representing	the Pecue, Perkins + Highland HOA	
H. Parfenheimer	13170 Jolissaint	239-5300
Jim Bergeron	8938 Bullwood Dr	2937286
Mark Sanchez	1727 Hobbiton Road	756-7820
Peter Dietentch	14544 Town Dr.	2636-5939
KARL ROTHERMEL	6421 SANDSTONE AVE	938-5792
Suzanne Harmon	14512 Cottage Oak Drive BR, LA	225-752-9977
Nancy Bucy	13203 Perkins Rd BR, La	225-766-0101
DAN INGENT	14252 JAMESTOWN BLVD	767.8730
Rick Bucy	13203 Perkins RD	225-766-0101
Sanford & Julie Broussard	10709 Pecue Lane	717-8948
ALAN KROUSE	7038 ERNEST FLOYD GONZALES	647-4990

OPEN HOUSE PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD) Siegen Lane to Highland Road

GENERAL PUBLIC ATTENDANCE SHEET
Wednesday, December 17, 2014

NAME	ADDRESS	PHONE
Bill Dimattia	10345 Pecue Ln	753-8440
Ken Ridaway		
Daniella Welborn	341 Pastureview Dr. BRLA 70810	907.7821
Agnes Smith	1652 Rielle De Grace Dr. 70810	(504) 255-5645
Karen Lemoine	1631 Gamwich Rd 70810	(225) 279 1977
Richard A. Lemoine	1631 Gamwich Rd 70810	(225) 268-1966
Michelle Reese	1548 Michael Delving 70810	unknown
Steve Crump	1445 St. Albans 70810	
Don Driscoll	1715 Michael Delving 70810	—
Michael Bertrand	809 Summer Breeze #1309 70810	504-460-9665
Catherine Palermo	14949 Highland Rd. 70810	753-3853
Emmett M. Pickard	P.O. Box 82766 70884	225-572-9674
Darrell Olivo	17922 Green Willow Dr 70817	225.229.4329
Alison C Michel	877 Chapelle St NOLA 70124	5043014951
Brittany Weiss	WBRZ News	3362345
Dan Brown	13203 Perkins Rd	766-0101
Thad Rispone	13734 Lexham Garden Ave	
Peggy Daigle	15111 Highland Rd B.R. 70810	225-755-1373
BILL GIBSON	7641 THRUSH DR BR 70809	225-295-1642
JOHN PRICE	17512 Five Oaks Drive BRLA	225-221-4487

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, December 17, 2014

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I WOULD REALLY APPRECIATE YOUR CONSIDERATION IN CHOOSING "ALTERNATIVE 2B". THIS OPTION APPEARS THE LEAST INVASIVE/DISTURBING TO ALL COMMERCIAL PROPERTIES ALONG THE WESTERN PORTION OF THIS PERKINS ROAD PROJECT.

I CAN BE REACHED AT 985.226.3106 WITH ANY QUESTIONS.

HUNTERC@BOLLINGERLLC.COM

Name: J. HUNTER CAZES Date: 12/29/2014

Address: PERKINS PLAZA SHOPPING CENTER 13213-13265 PERKINS RD, BATON ROUGE, LA 70810
(PERKINS PROPERTY GROUP LLC)

Dec 18 14 04:39p Cheneyelt Hardware 2 2257667017 p.10

Hall, Cindy

From: Susan Fireside <susan@firesideantiques.com>
Sent: Sunday, December 28, 2014 5:16 PM
To: Hall, Cindy
Subject: Re: Perkins Road Widening

Hello Cindy
I was boarding a plane thinking I would not have internet service for a week when I sent you the last letter. Please only submit this latest letter. Again thanks for your help.

Perkins Road Widening

This letter is being sent about the widening of Perkins Road from Siegen Lane to Highland Road.

A continuous 30' median seems to be the best plan for esthetics and also helps save the courtyard entrance of my business Fireside Antiques at 14007 Perkins. There are many businesses all close together next to Fireside that would be seriously impacted with some even having to close and relocate. I have been at this location for over 32 years having established a national clientele. Relocating to keep a courtyard entrance would not be feasible. There is ample residential land on the south side of Perkins across from our many businesses that would save all of our businesses and not impact the residences. Please consider this 30' wide plan with land taken from the south side of Perkins.

The turn lanes being proposed do not give the security access for police, ambulances and fire trucks for our businesses and the neighborhoods around us. Crime is a big problem in these neighborhoods. Undercover police often sit in our parking lot.

Thanks for considering my concerns.

Sincerely, Susan Roland
14007 Perkins Road
Baton Rouge, Louisiana 70810
225-752-9565

Sent from my iPad

On Dec 28, 2014, at 2:03 PM, "Hall, Cindy" <cindy.hall@stantec.com> wrote:

> Thank you for your comments, Ms. Fireside. We will include them in he environmental document and consider them as we move forward with the Perkins Road project.
>
> Sincerely,

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, December 17, 2014

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

We are writing to express our feeling regarding the widening of Perkins Road from Siegen to Highland Road. We own a business on Perkins, not far from Siegen Rd. We attended your meeting of December 17th and was pleased to some extent the changes we saw in your drawings. Our choice of the three alternatives is Alternative 2B.

The clarification of opening Meadowpark Avenue to left hand turns coming from Siegen is a great advantage to the neighborhood behind our business, as well as allowing customers to turn at that point, then make a right hand turn into our parking lot.

The only other problem our business would have is our customers wanting to make a left hand turn to head east on Perkins. They would fall in the same group of people having to go east through the Siegen light, then finding a place to make a turn to head east.

I, also understand, that there is the possibility of opening the intersection of Perkins and Meadowpark open for both left and right turns. This would be an even greater advantage for all concerned from our location and the neighborhood behind our store.

Name: Rick Bucy Date: 12/29/14

Address: Casual Creations
13203 Perkins Rd
Baton Rouge, LA 70810

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, December 17, 2014

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I am writing this letter to let you know, as a concerned individual, my feelings regarding the widening of Perkins Rd. I was at the meeting on Wednesday, December 17th. I was greatly pleased to see the change that was made with the three alternatives that were being viewed. My first choice would be for the alternative 2B.

I am the owner of the building on the corner of Meadowpark Ave and Perkins Rd. The change gives the people the opportunity to make a left hand turn onto Meadowpark. However, it still prevents them from turning left when coming out of Meadowpark. These same problems relate to the building that I lease out to a commercial establishment. They will be able to get in coming East or West on Perkins, but only to go West if leaving the store's parking lot.

I was told by a gentleman at the meeting (one of the spokespeople) that there is a possibility that the intersection of Perkins and Meadowpark could be left open to both right and left turns. That, of course, would be a great advantage to the business that leases from me, as well as the neighborhood behind the building.

Name: Nancy Bucy Nancy Bucy Date: 12/28/14
Address: Bucy Bldg., LLC
17345 Lake Wisteria
Baton Rouge, LA 70817

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, December 17, 2014

Comments postmarked by December 30, 2014 will become part of the transcript of the meeting. Comments received after this date are still considered in the development of this project but will not be included in the meeting's transcript. Comments should be mailed to the following address:

Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

My home is on Ruelle De Grace Drive and I feel it will be impacted by all of the options. Therefore, I would prefer Alternative 3. The other Alternative will have traffic to close to my home, the noise level from the traffic will be over bearing, due to it being a highly traveled road.
The vibration from the heavy trucks is a concern of mine also.

Date: 12/26/2014

Name: Agnes J. Smith
Address: 1652 Ruelle De Grace Dr.
Baton Rouge, LA 70810

OPEN HOUSE
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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

When my family & I built our building for Chenevert Hardware at 13353 Perkins Rd in 1972, we set the building back from the highway at a distance which seemed reasonable. In the intervening years, others have built homes and businesses at what they seemed to be reasonable set backs.

We are asking for consideration for Alternative 2B. on our stretch of Perkins Rd it 'takes' 16 feet for the median and it centers the alignment along the existing Perkins Rd.

To me, this seems most fair as it 'takes' less land and it takes land equally from the north and south sides of Perkins Rd.

Name: Ron Chenevert Date: 12/23/2014

Address: 145 Knox Hill 70810

business Chenevert Hardware
13353 Perkins Rd.

DEC 2 2 2014

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

My office is located at 13626 Perkins Road and my residence is off Perkins Road in the Villas as Jamestown. We are ready for this project to begin. It is impossible to navigate the traffic and it has become dangerous.

~~I am~~ would be in favor of Proposal 1 for the widening of Perkins Rd from Siegen Lane to Highland Rd. I hope that the project will be done in 2 phases, one being Siegen Lane to Pecue and then Pecue to Highland Road.

Proposals 2 and 3 force me to be in opposition to them because of the size of the median. It is not necessary to have such a wide median. It is well known that the upkeep of medians by the city and/or state is in virtually non-existent. The wide median will encroach on my business at 13626 Perkins Rd.

It appears that you do not have enough turning lanes. The fire station is near my office and I think the fire trucks will have a problem maneuvering.

Name: Lola White Date: 12/18/14
Address: 13626 Perkins Road

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Fax: +1-225-752-2757

To: Stantec Consulting Ltd
Attn: Cindy Hall
500 Main Street
Baton Rouge, LA 70801

Date: December 18, 2014

Fr: Kevin Schmit
Specialty Plastics

Re: Input on Widening Perkins Road from Siegen Lane to Highland Road

Apologies for being unable to make the meeting on the 17th. Below are some comments that I hope you will take into consideration.

1. Is the plan to add an on-ramp / off-ramp to Pecue Lane at I-10E and I-10W still in the works? This would seem to have an impact on the design. If it will be added, this should relieve some of the evening congestion on Perkins Road heading east to Highland. I would not be surprised if 20% or more of this traffic goes to I-10E, thus they could use the Pecue Lane on-ramp if it were constructed.

2. I agree that the connection of Perkins to Highland will present the most challenges. Traffic from the west on Perkins Road is a significant problem during evening rush hour. With all the traffic from the west on Perkins Road turning left onto Highland, I'm surprised there are not more accidents. I am not sure what the solution is, but I would suggest:

    a. Adding a single lane on Highland Road between Perkins/Highlandia and I-10 heading northeast. This lane would be an exit only lane to I-10E. The current right lane would still have the option to either exit to I-10E or continue northeast under the interstate. This would allow traffic from Highlandia that is going to I-10E to get directly into the new lane and onto the interstate. It would also allow traffic turning left from Perkins Road to use this new lane. And, for those coming from Highland Road to merge into this lane to exit to I-10E.

    b. While not desirable, a light for left turns from Perkins to Highland may also be necessary. Often times, the traffic from Highlandia to Highland is turning right but then moves into the left lane for I-10W. And, the traffic from Perkins to Highland is turning left into the right lane for I-10E. Again, a Pecue interchange may alleviate the need for this.

3. I certainly agree that some congestion relief is needed from Siegen Lane until at least Conti Drive. But, the further east you travel on Perkins, the less of a congestion issue exists. I think a widening of the road up to Pecue is certainly warranted. East of Pecue,

however, the only congestion issue that needs to be solved is the connection to Highland Road (see other comment on this issue). There may be little advantage to widening the road from Pecue to Highland, especially if Pecue becomes an interchange with I-10E and I-10W.

On a somewhat unrelated topic, is there any information on how businesses in the area (several of us on the north side of Perkins between Old Perkins Road W and La Crete) can get hooked up to the city sewer system? I've inquired with a couple of agencies and I've been told it either can't be done or that a new pumping station would be required (and that would be tough to get done). If it's possible and would be better to get this done before the roadwork begins, I think some, if not all, of the businesses in the area would rather be on the city sewer system instead of individual septic systems.

Thank you for your consideration.

Kevin Schmit
General Manager, Specialty Plastics, Inc.

Stantec Consulting

Re: Perkins Road Wider

12/16/2104

In reference to the Advocate article of 12/16/2014, here are my comments about South Baton Rouge traffic nightmares:

1. The cheapest and most beneficial thing to do to alleviate traffic problems is to add left and right turn lanes at almost all intersections. One example; leaving Walmart on Siegen and going east bound on I-10, one has to merge 30 feet into oncoming traffic to get to the turn lane. 30 feet of pavement would solve that problem

2. Next would be to extend Burbank to I-10 with an on/off ramp there. This makes a nice south inner loop.

3. Improve and make River Road two lanes, one way, South bound; then make Nicholson two lanes, one way, North bound . That would get some traffic off I-10 (if access from the I-10 bridge to the River Road is improved).

4. Add I-10 interchanges at Bluff road and at Pecue Rd. Allow for a Walmart exit to Pecue Rd.

5. Widening Perkins **solves no problems** if the nightmare backups near I-10 exit 166 are not solved. Traffic East bound on Highland Road backs up several miles every afternoon. We can not get to our homes or even get out of our driveways in the afternoon.

6. Washington St. exit at I-10 must be closed ASAP. I-10 must be open to two lanes there.

Just my thoughts;

Sincerely,
Paul Bilello
16905 Highland Road, 70810
225-755-7772

Paul Bilello

OPEN HOUSE
PUBLIC INFORMATION MEETING

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LA 427 (PERKINS ROAD)
SIEGEN LANE TO HIGHLAND ROAD
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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

More or concrete - more water.
Please we need Help.
Wash creek fills up because of not cleaning the creek. See Brush up behind Bed Bath & Beyond & Lowes. (Lowes).
80 Feet Tall Trees in Creek.
more water coming faster into area will put more water in canal.
now Backup from Drainage System comes into Yards. If They could clean area in wash creek a little it would help.
St. George Field Flooded sometime. Bike Path has washed out ones.

Name: Sam Bonciovanni Date: 12/17/14
Address: 9934 Buttercup DR.
9934 BUTTERCUP DR.
B.R. 70809.

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I prefer plan # 1
I would like to know when was the last time they took a traffic count at peak hours when school is in session, etc.
Instead of study - get started.
It takes 10-15 minutes to turn right or left to get on to Perkins.
Perkins is a cut thru street when there is an accident on the Interstate or any other area in the area.
I live and work off Perkins Rd.
This project needs to be put on the front for major projects

Name: Carolyn Webber Date: 7-17-2014
Address: 2021 Shire Lane, B.R. LA 70810
13626 Perkins (Remax Real Estate Exp.)

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Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

better plan w/ more places to make u-turns; hope City-Parish doesn't come behind project w/ bunch of red lights that prevent traffic from flowing all residential streets will have to turn right to get out, then make u-turn to go back left — stay the course!! Do not allow some influential somebody have exception.

Name: MKS Date: 12-17-14

Address:

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Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

① Very Concerned about extending roadway north at the Jamestown Park Subdivision. Edge of roadway will be about 10 ft from fence. traffic will flow at about 40 mph, 10 ft from wooden fence. (No guardrails in plan. (Unsafe)

② adding 2 lanes of traffic. 26½ ft ~~closer~~ Closer to homes. traffic levels predicted to double the triple. Increase in noise level ~~increase~~ a major concern

③ Reduction of 30 ft median in this area would help reduce ~~both~~ both concerns Safety and noise.

Name: Kandy Dolan Date: 12-17-2014
Address: Kingsland way Jamestown Park.

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Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

Concern is turning left out of our subdivision (Lt off of Meadow park Ave) to frequent businesses - etc. Vape shop, + Village Grocery - the strip malls.

Concerned that businesses will re-locate.

Name: Sheri Johnson Date: 12/17/14
Address: 1401 Meadowview BR 70810

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Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

The St George Fire Protection District takes issue with the "J Turn" concept whereby emergency responders - Fire, Police & EMS - are unable to turn both right & left at every intersection. The additional time needed to perform a "J Turn" presents a situation that could literally make the difference between life & death when seconds really matter.

Name: Ellon Ledoux (St George Fire) Date: 12/17/14
Address: 14100 Airline Hwy

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I Am Joe Territo + represent the Peace, Perkins, + Highland HOA. I would like to request a meeting with DOTD representives to discuss the Perkins Rd widening project + The Peace + Perkins Rd intersection + how it will designed (options that are available) + would like to some input in this.

Our members are wanting a right turn lane from traffic driving east bound on Perkins so they can safely make a right turn on Peace Lane. Also, the drainage along Peace + Perkins intersection + eastward is terrible with flooding on any heavier rains.

We Are very concerned over the proposed I 10 @ Peace Lane interchange + how it will affect our neighborhood.

Another issue is the width of Perkins Rd. We would rather along the Perkins travel areas the mediens be 16' but 30' at major intersections

Name: Joe Territo Date: 12/17/14

Address: 10420 Peace Lane 70810 251-9935

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Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

Being the owner of four (4) townhomes that would be more effected by a large roadway vs. A smaller roadway, I favor plan ONE which would leave me with more frontage.

Thanks

Name: Geo W Johnson Date: 12/17/14
Address: 19081 E. Pinnacle Circle

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

ROUND ABOUT AT JAMESTOWN BLVD
ROUND ABOUT

Name: DAN HEBERT Date: 12.17.14

Address: 14252 JAMESTOWN BLVD

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Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

Please Consider the Perque - Perkins intersection - this should be addressed first - We who live there are concerned about how we are going to cross it go -

We have lived on Perque for 40yrs and have big concerns - the traffic on Highland is so heavy we must go to Perkins to even go to Church -

Name: Bill Domatta Date: 12/17/14
Address: 10345 Perque Lane 70810

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I prefer roundabouts as alternatives to intersections.

thank you!

Name: Luke Chasek Date: 12-17-14
Address: 6921 S. Fieldgate ct.

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Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

THE LACK OF A CENTER TURN LANE WILL CAUSE AN INCONVIENENCE FOR ALL RESIDENTS TRYING TO GET OUT OF THEIR RESPECTIVE NEIGHBORHOODS. I HAVE HEARD THE STATS FOR ELIMINATING "CONFLICTS" ASSOCIATED WITH LEFT TURNS, HOWEVER, THE CONCEPT OF NOW HAVING TO MAKE A U-TURN JUST TO GO THE OTHER DIRECTION CAUSES ACCIDENTS AS WELL. CASE IN POINT IS BURBANK, BETWEEN BEN HUR & GARDERE LANE. ~~STACE TH~~ BEFORE THE LIGHT @ BEN HUR, DURING MORNINGS & AFTERNOONS, TRAFFIC MAKING A U-TURN JUST DOWN (EAST OF BEN HUR) HAD ACCIDENTS 1 TO 2 TIMES/WEEK IN BOTH DIRECTIONS!! WHEN THOSE APARTMENTS OPEN, I SUSPECT THAT WILL AGAIN BE THE CASE DUE TO RESIDENTS GOING TO LSU & RETURNING HOME. THIS WILL BE NO DIFFERENT ON PERKINS ROAD ALONG ALL THOSE SUBDIVISIONS!

Name: BILL GIBSON Date: 12/17/2014
Address: 7641 THRUSH DR, BTR, LA 70809

Public Meeting: October 2, 2013

CAPITAL CITY PRESS

Publisher of
THE ADVOCATE

PROOF OF PUBLICATION

The hereto attached notice was published in THE ADVOCATE, a daily newspaper of general circulation published in Baton Rouge, Louisiana, and the Official Journal of the State of Louisiana, City of Baton Rouge, and Parish of East Baton Rouge, in the following issues:

OCT 0 1 2013

09/18/13, 09/25/13

Shelley Calloni, Public Notice Clerk

Sworn and subscribed before me by the person whose signature appears above

September 25, 2013

M. Monic McChristian,
Notary Public ID# 88293
State of Louisiana
My Commission Expires: Indefinite

M. MONIC McCHRISTIAN NOTARY PUBLIC NOTARY NO. 88293 STATE OF LOUISIANA

NOTICE

OPEN HOUSE PUBLIC INFORMATION MEETING

STATE PROJECT NO. H.004101
CITY PROJECT NO. 12-CS-HC-0015
ENVIRONMENTAL ASSESSMENT STUDY PERKINS ROAD (LA 427) SEGMENT 1 (SIEGEN LANE TO JUST EAST OF PECUE LANE) EAST BATON ROUGE PARISH, LA

Stantec Consulting Ltd., in association with the City of Baton Rouge and the Louisiana Department of Transportation and Development, is conducting a public information meeting to assess the proposed construction of widening improvements to Perkins Road (LA 427) from the existing two-lane roadway to a four-lane divided roadway from Siegen Lane to just east of Pecue Lane. The purpose of this meeting is to provide information about the project and to obtain public input on three design alternatives currently being proposed for the widening of this portion of Perkins Road as part of the Environmental Assessment Study phase of the project.

The meeting, which is open to the public, is scheduled for the following location, date, and time:

Date & Time: Wednesday, October 2, 2013
5pm to 8pm
Location: St. George Church and School
Kleinpeter Activity Center
Parishioner's Hall
7808 St. George Drive,
Baton Rouge, LA
(Located near the Siegen Lane Exit off of I-10)

All members of the general public and/or their representatives are welcome to attend for the purposes of becoming acquainted with the project, reviewing findings to date, and providing comments and input. Written statements or verbal comments may be submitted at the meeting. Written comments may also be mailed to the following address and must be postmarked within ten days following the meeting (October 12, 2013).

Perkins Road
(LA 427) Segment 1
Stantec Consulting Ltd.
Attn: Cindy Hall
500 Main Street
Baton Rouge, LA 70801

If you wish to participate in this public information meeting but require special assistance due to a disability, please contact Stantec Consulting Ltd. by mail at 500 Main Street, Baton Rouge, LA 70801, or by telephone at (225) 765-7400, at least five working days prior to the meeting.

4873304-sep 18-25-2t

ABMB ENGINEERS ***4873304***
GWEN AYMOND
500 MAIN ST
BATON ROUGE ***LA 70801***

OPEN HOUSE
PUBLIC INFORMATION MEETING

PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

CITY PROJECT NO. 12-CS-HC-0015
STATE PROJECT NO. H.004101

BATON ROUGE, LOUISIANA
EAST BATON ROUGE PARISH

Wednesday, October 2, 2013
5:00 – 8:00 pm

St. George Church and School
Kleinpeter Activity Center
Parishioner's Hall
7808 St. George Drive
Baton Rouge, Louisiana

Stantec

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AGENDA

I. Doors Open **5:00 pm**

Public may review handouts

II. Presentation

Public may view slide show including project overview, technical information, explanation of exhibits & instructions for public input

III. Viewing of Exhibits at Stations

IV. Visit comment stations

On-the-record questions/statements from the Public will be collected in writing or through a recorded statement.

V. End of Meeting **8:00 pm**

PRELIMINARY PROJECT DESCRIPTION

Preliminary Purpose and Need

The purpose of the proposed project is to widen Perkins Road, State Route LA 427, from an existing 2-lane roadway with open ditches to a 4-lane divided curb and gutter roadway with a raised median, sidewalk and a closed drainage system. Perkins Road between Siegen Lane and Highland Road is a highly traveled corridor in a densely populated area of south Baton Rouge. This section of Perkins Road is surrounded by roadways that have recently been improved to add capacity including Perkins Road west of Siegen Lane, Siegen Lane from Highland Road to I-10, Pecue Lane from Perkins Road to Airline Highway and Highland Road from I-10 to Airline Highway. Perkins Road also serves as an alternate route for I-10 during traffic incidents. The City of Baton Rouge and the Louisiana Department of Transportation and Development (LADOTD) have determined a need to increase capacity along LA 427 between Siegen Lane and Highland Road. Therefore, the logical termini defined for this project are just west of Siegen Lane (LA 3246) to approximately 1000 feet east of the Pecue Lane/Perkins Road intersection. These logical termini are the beginning and ending points of the proposed construction, however, additional study will be made along Perkins Road with respect to traffic and environmental impacts to Highland Road to determine the effects of a possible future extension of the Perkins Road widening to Highland Road.

Alternatives Currently Being Considered

A Feasibility Study for Widening LA Hwy 427 – Perkins Road was completed for LADOTD in October 2009. The final alternatives presented in the feasibility report included the No-Build Alternative and three build alternatives centered on the existing Perkins Road alignment. Alternative 1 widened Perkins from two lanes to four lanes with a 16 foot wide median from Siegen Lane to Highland Road. Alternative 2 widened Perkins from two lanes to four lanes with a 30 foot wide median from Siegen Lane to Highland Road and Alternative 3 widened Perkins from two to four lanes with a 16 foot wide median from Siegen Lane to Pecue Lane and transitioned back to the existing two-lane roadway just east of Pecue Lane. Intersection improvements were recommended at Siegen Lane, Pecue Lane and Highland Road in addition to the widening of Perkins Road for all three build alternatives.

The Environmental Assessment Study is currently underway. FHWA is the Lead Federal Agency for the Environmental Assessment. As with all NEPA Environmental Assessments, the no-build alternative is being considered. Traffic analyses have been

run at each intersection using the existing lanes, timing and traffic volumes. A Traffic Study summarizes the specifics of the intersection analyses, but it is clear from the results that the intersections along Perkins Road, especially those at Siegen Lane and Pecue Lane, are overburdened with most movements operating at a Level of Service E (LOS E). An LOS E is defined as unstable flow with frequent stops. The no-build alternative would not have any direct impacts to right of way, structures or utilities, but the increased traffic demand would impact the public if additional travel lanes are not provided.

Several alternatives are being considered during the Environmental Study and the following three alternatives have been selected for further study:

Alternate 1A – This alternative has a 16 foot wide median and the widening of Perkins Road is centered about existing Perkins Road until approximately 1000 feet east of Siegen Lane where the centerline of the alignment shifts to the north side of Perkins Road. The centerline of this alternative alignment generally runs along the northern edge of existing Perkins Road until approximately 1500 feet west of the Pecue Lane intersection (near St. Alban's Drive) where the alignment shifts back to the south to be centered on existing Perkins Road. The four-lane divided roadway then transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Alternate 2B - This alternative is centered on existing Perkins Road for the entire project length and transitions from a 16 foot wide median width in the commercial area near Siegen Lane to a 30 foot wide median just west of Conti Drive. The four-lane divided roadway then transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Alternate 3 - This alternative has a 30 foot wide median and the widening of Perkins Road is centered about existing Perkins Road until just east of Orleans Drive where the centerline of the alignment shifts to the south side of Perkins Road. The centerline of this alternative alignment generally runs along the southern edge of existing Perkins Road until approximately 1000 feet west of the Pecue Lane Intersection (west of St. Alban's Drive) where the alignment shifts back to the north to be centered on existing Perkins Road. The four-lane divided roadway then transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Each of the build alternatives being considered will be designed to LADOTD's criteria for urban arterials using a 45 mph design speed. The attached exhibit shows the beginning and ending of the proposed Perkins Road Segment 1 construction, the logical

termini, and the end of the study area at Highland Road. In addition to the widening of Perkins Road, intersection improvements, median openings, turn lanes, and sidewalks will all be considered. When studying the alternatives, consideration will be given, but not limited, to land use, improvements on properties along Perkins Road, utilities, safety, previous studies, public input and traffic and environmental analyses. The environmental analyses include wetlands, threatened and endangered species, water resources, cultural resources and noise/air impact studies to name a few. It is anticipated that one public meeting and one public hearing will be held to obtain public input about the alternatives being considered. The Environmental Assessment approved for public distribution will have a preferred alternative for widening Perkins Road from Siegen Lane to just east of Pecue Lane.

PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

CITY PROJECT NO. 12-CS-HC-0015
STATE PROJECT NO. H.004101

BATON ROUGE, LOUISIANA
EAST BATON ROUGE PARISH

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments:

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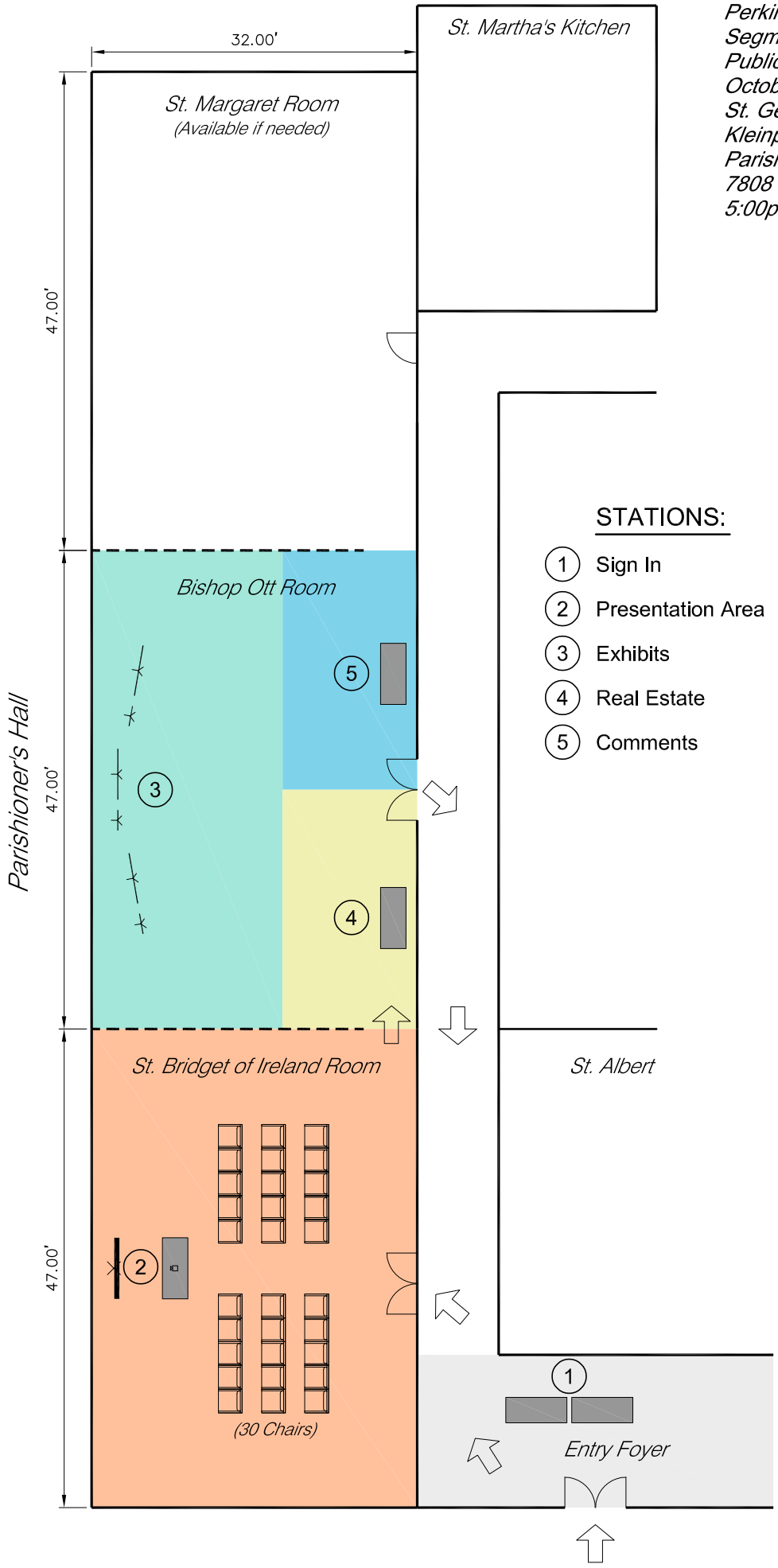
Name:_____Date:_____

Address:_____

Perkins Road (LA 427)
Segment 1
Public Information Meeting
October 2, 2013
St. George Church and School
Kleinpeter Activity Center
Parishioner's Hall
7808 St. George Drive
5:00pm to 8:00pm



STATIONS:

1. Sign In
2. Presentation Area
3. Exhibits
4. Real Estate
5. Comments

GRAPHIC SCALE
300 0 150 300 600
(IN FEET)
1" = 300'

Perkins Road (LA 427) Segment 1
Environmental Assessment Study Area

OPEN HOUSE PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1

GENERAL PUBLIC ATTENDANCE SHEET
Wednesday, October 2, 2013

NAME	ADDRESS	PHONE
Cherie Schofield	15122 Bywater Rd. 70810	752-4084
Bess Casserlaglin	844 Gov. Street	383-9999
Robert Hollins	"	"
B.J. Smith	13246 + 13258 + 13266 Perkins	505-0770
Keith Turner	13353 PERKINS	245-0780
Terry Hodges	13853 PERKINS	~~[illegible]~~-755-1388
MELVIN NELSON	1956 GANWICK	—
John Nelson	16222 Ruelle de Grace	9784678
Dane Torres	13140 Perkins Rd	2287736
SUZANNE CRAIN	1939 Michel Delving	753-3016
CARY CRAIN	" "	" "
Charles Hall	13188 Perkins Rd	571-6548
Ron Chenevert	13353 Perkins Rd	7667007
Martha Turner	14824 Villa Ct. Dr	333 0081
Rebekah Allen	The Advocate	221-3700
H. Parkinheimer	13170 Tolissant	766-6664
MARK SANCHEZ	1727 HOBERTON ROAD	756-7820
Gayle Landry	1648 St Albans	445-5539
Andrew Franzella	Tiger TV	985-237-8143
Myron Lambert	120 OAK St. New Roads LA	225 328 3989
Michael Sonzy	6767 Perkins Rd 70760	3248278
John Snow	2184 Cherrydale Ave. 70808	225-285-5785
John E Chandler	1750 DENUCE Dr	225-766-0843
Dennis Blum	1717 Muller Dr	225-767-5710
Kathy + Greg Gunn	13736 Earle Ct	753-7046
Nancy Bucy	13203 Perkins 70810	766-0101
Rick Bucy	" "	" "
Grace Brown	8725 Metairie	752-7275
Elizabeth Dequeant	1931 Southland Ct 70810	937-7384
SUZANNE HARMON	14512 Cottage OAK Ave 70810	752-9977
JACK DIRKS	14435 Jamestown Blvd 70810	751-1421
Agnes J Smith	1652 Ruelle DeGrace Dr	(202) 255-5645
Martha Sealy	14252 Jamestown Blvd	767-8720
Michael Schatzle	7808 St George Dr.	293-2212
Carol Canale	8659 Highcrest Dr.	485-9825
Greg Isenal	13735 Puddington LANE 70810	751-0394

OPEN HOUSE PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1

PUBLIC AGENCIES' ATTENDANCE SHEET
Wednesday, October 2, 2013

NAME	ADDRESS	PHONE
JAN GRENFELL	LA DOTD, P.O. Box 94245, BR, 70804	242-4509
Janice Marich	P+Z Comission	252-3265
BOB NAHONEY	FHWA - BR LA	757-7624
CRAIG RABALAIS	GLP	769-0546
Trey Jesclard	DOTD	379-1445
Melissa Glascock	CP DPW	389-8642
Bryan K Harmon	" "	" 3186
Ingolf Partenheimer	" "	389-3246
Eldon LeBoeuf	1414 Airline #1-H	454-6523
Dan Hebert	14252 Jamestown Blvd	413-0325

Name	Address	Phone
Chad Guzzardo	8640 Highcrest Dr.	225-806-7338
Rick Morris	11338 Highland	
Robyn Geddes	2016 Southland Ct	225-572-5804
Jim Simmons	133 Countryside Dr.	225-931-2537

OPEN HOUSE PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1

PUBLIC OFFICIALS' ATTENDANCE SHEET
Wednesday, October 2, 2013

NAME	TITLE	PHONE
JONATHAN CHARBONNET	GLP - CSRS	
Dan Hebert	BREC	

OPEN HOUSE PUBLIC INFORMATION MEETING
PROPOSED WIDENING OF PERKINS
ROAD (LA 427)

PUBLIC COMMENT SIGN-IN SHEET

NAME	ADDRESS	PHONE
Gayle Landry	1648 Stackhouse	225-445-5539
Cherie Schofield	13722 Bywaterfd.	752-4084
Melvin Nelson	1956 Gemarch	751-5062
Casual Creations	13203 Perkins Rd	766-0101
R. Bury		
Elton LEDOUX St GEORGE FIRE-PRO	14141 AIRLINE Hwy	454-6575

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I HAVE TWO ISSUES:
1) THE LOOP THAT IS LOCATED BETWEEN STATION 135+140 IS LOCATED AT EMPTY LOT. THE LOT IS GOING TO HAVE ANOTHER OFFICE BLDG HOLDING ABOUT 50-60 MORE PEOPLE. IT IS PART OF A BUSINESS ALREADY IN OPERATION AT 13853 PERKINS RD. THIS IS GOING TO CREATE ALOT OF CONJESTION AT VARIOUS TIMES OF THE DAY. THER WILL BE ABOUT 50-60 PEOPLE TURNING LEFT TO PROVIDENCE & GONZALES
2) THERE IS A 400 YR OLD REGISTERED LIVE OAK TREE AT THIS SAME LOCATION.

Name: TERRY HODGES OWNER OF LOGISTICS MANAGEMENT RESOURCES Date: 10/2/13
Address: 13853 PERKINS RD 70810

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

Being that I live on Perkins Road, I am partial to "Option 1" as it will not impact me as much as the other two options. The worst case senerio of Option 3 would take an additional approximate 37 1/2 ft from my existing property making the road way to close to our front doors. I understand that all 3 options would have me take a right out of my driveway in order to go left, so that concerns me as well.
Although I agree that Perkins Rd needs to be widened, I am hoping that Option 1 is the final decision. My family lives on Perkins, not in a subdivision, so this will greatly impact our property more so than someone not directly on the ROAD.

Name: Dane Torres Date: 10/2/13
Address: 13940 Perkins Rd BR LA 70810

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

Carl - prefference 5 Lane
- I Dont See How This will improve my Transit
- I Believe the 5 Turns will Create Backups in the Left Lane
- I own a 38' RV Coupled to my Truck this puts me Turning a 60' Combination in These 5-Turns
X - My suggestion 3 Lane - Center Turn - No Medians

Will my Comments change any Thing?

Name: Carl + Suzanne Crain Date: 2 oct 13
Address: 1939 Michel Delvers

D83

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

(1) Please do not do the "DO NOTHING" OPTION

(2) ON all three existing options to do something, there are breaks in the median to allow turns. P.C. and consider the break in the median at the St. George Fire Dept. to be used by cars. When the fire vehicles need to exclusively speed the median crossing - have a warning light or similar signal to alert drivers of cars to cease using the median crossing

Name:_____ Date:_____

Address:_____

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

A. If no build: 1) Have to close deep ditches on sides of Perkins.
2) Extend the ~~west~~ east bound lane that ends right before Mullins. That would at least allow access into Village St George.

B. If any of the others are selected
1) allow car ~~usag~~ usage at Fire Station opening - may install a light for outcoming fire trucks But they have their lights flashing when leaving and no cars would use it then anyway.
2) Make Circle K have only 1 entrance onto Perkins - not 2.

Name: Chris McDonald Date: 10-2-13
Address: 13722 Bywater Rd 70810

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

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500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I am the public information officer of the St. George Fire Department. We have already commented in writing that an emergency response vehicle MUST have the ability to turn Right & Left at every intersection. This design does not allow that.

This road design undoubtedly will see great use in a rural setting, but the population density along this stretch of roadway makes it injurious to public safety by inhibiting Police, Fire & EMS access.

Name: Eldon LeDoux Date: 10/2/13
Address: 14141 Airline Hwy #1-H

ST. GEORGE FIRE PROTECTION DISTRICT NO. 2

14141 Airline Hwy., Suite 1-H, Baton Rouge, LA 70817
Gerard C. Tarleton, Fire Chief

Direct Line: 225- 454-6551 *Cell: 225-235-3507* *Fax: 225- 615-8801* *E-mail: gctarleton@stgeorgefire.com*

Councilman Ryan Heck
222 St. Louis Street
Room 329
Baton Rouge, LA 70802

October 7, 2013

Dear Councilman Heck,

We are very appreciative of the opportunity the Louisiana Department of Transportation and Development and Stantec Consulting afforded the public to participate in the continuing environmental assessment process regarding the widening of Perkins Road (La 427) between Siegen Lane and approximately 1000 feet east of Pecue Lane.

The St. George Fire Department provides fire protection for the citizens of the area in which this project is located. We, along with EBRP-EMS also provide the community's first medical response. It is this dual responsibility which compels us to comment negatively on all three proposed versions of this project.

The provision of a number of paired u-turn lanes or j-lanes and the complete absence of left turn access or egress from mature residential subdivisions and higher density developments will seriously hinder our ability to provide emergency services in accordance with applicable national standards.

Simply put: a fire engine must have the ability to turn both right and left at every intersection that provides access to a residential area. To require an emergency vehicle to navigate to the next available u-turn lane, execute the u-turn, and then backtrack over ground already covered is a detriment to public safety. In addition to this, u-turns are a tremendous safety hazard to fire apparatus - especially across multiple traffic lanes during emergency response. As a point of information, the bumper swing radius of one of our ladder trucks is almost 46 feet.

There is an additional problem regarding the access and egress from the St. George Fire Station located at 13686 Perkins Road. The use of a "Bump Median" or "Soft Curb" designated only for emergency vehicle use in front of that station raises two concerns: First, any elevated curb deemed not easily traversable by a passenger vehicle will surely impart additional stress to the chassis of a fire engine. This station ran 1658 emergency calls in 2012. Each of those involved either a left turn out of the station or a left turn back to the station. Second, no amount of signage will eliminate the use of the lane reserved for emergency vehicle turns as a u-turn lane. There is a real possibility that this arrangement may increase the frequency of accidents directly in front of the fire station, further impeding emergency response.

We submit these are compelling issues of public safety which cannot be ignored in favor of dealing with the management of peak-hour traffic flow. The design standards imposed on this project were clearly not developed with any consideration of the high population density, which your own documents concede exist, in the surrounding area. Each of the design alternatives would probably be very beneficially applied to a stretch of state highway in a rural setting. They are not, however, in our opinion, appropriate for an urban feeder road which will continue to develop residentially in the foreseeable future.

Based on these observations of the potential to interfere with our mission of delivering emergency response services in the most timely and efficient manner practicable, we respectfully request a waiver be sought to allow a different design standard on this stretch of roadway. Whether the open, five lane road as this project will adjoin at the intersection of Siegen and Perkins is most appropriate or a variation as found on Burbank Drive, in which turn lanes align with residential development and commercial interests is best, is not our decision to make. We do not believe the designs as currently proposed are in the public interest, and if fact create a public liability.

With kindest regards,

Gerard C. Tarleton, Fire Chief
St. George Fire Protection District

ST. GEORGE FIRE PROTECTION DISTRICT NO. 2

14141 Airline Hwy., Suite 1-H, Baton Rouge, LA 70817
Gerard C. Tarleton, Fire Chief

Direct Line: 225- 454-6551 *Cell: 225-235-3507* *Fax: 225- 615-8801* *E-mail: gctarleton@stgeorgefire.com*

Stantec Consulting, Ltd.
Ms. Cindy Hall
500 Main Street
Baton Rouge, LA 70801

OCT 0 9 2013

October 7, 2013

Dear Ms. Hall,

We are very appreciative of the opportunity the Louisiana Department of Transportation and Development and Stantec Consulting afforded the public to participate in the continuing environmental assessment process regarding the widening of Perkins Road (La 427) between Siegen Lane and approximately 1000 feet east of Pecue Lane.

The St. George Fire Department provides fire protection for the citizens of the area in which this project is located. We, along with EBRP-EMS also provide the community's first medical response. It is this dual responsibility which compels us to comment negatively on all three proposed versions of this project.

The provision of a number of paired u-turn lanes or j-lanes and the complete absence of left turn access or egress from mature residential subdivisions and higher density developments will seriously hinder our ability to provide emergency services in accordance with applicable national standards.

Simply put: a fire engine must have the ability to turn both right and left at every intersection that provides access to a residential area. To require an emergency vehicle to navigate to the next available u-turn lane, execute the u-turn, and then backtrack over ground already covered is a detriment to public safety. In addition to this, u-turns are a tremendous safety hazard to fire apparatus - especially across multiple traffic lanes during emergency response. As a point of information, the bumper swing radius of one of our ladder trucks is almost 46 feet.

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We submit these are compelling issues of public safety which cannot be ignored in favor of dealing with the management of peak-hour traffic flow. The design standards imposed on this project were clearly not developed with any consideration of the high population density, which your own documents concede exist, in the surrounding area. Each of the design alternatives would probably be very beneficially applied to a stretch of state highway in a rural setting. They are not, however, in our opinion, appropriate for an urban feeder road which will continue to develop residentially in the foreseeable future.

Based on these observations of the potential to interfere with our mission of delivering emergency response services in the most timely and efficient manner practicable, we respectfully request a waiver be sought to allow a different design standard on this stretch of roadway. Whether the open, five lane road as this project will adjoin at the intersection of Siegen and Perkins is most appropriate or a variation as found on Burbank Drive, in which turn lanes align with residential development and commercial interests is best, is not our decision to make. We do not believe the designs as currently proposed are in the public interest, and if fact create a public liability.

With kindest regards,

Gerard C. Tarleton, Fire Chief
St. George Fire Protection District

OPEN HOUSE
PUBLIC INFORMATION MEETING

OCT 15 2013

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

In spite of the fact that my property and I will be negatively impacted, it is my belief that Perkins Road need to be widen between Siegen Lane and Pecue due to the volume of traffic. Furthermore, it should be widen from Siegen Lane to Highland.

After reviewing all of the Alternates, each concerns me with the additional noise level, safety, decreased value of my property, the house and how close it will be to the street. Therefore, my preference would be Alternate 3 which will provide the property needed for the project.

Name: Agnes J. Smith Date: 10/10/13

Address: 1652 Rue De Grace Dr., Baton Rouge, LA 70810
(first house on street - left hand side)

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

My chief concern is that the value and attractiveness of Ruelle de Vraca Dr. would be seriously impacted. Two $400,000 homes would have to be destroyed plus a 12' brick fence at our intrance, which defines our street as up-scale. Without it, it's just another street.

$50,000 value

I opt for changes being made on the north side of Perkins (#3 or alternate "A").

Name: Ruth Gonzalez Date: 10-7-12
Address: 1632 Ruelle de Vraca Dr. 70810

OCT 09 2013

OPEN HOUSE
PUBLIC INFORMATION MEETING

OCT 14 2013

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

OCT 14 2013

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I live on Ruelle de Grace Dr., which is a 1 street subdivision off Perkins, and I am concerned about our front subdivision brick wall + entranceway. I do not want the widening to take our wall + entrance away as we only have 11 lots on the street. Directly across Perkins Rd. from us on the North side there is nothing constructed yet and the road should take in more of that land than on our side. I lean more toward Alternate 1A, but do not understand why the road would shift back to the south side at St. Alban's intersection. Wouldn't that take in the land where Kennsington's brick wall is located which runs evenly with our brick wall? Please use Alternate 1A is those are the only options to choose from. Please consider my view + thank you.

Name: Deborah Simpson Nelson Date: 10/10/13
Address: 1622 Ruelle de Grace Dr. Baton Rouge, 70810

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OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

I support Proposal 1A. As it would only take in Entrances to businesses rather than complete residences.

Name: John Nelson Date: 10-10-13
Address: 1622 Ruelle de Grace

✓

OPEN HOUSE
PUBLIC INFORMATION MEETING

OCT 1 0 2013

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

please see attached

Name: Elizabeth Dequeant Date: 10/2/13
Address: 1631 Southland Ct

Comments on the proposed widening of Perkins Road (LA 427) Segment 1
Siegen Lane to just east of Pecue Lane
Wednesday, October 2, 2013
City Project No. 12-CS-HC-0015
State Project No H.004101

Intersection at Siegen and Perkins

- The current intersection at Siegen and Perkins traveling West bound on Perkins is sufficient and does not need additional turn lanes to the right or left. The argument that the models are predicting future traffic seems ill conceived when the current traffic along Perkins precludes the use of Partial Median Openings. Widening this intersection is not a priority.
- **The intersection at Perkins and Highland, which is not included in this plan, is a much higher priority.** That intersection is not only in poor condition, but the single lane and lack of left turn signal to turn left onto Highland causes significant traffic delays along Perkins. This stretch of Perkins is not a suitable alternative to I-10 with this intersection in place. The traffic can also block access to State Police Troop A which is located near the intersection of Perkins and Highland.

Complete Streets

I support the Complete street initiatives and appreciate the addition of side walks and bike lanes

- Crosswalks and Lighting
  A cross walk at the Circle K/Dollar General is needed immediately. There has already been at least one child struck by a car in this area. Increased lighting at Cross Walk areas will also be necessary.

- Cycling
  I approve of the proposal for a shared lane for cyclists. I recommend marking the road as a shared lane to increase awareness.
  Cyclists by law are to follow all the traffic laws of vehicles. This means cyclists will also need to use the same Partial Median Openings that all the local vehicular traffic is using. Separate Bicycle turns were not provided in the schematics and Cyclists should not be using pedestrian thoroughfares. Safe crossings for cyclists should be provided in the plan.

Access Management

There is an inherent conflict in the design of this road way. This section of Perkins is a densely residential area. Complete Streets is a welcome addition to the plan. However Perkins is also a Major Arterial and an alternate route for I-10. The need to effectively manage both local traffic and through traffic is a significant concern.

Comments on the proposed widening of Perkins Road (LA 427) Segment 1
Siegen Lane to just east of Pecue Lane
Wednesday, October 2, 2013
City Project No. 12-CS-HC-0015
State Project No H.004101

I have no objections to the use of Roundabouts

I have major concerns with "Partial Median Openings". The use of partial median openings as shown on the display boards prevents me from giving this plan any support. The use of Partial Median Openings to reduce conflict points will make Perkins unusable. The ability for local residents to use the road way cannot be reduced in pursuit of safety.

Under the plan as presented:
I estimate 700 homes in the connected neighborhoods ranging from McQuaid Drive to Southland Court on the south side of Perkins Road. (see attached map)

Most residents will need to travel eastbound on Perkins Rd to get to work in the morning. At a conservative estimate of one vehicle per house, under the plans presented that would mean 700 vehicles will be commuting to work within a 2 hour window of normal commute time each morning, Most of these commuters will need to travel west bound on Perkins. In order to do this they will need to travel east bound on Perkins to proceed to a single J turn in order to travel west bound. That works out to approximately 85 people every 15 minutes needing to use a single turn around.
This traffic estimate does not include residents on the north side of Perkins or residents further down Perkins toward Pecue.
This scenario would be repeated in the afternoon commute for the north side of Perkins Road which has a similar residential density. Claiming that this sort of road is safer in the absence of a service or frontage road means little when so many people would forced through a single intersection ill equipped for the traffic flow.

Also, as noted in the presentation, Perkins is an alternate route for I-10 which means there is increased traffic traveling Westbound in the mornings and Eastbound in the afternoons along Perkins. Attempting to J-Turn into this traffic, even with 2 lanes is going to be very difficult.

A median opening has been provided for emergency vehicles in front of the St. George Fire Department. This will be an unenforceable restriction as the lack of median openings will ensure the use of this opening by non-emergency vehicles.

It appeared that the J Turns were equipped to handle larger vehicles such as School Busses, Fire Trucks and 18-wheelers. However vehicles of this size will block traffic in both lanes as they turn. It is my under standing that it is significantly easier for vehicles of this size to make a standard 90 degree turn on to the desired neighborhood street

rather than to make a J turn to reverse direction and then make a right turn on the desired neighborhood street.

The plan provides no median opening to access the Circle K on the south side of Perkins. The Circle K is a very highly trafficked place along Perkins. The lack of a left hand turn at the Circle K is going to cause an increase of traffic moving through the Partial Median Openings as commuters double back unnecessarily. There is already an issue of cars traveling the wrong way along Michel Delving Road because there is not an opening at the median on Michel Delving. This illegal activity was even caught in the aerial photographs used on the display boards.

One of the consultants at the meeting brought up taking the neighborhood roads to the Briar Hollow intersection on Siegen as an alternate route to Perkins. This is not an acceptable alternative for everyday use as there is a single street crossing at Stafford Ave to access this route. If half the commuters choose this route, that means approximately 40 vehicles every 15 minutes driving along Stafford Ave to proceed to the Briar Hollow intersection, in addition to the residents of that area. The traffic along Neil Ave is already an issue for pedestrians and cyclists attempting to navigate this residential area. In the afternoon when the sun is setting, commuters are returning home, and residents are walking or riding bikes to Highland Road Park, the increased traffic is going to cause accidents and injuries.

As proposed, the lack of median openings will undoubtedly increase the amount of traffic on the neighborhood streets as residents attempt to find a way to exit the neighborhood along alternate routes. From my residence, I expect I would have to travel through the neighborhood in order to get in the queue for the J-Turn near Southland Ct. Increasing traffic on neighborhood streets is not a safer alternative.

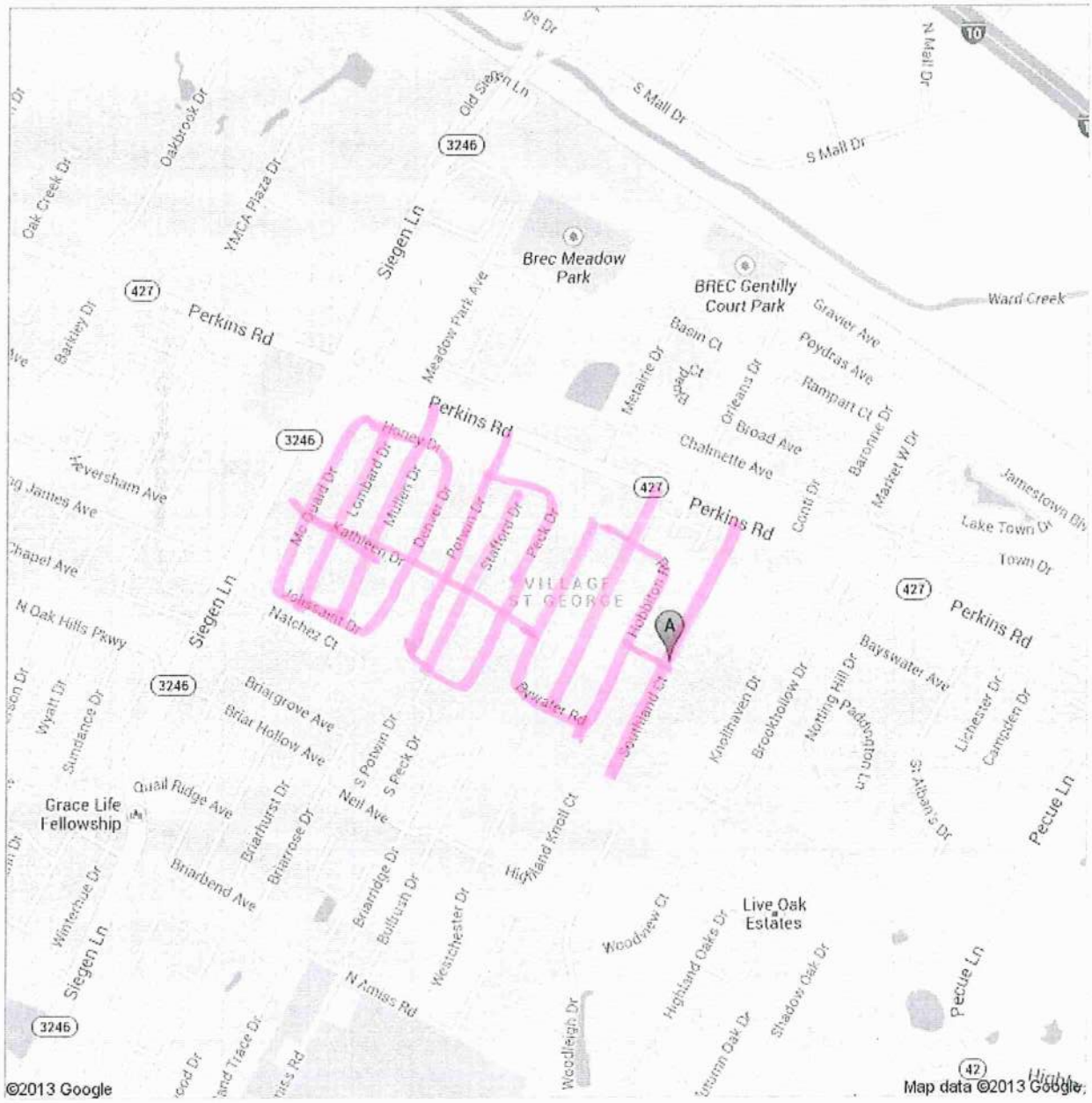
Proposed Solutions

Perkins Road from the Acadian Intersection all the way to Siegen Lane (approximately 6 miles) is 5 lanes. It does not make to sense to change the layout of Perkins road for the final 3 miles of the road way. With 5 lanes, traffic from neighborhoods is not restricted to a single turn around. Each neighborhood has full access to the exit roadways onto Perkins in either direction which will reduce traffic on the neighborhood streets.

As an alternative, if 4 lanes with medians is non-negotiable, then there will need to be Full Median Openings at every intersecting street to allow for left turns onto neighborhood streets and from these streets onto Perkins Road.

Google

Address **Southland Ct**
Baton Rouge, LA 70810



D97

Proposed Widening of
Perkins Road (LA 427) Segment1
Siegen Lane to Just East of Pecue Lane

Wednesday, October 2, 2013

Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801
City Project #12-CS-HC-0015
State Project #H.004101

OCT 08 2013

From: Mr. and Mrs. Gregory M. Gora October 4, 2013
13736 Earl's Court, Baton Rouge, LA 70810

1. All three suggested road modifications will cause difficulties for the St. George Fire Department in responding to fires and emergency calls. The intersection by the fire station should be clear allowing the fire trucks and other emergency vehicles to move either in our out of the station without having to maneuver around obstructive mediums. I would further suggest that a signal light be installed to stop all traffic in the area when an emergency vehicle is leaving or entering the station. Seconds are critical for these first responders to get to the calls.
2. I do not understand why it is thought that taking up 16 or 30 feet to install a median is a good idea. The Perkins Roadway just the other side of Siegen does not have a dividing median and it goes for many miles through town without a median. It makes no sense.
3. The median will force drivers to drive a considerable distance to then make a U-turn and get back to the point they originally were. This wastes fuel and will frustrate drivers.
4. At areas where U-turns are made the designer has carved out area to allow for the extra space a school bus or truck would use to make the turn. This would basically have to halt the traffic in one direction while the truck made the turn. None of us have ever seen a tractor trailer get caught trying to turn their big rig.
5. With the 16 or 30 foot median, there will be many places along the route where architectural pleasing fences and trees are going to be demolished to allow for a green strip of grass which must be maintained.
6. The above mentioned walls and trees were placed there to reduce the noise to the homes in the subdivision. The plan developed by the department will remove the noise abatement measures and bring the traffic sounds closer to the homes, thus resulting in diminished comfort and diminished home values.
7. On a little more of a procedural issue. No less than three times the staff at the "information meeting" answered my questions by "this is the new standard for roads". I believe that you have to inform your staff that the people asking the questions are the citizens who really control the way the country works.

10/04/2013 10/4/13

Gregory M. Gora Kathleen A. Gora

13736 Earl's Court, Baton Rouge, LA 70810 October 4, 2013

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

Comments received within ten calendar days following the meeting (October 12, 2013) will become part of the transcript of the meeting. Comments received after these ten days are still considered in the development of this project but will not be included in the meeting's transcript. Comments should be mailed to the following address:

Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

It seems fruitless without going all of the way to Highland. Moving the existing wall in Kensington will be very expensive to replace. It appears the opposite side would be more feasible area to go in to widen. Also considering the proposed roadway on the side of Ziegler music from the mall to Perkins is going to increase traffic heavily, which intensifies the need to extend the road all the way to highland Rd. Lastly traffic lights will definitely be needed for Kensington and St. James subdivision which are opposite from each other.

(translation of recorded comment from public meeting)

Name: Gale Landry _____Date:___10/2/2013__

Address: 1648 St. Albans, Kensington Subdivision on Perkins Rd_____

OPEN HOUSE
PUBLIC INFORMATION MEETING

PROPOSED WIDENING OF
PERKINS ROAD (LA 427) SEGMENT 1
SIEGEN LANE TO JUST EAST OF PECUE LANE
ENVIRONMENTAL ASSESSMENT STUDY

Wednesday, October 2, 2013

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Mail to: Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Please consider the following comments (such as right-of-way concerns, traffic, or pedestrian issues):

PLEASE Consider the attached letter.

Name: Ron Chenevert Date: 1/31/2014

Address: 13353 Perkins Rd
Baton Rouge LA 70810

Louisiana Dept. of Transportation and Development / Stantec Consulting

We are appreciative of the opportunity the Louisiana Department of Transportation and Development and Stantec Consulting have afforded to the public to participate in the environmental assessment process in regards to the widening of Perkins Rd. (La. 427) between Siegen Lane and approximately 1000 feet east of Pecue Lane.

We agree with St. George Fire Protection District #2 that the use of paired U-turns or J-turn lanes and lack of direct entrances and exits from residential subdivisions will hinder the St. George Fire Protection District #2 and EBRP-EMS from providing needed emergency services in accordance to the high standards by which they operate.

In addition to the particular goods and services a small business owner offers to the public there is also the aspect of "service and convenience" as part of their business model. They will indeed suffer and the probability exists that said businesses would not be able to maintain profitability. The lack of left hand entrances and exits to a business lowers the convenience aspect that a business must offer to compete.

We realize that no design plan can offer unlimited access points and that this may require several adjacent property owners to work together to share a common left hand entrance and left hand exit.

Perhaps a center lane 16 to 20 feet in width would be sufficient to offer certain points where left hand entrances and exits to business could be maintained. These left entrances and exits are necessary to keep a business viable.

It also seems reasonable that the necessary right of way should be split 50-50 from north and south sides of Perkins Road wherever possible. The idea of shared sacrifice generally appeals to all.

Based on the observation of viability of existing business and fairness in shared sacrifice, we respectfully request a waiver be sought to allow a different design standard on this stretch of highway.

Respectfully submitted

Lien NGuyen 13510 perkin Rd BR. owner

Lien NGuyen 13520 perkins Rd BR. owner

Ron Chenevert Chenevert Home 13353 Perkins Rd owner

Casual Creations

Nancy Bucy 13203 Perkins Rd OWNER

Thomas Lanham

1332 Perkins Rd owner

Lola White 13626 Perkins Rd Owner

13434 Perkins Rd Catering Cajun LM

Fonnie C. Gradney 13726 Perkins Rd. Belles + Beaus Children's Hair Salon owner

LAWRENCE DESIGN SERVICE
13687 PERKINS RD.

LOGISTICS MANAGEMENT RESOURCES INC
13853 PERKINS RD BATON ROUGE LA

PERKINS PLAZA CENTER OWNER

Perkins Plaza Center includes 13213, 13219, 13225, 13231, 13241,

13247, 13253, 13257 & 13265 Perkins Road

Ken Kenelly / State Farm, 13234 Perkins Rd

Jeri Gomez / A Lil One's / 13943 Perkins Rd.

Chad Fontenot / Sambalaya Shoppe / 13241 Perkins Rd.

M.L. Kippy Sumrall / WELCOME HOST / 13953 Perkins Rd.

Responses to Public Meeting Comments:

There were two public meetings held for the Perkins Road project. The public meetings were held at the St. George Church and School, 7808 St. George Drive, Baton Rouge, LA on October 2nd, 2013 at 5:00 pm and on December 17, 2014 at 4:00 pm. The second public meeting was held after the logical terminus was extended from east of Pecue Lane to the Highland Road intersection. A public hearing was held at the same location on September 16, 2015 after FHWA approved the Environmental Assessment for public distribution. A summary of the comment ("C") received at the public hearing and the response ("R"), where warranted, follows:

Public Hearing: September 16, 2015

C. Page D17 – written comment Eldon Ledoux dated 9/16/15

R. Mr. Ledoux is concerned about the j-turn concept throughout the project because fire, police and EMS are unable to turn both right and left at every intersection. On Perkins Road between Siegen Lane and Highland Road the subdivision entrances north and south of Perkins Road do not often line up. Providing left turn lanes for every entrance would often cause overlaps in the turn lanes. The existing traffic volumes at the subdivision entrances do not meet the traffic signal warrant that would allow us to install full median openings (allowing lefts in and out). The access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM. The proposed concept meets DOTD's requirements and should provide adequate access for emergency vehicles.

C. Page D18 – written comment Dwayne Honore' dated 9/16/15

R. Mr. Honore' would prefer his driveway stub directly into the bulb-out located on his property in order to use the left turn lane provided for the bulb-out to turn into his home. This would save him approximately a half mile round trip each time he is traveling westbound on Perkins and turning left into his home. As plans progress, consideration will be given to Mr. Honore's request if a safe driveway configuration can be determined.

C. Page D19 – written comment Melvin Nelson dated 9/16/15

R. Mr. Nelson prefers the lowest cost and smallest median offered in Alternative 1a but would be satisfied with Alternative 2b as well. This comment is considered positive for the preferred Alternative 2b.

C. Page D20 – written comment Therese Demony dated 9/16/15

R. Ms. Demony prefers Alternative 1a because it will have less of an impact on homeowners along Perkins Rd, and it will preserve her neighbor's pool. She feels the wider median sections of Alternative 2b and 3 are not necessary for safety because there are few homes with pedestrians that front Perkins Road. The wider median has more than just pedestrian safety advantages. A wider median reduces the potential for crashes (especially head-on collisions) by further separating opposing traffic and reducing headlight glare. Driver comfort is increased by reducing the view and influence of opposing traffic, and a wider median provides a larger recovery area for out of control vehicles. Sight distance at intersections

and bulb outs is also increased as opposing left turns can be offset further. In addition to its safety benefits, a wider median provides the flexibility to add future turn lanes for a relatively small increase in right-of-way impacts.

C. Page D21 – written comment Gilles Morin dated 9/16/15

R. Mr. Morin would prefer a sidewalk offset 5 to 6 feet from the back of curb. The design is such that a 5' sidewalk offset 4' from the back of curb will be provided where possible depending on right-of-way constraints. When constrained, a 6' sidewalk adjacent to the back of the curb, allowable by State and City Design Guidelines, will be used to conserve right-of-way.

Mr. Morin also suggests that the shared lanes at 45 mph are not safe for bicyclists, and a wider travel lane will encourage drivers to speed. According to the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (2012), Chapter 4.3.1 "Shared Lanes on Major Roadways", "lane widths that are 14' or greater allow motorists to pass bicyclists without encroaching into the adjacent lane." "On sections of roadway where bicyclists may need more maneuvering space, the outside lane may be marked at 15' wide." We have provided 14.5 feet.

C. Page D22 – comment transcribed from voice recorder, no name, recorded on 9/16/15

R. Commenter would prefer a sidewalk offset 5 to 6 feet from the back of curb. The design is such that a 5' sidewalk offset 4' from the back of curb will be provided where possible depending on right-of-way constraints. When constrained, a 6' sidewalk adjacent to the back of the curb will be used to conserve right-of-way.

Commenter also suggests that the shared lanes at 45 mph are not safe for bicyclists, and a wider travel lane will encourage drivers to speed. According to the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (2012), Chapter 4.3.1 "Shared Lanes on Major Roadways", "lane widths that are 14' or greater allow motorists to pass bicyclists without encroaching into the adjacent lane. On sections of roadway where bicyclists may need more maneuvering space, the outside lane may be marked at 15' wide." We have provided 14.5 feet.

C. Page D23 – written comment Terry Hodges dated 9/16/15

R. Mr. Hodges suggests that stubbing his business's driveway into the bulb-out is a potential safety issue and creates an unnecessary conflict point with drivers using the left turn lane of the bulb-out. The potential for accidents at each driveway stubbing into a bulb-out will be evaluated on a case-by-case basis as preliminary and final plans progress.

Mr. Hodges would also like the location of the bulb-out moved into the next lot to the east. Consideration will be given to this request as plans progress; however, the potential bulb out location shown on the public hearing exhibits is on one of the few undeveloped lots along the Perkins Road corridor, and the bulb-out location meets DOTD's spacing guidelines.

C. Page D24 – written comment Charlotte Tammami dated 9/16/15

R. Comment requests that Alternative 3 not be considered because it will diminish the value of residential properties. This comment has been noted in the EA, but no immediate action is required since Alternative 3 is not the preferred alternative.

C. Page D25 – letter with comments Gerald K. Johnson dated 9/23/15

R. Mr. Johnson is concerned about both his tenants' safety and the potential noise level created by the proximity of the roadway to his townhomes. The physical location of the townhomes properties are approximately 20' outside of the 22' clear zone, a horizontal distance from the travel lane that is kept clear of obstructions as it is the most likely extent of a vehicle's path outside of the roadway. A noise study along the corridor was also performed to predict the increase in noise levels from the proposed roadway, and no significant increase was found in this area. Appraisers will consider the proximity of the buildings, in accordance with their standards of practice, when assessing the property for right of way acquisition.

C. Page D26 – letter with comments Gerard C. Tarleton dated 9/15/15

R. Mr. Tarleton is concerned about the j-turn concept throughout the project because fire, police and EMS are unable to turn both right and left at every intersection. On Perkins Road between Siegen Lane and Highland Road the subdivision entrances north and south of Perkins Road do not often line up. Providing left turn lanes for every entrance would often cause overlaps in the turn lanes. The existing traffic volumes at the subdivision entrances do not meet the traffic signal warrant that would allow us to install full median openings (allowing lefts in and out). The access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM. The proposed concept meets DOTD's requirements and should provide adequate access for emergency vehicles.

C. Page D27 – written comment Isaac L. Hanks dated 9/25/15

R. Mr. Hanks would like the bulb-out in his property removed as it would be a major impact to his home and only service the volume of three residential properties near Pecue Lane. Performance Contractors will either access Pecue Lane directly or use the bulb-out east of Pecue Lane to go eastbound on Perkins Road. The necessity of this bulb-out will continue to be considered as plans progress. The roadway is widened significantly in the area near his property in each alternative because of the need for additional lanes along Perkins Road at the Pecue Lane intersection. The geometry is designed to gradually introduce this widening in accordance with State highway design standards.

C. Page D28 – written comment Ron Chenevert dated 9/25/15

R. Mr. Chenevert supports the preferred Alternative 2b. No immediate action is required.

C. Page D29 – written comment Chris A. Town dated 9/23/15

R. Mr. Town is concerned about the proximity of the roadway to Performance Contractors, Inc. building near the Pecue Lane intersection. The height of the Performance building creates a skewed

optical effect in the aerial images presented at the public hearing. The building foundation is not visible, and the skew of the top of building makes the roadway appear to be much closer than it really is. According to the topographic survey, the base of the Performance building is approximately 41 feet from the edge of the roadway, whereas in the aerial it appears to be approximately 20 feet. This 41 feet is 19 feet outside of the required 22' clear zone, a horizontal distance from the travel lane that is kept clear of obstructions as it is the most likely extent of a vehicle's path outside of the roadway. Appraisers will consider the proximity of the building, in accordance with their standards of practice, when assessing the property for right of way acquisition.

Public Meeting: December 17, 2014

C. Page D44 – written comment J. Hunter Cazas dated 12/29/14

R. Consideration was given to Mr. Cazas comment and the benefits to commercial areas were noted. Since the public meeting, Alternative 2B was further refined to lessen impacts to six commercial properties north of Sta. 133+00 to Sta. 146+00 by holding the 16' median and adjusting the alignment. See Section 2.3.5 for additional information on the refinement of the alternatives.

C. Page D45 – email from Susan Fireside dated 12/28/14

R. Consideration was given to Ms. Fireside's comment. Her preferred alternative was Alternative 3 because it had the least impact to her business and provided the "best plan for aesthetics". Since the public meeting, Alternative 1A and 2B were further refined to lessen impacts to six commercial properties north of Sta. 133+00 to Sta. 146+00, including Fireside Antiques. The alignments were refined by shifting further south to provide similar impacts as Alternative 3 on the businesses on the north side. See Section 2.3.5 for additional information on the refinement of the alternatives. Ms. Fireside also expressed concern that the turn lanes being proposed do not give "security access to police, ambulances and fire trucks for our businesses and the neighborhoods around us". In response to this concern, the access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM. The proposed concept meets DOTD's requirements and should provide adequate access for emergency vehicles.

C. Page D46 – written comment Rick Bucy dated 12/29/14

R. Mr. Bucy prefers Alternative 2B and would like consideration of a full median opening at Meadowpark Avenue and Perkins Road allowing both left and right turns out of Meadowpark. The proposed alternatives currently include a left turn into Meadowpark Ave. as exists today, but disallow left turns out because of the close proximity to the u-turn for westbound traffic near Sta. 108+00. DOTD requires existing traffic to meet a signal warrant 1A in order for a full median opening to be provided. A warrant analysis was performed for this intersection, but the intersection does not meet the warrant. For this reason, and due to safety concerns about the left turn out of Meadowpark Ave. being located so close to the u-turn, a full access median opening or left turn out only were eliminated from consideration at this intersection.

C. Page D47 – written comment Nancy Bucy dated 12/28/14

R. Ms. Bucy prefers Alternative 2B and would like consideration of a full median opening at Meadowpark Avenue and Perkins Road allowing both left and right turns out of Meadowpark. The proposed alternatives currently include a left turn into Meadowpark Ave. as exists today, but disallow left turns out because of the close proximity to the u-turn for westbound traffic near Sta. 108+00. DOTD requires existing traffic to meet a signal warrant 1A in order for a full median opening to be provided. A warrant analysis was performed for this intersection, but the intersection does not meet the warrant. For this reason, and due to safety concerns about the left turn out of Meadowpark Ave. being located so close to the u-turn, a full access median opening or left turn out only were eliminated from consideration at this intersection.

C. Page D48 – written comment Agnes Smith dated 12/26/14

R. Ms. Smith prefers Alternative 3 since all the options will impact her home, but Alternative 3 actually takes her home. She is concerned about traffic noise and vibrations from heavy trucks. A noise analysis was performed for the entire length of the project and noise mitigation was recommended for Alternatives 2B and 3 in the form of replacing the existing subdivision wall. Heavy trucks will likely be passing closer to her home; however, we do not expect additional vibrations due to heavy vehicles.

C. Page D49- written comment Ron Chenevert dated 12/23/14

R. Mr. Chenevert prefers Alternative 2B because this alternative takes 16' for the median and is centered on the existing Perkins Road. He also says Alternative 2B "seems most fair as it takes less land and it takes land equally from the north and the south side of Perkins Road". This comment has been considered favorable toward Alternative 2B in the analysis of public opinion.

C. Page D50 – written comment Lela White dated 12/18/14

R. Ms. White is ready for the project to begin and she prefers Alternative 1A over the other alternatives stating that proposal 2 & 3 have too wide of a median. She also states that she would be in favor of splitting the project into two phases, first Siegen to Pecue and then Pecue to Highland Road. She also states that there do not appear to be enough turning lanes and that the firestation near her business may have trouble maneuvering. In response to her comments, both Alternative 1A and 2B have a 16' median at the address given (13626 Perkins Rd), but Alternative 1A is shifted north at this point in the alignment. In response to her concern about the number of turn lanes, the access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM. The proposed concept meets DOTD's requirements and should provide adequate access for emergency vehicles. Meetings have been held with St. George Fire Department and an emergency vehicle only, left-turn out of the firestation has been provided in each alternative.

C. Page D51 – letter with comments Kevin Schmit dated 12/18/14

R. The Pecue Lane interchange has been included in the traffic projections used to design the proposed alternatives for this project. The study of alternatives for Highland Road is being performed on the I-10 Interchange project. Improvements to Highland will not be incorporated into this EA. Mr. Schmit states that there "may be little advantage to widening the road from Pecue to Highland",

however, traffic projections provided by the MPO show that 4-lanes are needed on Perkins Road all the way to Highland in the project's design year. Mr. Schmit also asks a question concerning the sewer system for businesses on the north side of Perkins between Old Perkins and La Crete. He says that the businesses in this stretch are on individual septic systems. This comment is generally unrelated to the project, but if the septic systems outfall to the roadside ditch then these will need to be picked up in a gravity sewer system if/when subsurface drainage systems are added along Perkins Road. This sewer work may need to be added to the Perkins Road project.

C. Page D53 – letter with comments Paul Bilello dated 12/16/14

R. Items 1-4 and 6 listed in Mr. Bilello's letter make suggestions for traffic improvements in other areas around Baton Rouge and are not applicable to the Perkins Road project. Comment no. 5 states that widening Perkins will not solve any problems if the backups at the Highland Road exit are not resolved. The study of alternatives for Highland Road is being performed on the I-10 Interchange project. Improvements to Highland will not be incorporated into this EA.

C. Page D54 – written comment Sam Bongiouran dated 12/17/14

R. Comments concern Wards Creek and backups occurring in neighborhoods, St. George field, and the bike path along Ward Creek. The comment states that Wards Creek needs to be cleaned out to prevent these backups. Wards Creek is the ultimate outfall for Perkins Road drainage today and the proposed drainage systems installed on the Perkins Road project will also drain there. The existing drainage patterns will be maintained and no additional areas will outfall to Wards Creek as a result of this project. Cleaning out Wards Creek is outside the project boundary and beyond the scope of the current project.

C. Page D55 – written comment Carolyn Webber dated 12/17/14

R. Ms. Webber prefers Alternative 1 and is ready for this project to be implemented. She asks when traffic counts were last taken on Perkins Road during peak hours. Peak hour traffic was collected in the winter of 2013 along Perkins Road. Ms. Webber's comments have been considered favorable toward Alternative 1A in the analysis of public opinion.

C. Page D56 – written comment MES dated 12/17/14

R. Positive comments concerning the proposed alternatives. Comment approves of the additional u-turn locations, encourages the City to "stay the course" and not allow traffic signals that "prevent traffic from flowing". This comment is a positive comment for access management.

C. Page D57 – written comment Ken Dedeaux dated 12/17/14

R. Mr. Dedeaux is concerned about the proximity of the proposed roadway to the homes in the Jamestown Park subdivision. He states that the edge of the roadway will be approximately 10 feet from the subdivision fence. His comment states that reduction of the 30' median would help with his concerns about safety and noise. The Jamestown Park Subdivision is located 1200' west of Pecue Lane. A double eastbound left turn lane is proposed for each alternative at Pecue Lane to meet the traffic demand in the design year. The 30' median is required to develop this double left turn lane. In order to

fit this wide section, each alternative is centered on existing Perkins Road just west of Pecue Lane. The proposed alternatives do not require additional right of way on the north side of Perkins Road at this subdivision, but the homes are located close to the existing right of way. The proposed alternatives minimize impacts in this area and provide a divided roadway section that should minimize the potential for crashes. A noise analysis was performed for the entire length of the project and this neighborhood was not predicted to have an excessive increase in noise and no noise mitigation is proposed for this site.

C. Page D58 – written comment Sherie Johnson dated 12/17/14

R. Ms. Johnson is concerned that the proposed alternatives do not allow left turns from Meadowpark Avenue and she is concerned that businesses will relocate because customers will no longer have direct access. The proposed alternatives currently include a left turn into Meadowpark Ave. as exists today, but disallow left turns out because of the close proximity to the u-turn for westbound traffic near Sta. 108+00. DOTD requires existing traffic to meet a signal warrant 1A in order for a full median opening (allowing lefts in and out) to be provided. A warrant analysis was performed for this intersection, but the intersection does not meet the warrant. For this reason, and due to safety concerns about the left turn out of Meadowpark Ave. being located so close to the u-turn, a full access median opening or left turn out only were eliminated from consideration at this intersection.

C. Page D59 – written comment Eldon Ledoux (St. George Fire) dated 12/17/14

R. Mr. Ledoux is concerned about the j-turn concept throughout the project because fire, police and EMS are unable to turn both right and left at every intersection. On Perkins Road between Siegen Lane and Highland Road the subdivision entrances north and south of Perkins Road do not often line up. Providing left turn lanes for every entrance would often cause overlaps in the turn lanes. The existing traffic volumes at the subdivision entrances do not meet the traffic signal warrant that would allow us to install full median openings (allowing lefts in and out). The access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM. The proposed concept meets DOTD's requirements and should provide adequate access for emergency vehicles.

C. Page D60 – written comment Joe Territo dated 12/17/14

R. Mr. Territo represents the Pecue, Perkins, Highland HOA and requested a meeting with project representative to discuss the Perkins Road Project. A meeting was held between GLP Managers, Stantec and the HOA representative, as well as other stakeholders on April 29, 2014. His comments requested an eastbound right turn lane to Pecue Lane; however, traffic analyses do not show that a right turn lane is required to meet capacity in the design year. His comments also expressed concern about the drainage near and east of the Perkins/Pecue intersection. The area east of Perkins is naturally low. The proposed project would install a new subsurface drainage system instead of open ditches; however, the low lying areas are still going to pond during heavy rains. The subsurface system will be sized to provide adequate capacity to drain a 10 year storm. Comments also said the HOA preferred a 16' median along Perkins Road with a 30' median near major intersections. This concept agrees with Alternative 1A.

C. Page D61 – written comment Gerald Johnson dated 12/17/14

R. Mr. Johnson owns 14 condominiums on the south side of Perkins Road. He prefers Alternative 1A because the "smaller roadway" leaves him with more frontage. Both Alternative 1A and 2B are the same width at the location of his property, but Alternative 1A's alignment is shifted to the north in this area which leaves more frontage on the south side.

C. Page D62 – written comment Dan Hebert dated 12/17/14

R. The comment seems to indicate that Mr. Hebert prefers the roundabout option at Jamestown Boulevard. Perkins Road at Jamestown Boulevard would operate equally well as a STOP-controlled partial median opening, a signalized full median opening, or a roundabout. Since this intersection does not currently meet traffic requirements for a full median opening, the unsignalized option using a partial median opening has been proposed in each alternative. The roundabout option has a larger footprint and would cause additional impacts to the Jamestown and Kensington Place entrances.

C. Page D63 – written comment Bill Dimattia dated 12/17/14

R. Comment would like the Pecue-Perkins intersection to be addressed first. This intersection has recently been improved and additional improvements are recommended in the proposed alternatives. Double eastbound lefts are provided on Perkins Road, a northbound through/right turn lane is added, additional southbound left turn storage, and a westbound right and left turn lane are added. These turn lane improvements are in addition to the second east and westbound through lanes and medians on Perkins Road add capacity to this intersection.

C. Page D64 – written comment Luke Chasuk dated 12/17/14

R. Comment states that he prefers roundabout alternatives at intersections. Based on the results of the SIDRA analyses, a roundabout is a feasible option at Jamestown Boulevard, Pecue Lane, and potentially Highland Road (depending on the improvements recommended on the I-10 ramp project). However, roundabouts have a larger footprint and would cause additional impacts to properties surrounding these intersections. For this reason, roundabouts are not being shown in the proposed alternatives.

C. Page D65 – written comment Bill Gibson dated 12/17/14

R. Comment states that the lack of a center two-way-left-turn-lane will cause inconvenience for all residents trying to get in and out of their neighborhoods. Also, comments that "conflicts" associated with u-turns also cause accidents. Introduction of a median reduces the number of conflict points in comparison to a 5-lane section and the u-turn openings provided will allow refuge for the vehicle as they wait for a gap in oncoming traffic. DOTD's design standards will no longer allow 5-lane sections to be built in the State without a design exception from the Chief Engineer. This design standard change is due to high accident rates for 5-lane sections. The divided roadway section provided in this project's alternatives is DOTD's preferred section for a multi-lane facility. The access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM.

Public Meeting: October 2, 2013

C. Page D81 – written comment Terry Hodges dated 10/2/13

R. Mr. Hodges owns a business at 13853 Perkins Road. He intends to expand his business on the open lot (left of Sta. 138+00 to 140+00). He comments that 50-60 employees will need to turn left out of the lot on this property east on Perkins Road. He also comments that there is a 400 year old registered oak tree on the property. The environmental study did not concur with the registered oak tree. The proposed access management concept for the project would require vehicles wanting to take a left out of this property to make a right and u-turn back east. There is a u-turn located a ¼ of a mile west of the property with left turn lane storage. Stantec has consulted with DOTD and they will allow driveway access at bulb out locations should the property be developed in the future.

C. Page D82 – written comment Dane Torres dated 10/2/13

R. Ms. Torres lives at 13940 Perkins Road. She prefers Option 1 as it will not impact her property as much as the other options. She is also concerned about not being able to make a left out of her driveway. The proposed alternatives have a u-turn location ¼ mile east of her driveway, meeting DOTD's EDSM requirements. The alternatives have been refined since this meeting in October 2013 to shift as far south, but no further than Alternative 3, in this area to minimize impacts to 6 businesses on the north side of Perkins Road. Ms. Torres' residence at this address appears to be 382' south of the centerline of existing Perkins Road. There are two residences closer to Perkins (approx. 150' from existing Perkins centerline) that may also be located on her property that would be more affected than the home that sits further back. Relative to other residences along Perkins Road, these houses sit further back and should have lesser impact due to the proximity of the new road.

C. Page D83 – written comment Carl & Suzanne Crain dated 10/2/13

R. The comment states that they would prefer a 5-lane alternative rather than a median and that the j-turns will create back-ups in the left turn lanes. They also have a concern that the u-turns will be difficult with their RV. The access management concept proposed has been shown to provide more throughput for the lanes on the mainline. The proposed alternatives provide a u-turn 800' east of Michel Delving Road and the bulb out provided at this location is adequate for a WB-67 truck. This bulb out should work for the vehicle mentioned in the comment. DOTD's design standards will no longer allow 5-lane sections to be built in the State without a design exception from the Chief Engineer due to high accident rates for 5-lane sections. The divided roadway section provided in this project's alternatives is DOTD's preferred section for a multi-lane facility.

C. Page D84 – written comment no name dated 10/2/13

R. On all three proposed options the commenter would like to allow non-emergence vehicles to use the median opening shown for the St. George firestation. The comment suggests adding a warning light or signal that would alert drivers of an emergency vehicle. The proposed alternatives provide a u-turn for each direction within 300' of the St. George firestation opening. St. George agreed to a directional (left-out only) opening to prevent vehicles from turning around in their designated opening during emergencies. No turn lane is provided at this directional opening to discourage non-emergency

vehicles from using it as a u-turn. Fire truck signs with flashing beacons are included in the project to warn vehicles about an approaching emergency vehicle. The u-turn openings provided are spaced at the ¼ mile as recommended by the DOTD's median opening EDSM.

C. Page D85 – written comment Cherie Schofield dated 10/2/13

R. Commented that if the no-build option is chosen we should close deep ditches and extend the eastbound lane that ends before Mullins. These comments would by nature require construction on the project and the option would no longer be considered a "no-build" option.

For all build alternatives Ms. Schofield comments that cars should be allowed to use the firestation median opening, and that the Circle K (near Sta. 129+00 right) should only be allowed one driveway. The proposed alternatives provide a u-turn for each direction within 300' of the St. George firestation opening. St. George agreed to a directional (left-out only) opening to prevent vehicles from turning around in their designated opening during emergencies. No turn lane is provided at this directional opening to discourage non-emergency vehicles from using it as a u-turn. Fire truck signs with flashing beacons are included in the project to warn vehicles about an approaching emergency vehicle. The u-turn openings provided are spaced at the ¼ mile as recommended by the DOTD's median opening EDSM. Circle K currently has two permitted driveways and the project will likely replace these driveways in kind.

C. Page D86 – written comment Eldon Ledoux dated 10/2/13

R. Mr. Ledoux is the public information officer for the St. George Fire Department. He is concerned because the proposed alternatives do not allow fire, police and EMS to turn both right and left at every intersection. On Perkins Road between Siegen Lane and Highland Road the subdivision entrances north and south of Perkins Road do not often line up. Providing left turn lanes for every entrance would often cause overlaps in the turn lanes. The existing traffic volumes at the subdivision entrances do not meet the traffic signal warrant that would allow us to install full median openings (allowing lefts in and out). The access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM. The proposed concept meets DOTD's requirements and should provide adequate access for emergency vehicles. This roadway section will be very similar to the 4-lane divided section recently constructed on Siegen Lane from Perkins Road to Highland Road.

C. Page D88 – letter from Gerald C. Tarleton, Fire Chief, St. George Fire Protection District dated 10/7/13

R. As a provider of fire protection and first-response medical attention, the letter comments negatively about all three alternatives because they would like their emergency vehicles to turn both left and right at every intersection. The department is concerned that the provision of u-turns instead of direct access to and from each subdivision will "interfere with our mission of delivering emergency response services in the most timely and efficient matter practical". The letter requests that a design waiver be allowed on this project to use a 5-lane section or to allow openings at each subdivision entrance. On Perkins Road between Siegen Lane and Highland Road the subdivision entrances north and south of Perkins Road do not often line up. Providing left turn lanes for every entrance would often cause overlaps in the turn lanes. The existing traffic volumes at the subdivision entrances do not meet

the traffic signal warrant that would allow us to install full median openings (allowing lefts in and out). The access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM. The proposed concept meets DOTD's requirements and should provide adequate access for emergency vehicles. This roadway section will be very similar to the 4-lane divided section recently constructed on Siegen Lane from Perkins Road to Highland Road.

The design team met with St. George and compromised on the median opening at the firestation. The following items were added as a result of this meeting: a directional (left-out only) opening to prevent vehicles from turning around in their designated opening during emergencies, no turn lane is provided at this directional opening to discourage non-emergency vehicles from using it as a u-turn, fire truck signs with flashing beacons are included in the project to warn vehicles about an approaching emergency vehicle, and the previously proposed mountable curb across the firestation's opening has been removed at St. George's request. St. George also provided their maximum length fire truck and this design vehicle was tested at the u-turn bulb outs to insure they were adequately sized.

C. Page D89 – written comment Agnes Smith dated 10/10/13

R. Ms. Smith lives at 1652 Ruelle De Grace Drive, the first house near Perkins Road. She comments that in spite of the fact that her property will be adversely impacted she thinks Perkins Road needs to be widened from Siegen all the way to Highland Road. She prefers Alternative 3 because it provides the property needed for the project and most likely takes her house. The other alternatives concern her because of noise, decreased value of her property and how close her house would be to the street. A noise analysis was performed for the entire length of the project and noise mitigation was recommended for Alternatives 2B and 3 in the form of replacing the existing subdivision wall. During the design phase, efforts will be made, wherever possible, to minimizing the right-of-way taking where impacts to developed properties could be substantially reduced.

C. Page D90 – written comment Ruth Gonzales dated 10/7/13

R. Ms. Gonzalez lives at 1632 Ruelle de Grace Drive and she is concerned about how the "value and attractiveness" of the subdivision will be impacted by the project. She says that two $400,000 homes and a $50,000 brick fence will be impacted. She would prefer is changes were made to the north side of Perkins Road instead of impacting Ruelle de Grace to the south. The development of an assisted living facility has been approved for the property on the north side of Perkins Road. The widened section of Perkins Road through an area which is highly developed will have impacts on one or both sides of the road. During the design phase, efforts will be made, wherever possible, to minimizing the right-of-way taking where impacts to developed properties could be substantially reduced. Noise mitigation is recommended at Ruelle de Grace for both Alternatives 2B and 3.

C. Page D91 – written comment Deborah Simpson Nelson dated 10/10/13

R. Ms. Nelson lives on Ruelle de Grace Drive. Her preference would be for the road to shift to the north side where there is "nothing constructed yet". Of the options presented, she leans towards Alternative 1A which takes less property at the front of the subdivision than the other options. The development of an assisted living facility has been approved for the property on the north side of Perkins Road. The widened section of Perkins Road through an area which is highly developed will have

impacts on one or both sides of the road. During the design phase, efforts will be made, wherever possible, to minimizing the right-of-way taking where impacts to developed properties could be substantially reduced. Noise mitigation is recommended at Ruelle de Grace for both Alternatives 2B and 3.

C. Page D92 – written comment John Nelson dated 10/10/13

R. Mr. Nelson supports Alternative 1A stating that it would take "entrances to businesses rather than complete residences". Alternative 1A generally takes the least amount of right of way on either side of the road since it provides the narrowest median (16'). This comment was counted as a positive for Alternative 1A.

C. Pages D93 - D97 – written comment Elizabeth Dequeant

R. Response to comments concerning the intersection of Siegen and Perkins and the intersection of Perkins and Highland are as follows. All intersections within the project limits have been analyzed for the design year 2035 and the level of service has been determined. The improvements shown on the proposed alternatives are required in the design year to keep an acceptable level of service. Additional recommendations will be made for the Highland Road intersection as a part of the I-10/Highland Road interchange project.

Ms. Dequeant's comments approving of complete streets concepts on the project and recommending lighting at crosswalks and pavement markings for shared lanes, as well as, safe crossing locations for cyclists have been noted and will be considered during the design phase of the project.

Ms. Dequeant's comments question the number of median openings and the concept of partial median openings allowing turns in only one direction. At the time of the first public meeting DOTD's median opening EDSM required a partial median opening every half a mile in each direction. Prior to the second public meeting DOTD's policy had changed and median opening EDSM now requires a partial median opening every ¼ mile in each direction. The proposed alternatives now reflect this ¼ mile spacing which effectively doubled the number of u-turn locations. The u-turn locations were analyzed using peak hour traffic and reassigning traffic to the u-turns for those who are making a "right-to-make-a-left". The left turn storage lengths provided are adequate for the expected volumes in the design year (2035).

Ms. Dequesnt's comments recommend either a 5-lane section like the majority of Perkins Road or full median openings at every intersecting street. DOTD's design standards will no longer allow 5-lane sections to be built in the State without a design exception from the Chief Engineer. This design standard change is due to high accident rates for 5-lane sections. The divided roadway section provided in this project's alternatives is DOTD's preferred section for a multi-lane facility. Full median openings are only allowed if the existing traffic warrants a signalized intersection. On Perkins Road between Siegen Lane and Highland Road the subdivision entrances north and south of Perkins Road do not often line up. Providing left turn lanes and a full median opening for every entrance would often cause overlaps in the turn lanes. The existing traffic volumes at the subdivision entrances do not meet the traffic signal warrant that would allow us to install full median openings (allowing lefts in and out). The access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM. In response to her comment that "The ability for local

residents to use the road way cannot be reduced in pursuit of safety", introducing a median does reduce the number of conflict points, but it also increase the throughput on the major roadway. Limiting access points has been shown to increase mobility on major arterials like Perkins Road.

C. Page D98 – written comment Gregory and Kathleen Gora dated 10/4/13

R. Comment no. 1 concerns the St. George Fire Department left out only opening. Meetings have been held with the St. George Fire Department and they are in agreement with the left exit only opening at the firestation. The firestation wanted to restrict vehicles from using the emergency median opening if at all possible. Neither DOTD nor the firestation are in favor of traffic signals at the entrance/exit. Signals have not proven to effectively control traffic at an emergency entrance/exit.

Comment nos. 2-4 concern the access management concepts on the project with medians and u-turn openings. Their comments indicate that providing a 5-lane section without a "dividing median" like other parts of Perkins Road make more sense. DOTD's design standards will no longer allow 5-lane sections to be built in the State without a design exception from the Chief Engineer. This design standard change is due to high accident rates for 5-lane sections. The divided roadway section provided in this project's alternatives is DOTD's preferred section for a multi-lane facility. The access management concept proposed for the project provides turn lanes and u-turn locations every ¼ of a mile as required by the LADOTD EDSM.

Comment nos. 5-6 concern the wide median section and that there will be many places where aesthetically pleasing fences and trees will be demolished. The widened section of Perkins Road through an area which is highly developed will have impacts on one or both sides of the road. During the design phase, efforts will be made, wherever possible, to minimizing the right-of-way taking where impacts to developed properties could be substantially reduced. Noise mitigation is recommended from Brook hollow Drive to St. Albans with Alternatives 2A and 3 and from St. Albans to Pecue on the south side of the Perkins for every alternative. The mitigation recommended consists of replacing the existing subdivision wall.

Comment no. 7 concerns responses received from staff at the public meeting that "this is the new standard for roads". The designers are bound by contract to design facilities in accordance with the latest standards and specifications being used by the owner of the facility. LA 427 is a State Route and the roadway must be designed to State Standards.

C. Page D99 – written comment Gale Landry dated 10/2/13

R. The comments recommend extending the project to Highland Road. The extension of the widening to Highland has been added to the project since the first public meeting. She also comments that replacing the walls at Kensington Subdivision will be expensive. Preliminary cost estimates included in the EA include costs for replacing the walls at Kensington. Also comments that a traffic light will be needed at Kensington and Jamestown entrances that line up. In order to provide a full median opening or a traffic signal the intersection must meet a Type 1A warrant analysis with existing volumes. A signal is not warranted at this intersection with existing volumes.

C. Page D100 – written comments from multiple business owners dated 1/31/14 (after comment period)

R. These business owners are in agreement with the St. George Fire District that direct entrances and exits to and from the subdivisions are needed. In addition they have concerns that limiting left hand entrances and exits into businesses lowers the convenience that a business offers. They recommend that common access points for multiple businesses be considered. The access management concepts presented in the alternatives are in agreement with DOTD's access management policies. The number of median openings is consistent with DOTD's EDSM which provides an opening every ¼ mile in each direction.

The comments also recommend a 5-lane section with a 16' to 20' center lane, but DOTD's design standards will no longer allow 5-lane sections to be built in the State without a design exception from the Chief Engineer. This design standard change is due to high accident rates for 5-lane sections. The divided roadway section provided in this project's alternatives is DOTD's preferred section for a multi-lane facility and a design exception request would need to show significant safety improvement in order to be accepted. A waiver allowing a 5-lane section on this stretch of roadway is unlikely to be approved by DOTD.

APPENDIX E

Solicitation of Views

Solicitation of Views: October 14, 2014

Stantec

October 14, 2014
File: 201802358

Reference: Perkins Road (LA 427)
Siegen Lane to Highland Road
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish
Solicitation of Views

Dear Interested Party,

Stantec Consulting Services Inc. is conducting an environmental evaluation and engineering study for the City of Baton Rouge to assess the construction of capacity improvements to Perkins Road (LA 427). During the planning stages of this Environmental Assessment, we are soliciting the views of those federal, state and local public agencies, groups, individuals, or organizations by which special expertise or interest can assist Stantec in identifying possible impacts or concerns in the project area. A previous SOV was distributed in August 2013 that covered Perkins Road from Siegen Lane to Pecue Lane. The limits of the project have now been extended to include Perkins Road from Siegen Lane to Highland Road.

We request your review of the attached information and would like for you to provide your views and comments by Monday, November 17, 2014. Replies should be addressed to:

Ms. Cindy Hall
Stantec Consulting Services Inc.
500 Main Street
Baton Rouge, LA 70801
Or emailed to: cindy.hall@stantec.com

Please reference State Project No. H.004101 in your reply; your cooperation and assistance are appreciated.

Regards,

Stantec Consulting Services Inc.

Cindy M. Hall

Cindy M. Hall, P.E.
Associate/Assistant Highway Division Head
Phone: 225-765-7400
Fax: 225-765-7244
Cindy.hall@stantec.com

PRELIMINARY PROJECT DESCRIPTION

Preliminary Purpose and Need

Perkins Road between Siegen Lane and Highland Road is a highly traveled corridor in a densely populated area of south Baton Rouge. This section of Perkins Road is surrounded by roadways that have recently been improved to add capacity including Perkins Road west of Siegen Lane, Siegen Lane from Highland Road to I-10, Pecue Lane from Perkins Road to Airline Highway and Highland Road from I-10 to Airline Highway. Perkins Road also serves as an alternate route for I-10 during traffic incidents. The City of Baton Rouge and the Louisiana Department of Transportation and Development (LADOTD) have determined a need to increase capacity along Perkins Road between Siegen Lane and Highland Road. The purpose of the project is to accommodate the increase in traffic and improve travel efficiency along this corridor which is connected to recent capacity improvements. Therefore, the logical termini defined for this project are just west of Siegen Lane to the Highland Road intersection.

The proposed project is to widen Perkins Road (LA 427) between Siegen Lane (LA 3246) and Pecue Lane from an existing 2-lane roadway with open ditches to a 4-lane divided curb and gutter roadway with a raised median, sidewalk, and a closed drainage system. In addition to the improvements between Siegen Lane and Pecue Lane, the portion of Perkins between Pecue Lane and Highland Road (LA 42) is being studied to identify capacity and safety improvements, as well as potential impacts to the natural and human environment if improvements are continued to Highland Road.

Alternatives Currently Being Considered

A *Feasibility Study for Widening LA Hwy 427 – Perkins Road* was completed for LADOTD in October 2009. The final alternatives presented in the feasibility report included the No-Build Alternative and three build alternatives centered on the existing Perkins Road alignment. Alternative 1 widened Perkins from two lanes to four lanes with a 16 foot wide median from Siegen Lane to Highland Road. Alternative 2 widened Perkins from two lanes to four lanes with a 30 foot wide median from Siegen Lane to Highland Road and Alternative 3 widened Perkins from two to four lanes with a 16 foot wide median from Siegen Lane to Pecue Lane and transitioned back to the existing two-lane roadway just east of Pecue Lane. Intersection improvements were recommended at Siegen Lane, Pecue Lane and Highland Road in addition to the widening of Perkins Road for all three build alternatives.

The Environmental Assessment Study is currently underway. FHWA is the Lead Federal Agency for the Environmental Assessment. As with all NEPA Environmental Assessments, the no-build alternative is being considered. Traffic analyses have been run at each intersection using the existing lanes, timing and traffic volumes. A Traffic Study summarizes the specifics of the intersection analyses, but it is clear from the results that the intersections along Perkins Road, especially those at Siegen Lane, Pecue Lane, and Highland Road, are overburdened with most movements operating at a Level of Service E (LOS E). An LOS E is defined as unstable flow with frequent stops. The no-build alternative would not have any direct impacts to right of way, structures or utilities, but the increased traffic demand would impact the public if additional travel lanes are not provided.

Alternatives for Siegen Lane to Pecue Lane

The following potential alternatives between Siegen Lane and Pecue Lane were previously identified and selected for further study:

Alternative 1A – This alternative has a 16 foot wide median and the widening of Perkins Road is centered about existing Perkins Road until approximately 1000 feet east of Siegen Lane where the centerline of the alignment shifts to the north side of Perkins Road. The centerline of this alternative alignment generally runs along the northern edge of existing Perkins Road until approximately 1500 feet west of the Pecue Lane intersection (near St. Alban's Drive) where the alignment shifts back to the south to be centered on existing Perkins Road. The four-lane divided roadway then transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Alternative 2B - This alternative is centered on existing Perkins Road for the entire project length and transitions from a 16 foot wide median width in the commercial area near Siegen Lane to a 30 foot wide median just west of Conti Drive. The four-lane divided roadway then transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Alternative 3 - This alternative has a 30 foot wide median and the widening of Perkins Road is centered about existing Perkins Road until just east of Orleans Drive where the centerline of the alignment shifts to the south side of Perkins Road. The centerline of this alternative alignment generally runs along the southern edge of existing Perkins Road until approximately 1000 feet west of the Pecue Lane Intersection (west of St. Alban's Drive) where the alignment shifts back to the north to be centered on existing Perkins Road. The four-lane divided roadway then

transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Alternatives for Pecue Lane to Highland Road

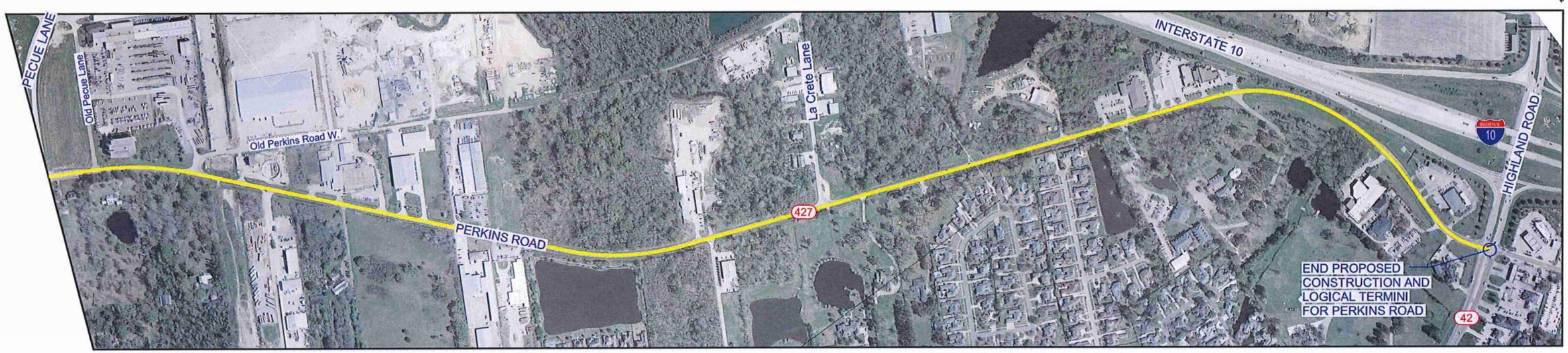
Potential alternatives between Pecue Lane and Highland Road are currently under development for Perkins Road between Pecue Lane and Highland Road. These alternatives may include the extensions of the 4-lane alternatives (1, 2 and 3) just described, or may consist of intersection improvements along Perkins Road that will meet the traffic demand in the design year.

Design Considerations

Each of the build alternatives being considered will be designed to LADOTD's criteria for urban arterials using a 45 mph design speed. The attached exhibit shows the logical termini of the proposed Perkins Road construction. In addition to the widening of Perkins Road, intersection improvements, median openings, turn lanes, and sidewalks will all be considered. When studying the alternatives, consideration will be given, but not limited, to land use, improvements on properties along Perkins Road, utilities, safety, previous studies, public input, right of way, and traffic and environmental analyses. The environmental analyses include wetlands, threatened and endangered species, water resources, cultural resources and noise/air impact studies to name a few. It is anticipated that right of way and relocations will be required throughout the corridor for the build alternatives.

Public Involvement

A public meeting was held on October 2, 2013 and Alternatives 1, 2 and 3 above were presented for public comment. It is anticipated that an additional public meeting and one public hearing will be held to obtain public input about the alternatives being considered to the logical terminus at Highland Road. When it is approved for public distribution, the Environmental Assessment will include a preferred alternative.



GRAPHIC SCALE

300 0 150 300 600

(IN FEET)
1" = 300'

Perkins Road (LA 427)
Project Area

US House of Representatives

U.S. House of Representatives (District 1)
Honorable Steve Scalise
110 Veterans Blvd, Ste. 500
Metairie, LA 70005

U.S. House of Representatives (District 2)
Honorable Richmond Cedric
2021 Lakeshore Dr. Suite 309
New Orleans, LA 70122

U.S. House of Representatives (District 3)
Honorable Charles Boustany, Jr., MD
800 Lafayette St., Ste. 1400
Lafayette, LA 70501

U.S. House of Representatives (District 4)
Honorable John Fleming, MD
6425 Youree Dr. Suite 350
Shreveport, LA 71105

U.S. House of Representatives (District 5)
Honorable Rodney Alexander
1900 Stubbs Ave, Ste. B
Monroe, LA 71201

U.S. House of Representatives (District 6)
Honorable Bill Cassidy, MD
5555 Hilton Ave Suite 100
Baton Rouge, LA 70808

US Senate

United States Senate
Senator David Vitter
2800 Veterans Memorial Blvd Suite 201
Metairie, LA 70002

United States Senate
Senator Mary Landrieu
Hale Boggs Federal Building
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New Orleans, LA 70130

Dept of Agriculture and Forestry

Department of Agriculture and Forestry
Office of Soil/Water Conservation
P.O. Box 3554
Baton Rouge, LA 70821

Department of Agriculture and Forestry
Office of Forestry
P.O. Box 1628
Baton Rouge, LA 70821

Coalition to Restore Coastal LA

Coalition to Restore Coastal Louisiana
Steven Peyronnin, Executive Director
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Baton Rouge, LA 70808

Coast Guard

8th Coast Guard District
District Commander
Hale Boggs Federal Building
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New Orleans, LA 70130

Dept of Culture Recreation and Tourism

Department of Culture Recreation & Tourism
Division of Archaeology
P.O. Box 44247
Capitol Annex 3rd
Baton Rouge, LA 70804

Department of Culture Recreation & Tourism
Office of State Parks
P.O. Box 44426
Baton Rouge, LA 70804

Division of Administration

Division of Administration
State Land Office
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Baton Rouge, LA 70804

Division of Administration
State Planning Office
P.O. Box 94095
Baton Rouge, LA 70804

Dept of Economic Development

Department of Economic Development
Office of Business Development
P.O. Box 94185
Baton Rouge, LA 70804

Environmental Protection Agency

Environmental Protection Agency
Source Water Protection (6WQ-S)
1445 Ross Ave
Dallas, TX 75202-2733

Environmental Protection Agency
Federal Activities BR (6E-F)
1445 Ross Ave
Dallas, TX 75202-2733

Dept of Environmental Quality

Would like emailed version
LA Department of Environmental Quality
Office of the Secretary
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Baton Rouge, LA 70821

Federal Transit Administration

Federal Transit Administration Region 6
819 Taylor St. Rm. 8A36
Fort Worth, TX 76102

FEMA

FEMA Region VI
800 North Loop 288
Denton, TX 76209

LA Forestry

Louisiana Forestry Association
Executive Director
P.O. Box 5067
Alexandria, LA 71301

LA Good Roads

Louisiana Good Roads Association
P.O. Box 3713
Baton Rouge, LA 70821

Dept of Health and Hospitals

Department of Health and Hospitals
Tenney Sibley, Chief Sanitarian
628 N. 4th St.
Baton Rouge, LA 70802

Department of Health and Hospitals
Division of Environmental Health
ATTN: Steven Davis, P.E.
P.O. Box 4489
Baton Rouge, LA 70821

Indian Tribe Offices

Office of Indian Affairs
Director
P.O. Box 94095
Baton Rouge, LA 70804

Inter-Tribal Council of Louisiana, INC
Director
991 Grand Cailou Rd
Houma, LA 70363e

Coushatta Tribe of Louisiana
P.O. Box 818
Elton, LA 70532

Jena Band of Choctaw Indians
P.O. Box 14
Jena, LA 71342

Mississippi Band of Choctaw Indians
101 Industrial Rd
Choctaw, MS 39350

Tunica-Biloxi Tribe of Louisiana
P.O. Box 1589
Marksville, LA 71351

Dept of Interior

U.S. Geological Survey
3535 S. Sherwood Forest Suite 120
Baton Rouge, LA 70806

U.S. National Park Service
Southeast Region
100 Alabama St., SW
1924 Building
Atlanta, GA 30303

LSU

Louisiana State University
Sea Grant Legal Advisory Service
James G Wilkins
227B Sea Grant Building
Baton Rouge, LA 70803

Natural Resources Service

Natural Resources Conservation Service
Kevin D. Norton
3737 Government St.
Alexandria, LA 71302

Dept of Public Safety

Department of Public Safety
Highway Safety Commission
P.O. Box 66336
Baton Rouge, LA 70896

Wildlife & Fisheries

Department of Wildlife & Fisheries
Louisiana Natural Heritage Program
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Baton Rouge, LA 70898

Intradepartmental

Floodplain Management Program
Susan Veillon → District 64

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  Seminole Nation of OK
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- US Fish and Wildlife Service---
  www.fws.gov/lafayette

E B R Parish Mailing List
*****Updated 01/07/2013*****

The State Senate (District 6)
Senator Mack "Bodi" White
808 O'Neal Ln.
Baton Rouge, LA 70816

The State Senate (District 13)
Senator Dale Erdey
P.O. Box 908
Livingston, LA 70754

The State Senate (District 14)
Senator Yvonne Dorsey-Colomb
1520 Thomas H. Delpit Ste. 226
Baton Rouge, LA 70802

The State Senate (District 15)
Senator Sharon Weston Broome
P.O. Box 52783
Baton Rouge, LA 70892-2783

The State Senate (District 16)
Senator Dan Claitor
7520 Perkins Rd, Suite 160
Baton Rouge, LA 70808

The State Senate (District 17)
Senator Rick Ward
P.O. Box 94183
Baton Rouge, LA 70804

LA House of Representatives (District 29)
Representative Regina Ashford Barrow
4811 Harding Blvd.
Baton Rouge, LA 70811

LA House of Representatives (District 61)
Honorable Alfred C Williams
701 S. Acadian Thwy
Baton Rouge, LA 70806

LA House of Representatives (District 62)
Representative Kenneth E Havard
P.O. Box 217
Jackson, LA 70748

LA House of Representatives (District 63)
Representative Dalton Honre
8776 Scenic Highway
Baton Rouge, LA 70807

LA House of Representatives (District 64)
Representative Valarie Hodges
35055 La Hwy 16, Suite 2a
Denham Springs, LA 70706

LA House of Representatives (District 65)
Representative Clifton "Clif" R. Richardson
P.O. Box 78280
Baton Rouge, LA 70837

LA House of Representatives (District 66)
Representative Hunter Greene
8708 Jefferson Hwy., Ste. B
Baton Rouge, LA 70809

LA House of Representatives (District 67)
Representative Patricia Haynes Smith
251 Florida St. Ste. 300
Baton Rouge, LA 70801

LA House of Representatives (District 68)
Representative Stephen F. Carter
3115 Old Forge
Baton Rouge, LA 70808

LA House of Representatives (District 69)
Representative Erich Edward Ponti
7341 Jefferson Hwy, Suite J
Baton Rouge, LA 70806

LA House of Representatives (District 70)
Representative Franklin J. Foil
320 Somerulos St.
Baton Rouge, LA 70802

LA House of Representatives (District 101)
Representative Edward C. "Ted" James II
3552 Monterrey Blvd.
Baton Rouge, LA 70814

Mayor
City of Baton Rouge
P.O. Box 1471
Baton Rouge, LA 70821

Chamber Of Commerce
Baton Rouge Area
564 Laurel Street
Baton Rouge, LA 70801

East Baton Rouge Parish School Board
P.O. Box 2950
Baton Rouge, LA 70821

Baton Rouge Police Dept.
P.O. Box 2406
Baton Rouge, LA 70821

EBR City Planning Commission
Planning Director
P.O. Box 1471
Baton Rouge, LA 70821

Capital Area Groundwater
Conservation Commission
3535 S. Sherwood Forest Blvd. #137
Baton Rouge, LA 70816

Greater Baton Rouge Port Comm.
P.O. Box 380
Port Allen, LA 70767-0380

Capital Region Planning Comm
333 N. 19th St.
P.O. Box 3355
Baton Rouge, LA 70821

Greater Gonzales Chamber of Commerce
P.O. Box 1204
Gonzales, LA 70707-1204

Capital Soil & Water Conservation Dist. Of LA
2191A Tower Street
Denham Springs, LA 70726

Louisiana State Police
Troop A
17801 Highland Road
Baton Rouge, LA 70810

Dept. of Emergency Management
Emergency Operations Center
P.O. Box 1471
Baton Rouge, LA 70821

E. B. R. Parish Sheriff
P.O. Box 2406
Baton Rouge, LA 70821

St. Francisville Planning Commission
P.O. Box 400
St. Francisville, LA 70775

EBR Metro Parish Council
P.O. Box 1471
Baton Rouge, LA 70821

Ms. Karen Oberlies
Dept Of The Army – Tech Support
P.O. Box 60267
New Orleans, LA 70538

Executive Director
Capitol Transportation Corp.
2250 Florida Boulevard
Baton Rouge, LA 70802

Amite River Basin Commission
3535 South Sherwood Forest Blvd, Ste. 135
Baton Rouge, LA 70816

EBR Parish City Government
P.O. Box 1471
Baton Rouge, LA 70821

Baton Rouge Bicycle Club
P.O. Box 253
Baton Rouge, LA 70821

Baton Rouge Green Association
448 N 11th Street
Baton Rouge, LA 70802-4607

Chitimacha Tribe
155 Chitimacha Loop Road
Charenton, LA 70523

Alabama Coushatta Tribe of TX
575 State Park Rd. 56
Livingston, TX 77351

Choctaw Nation of Oklahoma
Ian Thompson Phd, Rpa
P.O. Box 1210
Durant, OK 74702-1210

Seminole Nation of Oklahoma
Historic Preservation Officer
P.O. Box 1498
Wewoka, OK 74884

Seminole Tribe of Florida
THPO
30290 Josie Billie Hwy PMB 1004
Clewiston, FL 33440

Mr. Chandler Loupe
EBR Metro Council District 3
2223 Quail Run Drive, Suite G
Baton Rouge, LA 70808

Mr. Joel Boé
EBR Metro Council District 9
PO Box 77274
Baton Rouge, LA 70879

Mr. Ryan Heck
EBR Metro Council District 11
P.O. Box 1471
Baton Rouge, LA 70821

Bluebonnet Regional Branch Library
9200 Bluebonnet Blvd.
Baton Rouge, LA 70810

St. George Fire Department
14141 Airline Highway
Baton Rouge, LA 70817

USDA

United States Department of Agriculture

OCT 21 2014

October 17, 2014

Ms. Cindy Hall
Associate/Assistant Highway Division Head
Stantec Consulting Services Inc.
500 Main Street
Baton Rouge, Louisiana 70801

RE: Perkins Road (LA 427) – Siegen Lane to Highland Road – State Project No. H.004101

Dear Ms. Hall:

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

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

The project map and narrative submitted with your request indicates that the proposed construction areas are within urban areas and therefore are exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Attached is our completed NRCS-CPA-106 form. Furthermore, we do not predict impacts to NRCS work in the vicinity.

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

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

Respectfully,

ACTING FOR

Kevin D. Norton
State Conservationist

Enclosure

Natural Resources Conservation Service
State Office
3737 Government Street
Alexandria, Louisiana 71302
Voice: (318) 473-7751 Fax: (318) 473-7682
An Equal Opportunity Provider and Employer

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 10/14/14 | 4. Sheet 1 of _____
1. Name of Project Perkins Road – Siegen to Highland	5. Federal Agency Involved FHWA
2. Type of Project Road Expansion	6. County and State East Baton Rouge, Louisiana

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 10/16/14	2. Person Completing Form M. Mouton
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☒		4. Acres Irrigated | Average Farm Size
5. Major Crop(s)	6. Farmable Land In Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 10/17/14

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment _____			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				
PART IV *(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				
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*				

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area In Nonurban Use	15				
2. Perimeter In Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

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.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 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?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 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 or 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

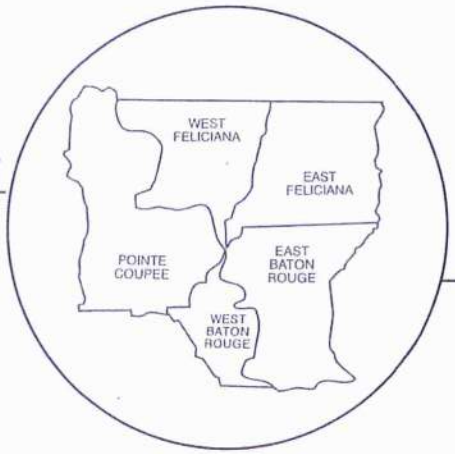
(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm 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

OCT 2 2 2014

CAPITAL AREA GROUND WATER
ANTHONY J. DUPLECHIN
DIRECTOR



CONSERVATION DISTRICT
3535 S. Sherwood Forest Blvd., Suite 137
Baton Rouge, Louisiana 70816-2255
Telephone (225) 293-7370

October 21, 2014

Ms. Cindy Hall
Stantec Consulting Services Inc.
500 Main Street
Baton Rouge, LA 70801

Re: Perkins Road (LA427)
Siegen Lane to Highland Road
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish

Dear Ms. Hall:

Concerning the referenced project, please note that there have been numerous water wells drilled along the right-of-way over the past few decades. Some have been plugged and abandoned while others remain active wells.

Sincerely,

Anthony J. Duplechin
Director

Bobby Jindal
GOVERNOR

OCT 2 3 2014

Kathy H. Kliebert
SECRETARY

State of Louisiana

Department of Health and Hospitals
Office of Public Health

October 21, 2014

Ms. Cindy Hall
Stantec Consulting Services Inc.
500 Main Street
Baton Rouge, LA 70801

Re: Perkins Road (LA427)
Siegen Lane to Highland Road
C.P. No. H.004101
East Baton Rouge Parish, Louisiana
Solicitation of Views

This office is in receipt of a Solicitation of Views regarding the above referenced project(s).

Based upon the information received from your office we have no objection to the referenced project(s) at this time. The applicant shall be aware of and comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). Furthermore, should additional project data become available to this office that in any way amend the information upon which this office's response has been based, we reserve the right of additional comments on the referenced project(s).

In the event of any future discovery of evidence of non-compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any applicable public health laws or statutes which may have escaped our awareness during the course of this cursory review, please be advised that this office's preliminary determination on this Solicitation of View of the project(s) shall not be construed as absolving the applicant of responsibility, if any, with respect to compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any other applicable public health laws or statutes.

Sincerely,

Yuanda Zhu
Louisiana Department of Health and Hospitals
Office of Public Health Engineering Services
Telephone: (225) 342-7432
Electronic mail: yuanda.zhu@la.gov

Office of the Planning Commission

City of Baton Rouge and Parish of East Baton Rouge
Post Office Box 1471, Baton Rouge, Louisiana 70821
or
1100 Laurel Street, Suite 104, Baton Rouge, LA 70802
Phone (225) 389-3144 Fax (225) 389-5342

Frank M. Duke, FAICP
Planning Director

October 22, 2014

Ms. Cindy Hall
Stantec Consulting Services, Inc.
500 Main Street
Baton Rouge, LA 70801

Dear Ms. Hall:

This letter is in response to the request for a Solicitation of Views (State Project Number H.004101) for the Perkins Road (LA 427) widening project from Siegen Lane to Highland Road (LA 42), which is located along a major regional transportation network connecting East Baton Rouge Parish to Ascension Parish.

The City of Baton Rouge-Parish of East Baton Rouge Planning Commission is responsible for implementing the FUTUREBR Comprehensive Land Use and Development Plan including the items that relate to transportation and roadway improvements.

This project is consistent with the Goals, Objective, and Action Items of FUTUREBR that address Regional Connectivity and Capacity. Therefore, the Planning Commission supports the project.

Sincerely,

Frank M. Duke, FAICP
Planning Director

FMD/JAMM/omh

c: Ryan Holcomb, Assistant Planning Director
C. Lael Holton, Manager, Advance Planning and Research

Stantec

OCT 30 2014

RECEIVED
FRC MAIL CENTER
FEMA REGION 6

2014 OCT 16 P 1:50

October 14, 2014
File: 201802358

Reference: Perkins Road (LA 427)
Siegen Lane to Highland Road
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish
Solicitation of Views

Dear Interested Party,

Stantec Consulting Services Inc. is conducting an environmental evaluation and engineering study for the City of Baton Rouge to assess the construction of capacity improvements to Perkins Road (LA 427). During the planning stages of this Environmental Assessment, we are soliciting the views of those federal, state and local public agencies, groups, individuals, or organizations by which special expertise or interest can assist Stantec in identifying possible impacts or concerns in the project area. A previous SOV was distributed in August 2013 that covered Perkins Road from Siegen Lane to Pecue Lane. The limits of the project have now been extended to include Perkins Road from Siegen Lane to Highland Road.

We request your review of the attached information and would like for you to provide your views and comments by Monday, November 17, 2014. Replies should be addressed to:

Ms. Cindy Hall
Stantec Consulting Services Inc.
500 Main Street
Baton Rouge, LA 70801
Or emailed to: cindy.hall@stantec.com

Please reference State Project No. H.004101 in your reply; your cooperation and assistance are appreciated.

Regards,

Stantec Consulting Services Inc.

Cindy M. Hall

Cindy M. Hall, P.E.
Associate/Assistant Highway Division Head
Phone: 225-765-7400
Fax: 225-765-7244
Cindy.hall@stantec.com

U. S. Department of Homeland Security
FEMA Region 6
800 North Loop 288
Denton, TX 76209-3698

FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☒ We offer the following comments:

WE WOULD REQUEST THAT THE COMMUNITY'S 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.

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: October 24, 2014

NOV 0 4 2014

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Office of the Secretary
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-3005 | fx: 225-379-3002

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

October 30, 2014

PERKINS ROAD (LA 427)
SIEGEN LANE TO HIGHLAND ROAD
C.P. No. 12-CS-HC-0015
STATE PROJECT NO: H.004101
PARISH: EAST BATON ROUGE

Cindy M. Hall, P.E.
Stantec Consulting Services, Inc.
500 Main Street
Baton Rouge, Louisiana 70801

Subject: Solicitation of Views

Dear Ms. Hall:

Enclosed is a copy of East Baton Rouge Parish Flood Insurance Rate Maps (FIRM) indicating the proposed project.

During the improvements and construction, there must be allowance for the adequate flow of water and assurance that there will be no back up of water. There must be no instance of the creation of flooding where there was no flooding prior to construction. At this time, consideration must be given to the responsibility for cleaning debris and keeping the surrounding area clear so as not to interfere with its function.

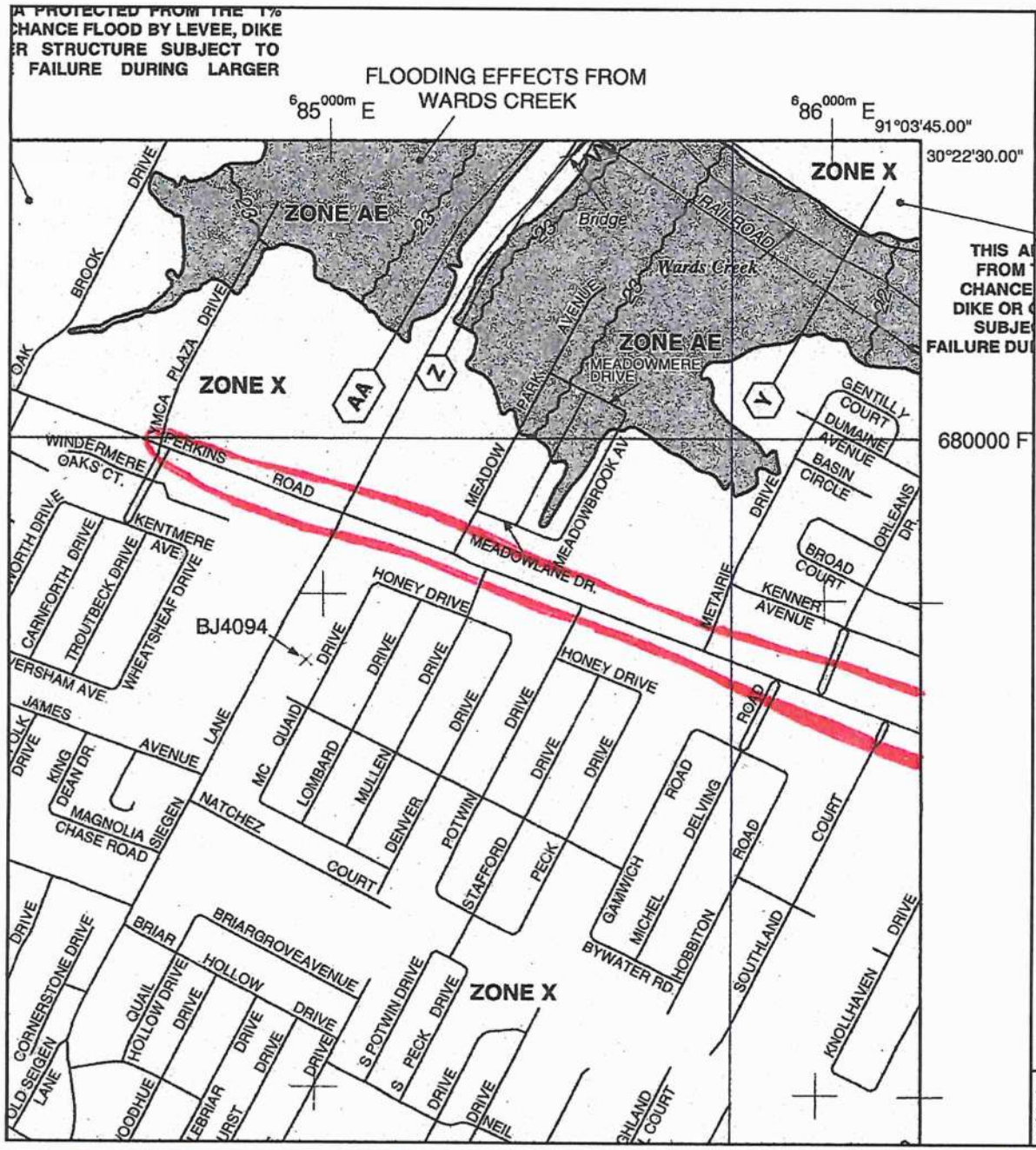
In order to assure compliance with East Baton Rouge Parish's requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for the Parish. The contact person is: Mr. Jim Ferguson, P.O. Box 1471, Baton Rouge, LA 70821 and telephone no. (225)389-6754.

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225)379-3005.

Sincerely,

Jennifer Deglandon
Floodplain Management Program Coordinator

Enclosure
pc: Mr. Jim Ferguson



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

PANEL 0330E

FIRM

FLOOD INSURANCE RATE MAP

EAST BATON ROUGE PARISH, LOUISIANA

AND INCORPORATED AREAS

PANEL 330 OF 360

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST BATON ROUGE PARISH	220058	0330	E
BATON ROUGE, CITY OF	220058	0330	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

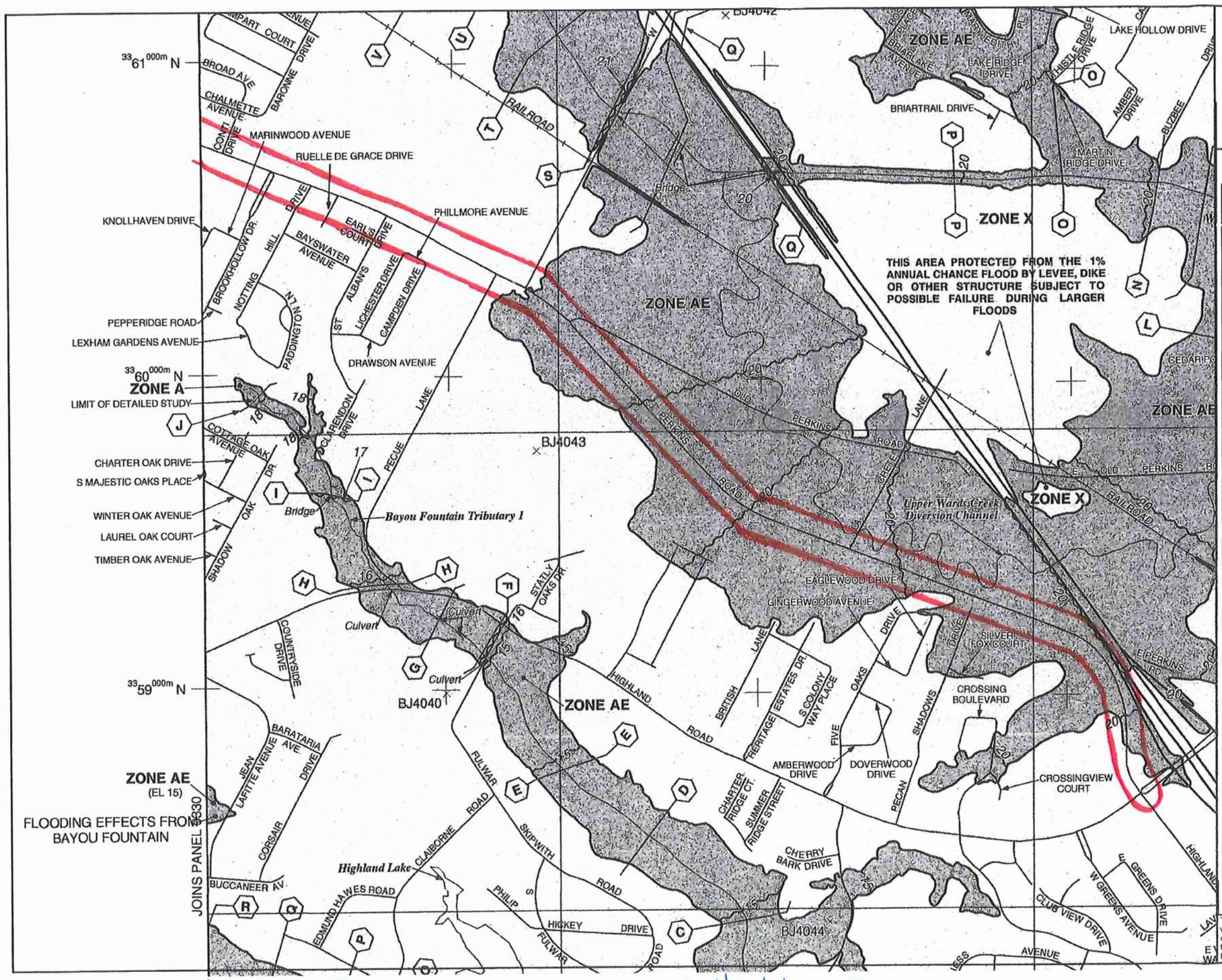
MAP NUMBER
22033C0330E

EFFECTIVE DATE
MAY 2, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

1 of 2: H. 004101 Perkins Road- Siegen Lane to Highland Road



FIRM
FLOOD INSURANCE RATE MAP

EAST BATON ROUGE PARISH, LOUISIANA
AND INCORPORATED AREAS

PANEL 335 OF 360
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST BATON ROUGE PARISH	220058	0335	E

PANEL 0335E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
22033C0335E

EFFECTIVE DATE
MAY 2, 2008

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

2 of 2: H.004101 Perkins Road - Siegen Lane to Highland Road

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

Date	October 31, 2014
Name	Cindy M. Hall
Company	StantecConsulting Services, Inc.
Street Address	500 Main Street
City, State, Zip	Baton Rouge, La 70801
Project	Perkins Rd (LA 427) Siegen Lane to Highland Road State Project No. H.004101
Project ID	2672014
Invoice Number	14103112

Personnel of the Coastal & Nongame Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no 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,

for Carolyn Michel

Amity Bass, Coordinator
Natural Heritage Program

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

INVOICE

RETAIN THIS COPY FOR YOUR RECORDS

Date	October 31, 2014
Invoice Number	14103112
Project	Perkins Rd (LA 427) Siegen Lane to Highland Road State Project No. H.004101
Name	Cindy M. Hall
Company	StantecConsulting Services, Inc.
Street Address	500 Main Street
City, State, Zip	Baton Rouge, La 70801
Number of Quads Reviewed	1
Total Due	$30.00

Payment should be made to "Louisiana Department of Wildlife & Fisheries" within 30 days of the date of this invoice. Please include the invoice number on your check and return a copy of this invoice with your remittance to the following address:

Louisiana Department of Wildlife & Fisheries
Attn: Jennifer Riddle
P.O. Box 80399
Baton Rouge, LA 70898-0399

Should you have any questions regarding this invoice, for review of the Louisiana Natural Heritage database for information on known sensitive elements at a charge of $30.00 per quad reviewed, please contact LNHP at (225) 765-2357.

NOV 1 0 2014

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

November 4, 2014

Ms. Cindy M. Hall
Stantec Consulting Services, Inc.
500 Main Street
Baton Rouge, LA 70801

Dear Ms. Hall:

We have received your October 14, 2014 letter requesting our evaluation of the potential environmental impacts which might result from the following project:

Improvements to Road Capacity
Perkins Road, Siegen Lane to Highland Road
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish, Louisiana

The project is located on the Southern Hills aquifer system that has been designated a sole source aquifer (SSA) 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 sites

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 a project description, project location, the parish and the federal funding agency if available, please do so in future SSA correspondence.

If you have any questions on this letter or the SSA program please contact me at (214) 665-7133.

Sincerely yours,

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ

LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY

MIKE STRAIN DVM
COMMISSIONER

Agricultural & Environmental Sciences
P.O. Box 3596
Baton Rouge, LA 70821
(225) 925-3770
Fax: 925-3760

Agro-Consumer Services
P.O. Box 3098
Baton Rouge, LA 70821
(225) 922-1341
Fax: 923-4877

Animal Health & Food Safety
P.O. Box 1951
Baton Rouge, LA 70821
(225) 925-3962
Fax: 925-4103

Forestry
P.O. Box 1628
Baton Rouge, LA 70821
(225) 925-4500
Fax: 922-1356

Management & Finance
P.O. Box 3481
Baton Rouge, LA 70821
(225) 922-1255
Fax: 925-6012

Soil & Water Conservation
P.O. Box 3554
Baton Rouge, LA 70821
(225) 922-1269
Fax: 922-2577

November 7, 2014

Ms. Cindy Hall
Stantec Consulting Services Inc.
500 Main Street
Baton Rouge, Louisiana 70801

RE: Solicitation of Views

PERKINS ROAD (LA 427)
SIEGEN LANE TO HIGHLAND ROAD
C.P. NO. 12-CS-HC-0015
S.P. NO. H.004101
EAST BATON ROUGE PARISH

Dear Ms. Hall,

I have no comment at this time regarding the above referenced project.

Sincerely,

Brad Spicer/kh

Bradley E. Spicer
Assistant Commissioner

BES:kh

Post Office Box 631, 5825 Florida Blvd., Baton Rouge, Louisiana 70821-0631 Telephone: (225) 922-1234 Fax: (225) 922-1253 www.ldaf.la.gov

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

STEPHEN CHUSTZ
SECRETARY

JAMES H. WELSH
COMMISSIONER OF CONSERVATION

November 7, 2014

TO: Ms. Cindy M. Hall, P.E.
Associate/Assistant Highway Division Head
Stantec Consulting Services Inc.
500 Main Street
Baton Rouge, Louisiana 70801

RE: Solicitation of Views
State Project No. H.004101
Siegen Lane to Highland Road
East Baton Rouge Parish

Dear Ms. Hall:

In response to your letter dated October 14, 2014, 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.louisiana.gov

A review of our computer records for the referenced project area indicates that there no oil, gas or injection wells located in the project area. The DNR water well database indicates that there are registered water wells in the vicinity of the project area. Also, it is possible that unregistered water wells may be located in the area.

The Office of Conservation maintains records of all activities within its jurisdiction in paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

Division	Contact	Phone No.	E-mail Address
Engineering	Jeff Wells	225-342-5638	jeff.wells@la.gov
Pipeline	Steven Giambrone	225-342-2989	steven.giambrone@la.gov
Injection & Mining	Laurence Bland	225-342-5515	brad.bourgoyne @la.gov
Geological	Mike Kline	225-342-3335	mike.kline@la.gov
Environmental	Gary Snellgrove	225-342-7222	gary.snellgrove@la.gov

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
Commissioner of Conservation

JHW:MSK

From: Linda (Brown) Hardy <Linda.Hardy@la.gov>
Sent: Monday, December 22, 2014 1:04 PM
To: Hall, Cindy
Cc: Yasoob Zia
Subject: DEQ SOV 141201/1555 Perkins Road-Siegen Lane to Highland Road Conformity Letter

December 22, 2014

Cindy M. Hall, P.E.
Stantec Consulting Services, Inc.
500 Main Street
Baton Rouge, LA 70801
cindy.hall@stantec.com

RE: 141201/1555 Perkins Road-Siegen Lane to Highland Road
H.004101 DOTD Funding
East Baton Rouge Parish

Dear Ms. Hall:

The Assessment Division of the Office of Environmental Compliance has reviewed the information provided in your letter of October 14, 2014, regarding the referenced project in East Baton Rouge Parish. Effective July 20, 2012, East Baton Rouge Parish was designated by EPA as an ozone nonattainment parish under the 8-hour standard (77 FR 30088, May 21, 2012). Federal actions proposed for construction in a nonattainment area are subject to the State's transportation conformity regulations as promulgated under *LAC 33:III.Chapter 14, Subchapter B.*

If this project is deemed regionally significant it must be included in a conforming metropolitan transportation plan, i.e., included in a comprehensive regional emissions analysis which demonstrates conformity to the State Implementation Plan for control of ozone.

Should you have any questions regarding state rules and regulations pertaining to transportation conformity, please contact Yasoob Zia at (225) 219-3803. Thank you for affording us the opportunity to comment on this transportation project.

Sincerely,

Yasoob Zia
Environmental Senior Scientist
Assessment Division

Linda M. Hardy
Technical Assistant to the Deputy Secretary
Louisiana Department of Environmental Quality
Office of the Secretary
P.O. Box 4301
Baton Rouge, LA 70821-4301
Ph: (225) 219-3954
Fax: (225) 219-3971
Email: linda.hardy@la.gov

Solicitation of Views: August 21, 2013

Stantec Consulting Ltd.
500 Main Street, Baton Rouge, LA 70801

August 21, 2013

Reference: Perkins Road (LA 427) Segment 1
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish
Solicitation of Views

Dear Interested Party,

Stantec Consulting Ltd. is conducting an environmental evaluation and engineering study for the City of Baton Rouge to assess the construction of widening improvements to Perkins Road (LA 427) from an existing 2-lane roadway to a 4-lane divided roadway. During the planning stages of this Environmental Assessment we are soliciting the views of those federal, state and local public agencies, groups, and individuals, or organizations which by special expertise or interest, can assist Stantec in identifying possible impacts or concerns in the project area.

We request your review of the attached information and would like for you to provide your views and comments by September 23, 2013. Replies should be addressed to:

Ms. Cindy Hall
Stantec Consulting Ltd.
500 Main Street
Baton Rouge, LA 70801

Please reference State Project No. H.004101 in your reply; your cooperation and assistance are appreciated.

Regards,

Stantec Consulting Ltd.

Cindy M. Hall

Cindy M. Hall, P.E.
Associate, Assistant Highway Division Head
Tel: 225-765-7400
Fax: 225-765-7244
Cindy.hall@stantec.com

Attachment: Project description & Exhibit

Environmental Assessment – Solicitation of Views
Perkins Road (LA 427) Segment 1
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish

PRELIMINARY PROJECT DESCRIPTION

Preliminary Purpose and Need

The purpose of the proposed project is to widen Perkins Road, State Route LA 427, from an existing 2-lane roadway with open ditches to a 4-lane divided curb and gutter roadway with a raised median, sidewalk and a closed drainage system. Perkins Road between Siegen Lane and Highland Road is a highly traveled corridor in a densely populated area of south Baton Rouge. This section of Perkins Road is surrounded by roadways that have recently been improved to add capacity including Perkins Road west of Siegen Lane, Siegen Lane from Highland Road to I-10, Pecue Lane from Perkins Road to Airline Highway and Highland Road from I-10 to Airline Highway. Perkins Road also serves as an alternate route for I-10 during traffic incidents. The City of Baton Rouge and the Louisiana Department of Transportation and Development (LADOTD) have determined a need to increase capacity along LA 427 between Siegen Lane and Highland Road. Therefore, the logical termini defined for this project are just west of Siegen Lane (LA 3246) to approximately 1000 feet east of the Pecue Lane/Perkins Road intersection. These logical termini are the beginning and ending points of the proposed construction, however, additional study will be made along Perkins Road with respect to traffic and environmental impacts to Highland Road to determine the effects of a possible future extension of the Perkins Road widening to Highland Road.

Alternatives Currently Being Considered

A Feasibility Study for Widening LA Hwy 427 – Perkins Road was completed for LADOTD in October 2009. The final alternatives presented in the feasibility report included the No-Build Alternative and three build alternatives centered on the existing Perkins Road alignment. Alternative 1 widened Perkins from two lanes to four lanes with a 16 foot wide median from Siegen Lane to Highland Road. Alternative 2 widened Perkins from two lanes to four lanes with a 30 foot wide median from Siegen Lane to Highland Road and Alternative 3 widened Perkins from two to four lanes with a 16 foot wide median from Siegen Lane to Pecue Lane and transitioned back to the existing two-lane roadway just east of Pecue Lane. Intersection improvements were recommended at Siegen Lane, Pecue Lane and Highland Road in addition to the widening of Perkins Road for all three build alternatives.

The Environmental Assessment Study is currently underway. FHWA is the Lead Federal Agency for the Environmental Assessment. As with all NEPA Environmental Assessments, the no-build

alternative is being considered. Traffic analyses have been run at each intersection using the existing lanes, timing and traffic volumes. A Traffic Study summarizes the specifics of the intersection analyses, but it is clear from the results that the intersections along Perkins Road, especially those at Siegen Lane and Pecue Lane, are overburdened with most movements operating at a Level of Service E (LOS E). An LOS E is defined as unstable flow with frequent stops. The no-build alternative would not have any direct impacts to right of way, structures or utilities, but the increased traffic demand would impact the public if additional travel lanes are not provided.

Several alternatives are being considered during the Environmental Study and the following three alternatives have been selected for further study:

Alternative 1A – This alternative has a 16 foot wide median and the widening of Perkins Road is centered about existing Perkins Road until approximately 1000 feet east of Siegen Lane where the centerline of the alignment shifts to the north side of Perkins Road. The centerline of this alternative alignment generally runs along the northern edge of existing Perkins Road until approximately 1500 feet west of the Pecue Lane intersection (near St. Alban's Drive) where the alignment shifts back to the south to be centered on existing Perkins Road. The four-lane divided roadway then transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Alternative 2B - This alternative is centered on existing Perkins Road for the entire project length and transitions from a 16 foot wide median width in the commercial area near Siegen Lane to a 30 foot wide median just west of Conti Drive. The four-lane divided roadway then transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Alternative 3 - This alternative has a 30 foot wide median and the widening of Perkins Road is centered about existing Perkins Road until just east of Orleans Drive where the centerline of the alignment shifts to the south side of Perkins Road. The centerline of this alternative alignment generally runs along the southern edge of existing Perkins Road until approximately 1000 feet west of the Pecue Lane Intersection (west of St. Alban's Drive) where the alignment shifts back to the north to be centered on existing Perkins Road. The four-lane divided roadway then transitions back to existing two-lane Perkins Road approximately 1000 feet east of Pecue Lane in this alternative.

Environmental Assessment – Solicitation of Views
Perkins Road (LA 427) Segment 1
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish

Each of the build alternatives being considered will be designed to LADOTD's criteria for urban arterials using a 45 mph design speed. The attached exhibit shows the beginning and ending of the proposed Perkins Road Segment 1 construction, the logical termini, and the end of the study area at Highland Road. In addition to the widening of Perkins Road, intersection improvements, median openings, turn lanes, and sidewalks will all be considered. When studying the alternatives, consideration will be given, but not limited, to land use, improvements on properties along Perkins Road, utilities, safety, previous studies, public input and traffic and environmental analyses. The environmental analyses include wetlands, threatened and endangered species, water resources, cultural resources and noise/air impact studies to name a few. It is anticipated that one public meeting and one public hearing will be held to obtain public input about the alternatives being considered. The Environmental Assessment approved for public distribution will have a preferred alternative for widening Perkins Road from Siegen Lane to just east of Pecue Lane.

GRAPHIC SCALE
300 0 150 300 600
(IN FEET)
1" = 300'

Perkins Road (LA 427) Segment 1
Environmental Assessment Study Area

US House of Representatives

U.S. House of Representatives (District 6)
Honorable Bill Cassidy, MD
5555 Hilton Ave Suite 100
Baton Rouge, LA 70808

US Senate

United States Senate
Senator David Vitter
2800 Veterans Memorial Blvd Suite 201
Metairie, LA 70002

United States Senate
Senator Mary Landrieu
Hale Boggs Federal Building
500 Poydras St. Rm. 1005
New Orleans, LA 70130

Dept of Agriculture and Forestry

Department of Agriculture and Forestry
Office of Soil/Water Conservation
P.O. Box 3554
Baton Rouge, LA 70821

Department of Agriculture and Forestry
Office of Forestry
P.O. Box 1628
Baton Rouge, LA 70821

Coalition to Restore Coastal LA

Coalition to Restore Coastal Louisiana
Steven Peyronnin, Executive Director
6160 Perkins Rd. Suite 225
Baton Rouge, LA 70808

Coast Guard

8th Coast Guard District
District Commander
Hale Boggs Federal Building
500 Poydras St.
New Orleans, LA 70130

Dept of Culture Recreation and Tourism

Department of Culture Recreation & Tourism
Division of Archaeology
P.O. Box 44247
Capitol Annex 3rd
Baton Rouge, LA 70804

Department of Culture Recreation & Tourism
Office of State Parks
P.O. Box 44426
Baton Rouge, LA 70804

Division of Administration

Division of Administration
State Land Office
P.O. Box 44124
Baton Rouge, LA 70804

Division of Administration
State Planning Office
P.O. Box 94095
Baton Rouge, LA 70804

Dept of Economic Development

Department of Economic Development
Office of Business Development
P.O. Box 94185
Baton Rouge, LA 70804

Environmental Protection Agency

Environmental Protection Agency
Source Water Protection (6WQ-S)
1445 Ross Ave
Dallas, TX 75202-2733

Environmental Protection Agency
Federal Activities BR (6E-F)
1445 Ross Ave
Dallas, TX 75202-2733

Dept of Environmental Quality

Would like emailed version
LA Department of Environmental Quality
Office of the Secretary
P.O. Box 4301
Baton Rouge, LA 70821

Federal Transit Administration

Federal Transit Administration Region 6
819 Taylor St. Rm. 8A36
Fort Worth, TX 76102

FEMA

FEMA Region VI
800 North Loop 288
Denton, TX 76209

LA Forestry

Louisiana Forestry Association
Executive Director
P.O. Box 5067
Alexandria, LA 71301

LA Good Roads

Louisiana Good Roads Association
P.O. Box 3713
Baton Rouge, LA 70821

Dept of Health and Hospitals

Department of Health and Hospitals
Tenney Sibley, Chief Sanitarian
628 N. 4th St.
Baton Rouge, LA 70802

Department of Health and Hospitals
Division of Environmental Health
ATTN: Steven Davis, P.E.
P.O. Box 4489
Baton Rouge, LA 70821

Indian Tribe Offices

Office of Indian Affairs
Director
P.O. Box 94095
Baton Rouge, LA 70804

Inter-Tribal Council of Louisiana, INC
Director
991 Grand Cailou Rd
Houma, LA 70363e

Coushatta Tribe of Louisiana
P.O. Box 818
Elton, LA 70532

Jena Band of Choctaw Indians
P.O. Box 14
Jena, LA 71342

Mississippi Band of Choctaw Indians
101 Industrial Rd
Choctaw, MS 39350

Tunica-Biloxi Tribe of Louisiana
P.O. Box 1589
Marksville, LA 71351

Dept of Interior

U.S. Geological Survey
3535 S. Sherwood Forest Suite 120
Baton Rouge, LA 70806

U.S. National Park Service
Southeast Region
100 Alabama St., SW
1924 Building
Atlanta, GA 30303

LSU

Louisiana State University
Sea Grant Legal Advisory Service
James G Wilkins
227B Sea Grant Building
Baton Rouge, LA 70803

Natural Resources Service

Natural Resources Conservation Service
Kevin D. Norton
3737 Government St.
Alexandria, LA 71302

Dept of Public Safety

Department of Public Safety
Highway Safety Commission
P.O. Box 66336
Baton Rouge, LA 70896

Wildlife & Fisheries

Department of Wildlife & Fisheries
Louisiana Natural Heritage Program
P.O. Box 98000
Baton Rouge, LA 70898

Intradepartmental

Floodplain Management Program
Susan Veillon → District 64

Online

- **Department of Environmental Quality**
  - **Linda.hardy@la.gov**

  Seminole Nation of OK
  - harjo.n@sno-nsn.gov

- US Fish and Wildlife Service---
  www.fws.gov/lafayette

E B R Parish Mailing List
*****Updated 01/07/2013*****

The State Senate (District 6)
Senator Mack "Bodi" White
808 O'Neal Ln.
Baton Rouge, LA 70816

The State Senate (District 13)
Senator Dale Erdey
P.O. Box 908
Livingston, LA 70754

The State Senate (District 14)
Senator Yvonne Dorsey-Colomb
1520 Thomas H. Delpit Ste. 226
Baton Rouge, LA 70802

The State Senate (District 15)
Senator Sharon Weston Broome
P.O. Box 52783
Baton Rouge, LA 70892-2783

The State Senate (District 16)
Senator Dan Claitor
7520 Perkins Rd, Suite 160
Baton Rouge, LA 70808

The State Senate (District 17)
Senator Rick Ward
P.O. Box 94183
Baton Rouge, LA 70804

LA House of Representatives (District 29)
Representative Regina Ashford Barrow
4811 Harding Blvd.
Baton Rouge, LA 70811

LA House of Representatives (District 61)
Honorable Alfred C Williams
701 S. Acadian Thwy
Baton Rouge, LA 70806

LA House of Representatives (District 62)
Representative Kenneth E Havard
P.O. Box 217
Jackson, LA 70748

LA House of Representatives (District 63)
Representative Dalton Honre
8776 Scenic Highway
Baton Rouge, LA 70807

LA House of Representatives (District 64)
Representative Valarie Hodges
35055 La Hwy 16, Suite 2a
Denham Springs, LA 70706

LA House of Representatives (District 65)
Representative Clifton "Clif" R. Richardson
P.O. Box 78280
Baton Rouge, LA 70837

LA House of Representatives (District 66)
Representative Hunter Greene
8708 Jefferson Hwy., Ste. B
Baton Rouge, LA 70809

LA House of Representatives (District 67)
Representative Patricia Haynes Smith
251 Florida St. Ste. 300
Baton Rouge, LA 70801

LA House of Representatives (District 68)
Representative Stephen F. Carter
3115 Old Forge
Baton Rouge, LA 70808

LA House of Representatives (District 69)
Representative Erich Edward Ponti
7341 Jefferson Hwy, Suite J
Baton Rouge, LA 70806

LA House of Representatives (District 70)
Representative Franklin J. Foil
320 Somerulos St.
Baton Rouge, LA 70802

LA House of Representatives (District 101)
Representative Edward C. "Ted" James II
3552 Monterrey Blvd.
Baton Rouge, LA 70814

Mayor
City of Baton Rouge
P.O. Box 1471
Baton Rouge, LA 70821

Chamber Of Commerce
Baton Rouge Area
564 Laurel Street
Baton Rouge, LA 70801

East Baton Rouge Parish School Board
P.O. Box 2950
Baton Rouge, LA 70821

Baton Rouge Police Dept.
P.O. Box 2406
Baton Rouge, LA 70821

EBR City Planning Commission
Planning Director
P.O. Box 1471
Baton Rouge, LA 70821

Capital Area Groundwater
Conservation Commission
3535 S. Sherwood Forest Blvd. #137
Baton Rouge, LA 70816

Greater Baton Rouge Port Comm.
P.O. Box 380
Port Allen, LA 70767-0380

Capital Region Planning Comm
333 N. 19th St.
P.O. Box 3355
Baton Rouge, LA 70821

Greater Gonzales Chamber of Commerce
P.O. Box 1204
Gonzales, LA 70707-1204

Capital Soil & Water Conservation Dist. Of LA
2191A Tower Street
Denham Springs, LA 70726

Louisiana State Police
Troop A
17801 Highland Road
Baton Rouge, LA 70810

Dept. of Emergency Management
Emergency Operations Center
P.O. Box 1471
Baton Rouge, LA 70821

E. B. R. Parish Sheriff
P.O. Box 2406
Baton Rouge, LA 70821

St. Francisville Planning Commission
P.O. Box 400
St. Francisville, LA 70775

EBR Metro Parish Council
P.O. Box 1471
Baton Rouge, LA 70821

Ms. Karen Oberlies
Dept Of The Army – Tech Support
P.O. Box 60267
New Orleans, LA 70538

Executive Director
Capitol Transportation Corp.
2250 Florida Boulevard
Baton Rouge, LA 70802

Amite River Basin Commission
3535 South Sherwood Forest Blvd, Ste. 135
Baton Rouge, LA 70816

EBR Parish City Government
P.O. Box 1471
Baton Rouge, LA 70821

Baton Rouge Bicycle Club
P.O. Box 253
Baton Rouge, LA 70821

Baton Rouge Green Association
448 N 11th Street
Baton Rouge, LA 70802-4607

Chitimacha Tribe
155 Chitimacha Loop Road
Charenton, LA 70523

Alabama Coushatta Tribe of TX
575 State Park Rd. 56
Livingston, TX 77351

Choctaw Nation of Oklahoma
Ian Thompson Phd, Rpa
P.O. Box 1210
Durant, OK 74702-1210

Seminole Nation of Oklahoma
Historic Preservation Officer
P.O. Box 1498
Wewoka, OK 74884

Seminole Tribe of Florida
THPO
30290 Josie Billie Hwy PMB 1004
Clewiston, FL 33440

U. S. Department of Homeland Security
FEMA Region 6
800 North Loop 288
Denton, TX 76209-3698

SEP 0 6 2017

FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

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. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.

Jim Ferguson
Chief Engineer
East Baton Rouge Parish
PO Box 1471
Baton Rouge, LA 70802
225-389-3196

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: August 29, 2013

Stantec

Stantec Consulting Ltd.
500 Main Street, Baton Rouge, LA 70801

RECEIVED FRC MAIL ROOM
FEMA, REGION VI
2013 AUG 23 P 1:11

August 21, 2013

Reference: Perkins Road (LA 427) Segment 1
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish
Solicitation of Views

Dear Interested Party,

Stantec Consulting Ltd. is conducting an environmental evaluation and engineering study for the City of Baton Rouge to assess the construction of widening improvements to Perkins Road (LA 427) from an existing 2-lane roadway to a 4-lane divided roadway. During the planning stages of this Environmental Assessment we are soliciting the views of those federal, state and local public agencies, groups, and individuals, or organizations which by special expertise or interest, can assist Stantec in identifying possible impacts or concerns in the project area.

We request your review of the attached information and would like for you to provide your views and comments by September 23, 2013. Replies should be addressed to:

Ms. Cindy Hall
Stantec Consulting Ltd.
500 Main Street
Baton Rouge, LA 70801

Please reference State Project No. H.004101 in your reply; your cooperation and assistance are appreciated.

Regards,

Stantec Consulting Ltd.

Cindy M. Hall

Cindy M. Hall, P.E.
Associate, Assistant Highway Division Head
Tel: 225-765-7400
Fax: 225-765-7244
Cindy.hall@stantec.com

Attachment: Project description & Exhibit

Hall, Cindy

From: kathrin_romero@fws.gov on behalf of Lafayette ES, FW4 <lafayette@fws.gov>
Sent: Friday, August 23, 2013 7:55 AM
To: Hall, Cindy
Subject: Re: Solicitation of Views - Perkins Road Segment 1, Baton Rouge, LA
Attachments: LESO Web Letter 7-29-2013.pdf

Please read attached letter, if you need further assistance please call or email back.

Thank You

On Thu, Aug 22, 2013 at 8:06 AM, Hall, Cindy <cindy.hall@stantec.com> wrote:

Dear Louisiana Ecological Services,

Stantec Consulting is conducting an environmental evaluation and engineering study for the City of Baton Rouge to assess the construction of widening improvements to Perkins Road (LA 427) from an existing 2-lane roadway to a 4-lane divided roadway. We are currently soliciting the views of those federal, state and local public agencies, groups and individuals which can assist us in identifying possible impacts or concerns in the project area. Please see the attached Solicitation of Views. We would appreciate comment by September 23, 2013.

Thank you for your assistance,

Cindy Hall, P.E.
Associate, Assistant Highway Division Head
ABMB Engineers Inc., now Stantec
500 Main Street
Baton Rouge LA 70801-1908
Ph: (225) 765-7400
Fx: (225) 765-7244
Cell: (225) 620-4833
cindy.hall@stantec.com

stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Please consider the environment before printing this email.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

July 29, 2013

To Whom It May Concern,

The Louisiana Ecological Services Office of the Fish and Wildlife Service is pleased to announce the activation of our new online pre-development self-assessment tool. This tool allows project proponents/representatives the ability to self-assess their projects for potential impacts to federally listed threatened and endangered species. This online tool will provide instant feedback on whether a project does, or does not, have a potential to affect federally listed species. We believe that you will find this online tool helpful in meeting your environmental clearance needs. **Our office is no longer able to dedicate staff and time to provide individual review and response to all project proposals sent to us. Therefore, we encourage you to take advantage of this online tool to determine potential effects to our trust resources. If, through this online process, you are instructed to continue to consult with us, please then provide us with the necessary information for our review.**

In order to access this tool, you will need to go to the following website address: http://www.fws.gov/lafayette. The environmental clearance application can be accessed by clicking on the yellow button entitled "Endangered Species Act (ESA) and Migratory Birds Treaty Act (MBTA) Project Review". This tool will query certain aspects of your proposed project so that you, acting as the representative for a Federal action agency, or in some other capacity, can render a decision on whether the project will result in a "no effect" determination under the ESA or whether you will need to consult further with our office. If you determine through this process that the project has no effect on federally listed species, no further coordination with this office is necessary, and you will be given the option to generate a pre-development report form that documents this determination for your records.

In addition to providing guidance on ESA coordination, the self-assessment tool provides MBTA guidance for cell tower projects. Because of the ephemeral nature of colonial nesting wading birds and shorebirds, we are not able to provide online clearance on those taxa. However, our website does provide suggested buffer distances should nesting colonies be encountered in the vicinity of the project area. A link is also provided to offer additional instructions in determining disturbance to nesting bald eagles. That information is found on our Webpage under Migratory Birds or through the environmental clearance application.

We hope that you find this online guidance helpful with your project planning and permitting needs. If you have any questions or comments regarding our website features, please contact Amy Trahan of this office (337-291-3126).

Sincerely,

Jeffrey D. Weller
Supervisor
Louisiana Ecological Services Office

OCT 15 2013

Jena Band of Choctaw Indians

P. O. Box 14 • Jena, Louisiana 71342-0014 • Phone: 318-992-2717 • Fax: 318-992-8244

October 10, 2013

Stantec Consulting Ltd.
500 Main St.
Baton Rouge, LA 70801

RE: Perkins Road (LA 427) Segment 1
C.P. NO. 12-CS-HC- 0015
S.P. No. H. 004101
East Baton Rouge Parish

Dear Sir or Madam,

We are not aware of any known sacred and/or ceremonial sites located within the immediate area. We have determined that the above named project activities will have "No effect" on Historic Properties and are in concurrence with the proposed project activities.

However, should there be any artifacts and/or archaeological features encountered during the scope of said project activities, all work shall cease and our office consulted immediately.

We appreciate your efforts on this project. Should you have any questions, please contact Mrs. Dana Masters, THPO Officer/Cultural Director, at 318-992-1205 or danamasters@aol.com.

Sincerely

Dana Masters

Dana Masters
THPO/ Cultural Director
Council Member

Office of the Planning Commission

City of Baton Rouge and Parish of East Baton Rouge
Post Office Box 1471, Baton Rouge, Louisiana 70821
or
1100 Laurel Street, Baton Rouge, LA 70802
Phone (225) 389-3144 Fax (225) 389-5342

Troy L. Bunch, FASLA
Planning Director

September 11, 2013

Ms. Cindy M. Hall, P.E.
StantecConsulting LTD.
500 Main Street
Baton Rouge, LA 70801

SEP 1 6 2017

Dear Ms. Hall:

This letter is in response to the request for a Solicitation of Views (State Project Number H004101) for the Perkins Road wideningproject (Siegen Laneto Pecue Lane).

The City of Baton Rouge-Parish of East Baton Rouge Planning Commission is responsible for implementing the FUTUREBR Comprehensive Land Use and Development Plan. FUTUREBR consists of nine elements that outline Goals, Objectives, and Action Items for implementation. There are several Goals and Action Items that relate to transportation and roadway improvements within the City-Parish.

The portion of Perkins Road located between Siegen Lane and Pecue Lane is identified as a priority Congestion Relief Project in FUTUREBR, and necessitates priority investment to add capacity (4 lanes).

However, the Comprehensive Plan also identifies Perkins Road as a Complete Street; and projections made in FUTUREBR indicate that road widening efforts alone will not be adequate to ease congestion problems in the Baton Rouge area. A fundamental change in how the City-Parish plans and invests in the transportation system is necessary.Improvements to the proposed road section should incorporate applicable Complete Street Solutions to enable corridor use by all users and all modes of travel.

A map of Complete Street Locations is available in FUTUREBR (Figure 13, page TR 34: http://brgov.com/dept/planning/pdf/FBRTransportationE.pdf).

To successfully solve traffic, mobility, and transportation equity issues, several strategies must be employed. Among them, the following recommended action items relate to the proposed project:

Transportation Goal 3: Implement complete streets policies and design concepts

Action Item TR3.1.1 Adopt Complete Streets cross section standards. This will ensure the future integration of transportation facilities for future transportation improvements and will improve biking and walking opportunities.

Action Item TR3.1.3 Promote complete street cross section revisions whenever corridor reconstruction or reconfiguration occurs.

Transportation Goal 5: Enhance the bicycle and pedestrian network throughout the Parish

Action Item TR5.1.1 Adopt the complete streets policy throughout the City-Parish.

Action Item TR5.2.1 Ensure that continued development of sidewalk improvements occurs with other improvements on major arterial corridors where opportunities to enhance the pedestrian environment exist.

Action Item TR5.3.1 Improve integration of on-street bicycle facilities through the use of road diets, traffic calming, signage, bike lanes and shared lane markings.

Urban Design and Neighborhoods Goal 1: Support a distinctive urban identity, enriched sense of place, and high quality of life

Action Item UD1.1.4 Design pedestrian-friendly streetscapes.

Below are implementation ideas that the City-Parish recommends, all of which are supported in the Comprehensive Plan. Those items should be incorporated into the planning stages to comply with the vision of FUTUREBR:

- Five to six foot wide bike lanes located on the edge of a street or between the travel lanes and parking lanes.
- More pedestrian crossings at intersections and mid-block to connect neighborhoods and businesses. Pedestrian "islands" can improve safety for walkers. Use of contrasting colors, patterns or textures for pedestrian crossing movements is encouraged. It increases safety by delineating safe crosswalks for pedestrian and providing visual cues for drivers.
- Add sidewalks, streetscaping, buffering devices and bicycle facilities to attract pedestrians and make pedestrian and bicycle use more pleasant.
- Plant curb buffers to slow water runoff and separate pedestrian from automobile traffic.
- Redesign intersections and modify signalization to improve public transit efficiency and safe movement of passenger vehicles, transit, bicyclists, and pedestrians through the intersection.
- Intersections should minimize crossing distance, crossing time, exposure to traffic, encourage pedestrian travel and increase safety.
- Intersections should use contrasting colors, patterns or textures for pedestrian crossing movements.

The expanded transit system proposed in FUTUREBR (Figure 22, page TR 47) includes a street car system along most of Perkins Road (from Acadian Throughway to Siegen Lane). The portion of road located between Siegen Lane and Pecue Lane is excluded from this future projected development. Consequently, the Planning Commission estimates it is not necessary to build a 30 foot wide median as proposed in Alternatives 2B and 3. A 16 foot wide planted median appears to be a better fit for the proposed widening project. It would also allow for more available space on each side of the roadway to add bicycle lanes.

Please contact our office if you have questions regarding this subject.

Sincerely,

Troy L. Bunch, FASLA
Planning Director

TLB/SLM/omh

c: Ellen A. Miller, Assistant Planning Director
Ryan Holcomb, Planning Project Coordinator
C. Lael Holton, Manager, Advance Planning and Research

Hall, Cindy

From: Linda (Brown) Hardy <Linda.Hardy@la.gov>
Sent: Monday, August 26, 2013 2:42 PM
To: Hall, Cindy
Cc: Lynn Wilbanks
Subject: DEQ SOV 130822/1745 City of Baton Rouge Perkins Road Segment 1

August 26, 2013

Ms. Cindy Hall
Stantec Consulting Ltd.
500 Main Street
Baton Rouge, LA 70801

RE: Perkins Road (LA 427) Segment 1
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish, Louisiana

Dear Ms. Hall:

The Assessment Division of the Office of Environmental Compliance has reviewed the information provided in your letter of August 21, 2013, regarding the referenced project in East Baton Rouge Parish. Effective July 20, 2012, East Baton Rouge Parish was designated by EPA as an ozone nonattainment parish under the 8-hour standard (77 FR 30088, May 21, 2012). Federal actions proposed for construction in a nonattainment area are subject to the State's transportation conformity regulations as promulgated under *LAC 33:III.Chapter 14, Subchapter B.*

If this project is deemed regionally significant it must be included in a conforming metropolitan transportation plan, i.e., included in a comprehensive regional emissions analysis which demonstrates conformity to the State Implementation Plan for control of ozone.

Should you have any questions regarding state rules and regulations pertaining to transportation conformity, please contact Yasoob Zia at (225) 219-3719. Thank you for affording us the opportunity to comment on this transportation project.

Sincerely,

Linda M. Hardy

Technical Assistant to the Deputy Secretary
Louisiana Department of Environmental Quality
Office of the Secretary
P.O. Box 4301
Baton Rouge, LA 70821-4301
Ph: (225) 219-3954
Fax: (225) 219-3971
Email: linda.hardy@la.gov

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

Date	August 28, 2013
Name	Cindy M. Hall
Company	Stantec Consulting, Ltd.
Street Address	500 Main Street
City, State, Zip	Baton Rouge, LA 70801
Project	Perkins Road (La 427) Segment 1 State Project No. H.004101
Project ID	3272013
Invoice Number	13082809

Personnel of the Habitat Section of the Coastal & Nongame Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no 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,

for Carolyn Midas

Amity Bass, Coordinator
Natural Heritage Program

SEP 09 2017

BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

INVOICE

RETAIN THIS COPY FOR YOUR RECORDS

Date	August 28, 2013
Invoice Number	13082809
Project	Perkins Road (La 427) Segment 1 State Project No. H.004101
Name	Cindy M. Hall
Company	Stantec Consulting, Ltd.
Street Address	500 Main Street
City, State, Zip	Baton Rouge, LA 70801
Number of Quads Reviewed	1
Total Due	$30.00

Payment should be made to "Louisiana Department of Wildlife & Fisheries" within 30 days of the date of this invoice. Please include the invoice number on your check and return a copy of this invoice with your remittance to the following address:

Louisiana Department of Wildlife & Fisheries
Attn: Jennifer Riddle
P.O. Box 80399
Baton Rouge, LA 70898-0399

Should you have any questions regarding this invoice, for review of the Louisiana Natural Heritage database for information on known sensitive elements at a charge of $30.00 per quad reviewed, please contact LNHP at (225) 765-2357.

Hall, Cindy

From: Johnnie L. Jacobs <jjacobs@choctawnation.com>
Sent: Friday, October 25, 2013 11:52 AM
To: Hall, Cindy
Subject: Stantec, state project H.004101, Perkins Road LA 427 Segment 1, East Baton Rouge Parish, LA

Dear Ms. Hall,

Thank you for the correspondence regarding the above referenced project. East Baton Rouge Parish is within the historic area of interest to the Choctaw Nation of Oklahoma. Please forward our office digital copies of any archaeological survey and historic properties findings, as well as SHPO comments regarding this project. Please feel free to contact me with any further questions or concerns.

Thank you,

Ms. Johnnie Jacobs
NHPA Section 106 Coordinator
Choctaw Nation of Oklahoma
Historic Preservation Department
P.O. Box 1210
Durant, OK 74701
jjacobs@choctawnation.com

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you have received this message in error, you are hereby notified that we do not consent to any reading, dissemination, distribution or copying of this message. If you have received this communication in error, please notify the sender immediately and destroy the transmitted information. Please note that any view or opinions presented in this email are solely those of the author and do not necessarily represent those of the Choctaw Nation.

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

SEP 26 2013

REPLY TO
ATTENTION OF

Operations Division
Operations Manager
Completed Works

Ms. Cindy Hall
Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

Dear Ms. Hall:

This is in response to your Solicitation of Views request dated August 21, 2013, on behalf of the City of Baton Rouge, concerning the construction of widening improvements to Perkins Road (LA 427), at Baton Rouge, Louisiana, in East Baton Rouge Parish (State Project Number H.004101).

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.

Additional project details will be required in order to complete a jurisdictional determination under Section 404 of the Clean Water Act for this project.

If an approved delineation is needed, please furnish us with the detailed field data concerning vegetation, soils, and hydrology that we require for all jurisdictional decisions. The fact that a field wetland delineation/determination has not been completed does not alleviate your responsibility to obtain the proper DA permits prior to working in jurisdictional wetlands or waters occurring on this property.

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at Robert.A.Heffner@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. John Herman by telephone at (504) 862-1581 or by email at John.M.Herman@usace.army.mil.

Future correspondence concerning this matter should reference our account number MVN 2013-02168-SQ. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

Karen L. Clement

Karen L. Clement
Solicitation of Views Manager

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

September 5, 2013

Ms. Cindy M. Hall, P.E.
Stantec Consulting Ltd.
500 Main Street
Baton Rouge, LA 70801

Dear Ms. Hall:

We have received your August 21, 2013, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

Perkins Road Widening
Two Lanes to Four Lanes
SP No.: H.004101
CP No.: 12-CS-HC-0015
East Baton Rouge Parish
Baton Rouge, LA

SEP 0 9 2017

The project, proposed for financial assistance through the City of Baton Rouge is located on the Southern Hills 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 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 a project description, project location, the parish and the federal funding agency 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,

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ

CAPITAL AREA GROUND WATER
ANTHONY J. DUPLECHIN
DIRECTOR

WEST FELICIANA
EAST FELICIANA
POINTE COUPEE
EAST BATON ROUGE
WEST BATON ROUGE

CONSERVATION DISTRICT
3535 S. Sherwood Forest Blvd., Suite 137
Baton Rouge, Louisiana 70816-2255
Telephone (225) 293-7370

August 29, 2013

Ms. Cindy Hall
Stantec Consulting Ltd.
500 Main Street
Baton Rouge, LA 70801

Re: Perkins Road (LA 427) Segment 1
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish

Dear Sir:

Project should have no detrimental effect on groundwater resources of the Capital Area.

Sincerely,

Anthony J. Duplechin
Director

RECEIVED
SEP 04 2013
BY:

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

(318) 473-7751
Fax: (318) 473-7626

August 26, 2013

Cindy M. Hall, P.E.
Associate, Assistant Highway Division Head
Stantec Consulting Ltd.
500 Main Street
Baton Rouge, Louisiana 70801

RE: Perkins Road (LA 427) Segment 1
C.P. No. 12-CS-HC-0015
S.P. No. H.004101
East Baton Rouge Parish
Solicitation of Views

Dear Ms. Hall:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resources Conservation Service (NRCS) 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 are within urban areas and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we predict no impact to NRCS projects in the vicinity.

No identified cultural resources will be impacted by the above mentioned project.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location:

http://websoilsurvey.nrcs.usda.gov/

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

Respectfully,

Sarah Haymaker

Sarah Haymaker
State Conservationist

RECEIVED
AUG 29 2013

Helping People Help the Land

An Equal Opportunity Provider and Employer

APPENDIX F

Agency Coordination

U.S. Department of Transportation
Federal Highway Administration

FHWA Louisiana Division Office

5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808
(225) 757-7600
(225) 757-7601 Fax

December 19, 2012

In Reply Refer To:
HDA-LA

Sherri H. LeBas, P.E.
Secretary
Louisiana Department of Transportation
and Development
Baton Rouge, LA

Subject: Request for FHWA lead on preparation of EA and Logical Termini request

Attention: Mr. Trey Jesclard, P.E.
Assistant Road Design Administrator

Dear Ms. LeBas:

This is to advise that the FHWA Louisiana Division accepts the department's request to act as lead federal agency for the preparation of the environmental assessment for the project listed below.

With regard to the requested logical termini, we recommend the logical termini extend from Siegen Lane to Highland Road. The current proposed logical termini are from Siegen Lane to Pecue Lane. Please submit a revised logical termini request with the new proposed limits at your earliest convenience.

State Project No. H.004101
LA 427: Perkins Rd Seg 1 (Siegen-Pecue)
Route LA 427
East Baton Rouge Parish

If you have any questions, please contact Scott Nelson at 225-757-7619.

Sincerely yours,

Carl M. Highsmith

Digitally signed by Carl Highsmith
DN: cn=Carl Highsmith, o, ou, email=carl.highsmith@dot.gov, c=US
Date: 2012.12.28 13:50:12 -06'00'

Carl M. Highsmith
Project Delivery Team Leader

cc: Mr. Trey Jesclard, P.E., LDOTD
Ms. Noel Ardoin, LDOTD

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Environmental Section
P.O. Box 94245 | Baton Rouge, LA 70804-9245
phone: 225-242-4502 | fax: 225-242-4500

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

June 11, 2013

STATE AND FEDERAL PROJECT NO. H.004101
CITY PARISH NO. 12-CS-HC-0015
PERKINS ROAD WIDENING, SEGMENT 1 (SIEGEN LANE – PECUE LANE)
ROUTE LA 427 (PERKINS ROAD)
EAST BATON ROUGE PARISH

Mr. Charles "Wes" Bolinger
Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

ATTN: Mr. Joe Bloise

SUBJECT: Revised Logical Termini

Dear Mr. Bloise:

By letter dated June 14, 2012, DOTD and the City of Baton Rouge, Parish of East Baton Rouge requested that FHWA assume the lead role in the preparation of an Environmental Assessment for the captioned project, and requested approval of Logical Termini from the easternmost previously completed section of Perkins Road improvements to approximately 500 feet east of the Pecue Lane Intersection Improvements.

FHWA responded by letter dated December 19, 2012, agreeing to act as lead federal agency, recommending that the Logical Termini extend from Siegen Lane to Highland Road.

DOTD and the City are requesting that the Logical Termini for this project be Siegen Lane and Pecue Lane. A Traffic Study would be done for this project from Siegen Lane to Highland Road, and an Environmental Inventory for planning purposes would be done from Pecue Lane to Highland Road to identify potential issues that might arise if there is a future need to widen the portion from Pecue to Highland.

We are requesting your approval of this request. If additional information is needed, please contact Jan Grenfell at 242-4509 or Jan.Grenfell@la.gov.

APPROVED
Carl M. Highsmith
CARL M. HIGHSMITH
PROJECT DELIVERY TEAM LEADER
FEDERAL HIGHWAY ADMINISTRATION
DATE 6-12-13

Sincerely,

J. Gree

for Noel Ardoin
Environmental Engineer Administrator

NA/JG
cc: Trey Jesclard
Bryan Harmon, City Parish
Melissa Glascock, City Parish

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Bobby Jindal, Governor
Sherri H. LeBas, P.E., Secretary

September 3, 2014

STATE PROJECT NOS.: H.004101 AND H.004076
PERKINS ROAD (LA 427) WIDENING
(SIEGEN LANE (LA 3246) – HIGHLAND ROAD (LA 42))
ROUTE: LA 427
EAST BATON ROUGE PARISH

Wes Bolinger
Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

ATTN: Mr. Robert Mahoney
Mr. Scott Nelson

SUBJECT: Revised Logical Termini for Environmental Assessment

Dear Mr. Bolinger:

On June 14, 2012, the Louisiana Department of Transportation and Development (DOTD) and the City of Baton Rouge/Parish of East Baton Rouge Government (City/Parish) requested that FHWA assume the lead role in the preparation of an Environmental Assessment (EA) for the above captioned project, and requested approval of logical termini from the easternmost previously completed section of Perkins Road (LA 427) improvements to approximately 500 feet east of the Pecue Lane intersection improvements. On December 19, 2012 FHWA agreed to act as lead federal agency, but recommended the logical termini cover from Siegen Lane (LA 3246) to Highland Road (LA 42). On June 11, 2013, DOTD and City/Parish proposed revised logical termini (Siegen Lane to Pecue Lane) and to conduct a traffic study and environmental inventory for the Perkins Road corridor between Pecue Lane and Highland Road. The Siegen Lane to Pecue Lane logical termini were approved by your office on June 12, 2013. A preliminary draft EA was prepared in March 2014 and submitted to your office on June 12, 2014.

Per Toby Picard, DOTD has determined that the logical termini should be revised to include Perkins Road from Siegen Lane to Highland Road. Two reasons were identified: 1) FHWA's suggestion to extend the logical termini and 2) DOTD entered into a Road Transfer Agreement with City/Parish to complete the environmental process and planning for the project from Siegen Lane to Highland Road.

In order for the study area to be agreed upon, we have enclosed a map indicating our recommendation for the revised logical termini.

RECEIVED
SEP 05 2014
BY

DOTD and City/Parish propose that the Perkins Road/Siegen Lane intersection and the Perkins Road/Highland Road intersection be established as the revised logical termini. The Perkins Road/Siegen Lane terminus is unchanged; however, the Perkins Road/Highland Road terminus extends further south and east to include the proposed improvements along the Perkins Road corridor to the Highland Road intersection.

DOTD and City/Parish propose to improve traffic capacity along a portion of Perkins Road in Baton Rouge, Louisiana. The proposed construction would begin east of the Perkins Road/Siegen Lane intersection and continue southeastward to the Perkins Road/Highland Road intersection. Within the project area, Perkins Road would be widened to a four-lane boulevard with access management/capacity improvements at non-signalized intersections and approaches.

We request your concurrence. If you have any questions please call Maria Bernard Reid at (225) 242-4511.

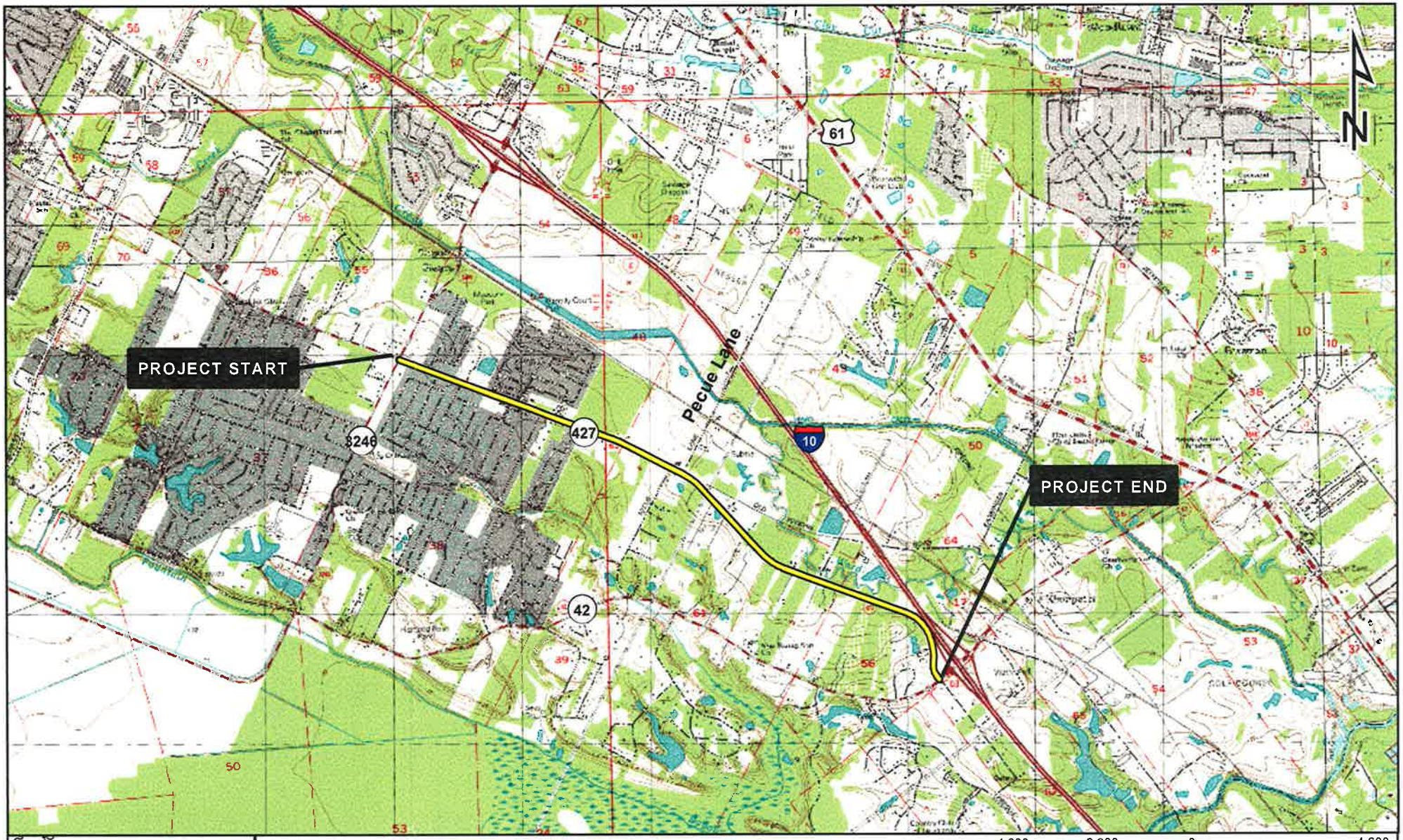
Sincerely,

T. Cree

for Noel Ardoin
Environmental Engineer Administrator

Enclosure

cc: Trey Jesclard
Toby Picard
Bryan Harmon, City/Parish



Estimated Project Limits

4,600 2,300 0 4,600 Feet

PROJECT LOCATION MAP

SOURCE: USGS 1:24,000 TOPOGRAPHIC MAP
- ST. GABRIEL AND BATON ROUGE EAST QUADRANGLES

STATE PROJECT NOS. H.004101 and H.004076
PERKINS ROAD (LA 427) WIDENING
(SIEGEN LANE (LA 3246) - HIGHLAND ROAD (LA 42))
ROUTE LA 427
EAST BATON ROUGE PARISH

DOTD
LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Louisiana Ecological Services Office

ESA Technical Assistance Form

General Information

Name: City of Baton Rouge - East Baton Rouge Parish

Point of Contact: Jarrod Tramonte

Address: 7389 Florida Blvd.

City: Baton Rouge **State:** Louisiana **Zip Code:** 70806

Phone Number 1: 225-922-5874 **Phone Number 2:** 225-922-5700

Email Address: jarrod.tramonte@urs.com

Proposed Project Information

Project Reference ID: 2350

Project Latitude: 30.363958 **Project Longitude:** -91.062134

Project Parish(es): East Baton Rouge

Project Description: The Louisiana Department of Transportation and Development (LA DOTD) and the City of Baton Rouge/Parish of East Baton Rouge Department of Public Works is proposing to construct improvements to Perkins Road (LA 427) to widen the existing 2-lane roadway to a 4-lane divided curb and gutter roadway with a raised median, sidewalks and subsurface drainage. The proposed action would begin approximately 1200 feet west of Siegen Lane (LA 3246) and continue to approximately 1000 feet east of Pecue Lane, for a total length of approximately 1.8 miles. The Federal Highway Administration is the lead federal agency, and LADOTD accepted these logical termini with concurrence from the Federal Highway Administration in a letter dated June 11, 2013. This letter also authorized an Environmental Inventory for planning purposes from Pecue Lane to Highland Road to identify potential issues that might arise if there is a future need to widen the portion of Perkins Road from Pecue to Highland. The proposed Perkins Road expansion right-of-way (ROW) covers approximately 27.27 acres of land. The proposed project is identified as

State Project No. H.004101 and City Parish Project No. 12-CS-HC-0015.

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

Louisiana Ecological Services Office

ESA Technical Assistance Form

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

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

Please keep a copy of this pre-development coordination for your records. Additionally, if you would like a copy of this activity kept on file by the Service, please submit a copy to the Louisiana Ecological Services office.

Mailing Address: 646 Cajundome Blvd., Suite 400, Lafayette, LA 70506 Attn: Biological Science Technician
Email: Lafayette@fws.gov
Fax: 337/291-3139

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

Louisiana Ecological Services Office

ESA Technical Assistance Form

Project Type: Other

Does the project propose to obtain, remodel, refurbish, or rehabilitate existing structures in such a way that does not significantly alter the present capacity or use, and does not alter surrounding land areas that were previously undisturbed? **No**

Does the project propose to reconstruct, resurface, or enhance infrastructure and/or cityscape (e.g. streets, sewers, sidewalks, etc.) within the current footprint of the infrastructure and in a manner that does not disturb previously undisturbed ground? **Yes**

BATON ROUGE METROPOLITAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM
(2013-2017)
(Financially Constrained)
Highway Element

State Proj No.	MTP No.	Parish	Route	Proj Limits	Proj Description	Phase	Proj Cost (000)	Total Cost (000) (W/Contingency)	Federal Share (000)	Fund	Auth Year	Comments	STIP Project	Status
H.010650		EBR		OLOL MEDICAL COMPLEX AREA STREETS	Rehabilitate Existing Roadway	PE	60	60	60	LOCAL	FY 13		Y	AUTH
H.010650		EBR		OLOL MEDICAL COMPLEX AREA STREETS	Rehabilitate Existing Roadway	C	1,000	1,100	880	STP>200K	FY 14		Y	NOTAUTH
H.010653		WBR	LA 986	LA 986 Sidewalks	Installation of Sidewalks	PE	55	55	55	LOCAL	FY 13		Y	AUTH
H.010653		WBR	LA 986	LA 986 Sidewalks	Installation of Sidewalks	ENIV	40	40	40	LOCAL	FY 13		Y	AUTH
H.010653		WBR	LA 986	LA 986 Sidewalks	Installation of Sidewalks	UTIL	60	60	48	STP>200K	FY 14		Y	NOTAUTH
H.010653		WBR	LA 986	LA 986 Sidewalks	Installation of Sidewalks	C	658	724	579	STP>200K	FY 14		Y	NOTAUTH
H.010654		WBR	LA 415	I-10 TO APPROXIMATELY 0.41M NORTH	Pavement Rehabilitation	PE	45	45	45	LOCAL	FY 13		Y	AUTH
H.010654		WBR	LA 415	I-10 TO APPROXIMATELY 0.41M NORTH	Pavement Rehabilitation	ENIV	30	30	30	LOCAL	FY 13		Y	AUTH
H.010654		WBR	LA 415	I-10 TO APPROXIMATELY 0.41M NORTH	Pavement Rehabilitation	C	530	583	466	STP>200K	FY 14		Y	NOTAUTH
H.010655		WBR	LA 1	LA 1 Lighting Renovations	Lighting Improvements	PE	15	15	15	LOCAL	FY 14		Y	NOTAUTH
H.010655		WBR	LA 1	LA 1 Lighting Renovations	Lighting Improvements	C	485	534	427	STP>200K	FY 15		Y	NOTAUTH
H.010656		WBR	LA 1, LA 76	LA 1 @ LA 76 Intersection Improvements	Turn Lanes	PE	35	35	35	LOCAL	FY 14		Y	NOTAUTH
H.010656		WBR	LA 1, LA 76	LA 1 @ LA 76 Intersection Improvements	Turn Lanes	ENIV	40	40	40	LOCAL	Fy 14		Y	NOTAUTH
H.010656		WBR	LA 1, LA 76	LA 1 @ LA 76 Intersection Improvements	Turn Lanes	UTIL	50	50	40	STP>200K	FY 14		Y	NOTAUTH
H.010656		WBR	LA 1, LA 76	LA 1 @ LA 76 Intersection Improvements	Turn Lanes	C	427	470	376	STP>200K	FY 14		Y	NOTAUTH
H.010657		ASC	Parishwide	Ascension Parish Pavement management	Parishwide Pavement Management Software	PE	50	50	40	STP>200K	FY 14		Y	NOTAUTH
H.010657		ASC	Parishwide	Ascension Parish Pavement management	Parishwide Pavement Management Software	PE	50	50	40	STP>200K	FY 15		Y	NOTAUTH
H.010657		ASC	Parishwide	Ascension Parish Pavement management	Parishwide Pavement Management Software	PE	50	50	40	STP>200K	FY 16		Y	NOTAUTH
H.010674		Regional	Regional	DMS Ladder System - Phase 2	Install Access Ladders	PE	240	240	192	DEMO	FY 14		Y	NOTAUTH
H.010674		Regional	Regional	DMS Ladder System - Phase 2	Install Access Ladders	C	1,100	1,210	968	DEMO	FY 14		Y	NOTAUTH
H.010729		EBR		Traffic Signal Coord & Synch Ph VI	Signal Synchronization	PE	600	600	480	CMAQ	FY 13		Y	NOTAUTH
H.010729		EBR		Traffic Signal Coord & Synch Ph VI	Signal Synchronization	C	8,200	9,020	1,804	CMAQ	FY 16		Y	NOTAUTH
H.010768		WBR		Multi-Use Trails, Phase I-B	Multi-Use Trails, Phase I-B	C	700	770	616	CMAQ	FY 13		Y	NOTAUTH
H.011003		Regional	Regional	BRMPO Travel Demand Management 2013	Establish and implement TDM strategies	PE	100	100	100	CMAQ	FY 14		Y	NOTAUTH
		Regional	Regional	Flex to Transit	10 New CNG Vans	C	1,500	1,500	1,125	CMAQ	FY 13		Y-LINE	NOTAUTH
		Regional	Regional	Flex to Transit	Maintenance Facility Upgrade	C	500	500	375	CMAQ	FY 13		Y-LINE	NOTAUTH
		Regional	Regional	Flex to Transit	Improved Transit Information	C	700	700	525	CMAQ	FY 13		Y-LINE	NOTAUTH
		Regional	Regional	Flex to Transit	Service Expansion	C	3,600	3,600	900	CMAQ	FY 14		Y-LINE	NOTAUTH
		Regional	Regional	Flex to Transit	Service Expansion	C	3,600	3,600	900	CMAQ	FY 15		Y-LINE	NOTAUTH
		Regional	Regional	Flex to Transit	Service Expansion	C	3,600	3,600	900	CMAQ	FY 16		Y-LINE	NOTAUTH
L.000045		Regional	Regional	Flex to Transit	Operations	C	800	800	800	CMAQ	FY 13	No Federal match Required	Y-LINE	AUTH
L.000058		Regional	Regional	Flex to Safety	City's Share of MAP FY 2013	C	350	385	308	CMAQ	FY 13		Y-LINE	AUTH
L.000058		Regional	Regional	Flex to Safety	City's Share of MAP FY 2014	C	350	385	308	CMAQ	FY 14		Y-LINE	NOTAUTH
L.000085		Regional	Regional	Advanced Traffic Management Center	Operations	C	300	330	264	CMAQ	FY 13		Y-LINE	AUTH
L.000085		Regional	Regional	Advanced Traffic Management Center	Operations	C	300	330	264	CMAQ	FY 14		Y-LINE	NOTAUTH
02-CS-HC-0004	113	EBR	O'Neal Ln	S. Harrell's Ferry Rd - George O'Neal	Widen to 4 Lanes	C	17,911	17,911	0	LOCAL	FY 12		N-LOCAL	NOTAUTH
02-PR-CI-0034	135	EBR	McHugh Rd	Wimbush Dr to Lower Zachary Rd	Base Widening W/Shoulders	C	6,379	6,379	0	LOCAL	FY XX	Construction on Hold	N-LOCAL	NOFUNDS
03-CS-CI-0020	114	EBR	Sullivan Rd	Central Thruway - Wax Rd	Widen to 4 lanes	C	25,776	25,776	0	LOCAL	FY 12		N-LOCAL	NOTAUTH
06-CS-HC-0018	115	EBR	Fairchild - Badley Road	Scenic Hwy to Veterans Blvd	Base Wideninig, Curb & Gutter W/Sidewalks	C	5,707	5,707	0	LOCAL	FY 12		N-LOCAL	NOTAUTH
06-CS-HC-0028	116	EBR	Old Hammond Hwy Seg 2	Millerville Rd - O' Neal Ln	Widen to 4 Lanes	C	12,179	12,179	0	LOCAL	FY 12		N-LOCAL	NOTAUTH
06-CS-HC-0033	117	EBR	Essen Ln	Essen Ln @ I 10	Intersection Improvements	C	4,221	4,221	0	LOCAL	FY 12	Will begin after DOTD completes improvements on I-10 at Essen Ln	N-LOCAL	NOTAUTH
08-CS-HC-0035	124	EBR	Nicholson Drive Seg 1	Brightside Ln - Gourrier Ave	Widen to 4 Lanes	C	26,036	26,036	0	LOCAL	FY 14	Design study is complete	N-LOCAL	NOTAUTH
08-TL-HC-0034	125	EBR	Hooper Rd	Blackwater Bayou to Joor Rd	Widen to 4 Lanes	C	17,327	17,327	0	LOCAL	FY 14		N-LOCAL	NOTAUTH
08-TL-HC-0034	126	EBR	Hooper Rd	Joor Rd to Sullivan Rd	Widen to 4 Lanes	C	29,363	29,363	0	LOCAL	FY 14		N-LOCAL	NOTAUTH
08-TL-HC-0034	122	EBR	Sullivan Rd	Wax - Hooper Rd	Widen to 4 Lanes	C	33,138	33,138	0	LOCAL	FY 13	Some state funds may apply	N-LOCAL	NOTAUTH
09-CS-US-0041	136	EBR	I 10	Pecue Ln @ I 10	New Interchange W/Road Improvements	C	55,000	55,000	0	NFI	FY XX	Aslo a state proj. No funds available.	N-LOCAL	NOFUNDS
	138	EBR	I 12	Millerville Rd @ I 12 (WB Single Ln Ramp)	Interchange Reconfiguration	C	2,300	2,300	0	PRIVATE	FY 12		N-LOCAL	NOTAUTH
	127	EBR	Old Hammond Hwy Seg 1	Blvd De Province - Millerville Rd	Widen to 4 Lanes	C	14,000	14,000	0	LOCAL	FY 14	Final design will proceed based on DOTD Funding	N-LOCAL	NOTAUTH
	128	EBR	Perkins Rd	Siegen Ln - Pecue Ln	Widen to 4 Lanes	C	16,300	16,300	0	LOCAL	FY 14	Stage 0 complete. No funds available	N-LOCAL	NOTAUTH
	137	EBR	Picardy Perkins Connector	Picardy Ave - Perkins Rd	New Road	C	25,579	25,579	0	LOCAL	FY 16	Project in early planning process	N-LOCAL	NOTAUTH
	132	EBR	Glen Oaks Dr	Plank Rd - McClelland	Widen to 3 Lanes	C	9,971	9,971	0	LOCAL	FY 17		N-LOCAL	NOTAUTH
	148	LIV	Cook Rd	Pete's Hwy (LA 16) - Juban Rd	New 4 Lane Road	C	17,550	17,550	0	LOCAL	FY 17		N-LOCAL	NOTAUTH
	129	EBR	Staring/Gardere Ln	Burbank - Nicholson Dr	New 4 Lane / Widen to 4 Lanes	STUDY					FY 12	Stage 0 complete	N-STATE	AUTH
H.002344		EBR	LA 427	Siegen Ln - Highland Rd	Increase Capacity (Stage 0 Study)	STUDY	100	100	0	STCASH	FY 09		N-STUDY	AUTH
H.002397		LIV	I-12	Pete's Hwy (LA 16) Interchange @ I-12	Interchange Improvements - Stage 0 Feasibility	STUDY	467	467	374	DEMO	FY 11		N-STUDY	AUTH
H.004100		EBR	I-10	LA 415 to Essen Ln on I-10 and I-12	Feasibility/Environmental Study	STUDY	3,500	3,500	0	STCASH	FY 11	Feasibility $1.2 M, Env $2.3 M. Adv Const to be paid back with NHS.	Y	AUTH
H.005121		WBR		LA 1 - I-10 Connector	Connector Study	STUDY	1,500	1,500	0	STGEN	FY 07		N-STUDY	AUTH
H.005201		Regional		5 Parish Region	New Loop - EIS	STUDY	2,250	2,250	0	STCASH	FY 09		N-STUDY	AUTH
H.005403	118	EBR	LA 408	LA 408 (Hooper Rd Ext) LA 37 - LA 16	Extension of Hooper Rd Feasibility Study	STUDY	180	180	0	STBONDS	FY 11		N-STUDY	AUTH
H.005403	118	EBR	LA 408	LA 408 (Hooper Rd Ext) LA 37 - LA 16	Extension of Hooper Rd Feasibility Study	STUDY	46	46	0	LOCAL	FY 11		N-STUDY	AUTH
H.005403	118	EBR	LA 408	LA 408 (Hooper Rd Ext) LA 37 - LA 16	Extension of Hooper Rd Feasibility Study	STUDY	100	100	0	STGEN	FY 11		N-STUDY	AUTH
H.005403	118	EBR	LA 408	LA 408 (Hooper Rd Ext) LA 37 - LA 16	Extension of Hooper Rd Feasibility Study	ENIV	677	677	0	STBONDS	FY 12		N-STUDY	AUTH

STIP Project
Y: STIP Project. **Projects from STP>200K project call 2013 will be administratively added after LADOTD reviews and accepts the Stage 0 applications.**
Y-Line: STIP Line Project. Shown for Information Purposes Only.
N-State: 100% State Funds
N-Local: Local Project
N-Study: Feasibility or Environmental Study

BATON ROUGE METROPOLITAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM
(2015-2018)
(Financially Constrained)
Highway Element

State Proj No.	MTP No.	Parish	Route	Proj Limits	Proj Description	Phase	Proj Cost (000)	Total Cost (000) (W/Contingency)	Federal Share (000)	Fund	Auth Year	Comments	STIP Project	Status
H.000337		ASC	US 61	Bayou Manchac & Francois Brs.	New Bridges	PE	89	89	71	NHPP	FY 16		Y	NOTAUTH
H.000337		ASC	US 61	Bayou Manchac & Francois Brs.	New Bridges	UTIL	15	15	12	NHPP	FY 17		Y	NOTAUTH
H.000337		ASC	US 61	Bayou Manchac & Francois Brs.	New Bridges	C	12,000	13,200	10,560	NHPP	FY 18	100% HSIP	Y	NOTAUTH
H.000464	139	LIV	US 190, LA 1026	US 190 & LA 1026 (Roundabout)	Roundabout	ROW	2,500	2,500	2,500	HSIP	FY 16	100% HSIP	Y	NOTAUTH
H.000464	139	LIV	US 190, LA 1026	US 190 & LA 1026 (Roundabout)	Roundabout	UTIL	860	860	860	HSIP	FY 16	100% HSIP	Y	NOTAUTH
H.000464	139	LIV	US 190, LA 1026	US 190 & LA 1026 (Roundabout)	Roundabout	UTIL	390	390	0	STBONDS	FY 16		Y	NOTAUTH
H.000464	139	LIV	US 190, LA 1026	US 190 & LA 1026 (Roundabout)	Roundabout	C	4,610	5,071	5,071	HSIP	FY 17	100% HSIP	Y	NOTAUTH
H.000466	140	LIV	US 190	Intersection Improvements @ Eden Church	Construct 4-Legged Single Lane Roundabout	STUDY	6	6	5	SATRANS	FY 13		Y-LINE	NOTAUTH
H.000466	140	LIV	US 190	Intersection Improvements @ Eden Church	Construct 4-Legged Single Lane Roundabout	ROW	350	350	315	HSIP	FY 13		Y-LINE	NOTAUTH
H.000466	140	LIV	US 190	Intersection Improvements @ Eden Church	Construct 4-Legged Single Lane Roundabout	UTIL	150	150	135	HSIP	FY 13		Y-LINE	NOTAUTH
H.000466	140	LIV	US 190	Intersection Improvements @ Eden Church	Construct 4-Legged Single Lane Roundabout	C	1,000	1,100	990	HSIP	FY 13		Y-LINE	NOTAUTH
H.000698		EBR	US 61	Baker Canal Bridge	Bridge Rehab, Deck, Appr Slab, Abut	PE	200	200	160	FBR-ON/OFF	FY 12		Y-LINE	AUTH
H.000698		EBR	US 61	Baker Canal Bridge	Bridge Rehab, Deck, Appr Slab, Abut	UTIL	10	10	8	FBR-ON/OFF	FY 13		Y-LINE	NOTAUTH
H.000698		EBR	US 61	Baker Canal Bridge	Bridge Rehab, Deck, Appr Slab, Abut	C	3,186	3,505	2,804	FBR-ON/OFF	FY 14		Y-LINE	NOTAUTH
H.001234		WBR	LA 1	Port Allen Canal Bridge	Bridge Rehabilitation	PE	330	330	264	FBR-ON/OFF	FY 14		Y-LINE	NOTAUTH
H.001234		WBR	LA 1	Port Allen Canal Bridge	Bridge Rehabilitation	UTIL	78	78	62	FBR-ON/OFF	FY 14		Y-LINE	NOTAUTH
H.001234		WBR	LA 1	Port Allen Canal Bridge	Bridge Rehabilitation	C	24,255	26,681	21,344	FBR-ON/OFF	FY 15		Y-LINE	NOTAUTH
H.001603	110	EBR	LA 73	Old Jefferson Hwy @ Antioch Rd	Intersection Improvement	ROW	184	184	0	LOCAL	FY 13	100% Local Funds	Y	NOTAUTH
H.001603	110	EBR	LA 73	Old Jefferson Hwy @ Antioch Rd	Intersection Improvement	UTIL	5	5	0	LOCAL	FY 13	100% Local Funds	Y	NOTAUTH
H.001603	110	EBR	LA 73	Old Jefferson Hwy @ Antioch Rd	Intersection Improvement	C	1,040	1,144	0	LOCAL	FY 14	100% Local Funds	Y	NOTAUTH
H.002290	109	EBR	LA 64	LA 19 to McHugh Rd	Center Turn Lane	ROW	5,400	5,400	4,320	STP>200K	FY 11		Y	AUTH
H.002290	109	EBR	LA 64	LA 19 to McHugh Rd	Center Turn Lane	UTIL	876	876	701	STP>200K	FY 11		Y	AUTH
H.002290	109	EBR	LA 64	LA 19 to McHugh Rd	Center Turn Lane	C	3,600	3,960	3,564	HSIP	FY 14		Y	NOTAUTH
H.002301	119	EBR	N. Sherwood Forest Blvd	Choctaw Dr - Greenwell Springs Rd	Widen to 5 Lanes	ROW	3,080	3,080	2,464	STP>200K	FY 16		Y	NOTAUTH
H.002301	119	EBR	N. Sherwood Forest Blvd	Choctaw Dr - Greenwell Springs Rd	Widen to 5 Lanes	UTIL	350	350	280	STP>200K	FY 16		Y	NOTAUTH
H.002301	119	EBR	N. Sherwood Forest Blvd	Choctaw Dr - Greenwell Springs Rd	Widen to 5 Lanes	C	13,600	14,960	11,968	STPFLEX	FY 17		Y	NOTAUTH
H.002301	119	EBR	N. Sherwood Forest Blvd	Choctaw Dr - Greenwell Springs Rd	Widen to 5 Lanes	C	1,110	1,221	977	STP>200K	FY 17		Y	NOTAUTH
H.002320	122	EBR	Sullivan Rd	Wax - Hooper Rd	Widen to 4 Lanes	C	19,000	20,900	0	LOCAL	FY 16		Y	NOTAUTH
H.002320	122	EBR	Sullivan Rd	Wax - Hooper Rd	Widen to 4 Lanes	C	3,000	3,300	2,640	STPFLEX	FY 16		Y	NOTAUTH
H.002320	122	EBR	Sullivan Rd	Wax - Hooper Rd	Widen to 4 Lanes	C	3,000	3,300	0	STBONDS	FY 16		Y	NOTAUTH
H.002337		EBR	LA 327	Bayou Fountain	New Bridge	ROW	60	60	48	FBRON	FY 16		Y-LINE	NOTAUTH
H.002337		EBR	LA 327	Bayou Fountain	New Bridge	UTIL	200	200	160	FBRON	FY 16		Y-LINE	NOTAUTH
H.002337		EBR	LA 327	Bayou Fountain	New Bridge	C	1,666	1,833	1,466	FBRON	FY 16		Y-LINE	NOTAUTH
H.002344		EBR	LA 427	Perkins Rd (Siegen - Highland)	Increase Capacity (Stage 0 Study)	STUDY	100	100	0	STCASH	FY 09		Y	AUTH
H.002344		EBR	LA 427	Perkins Rd (Siegen - Highland)	Widening	PE	800	800	640	NHPP	FY 15		Y	NOTAUTH
H.002344		EBR	LA 427	Perkins Rd (Siegen - Highland)	Widening	PE	20	20	0	STGEN	FY 15		Y	NOTAUTH
H.002344		EBR	LA 427	Perkins Rd (Siegen - Highland)	Widening	ENIV	445	445	356	NHPP	FY 15		Y	NOTAUTH
H.002344		EBR	LA 427	Perkins Rd (Siegen - Highland)	Widening	ENIV	130	130	0	STGEN	FY 15		Y	NOTAUTH
H.002370	101	ASC	LA 42	US 61 to LA 44	Widening and Improvements	ROW	8,250	8,250	6,600	DEMO	FY 11		Y	AUTH
H.002370	101	ASC	LA 42	US 61 to LA 44	Widening and Improvements	ROW	3,500	3,500	2,800	STPENH	FY 11		Y	AUTH
H.002370	101	ASC	LA 42	US 61 to LA 44	Widening and Improvements	ROW	6,000	6,000	4,800	STP>200K	FY 12	Local Match Provided by DOTD	Y	AUTH
H.002370	101	ASC	LA 42	US 61 to LA 44	Widening and Improvements	UTIL	3,500	3,500	2,800	HSIP	FY 11		Y	AUTH
H.002370	101	ASC	LA 42	US 61 to LA 44	Widening and Improvements	C	22,000	24,200	0	STBONDS	FY 15		Y	NOTAUTH
H.002370	101	ASC	LA 42	US 61 to LA 44	Widening and Improvements	C	2,500	2,750	2,475	HSIPPEN	FY 15		Y	NOTAUTH
H.002370	101	ASC	LA 42	US 61 to LA 44	Widening and Improvements	C	1,300	1,430	1,359	TAPFLEX	FY 15	95/5 Cost Share	Y	NOTAUTH
H.002373	141	LIV	LA 16	LA 16 @ LA 22	Install Roundabout	PE	50	50	40	HSIP	FY 13		Y	NOTAUTH
H.002373	141	LIV	LA 16	LA 16 @ LA 22	Install Roundabout	ROW	600	600	480	HSIP	FY 13		Y	NOTAUTH
H.002373	141	LIV	LA 16	LA 16 @ LA 22	Install Roundabout	UTIL	741	741	593	HSIP	FY 13		Y	NOTAUTH
H.002373	141	LIV	LA 16	LA 16 @ LA 22	Install Roundabout	C	1,800	1,980	1,980	HSIP	FY 14	100% Federal Funds	Y	NOTAUTH
H.002375		LIV	LA 16	Amite R. BR. Near French Settlement	New Bridge	PE	125	125	100	STPFLEX	FY 20		Y	NOTAUTH
H.002375		LIV	LA 16	Amite R. BR. Near French Settlement	New Bridge	ROW	280	280	224	STPFLEX	FY 20		Y	NOTAUTH
H.002375		LIV	LA 16	Amite R. BR. Near French Settlement	New Bridge	UTIL	5	5	4	STPFLEX	FY 20		Y	NOTAUTH
H.002375		LIV	LA 16	Amite R. BR. Near French Settlement	New Bridge	C	23,124	25,436	20,349	STPFLEX	FY 20		Y	NOTAUTH
H.002423		ASC	LA 44	Black bayou Bridge Replacement	Bridge Replacement	PE	126	126	101	FBR-ON/OFF	FY 13		Y-LINE	NOTAUTH
H.002423		ASC	LA 44	Black bayou Bridge Replacement	Bridge Replacement	ROW	500	500	400	FBR-ON/OFF	FY 14		Y-LINE	NOTAUTH
H.002423		ASC	LA 44	Black bayou Bridge Replacement	Bridge Replacement	UTIL	500	500	400	FBR-ON/OFF	FY 14		Y-LINE	NOTAUTH
H.002423		ASC	LA 44	Black bayou Bridge Replacement	Bridge Replacement	C	1,541	1,695	1,356	FBR-ON/OFF	FY 15		Y-LINE	NOTAUTH
H.002822	120	EBR	LA 30	Nicholson Dr @ Brightside Ln	Intersection Improvement	ROW	2,100	2,100	1,680	CMAQ	FY 12		Y	AUTH
H.002822	120	EBR	LA 30	Nicholson Dr @ Brightside Ln	Intersection Improvement	UTIL	1,200	1,200	960	CMAQ	FY 12		Y	AUTH
H.002822	120	EBR	LA 30	Nicholson Dr @ Brightside Ln	Intersection Improvement	C	6,480	7,128	5,702	CMAQ	FY 16		Y	NOTAUTH
H.003047	136	EBR	I-10	Pecue Ln / I-10 Interchange	New Interchange	ROW	0	0	0	NFI	FY 13	No Funds. Project in Green Light Plan	N-STATE	NOFUNDS
H.003047	136	EBR	I-10	Pecue Ln / I-10 Interchange	New Interchange	UTIL	0	0	0	NFI	FY 13	No Funds. Project in Green Light Plan	N-STATE	NOFUNDS
H.003047	136	EBR	I-10	Pecue Ln / I-10 Interchange	New Interchange	C	0	0	0	DEMO	FY XX	No Funds. Project in Green Light Plan	N-STATE	NOFUNDS
H.003047	136	EBR	I-10	Pecue Ln / I-10 Interchange	New Interchange	C	0	0	0	STGEN	FY XX	No Funds. Project in Green Light Plan	N-STATE	NOFUNDS
H.003790	103	ASC	LA 930	Causey Rd to LA 42	Widen LA 930 & Add Open Ditches	PE	530	530	0	STBONDS	FY 13		N-STATE	NOTAUTH
H.003790	103	ASC	LA 930	Causey Rd to LA 42	Widen LA 930 & Add Open Ditches	ROW	3,400	3,400	0	STBONDS	FY 13		N-STATE	NOTAUTH
H.003790	103	ASC	LA 930	Causey Rd to LA 42	Widen LA 930 & Add Open Ditches	UTIL	1,300	1,300	0	STBONDS	FY 13		N-STATE	NOTAUTH
H.003790	103	ASC	LA 930	Causey Rd to LA 42	Widen LA 930 & Add Open Ditches	C	5,300	5,830	0	STBONDS	FY 14		N-STATE	NOTAUTH

STIP Project
Y: STIP Project. Projects selected during 2014 CMAQ & STP>200K project calls will be administratively added when LADOTD creates project number for them.
Y-Line: STIP Line Project. Shown for Information Purposes Only.
N-State: 100% State Funds
N-Local: Local Project
N-Study: Feasibility or Environmental Study

32966

FLOOD ZONE DETERMINATION FORM

DPW PERMIT AND INSPECTION DIVISION

CITY OF BATON ROUGE AND PARISH OF EAST BATON ROUGE
300 N. 10TH STREET • P.O. BOX 1471 • BATON ROUGE, LA 70802 • VOICE: (225) 389-3105 • FAX: (225) 389-3249

☐ Residential ☐ Commercial

SECTION A – TO BE COMPLETED BY OWNER OR OWNER'S AGENT – PLEASE PRINT

Owner's Present Street Address:

Name: City/Parish Department of Public Works – PS 514
Street: 15512 Perkins Rd (See Vicinity Map)
City, State: Baton Rouge, LA
Phone: N/A Fax: N/A

Professional Selected to Certify Elevation (1):

Name: Stantec Consulting Ltd. Attn: Ms. Cindy Hall
Street: 500 Main Street
City, State: Baton Rouge, LA 70801
Phone: 225-765-7400 Fax: 225-765-7244

Owner's Proposed New Street Address:

Name: Same as above
Street:
City, State:
Phone: Fax:

Submitted By: ☐ Owner ☒ Owner's Agent

Name: Same as above
Street:
City, State:
Phone: Fax:

Signature: ☐ Owner ☒ Owner's Agent Cindy M. Hall **Date:** Dec. 5, 2013

RECEIVED DEC 09 2013 CITY OF BATON ROUGE INSPECTION DIVISION OF DEPARTMENT OF PUBLIC WORKS

SECTION B – TO BE COMPLETED BY THE PERMIT & INSPECTION DIVISION – PLEASE PRINT

Lot & Block Page Number: 84
Subdivision: Henry McDonald Prop
Municipal Number: 15475 Per Kins Rd
Lot/Tract Number: Und

Census: 40.09-1
Filing:
By: JD
Date: 12-9-13

Zoning District: Rural
City/Parish: Parish

NOTE: Attach a photocopy of the Sewer Lot & Block Map, Plot Plan and (if applicable) a Location Map.

SECTION C – TO BE COMPLETED BY THE ENGINEERING ENGINEERING – PLEASE PRINT

FIRM Flood Zone at Site: ~~X~~ AE Fill Restricted: ☑ Yes ☐ No

FIRM Base Flood Elevation: ☐ At Site: Feet NGVD
☒ Adjacent Flood Zone / FHF (2) 205 Feet NGVD

Inundation Elevation (Flood of Record) if applicable: 17 Feet NGVD

Location of Inundation: Ward Creek

FIRM Community Panel No. 220058- 0335E Date FIRM: 3-2-08

Gen'l Remarks: Date LOMA(3) or LOMR(4):

Researched by: LL Date: 12-13-13

NOTE: At your request, we have researched the Flood Insurance Rate Map of the property as described herein.

Zone A..... Areas of 100-Year flood; base flood elevations and flood hazard factors not determined

Zone AE..... Areas of 100-Year flood; base flood elevations and flood hazard factors determined.

Zone B/X..... Areas between limits of the 100-Year flood and 500-Year flood or certain areas subject to 100-Year flooding with average depth less than one foot.

Zone C/X..... Areas of minimal flooding.

Footnotes:

1. Professional Engineer, Registered Architect, or Professional Land Surveyor
2. Flood Hazard Factor
3. Letter of Map Amendment
4. Letter of Map Revision

RECEIVED DEC 06 2013 DPW/INSPECTION DIVISION

Ck # 069588 is in the Cashier's Office

From: Lynette Richardson <LRICHARDSON@brgov.com>
Sent: Monday, November 03, 2014 10:09 AM
To: Prudhomme, Nick
Subject: RE: Inundation Elevation

Sorry cannot fill that form out is only for permits.
BFE= 20, inundation 17

Lynette Richardson CFM
City Of Baton Rouge, Dept. Of Public Works
Engineering Division, Flood Office
1100 Laurel St. 2nd floor
BR, LA 70802
225-389-3196 (ph), 225-389-4804 (fax)

From: Prudhomme, Nick [mailto:nick.prudhomme@stantec.com]
Sent: Monday, November 03, 2014 9:29 AM
To: Lynette Richardson
Subject: RE: Inundation Elevation

Ms. Richardson,

Just following up on the request below. Please let me know what I can do to help.

Thanks,

Nick Prudhomme, P.E.
Roadway Engineer
ABMB Engineers Inc., now Stantec
Phone: (225) 765-7400
nick.prudhomme@stantec.com

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Please consider the environment before printing this email.

From: Prudhomme, Nick
Sent: Wednesday, October 29, 2014 11:23 AM
To: 'lrichardson@brgov.com'
Cc: Hall, Cindy
Subject: Inundation Elevation

Ms. Richardson,

Please see attached. I recently sent this package to the Permit department but received a call this morning saying that because the request isn't associated with an actual permit, it is better suited for the Drainage Engineering department. I'm predominately interested in the area of Perkins Road between Pecue Ln and Highland Rd. The BFE in this area appears to be 20', but we're also interested in the inundation elevation, if the road has ever been overtopped, and any studies that may have been done on Wards Creek in the area. I'd be happy to complete any necessary forms or paperwork first if you'd please forward them.

Thank you,

Nick Prudhomme, P.E.
Roadway Engineer
ABMB Engineers Inc., now Stantec
Phone: (225) 765-7400
nick.prudhomme@stantec.com

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Prudhomme, Nick

To: Hall, Cindy
Subject: RE: Perkins Road LA 427

From: Curt Boniol [mailto:Curt.Boniol@LA.GOV]
Sent: Thursday, October 30, 2014 9:45 AM
To: Hall, Cindy
Cc: Sarah Dwyer
Subject: FW: Perkins Road LA 427

Cindy,

Please see the email below from our parish highway maintenance superintendent Mr. Albert shields. I am still actively looking for any flood data information on our end.

Thank You!

Curt J. Boniol, P. E.
District 61-Water
Resources Engineer
8100 Airline Highway
Baton Rouge, LA. 70815

Curt.Boniol@LA.GOV
Phone: (225) 231-4144
Fax: (225) 231-4110

www.dotd.la.gov

From: Albert Shields
Sent: Thursday, October 30, 2014 9:39 AM
To: Curt Boniol
Cc: Ronnie Robinson (DOTD); Curt Boniol
Subject: RE: Perkins Road LA 427

Good morning Ms. Hall , during my employment here at DOTD from 1976 to the present I have never known this area to topple or flood.

BILLY NUNGESSER
LIEUTENANT GOVERNOR

State of Louisiana

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF ARCHAEOLOGY

RENNIE S. BURAS, II
DEPUTY SECRETARY

PHIL BOGGAN
ASSISTANT SECRETARY

26 October 2016

Lauren Poche
AECOM
7389 Florida Blvd, Suite 300
Baton Rouge, LA 70805

Re: Draft Report
La Division of Archaeology Report No. 22-5352
Phase I Cultural Resources Investigation, Perkins Road (LA 427), from Siegen Lane to Highland Road, City of Baton Rouge, East Baton Rouge Parish, Louisiana
H.009497

Dear Ms. Poche:

We acknowledge receipt of your letter dated 14 October 2016 and two copies of the above referenced report. We have completed our review of this report and have no comments to offer.

We concur that no historic properties will be impacted by this project. Our office has no further concerns for this project.

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 at the Division of Archaeology by email at cmcgimsey@crt.la.gov or by phone at 225-219-4598.

Sincerely,

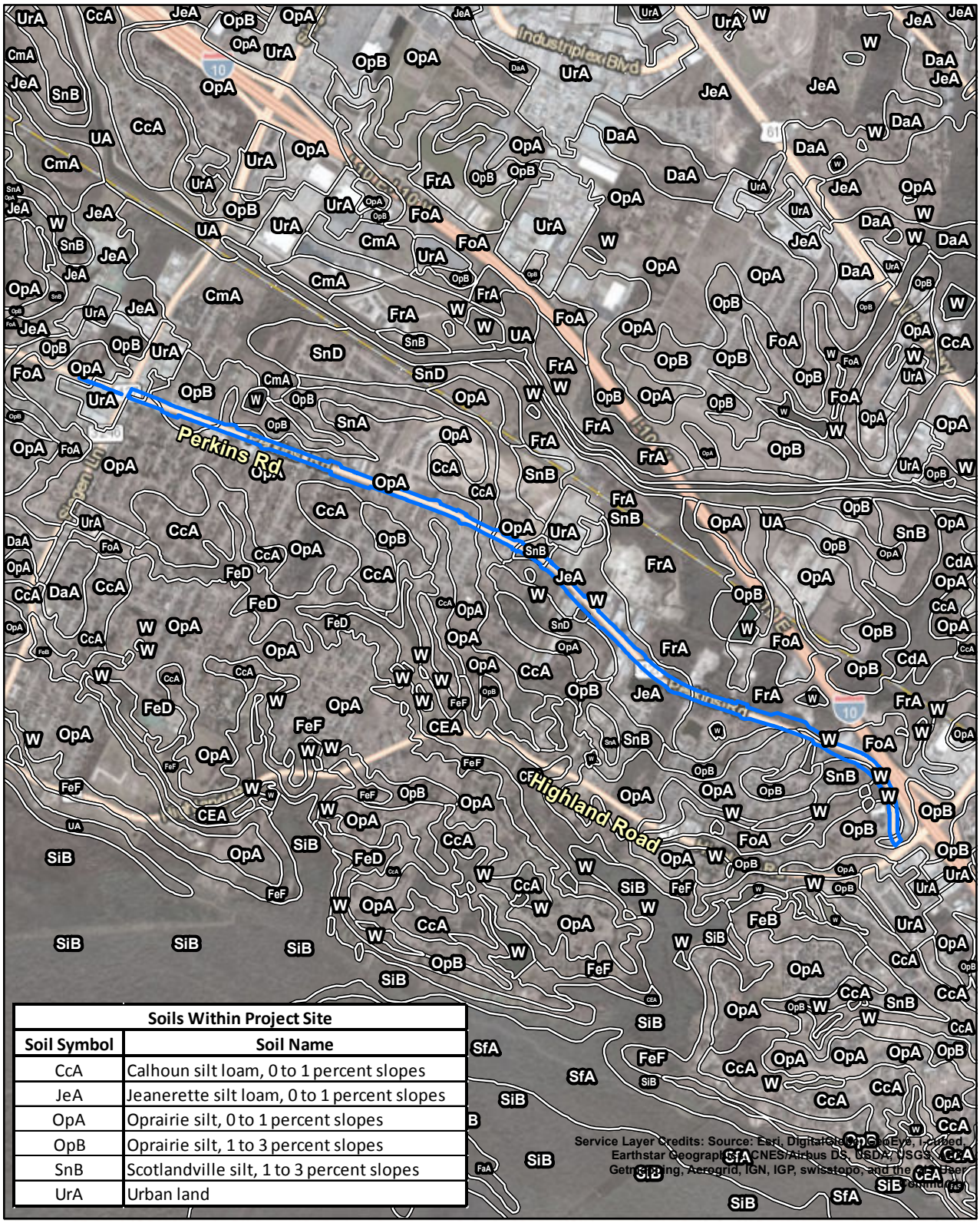
Phil Boggan
State Historic Preservation Officer

P.O. BOX 44247 • BATON ROUGE, LOUISIANA 70804-4247
PHONE (225) 342-8170 • FAX (225) 342-4480 • WWW.CRT.LA.GOV

APPENDIX G

Wetlands

Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\EA_REVISED_20150128\Figure_14_SoilsDistribution.mxd



Soils Within Project Site	
Soil Symbol	Soil Name
CcA	Calhoun silt loam, 0 to 1 percent slopes
JeA	Jeanerette silt loam, 0 to 1 percent slopes
OpA	Oprairie silt, 0 to 1 percent slopes
OpB	Oprairie silt, 1 to 3 percent slopes
SnB	Scotlandville silt, 1 to 3 percent slopes
UrA	Urban land

Survey Area

NRCS SSURGO Soils

N

0 0.25 0.5

Miles

1 in = 0.5 miles

Approximate Project Center Point:
Latitude 30.363958°
Longitude -91.062134°

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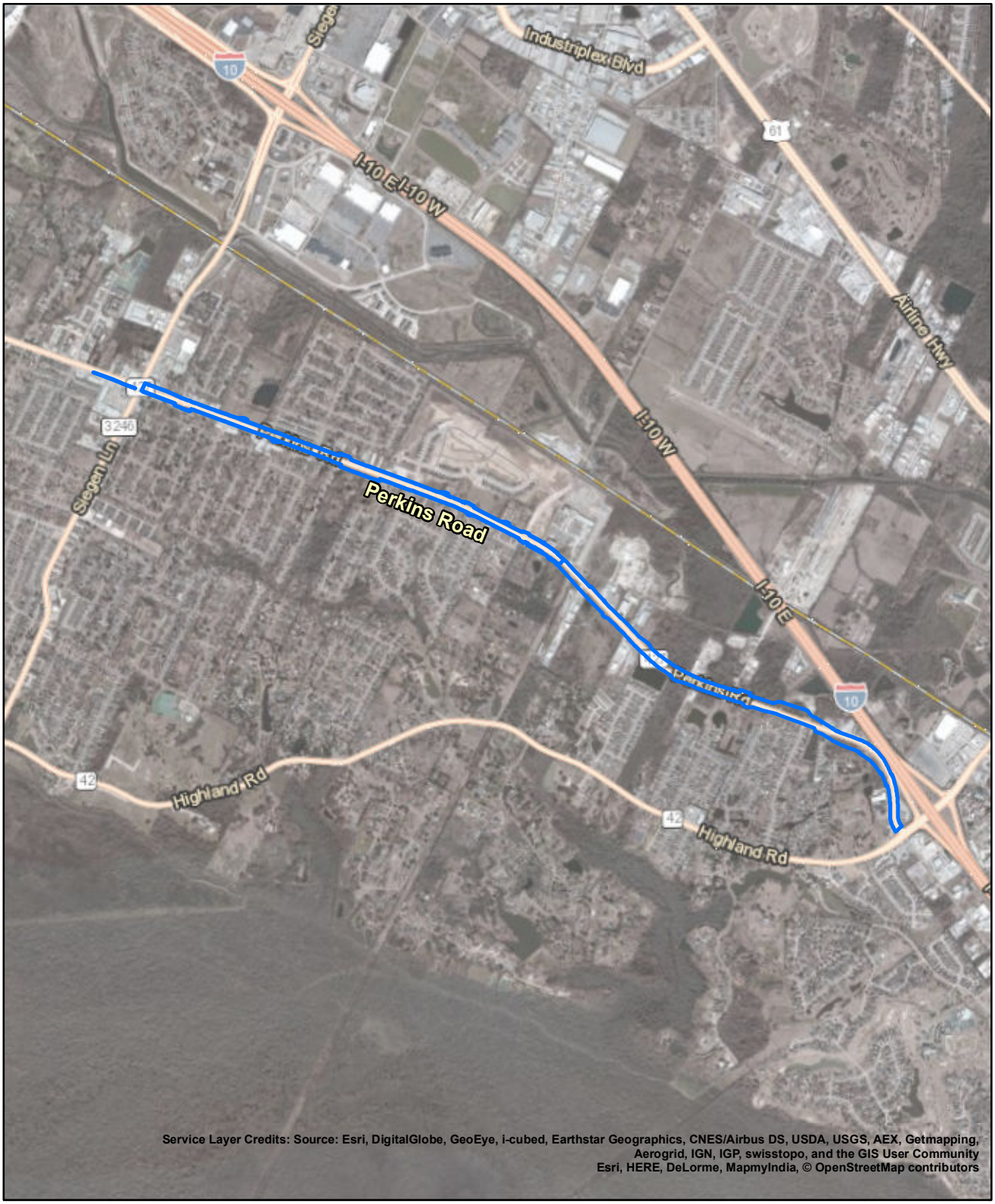
Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Soils Distribution Map

Figure 16

Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\EA_REVISED_20150128\Figure_15_Site_Vicinity_Aerial.mxd



Proposed ROW

N

0 0.25 0.5
Miles

1 in = 0.5 mile

Approximate Project Center Point:
Latitude 30.363958°
Longitude -91.062134°

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Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Site Vicinity Aerial Imagery Map

Figure 17

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LA 427 Perkins Road Siegen Lane to Highland Road
Waters of the U.S. and Wetland Delineation
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook Key

Legend

- Mapbook Grid Sheet
- Surveyed Project Corridor

N

0 1,000 2,000
Feet

Location Map

Figure 18
Map Key

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LA 427 Perkins Road Siegen Lane to Highland Road
Waters of the U.S. and Wetland Delineation
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook

Sample Point	ACRES	Length (ft)
082313_A_1001_E	0.002	18.62

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 1 of 20

I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\PJD\PerkinsRd_Prelim_Wetland_MapbookV3.mxd

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Waters of the U.S. and Wetlands Aerial Mapbook

Sample Point	ACRES	Length (ft)
082313_A_1002_E	0.01	465.65

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 2 of 20

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East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 3 of 20

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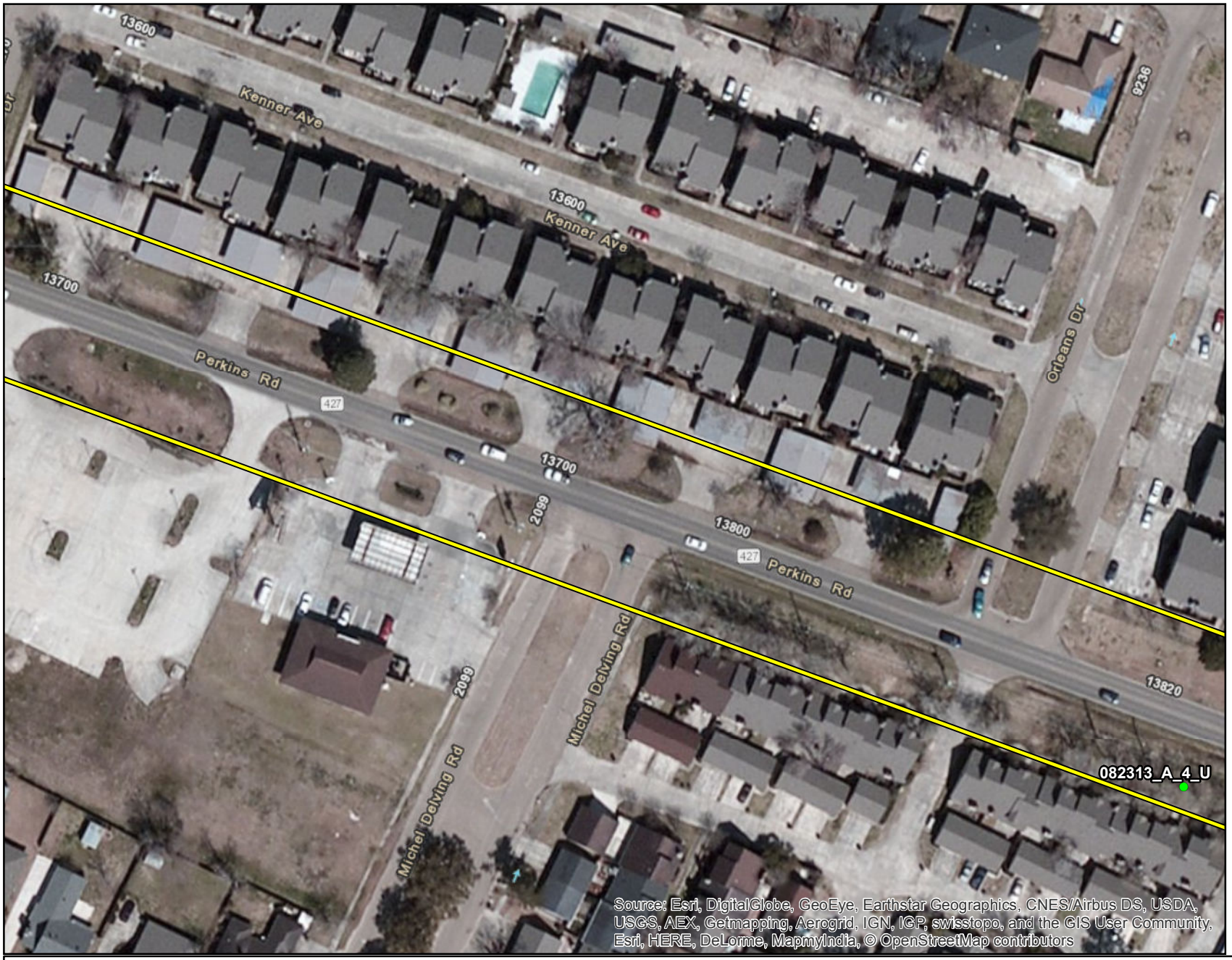
Waters of the U.S. and Wetlands Aerial Mapbook



Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N
0 50 100
Feet

Location Map

Figure 18
Sheet 4 of 20

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Waters of the U.S. and Wetlands Aerial Mapbook

Sample Point	ACRES	Length (ft)
082313_A_1003_E	0.01	91.68

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 5 of 20

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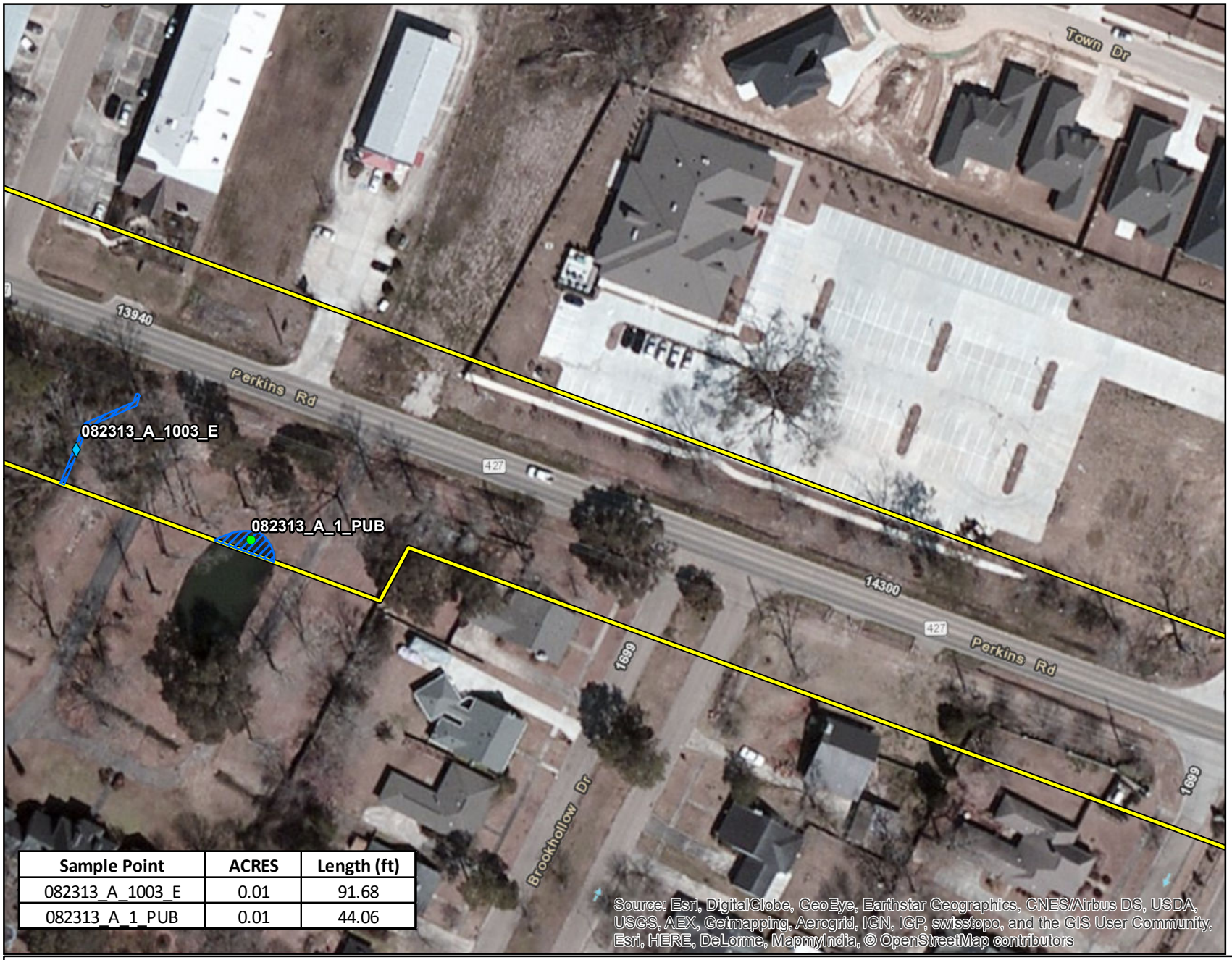
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
082313_A_1003_E	0.01	91.68
082313_A_1_PUB	0.01	44.06

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 6 of 20

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Waters of the U.S. and Wetland Delineation
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 7 of 20

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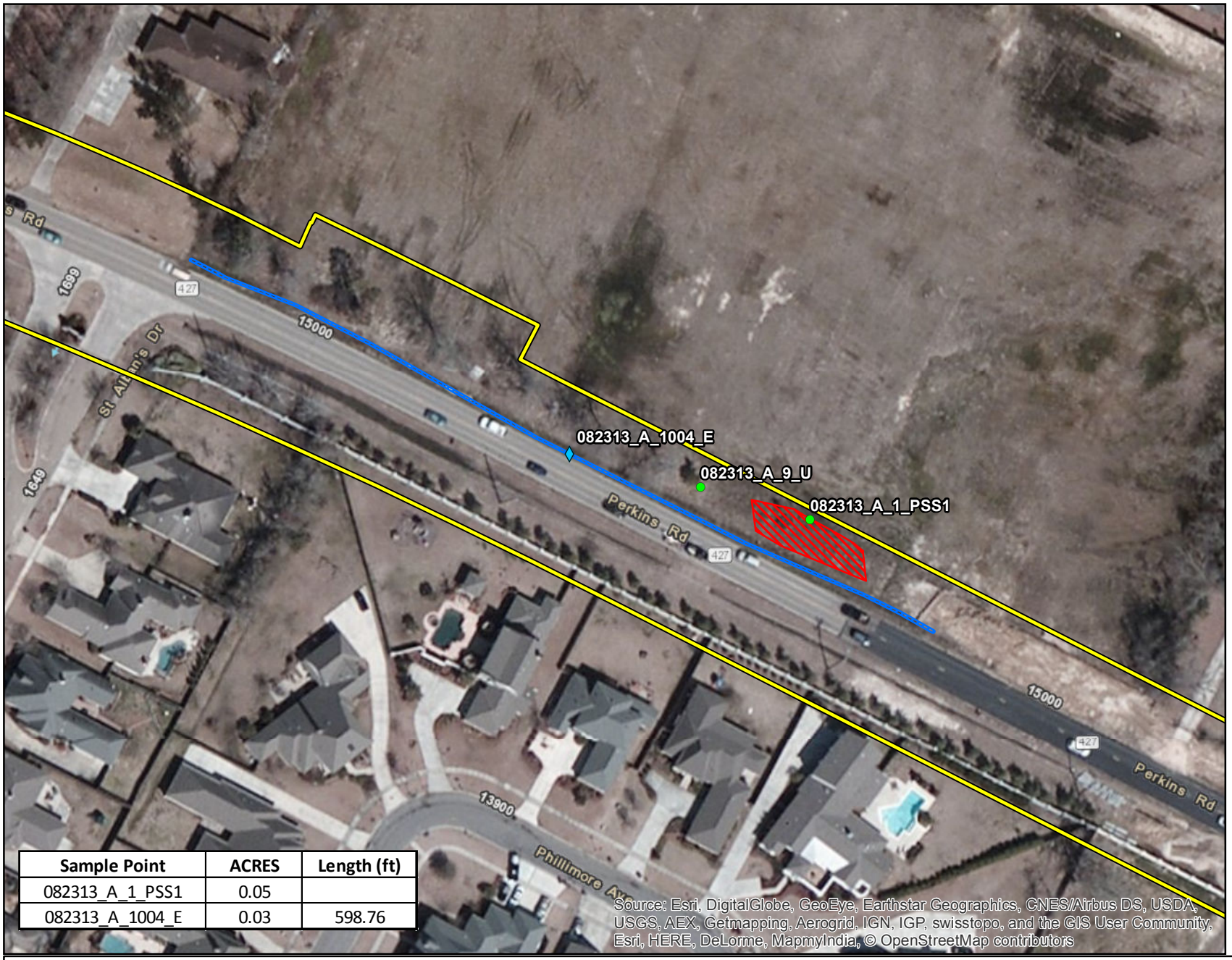
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
082313_A_1_PSS1	0.05	
082313_A_1004_E	0.03	598.76

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 8 of 20

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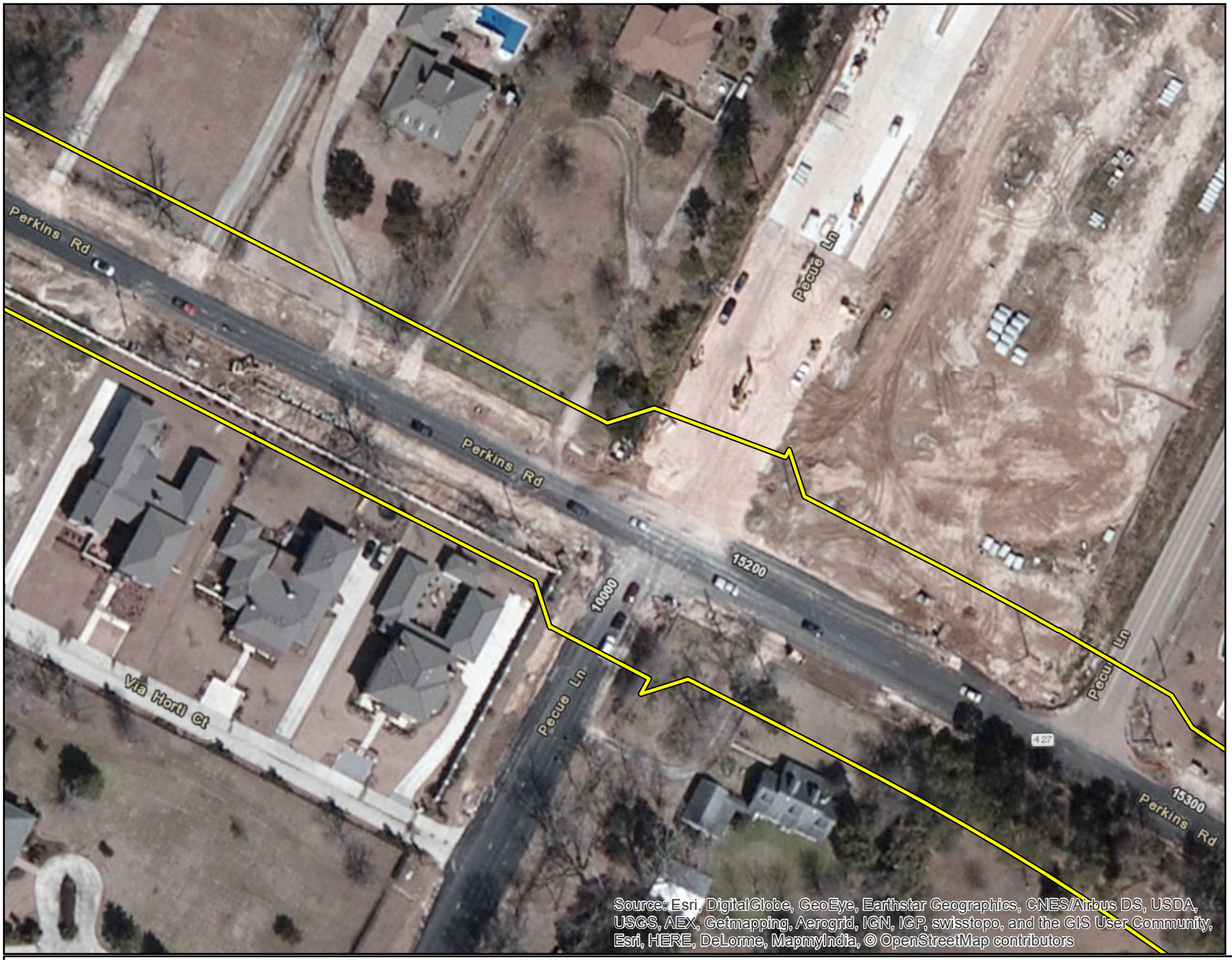
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 9 of 20

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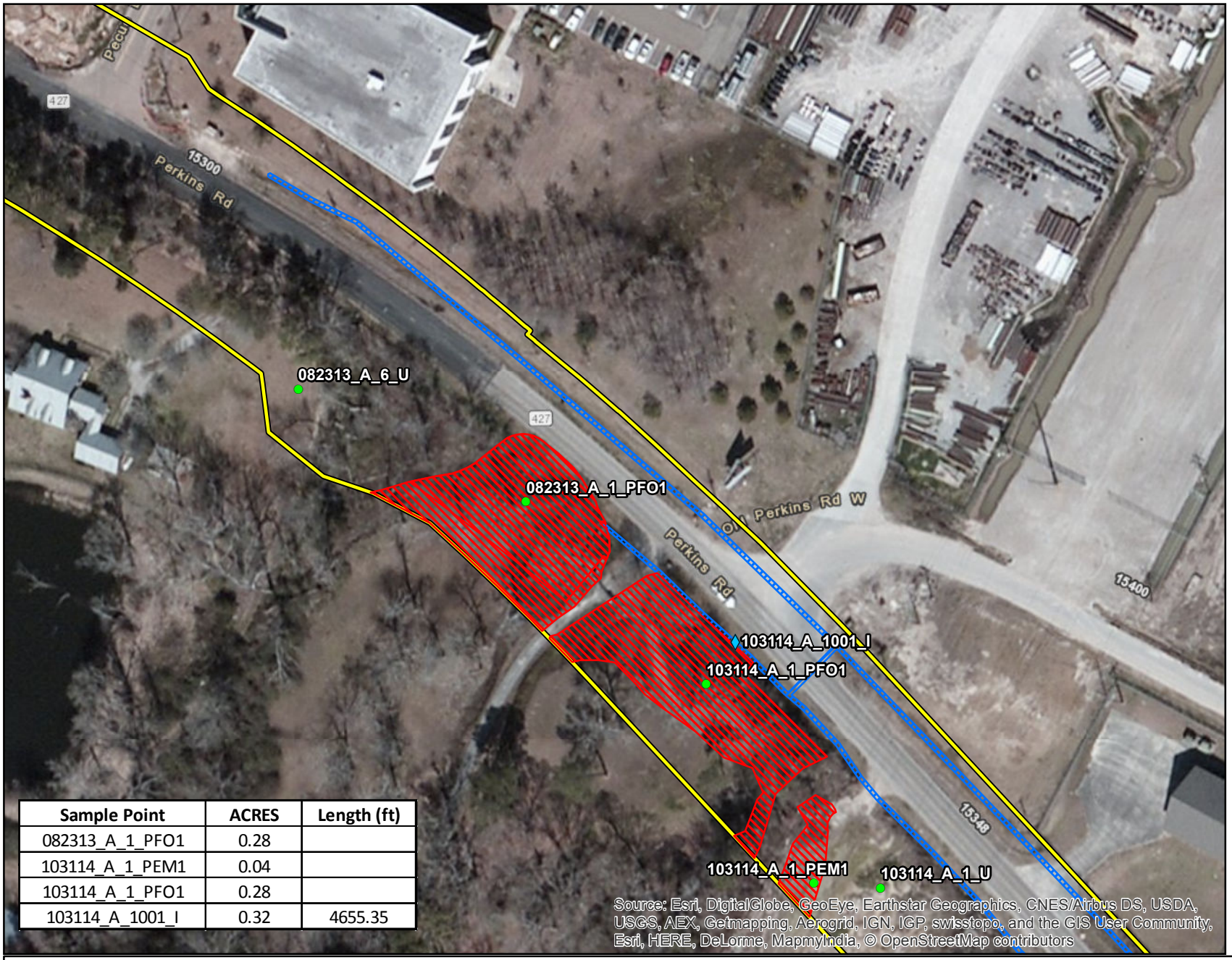
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
082313_A_1_PFO1	0.28	
103114_A_1_PEM1	0.04	
103114_A_1_PFO1	0.28	
103114_A_1001_I	0.32	4655.35

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 10 of 20

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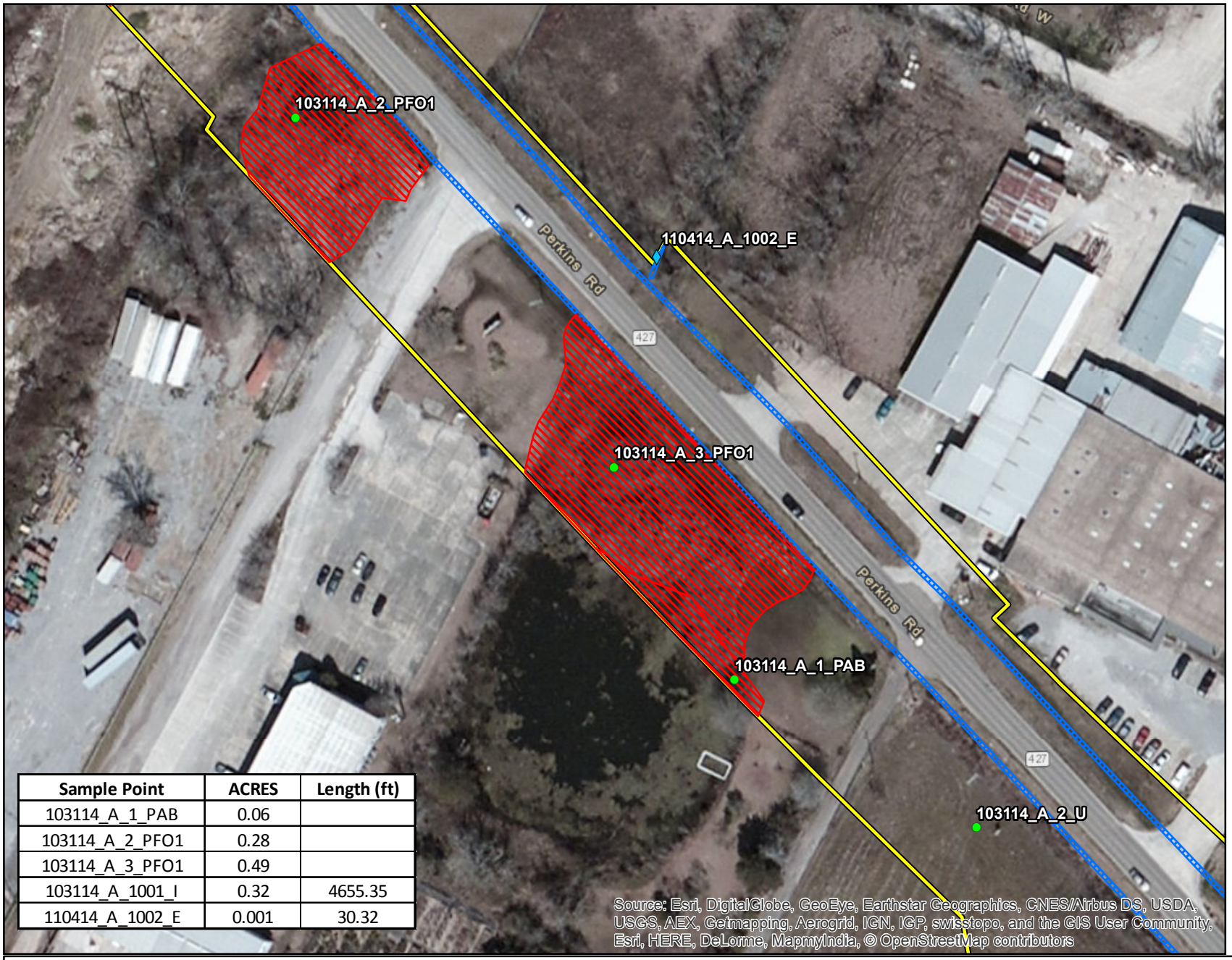
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
103114_A_1_PAB	0.06	
103114_A_2_PFO1	0.28	
103114_A_3_PFO1	0.49	
103114_A_1001_I	0.32	4655.35
110414_A_1002_E	0.001	30.32

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 11 of 20

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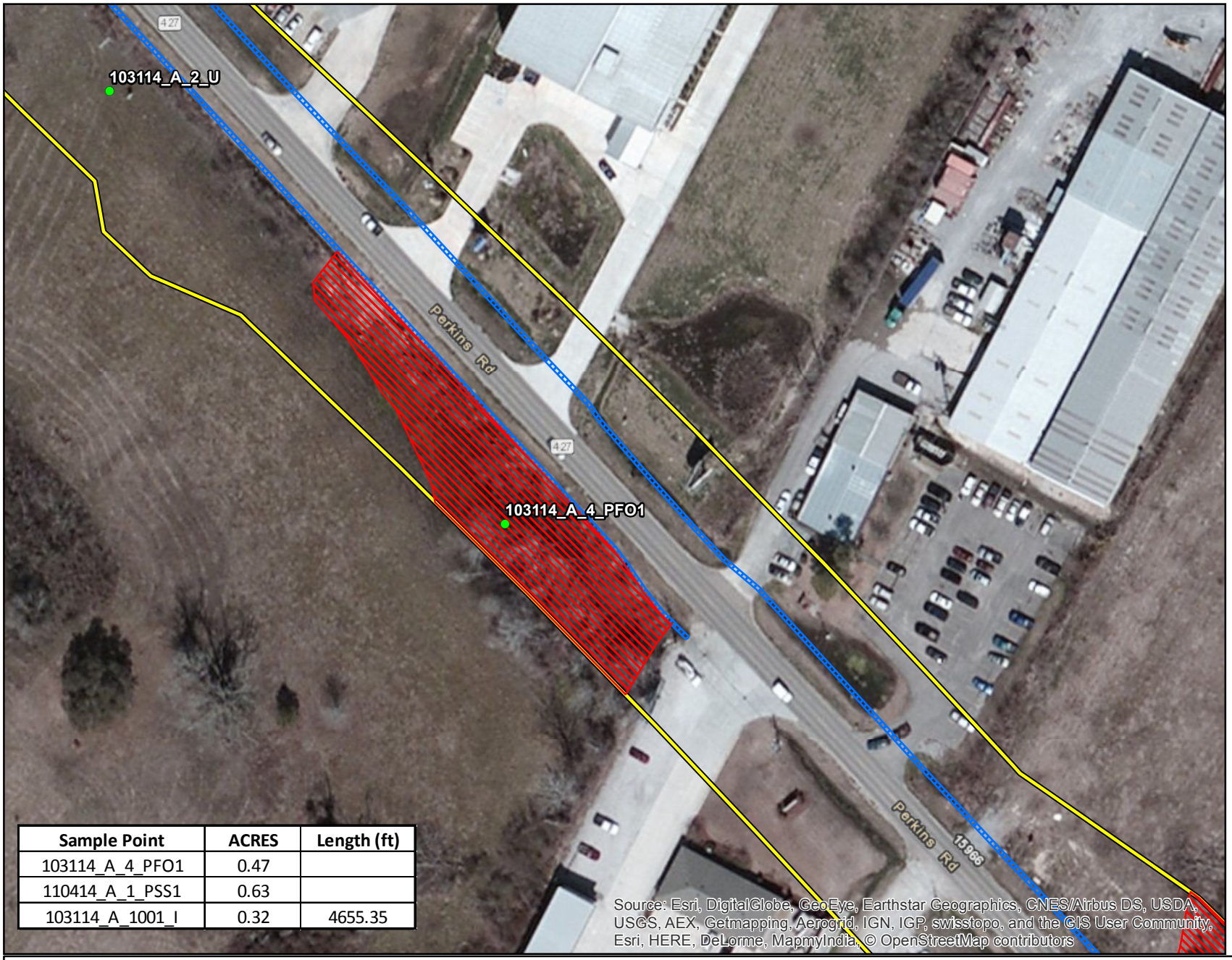
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
103114_A_4_PFO1	0.47	
110414_A_1_PSS1	0.63	
103114_A_1001_I	0.32	4655.35

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N
0 50 100
Feet

Location Map

Figure 18
Sheet 12 of 20

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East Baton Rouge Parish, Louisiana
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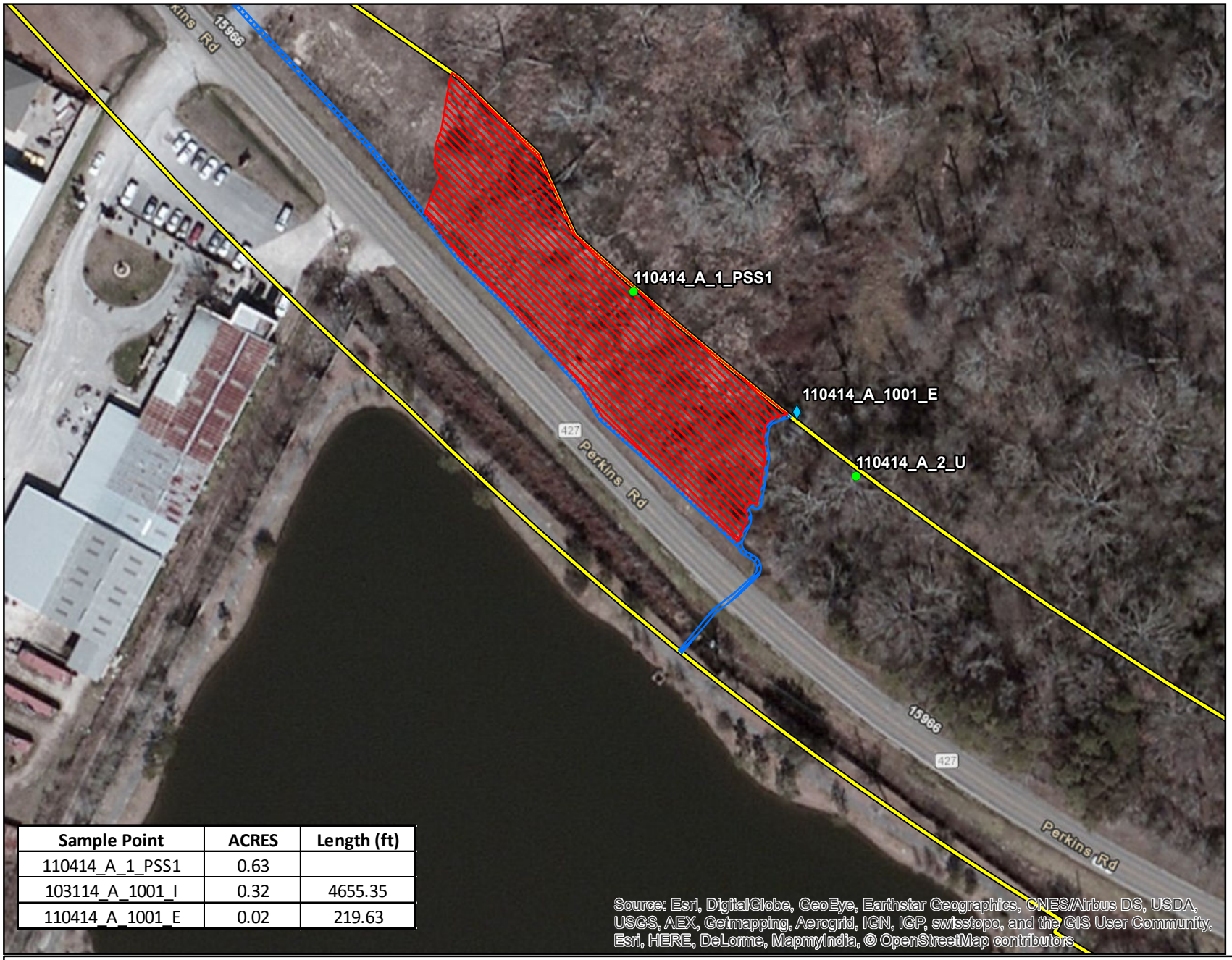

Sample Point	ACRES	Length (ft)
110414_A_1_PSS1	0.63	
103114_A_1001_I	0.32	4655.35
110414_A_1001_E	0.02	219.63

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 13 of 20

I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\PJD\PerkinsRd_Prelim_Wetland_MapbookV3.mxd

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East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 14 of 20

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East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook

Sample Point	ACRES	Length (ft)
110314_A_1002_P	0.66	888.14
110314_A_1001_E	0.004	17.13

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N
0 50 100
Feet

Location Map

Figure 18
Sheet 15 of 20

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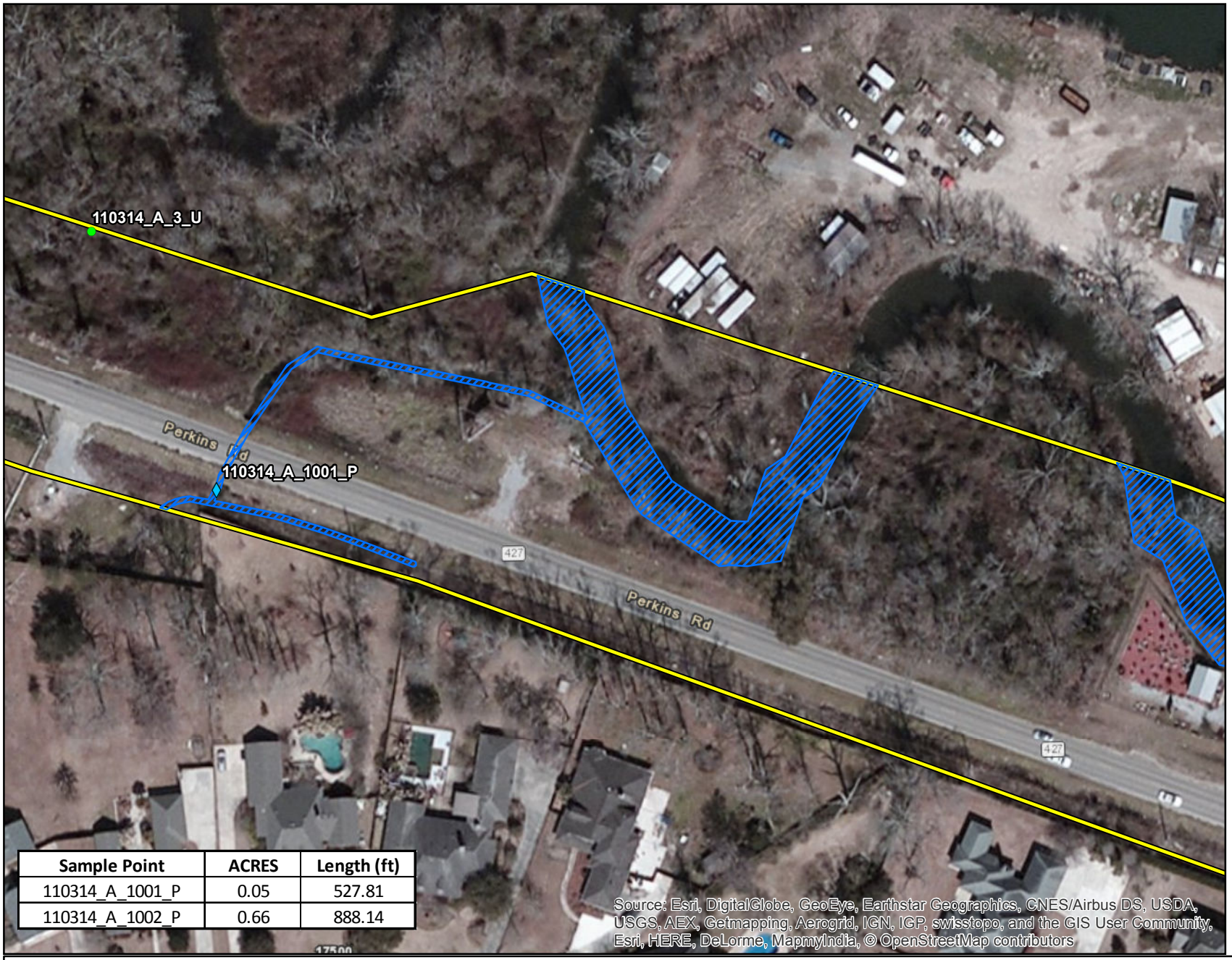
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
110314_A_1001_P	0.05	527.81
110314_A_1002_P	0.66	888.14

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 16 of 20

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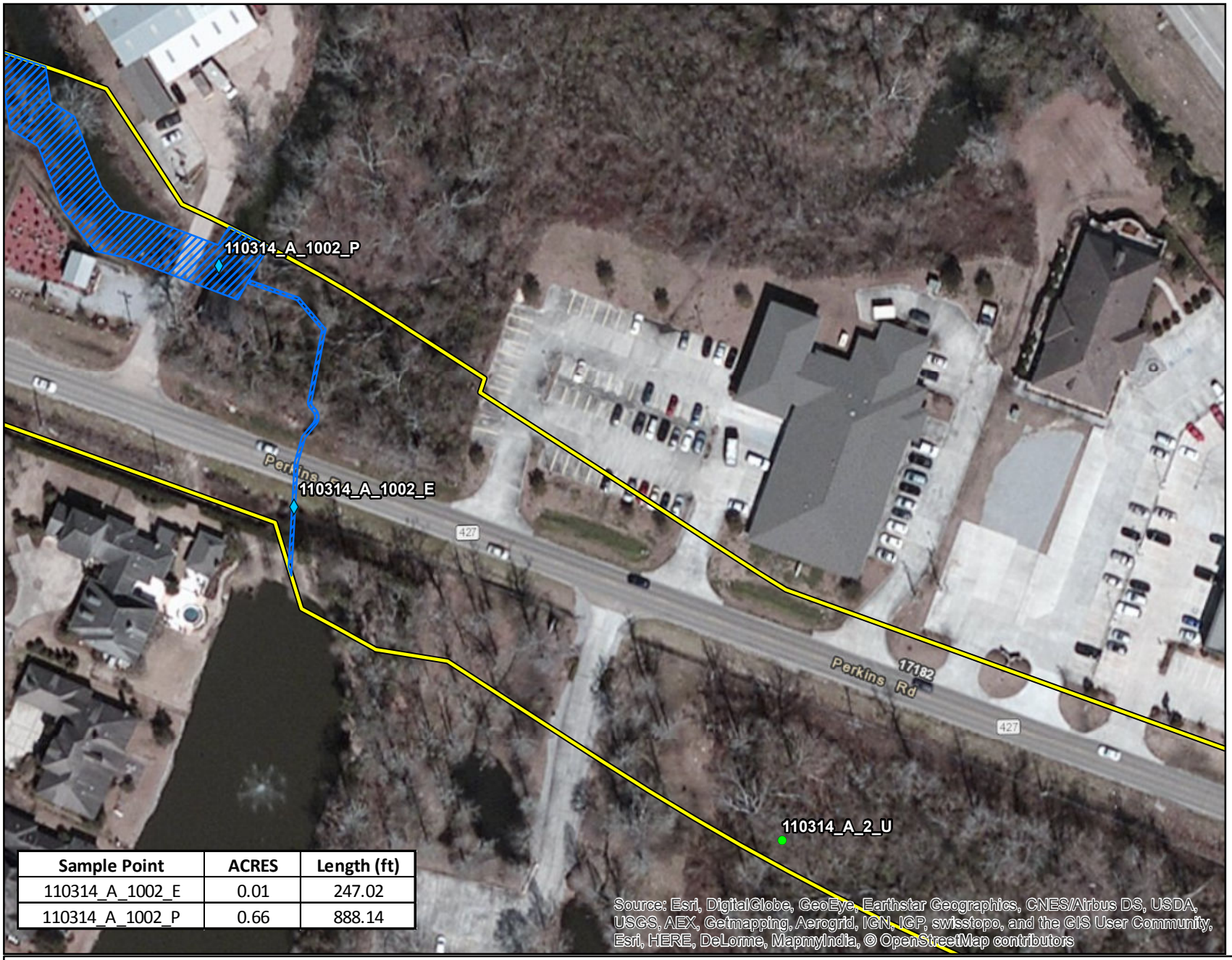
Waters of the U.S. and Wetland Delineation
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
110314_A_1002_E	0.01	247.02
110314_A_1002_P	0.66	888.14

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 17 of 20

I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\PJD\PerkinsRd_Prelim_Wetland_MapbookV3.mxd

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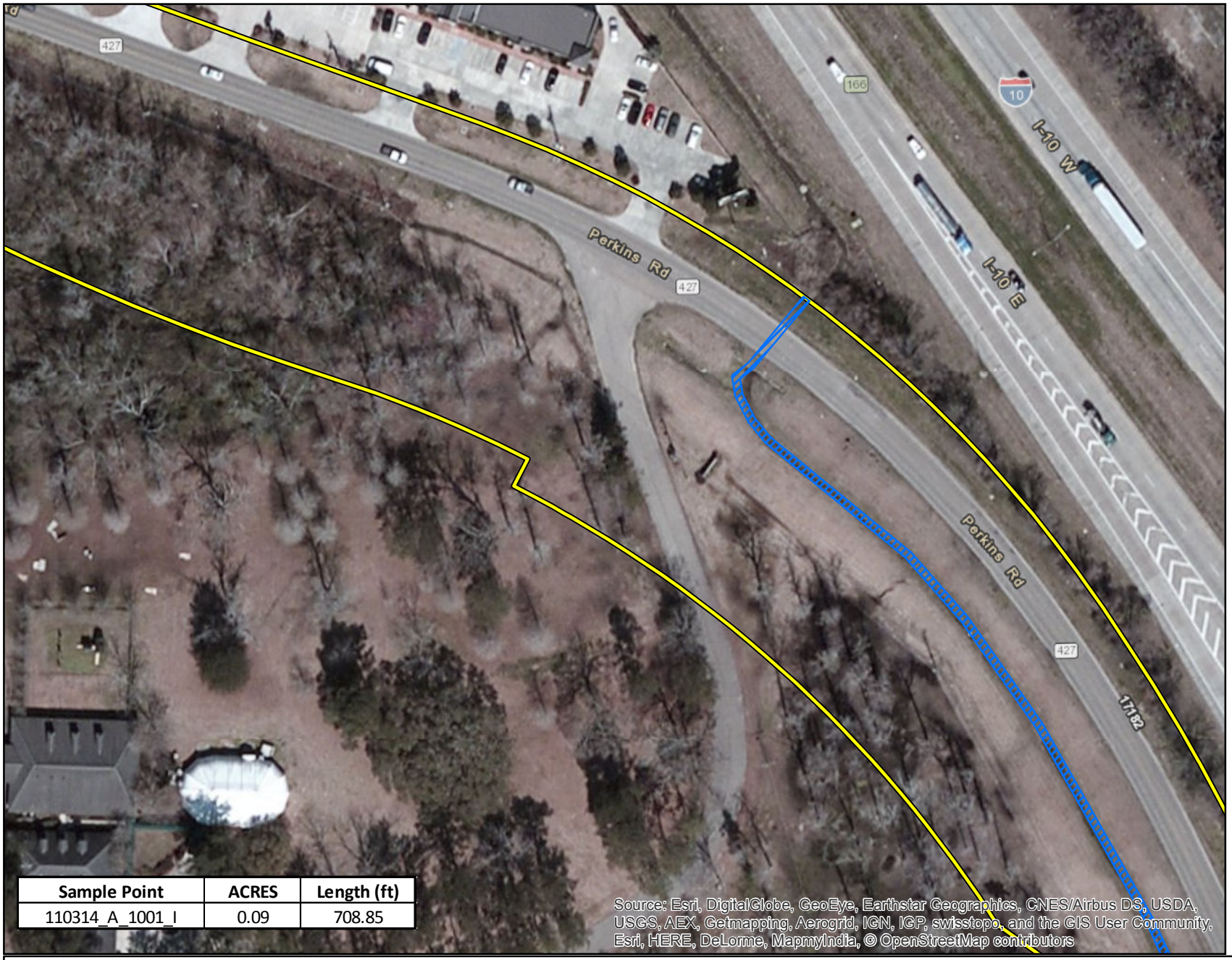
LA 427 Perkins Road Siegen Lane to Highland Road
Waters of the U.S. and Wetland Delineation
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
110314_A_1001_I	0.09	708.85

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 18 of 20

I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\PJD\PerkinsRd_Prelim_Wetland_MapbookV3.mxd

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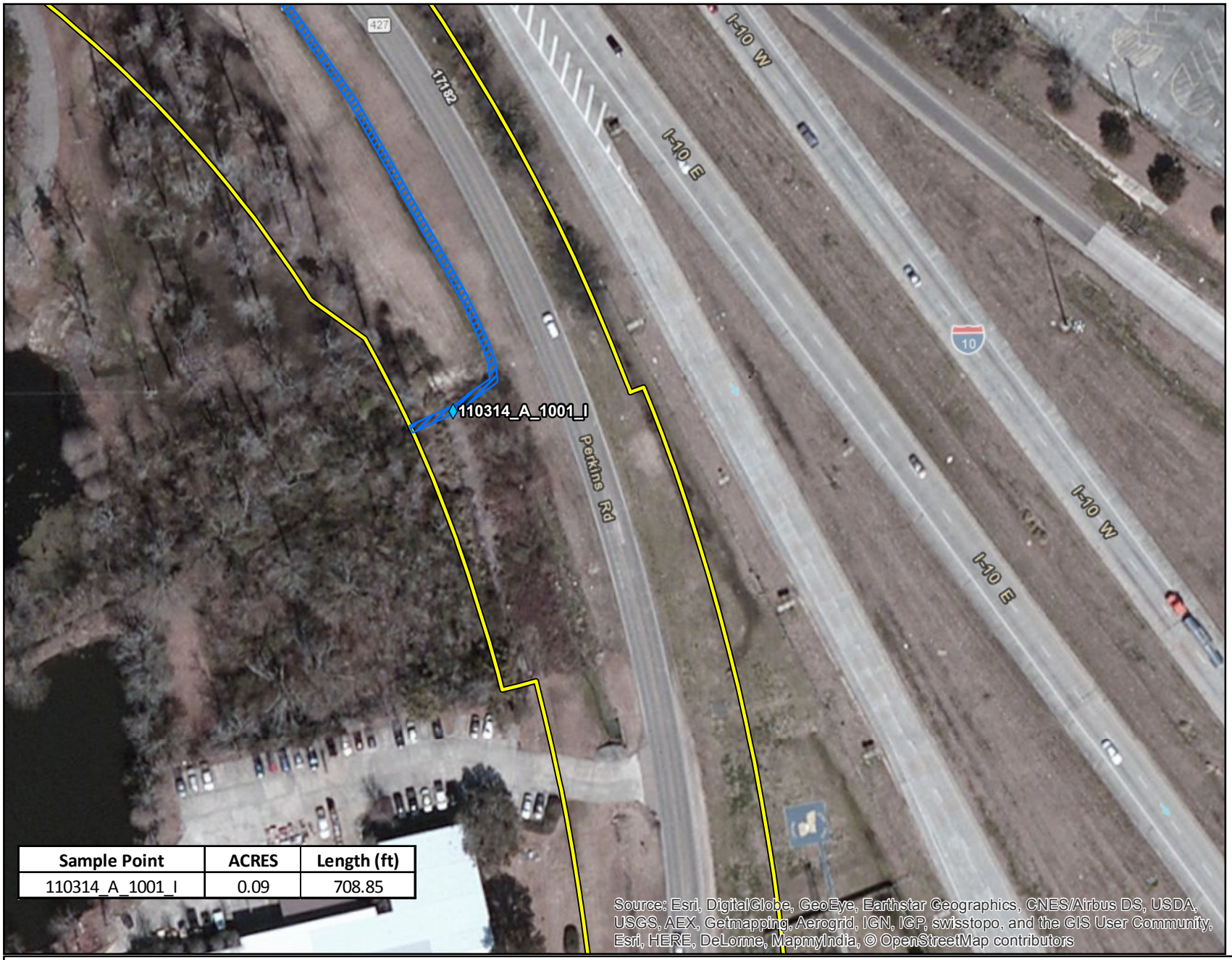
Waters of the U.S. and Wetland Delineation
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Sample Point	ACRES	Length (ft)
110314_A_1001_I	0.09	708.85

Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 19 of 20

I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\PJD\PerkinsRd_Prelim_Wetland_MapbookV3.mxd

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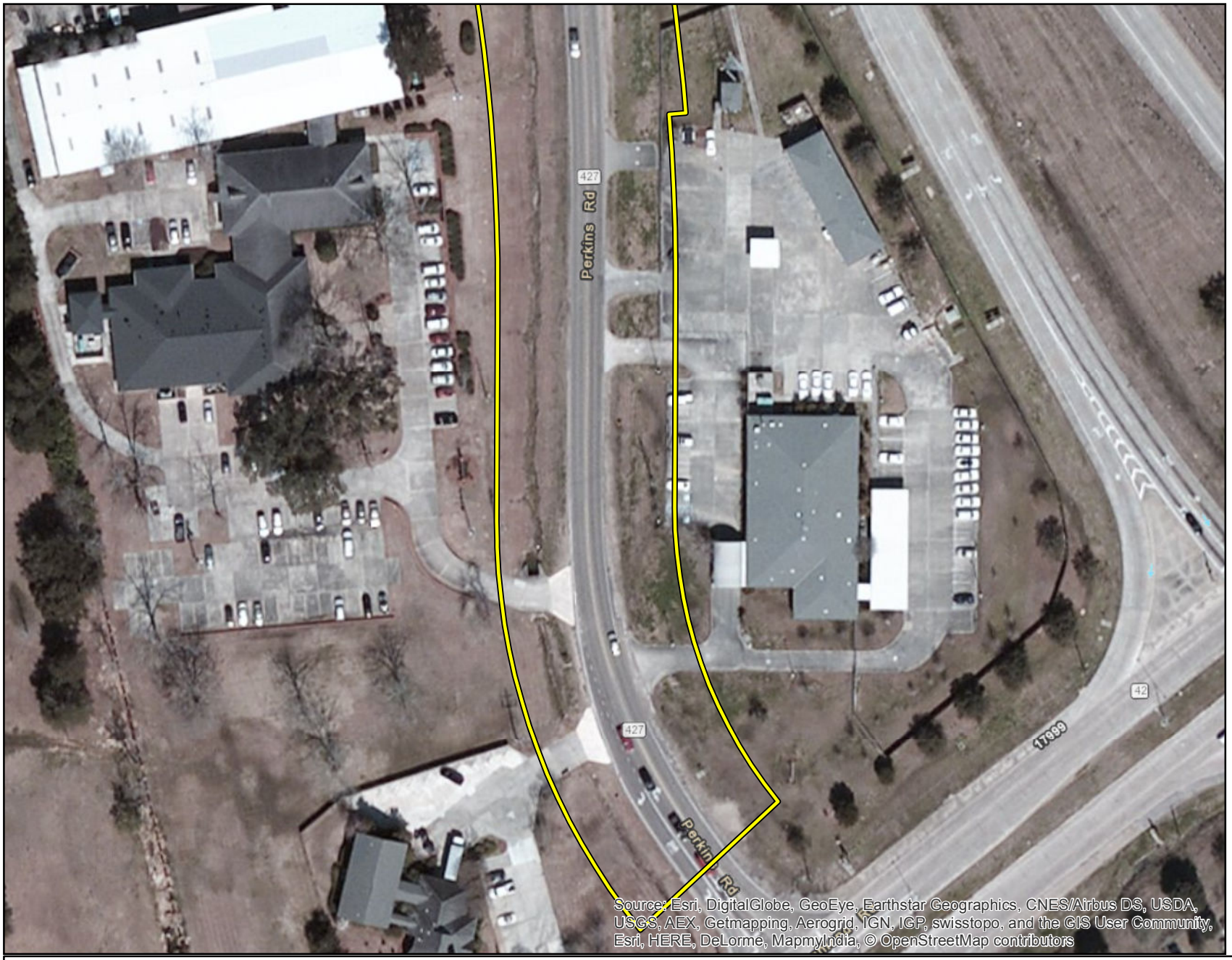
Waters of the U.S. and Wetland Delineation
East Baton Rouge Parish, Louisiana
Waters of the U.S. and Wetlands Aerial Mapbook



Legend

- Wetland Observation Point
- Waterbody Point
- Waters of the U.S.
- Wetland
- Surveyed Project Corridor

N

0 50 100
Feet

Location Map

Figure 18
Sheet 20 of 20

I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\PJD\PerkinsRd_Prelim_Wetland_MapbookV3.mxd

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FEMA Flood Zone

- AE
- X PROTECTED BY LEVEE

Proposed ROW

N

0 0.25 0.5

Miles

1 in = 0.5 miles

Approximate Project Center Point:
Latitude 30.363958
Longitude -91.062134

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Perkins Road Environmental Assessment
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FEMA 100-Year Floodplain Map

Figure 19

APPENDIX H

Noise Study

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Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study - Noise Measurement Sites

Legend

Noise Measurement Site

N 0 1,000 2,000
Feet

Location Map

Figure 21

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_6_Noise_Measurement_Sites_rev031215_KE.mxd

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Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study - 2035 Noise Contours Alternative 1A

Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N
0 300 600
Feet

Location Map

Figure 22
Sheet 1 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_7_Alternative_1A_2035_Noise_Contours_Map_rev031215.mxd

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Perkins Road Environmental Assessment
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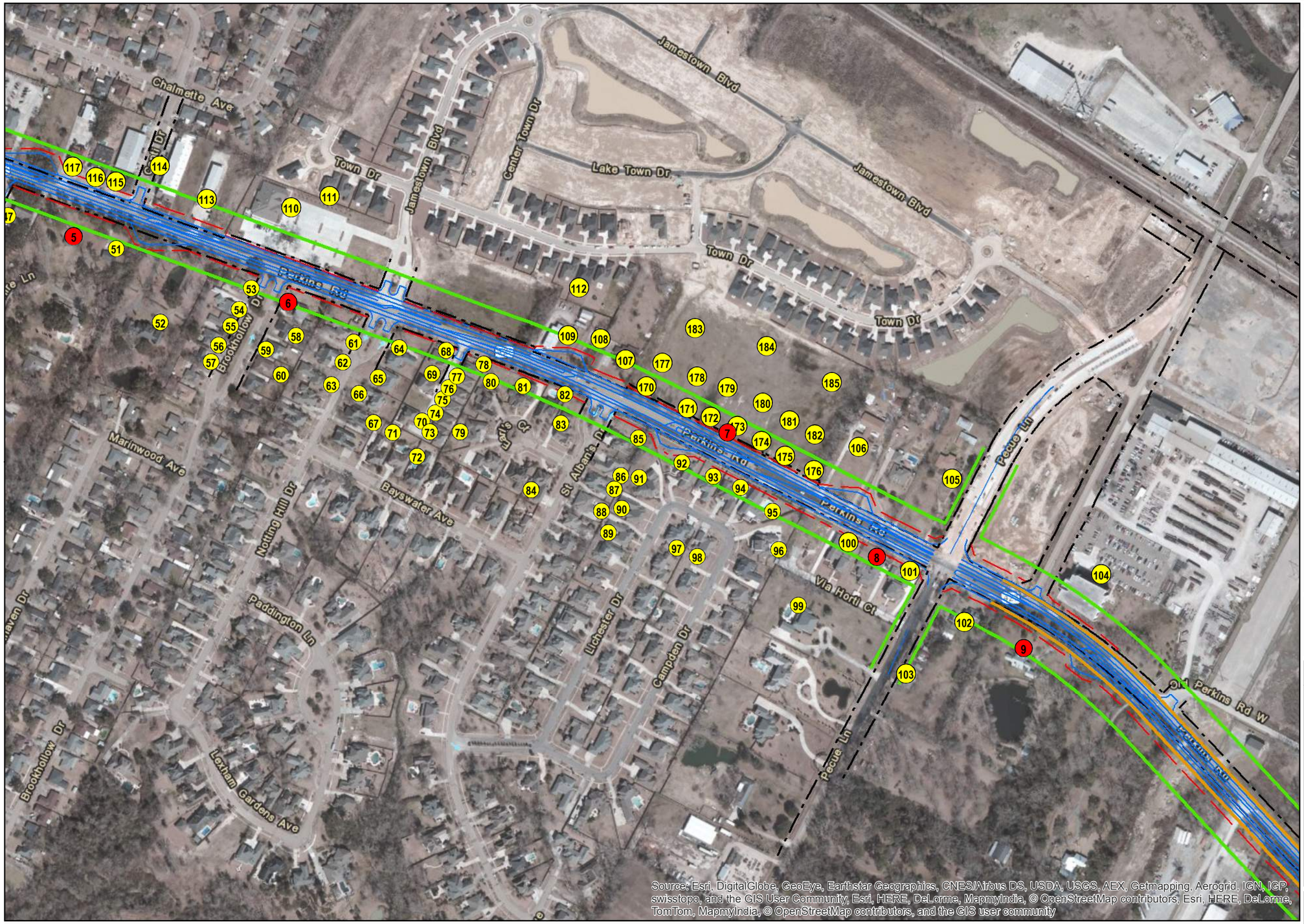
Noise Study - 2035 Noise Contours Alternative 1A



Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N
0 300 600
Feet

Location Map

Figure 22
Sheet 2 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_7_Alternative_1A_2035_Noise_Contours_Map_rev031215.mxd

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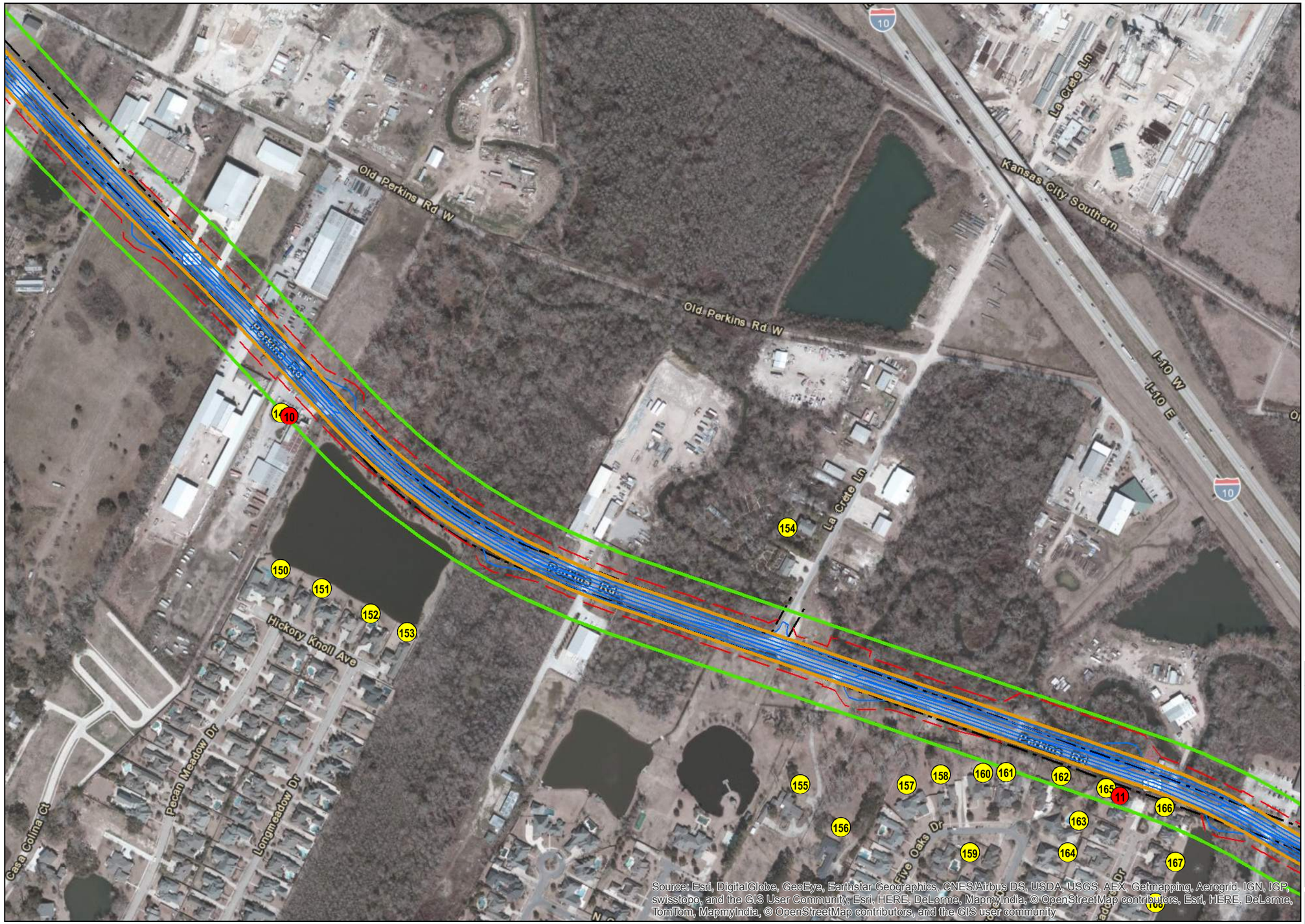
Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study - 2035 Noise Contours Alternative 1A



Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N
0 300 600
Feet

Location Map

Figure 22
Sheet 3 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_7_Alternative_1A_2035_Noise_Contours_Map_rev031215.mxd

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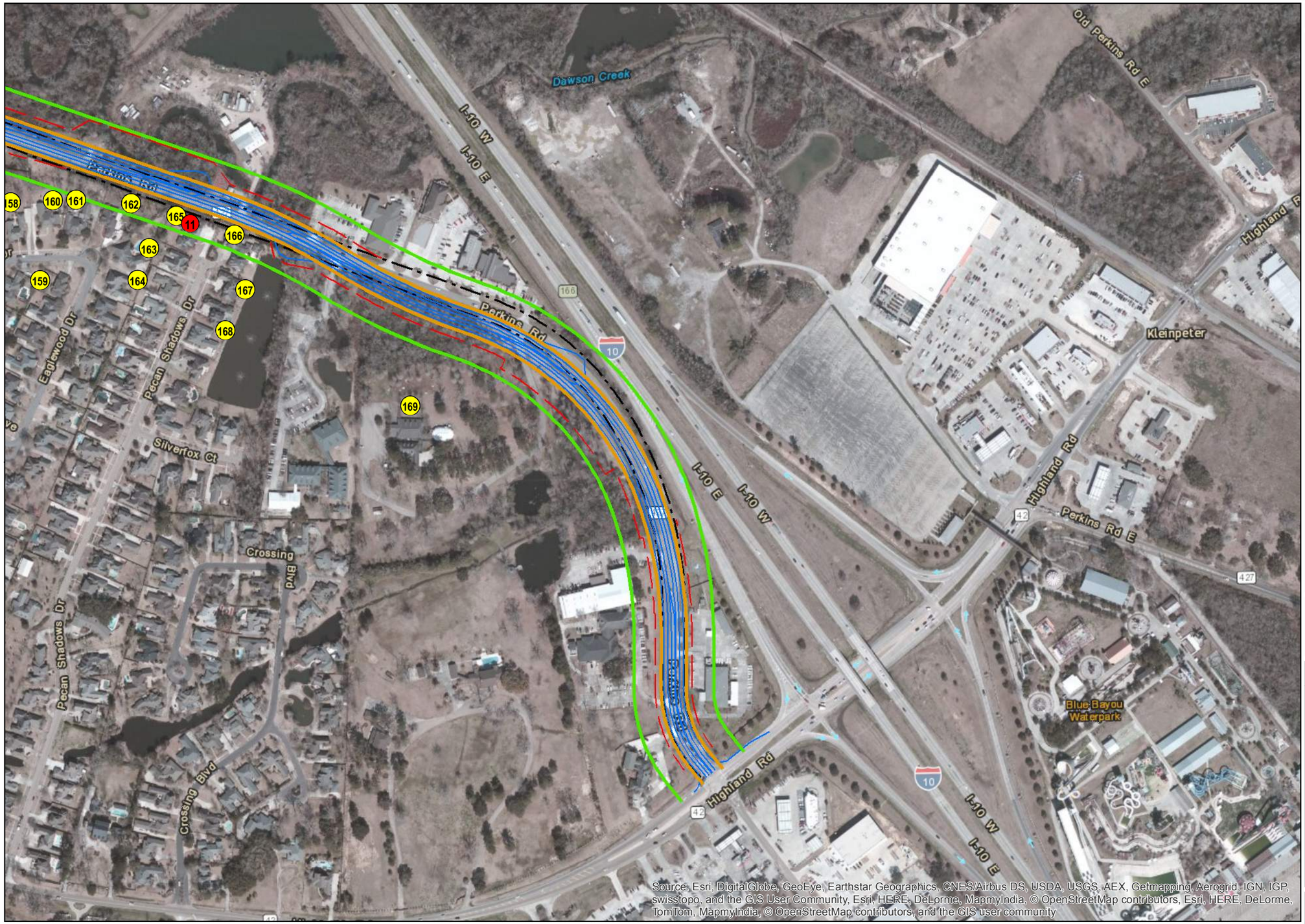
Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study - 2035 Noise Contours Alternative 1A



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, Esri, HERE, DeLorme, TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N

0 300 600
Feet

Location Map

Figure 22
Sheet 4 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_7_Alternative_1A_2035_Noise_Contours_Map_rev031215.mxd

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Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study - 2035 Noise Contours Alternative 2B

Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N 0 300 600
Feet

Location Map

Figure 23
Page 1 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_8_Alternative_2B_2035_Noise_Contours_Map_rev031215.mxd

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Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study - 2035 Noise Contours Alternative 2B

Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N 0 300 600
Feet

Location Map

Figure 23
Page 2 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_8_Alternative_2B_2035_Noise_Contours_Map_rev031215.mxd

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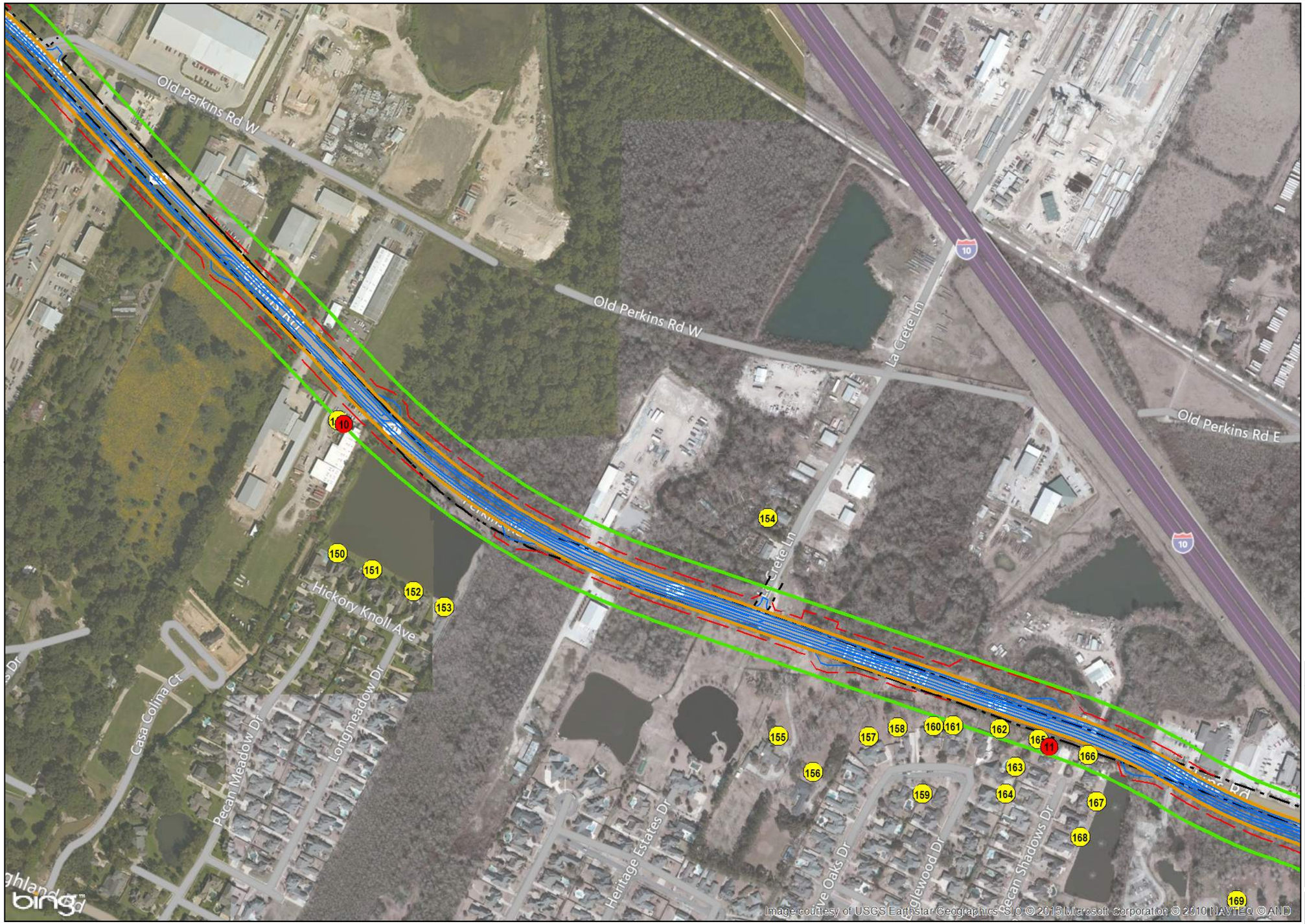
East Baton Rouge Parish, Louisiana
Noise Study - 2035 Noise Contours Alternative 2B



Legend

- # Noise Receiver Site
- # Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N 0 300 600
Feet

Location Map

Figure 23
Page 3 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_8_Alternative_2B_2035_Noise_Contours_Map_rev031215.mxd

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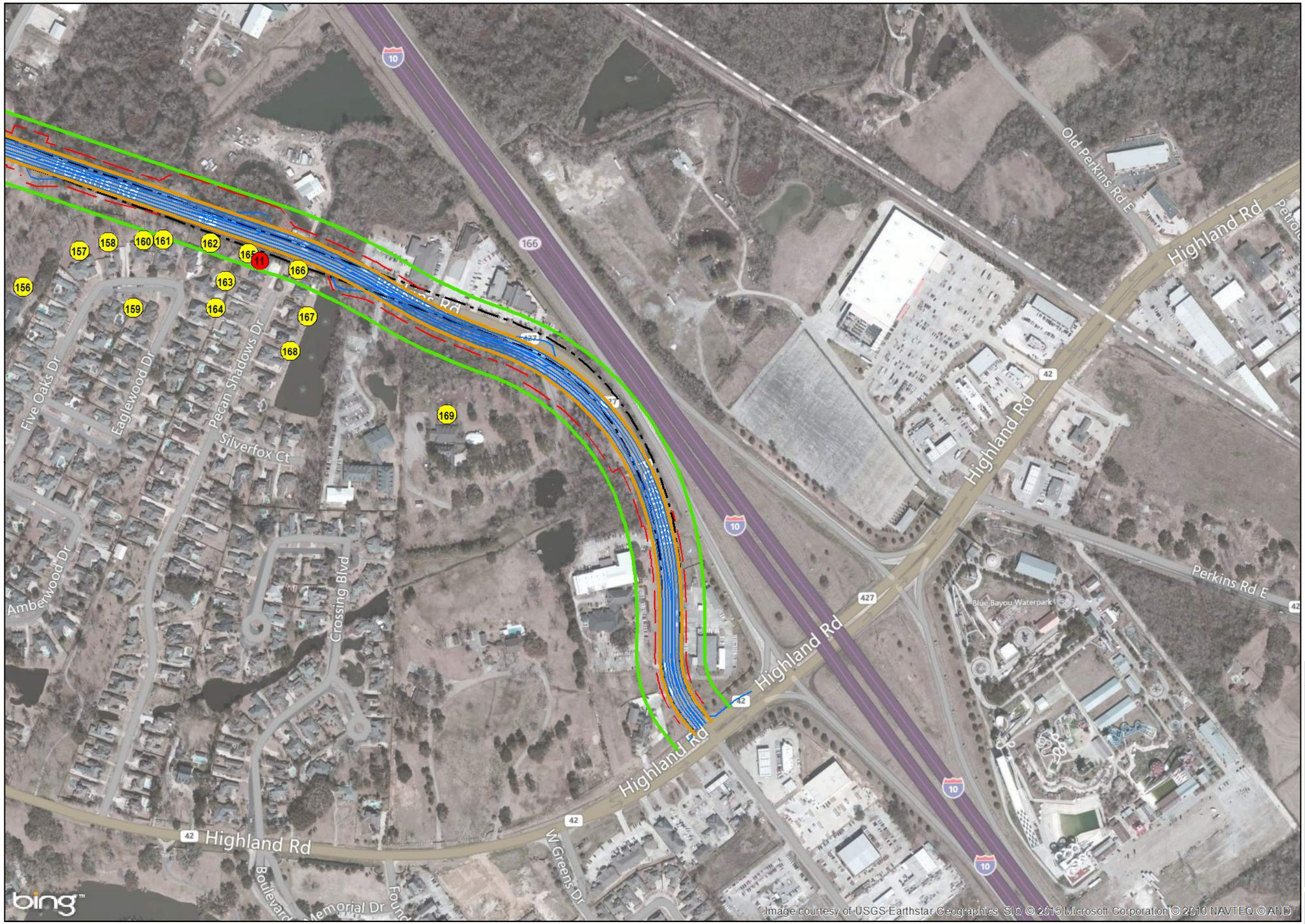
Noise Study - 2035 Noise Contours Alternative 2B



Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N 0 300 600
Feet

Location Map

Figure 23
Page 4 of 4

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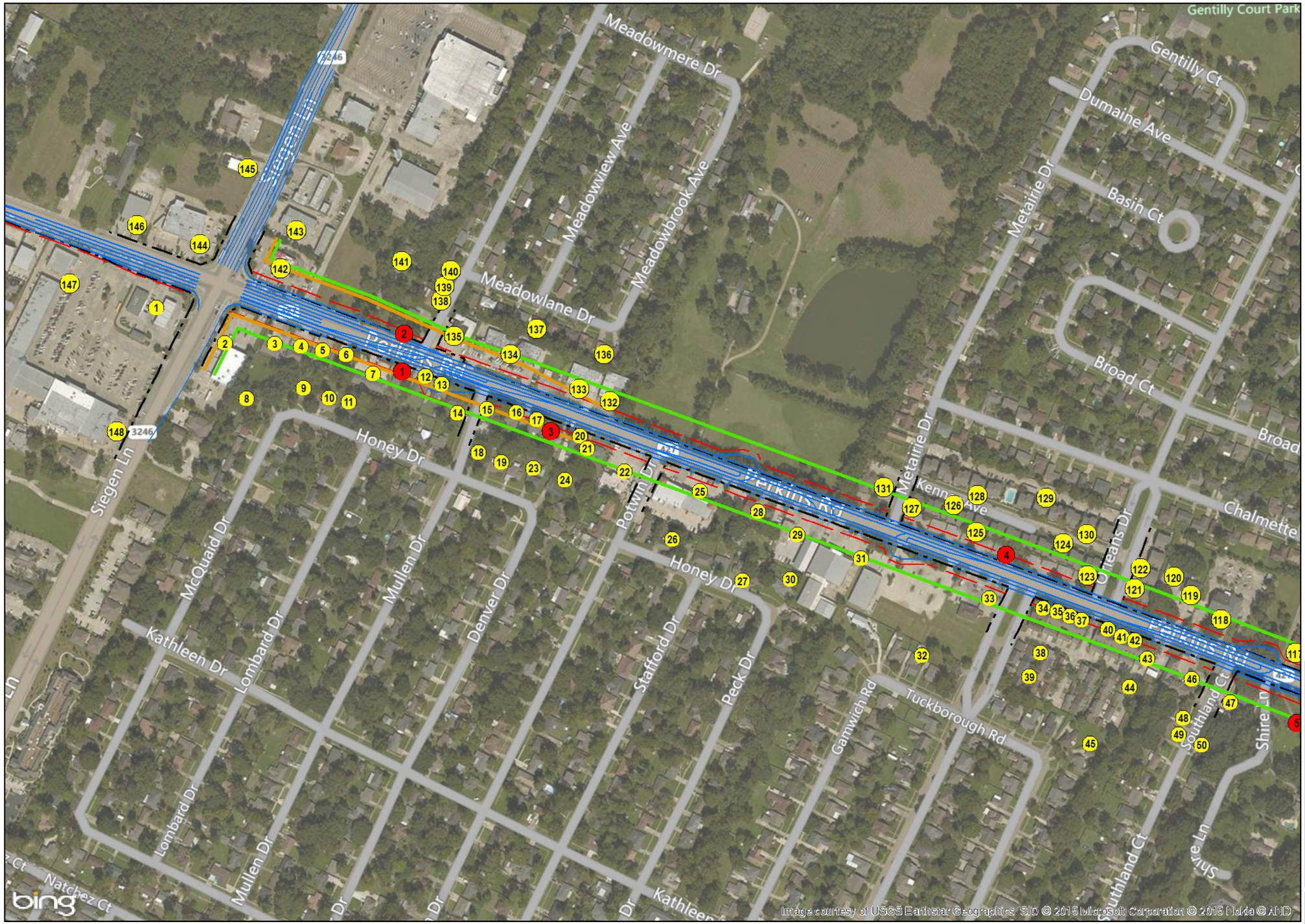
Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study - 2035 Noise Contours Alternative 3



Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N 0 300 600
Feet

Location Map

Figure 24
Sheet 1 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_9_Alternative_3_2035_Noise_Contours_Map_rev031215.mxd

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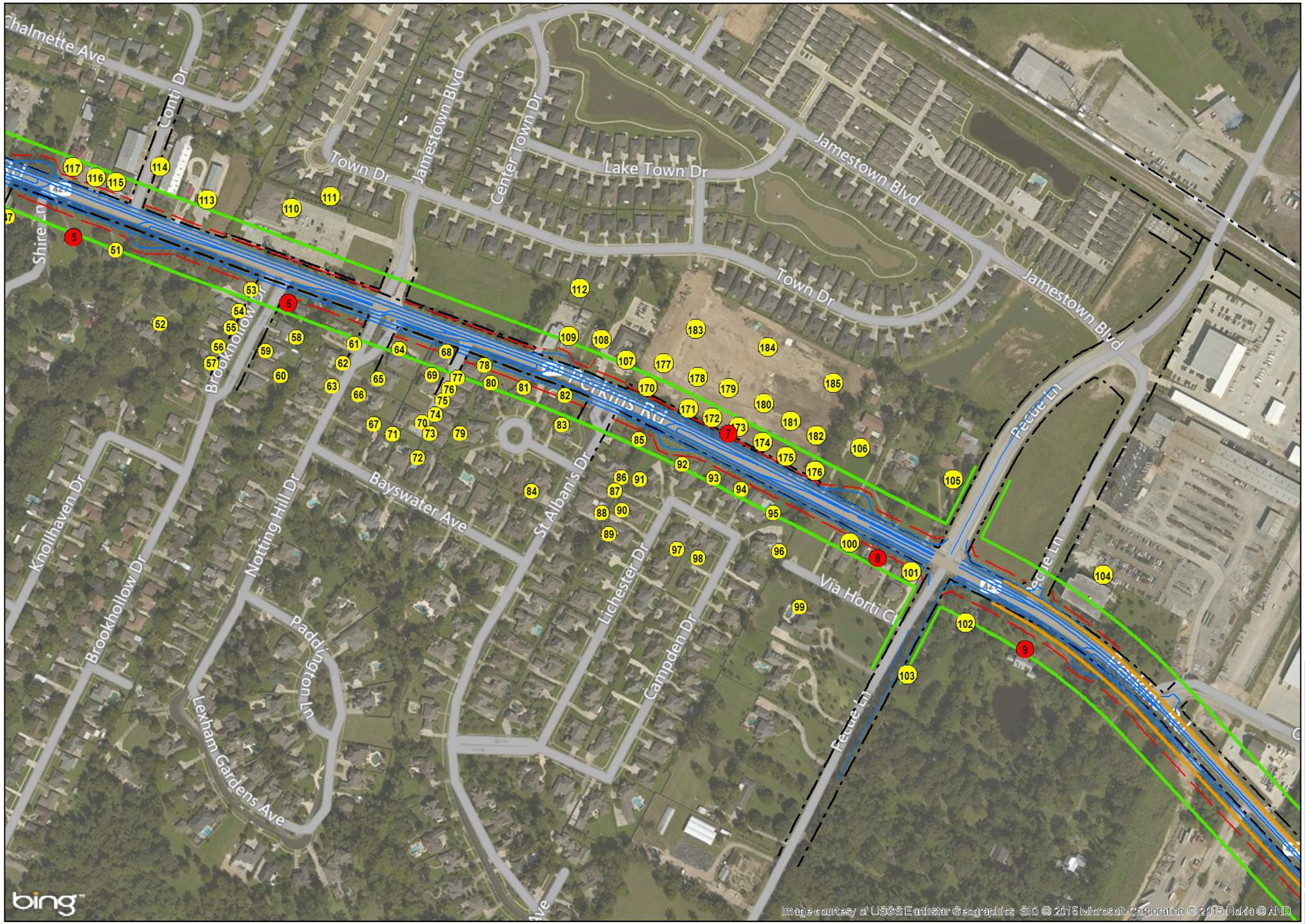
Noise Study - 2035 Noise Contours Alternative 3



Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N 0 300 600
Feet

Location Map

Figure 24
Sheet 2 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_9_Alternative_3_2035_Noise_Contours_Map_rev031215.mxd

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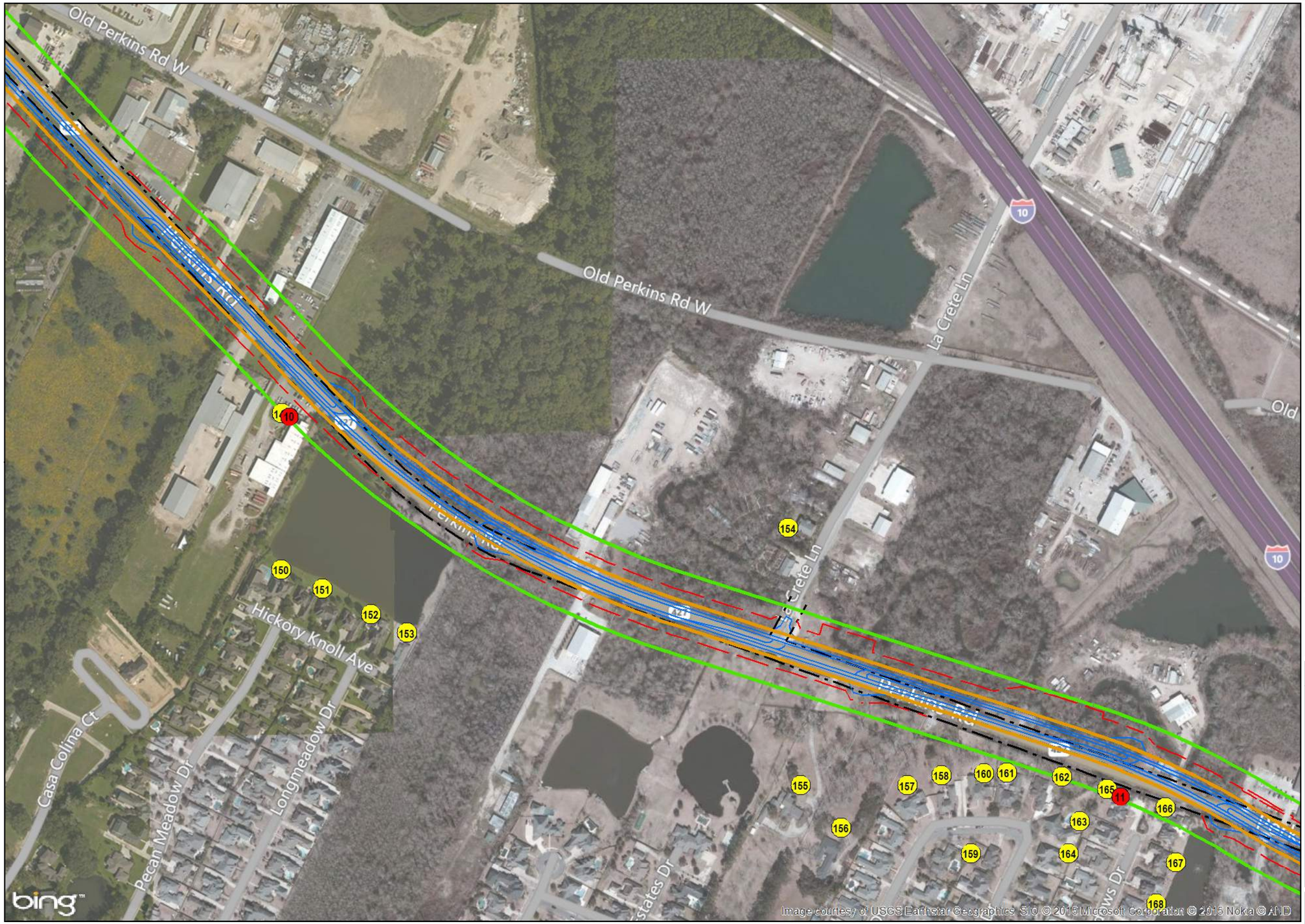
Noise Study - 2035 Noise Contours Alternative 3



Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N

0 300 600
Feet

Location Map

Figure 24
Sheet 3 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_9_Alternative_3_2035_Noise_Contours_Map_rev031215.mxd

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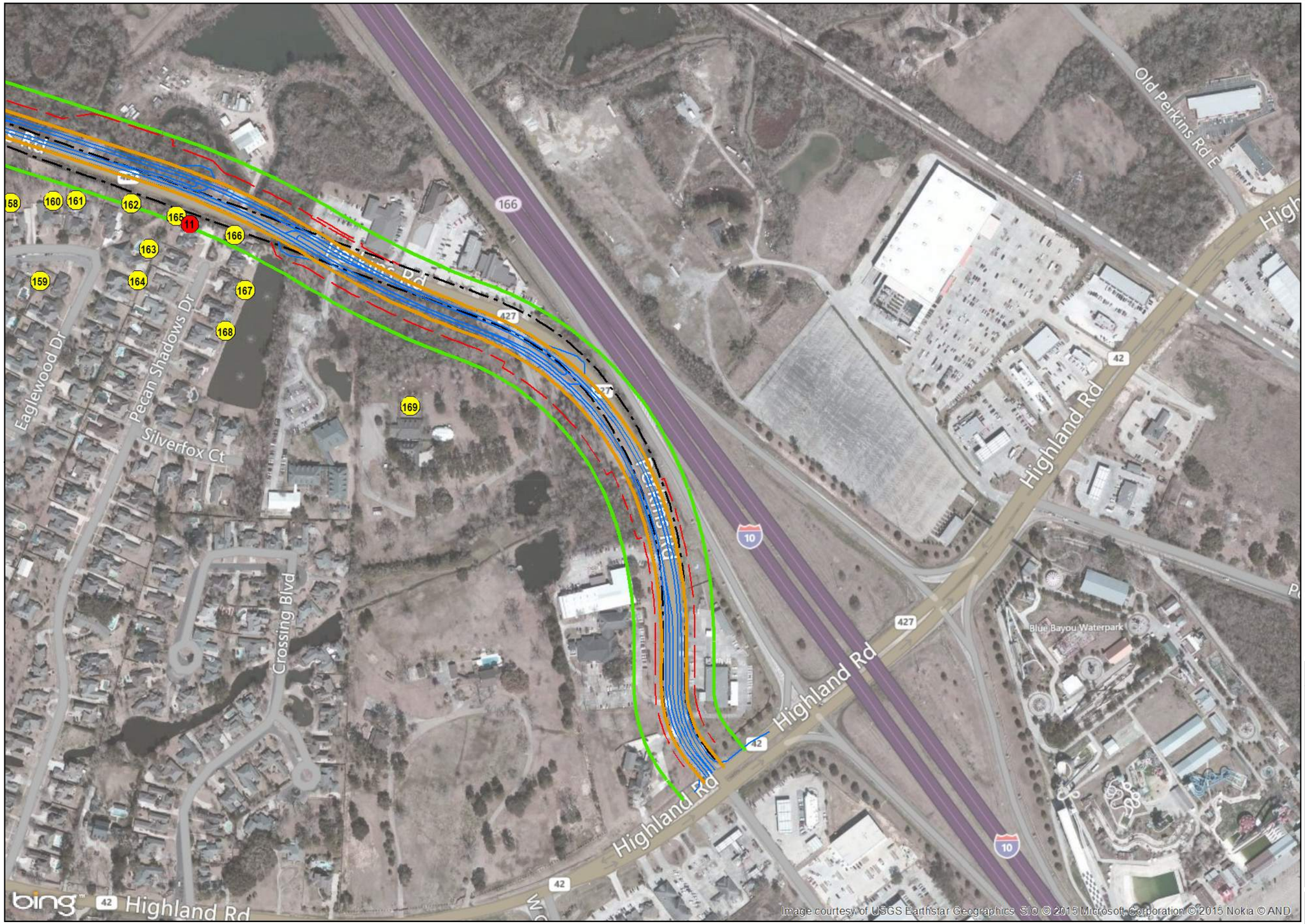
Noise Study - 2035 Noise Contours Alternative 3



Legend

- Noise Receiver Site
- Noise Measurement Site
- 66 dBA Contour
- 71 dBA Contour
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way

N 0 300 600
Feet

Location Map

Figure 24
Sheet 4 of 4

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_9_Alternative_3_2035_Noise_Contours_Map_rev031215.mxd

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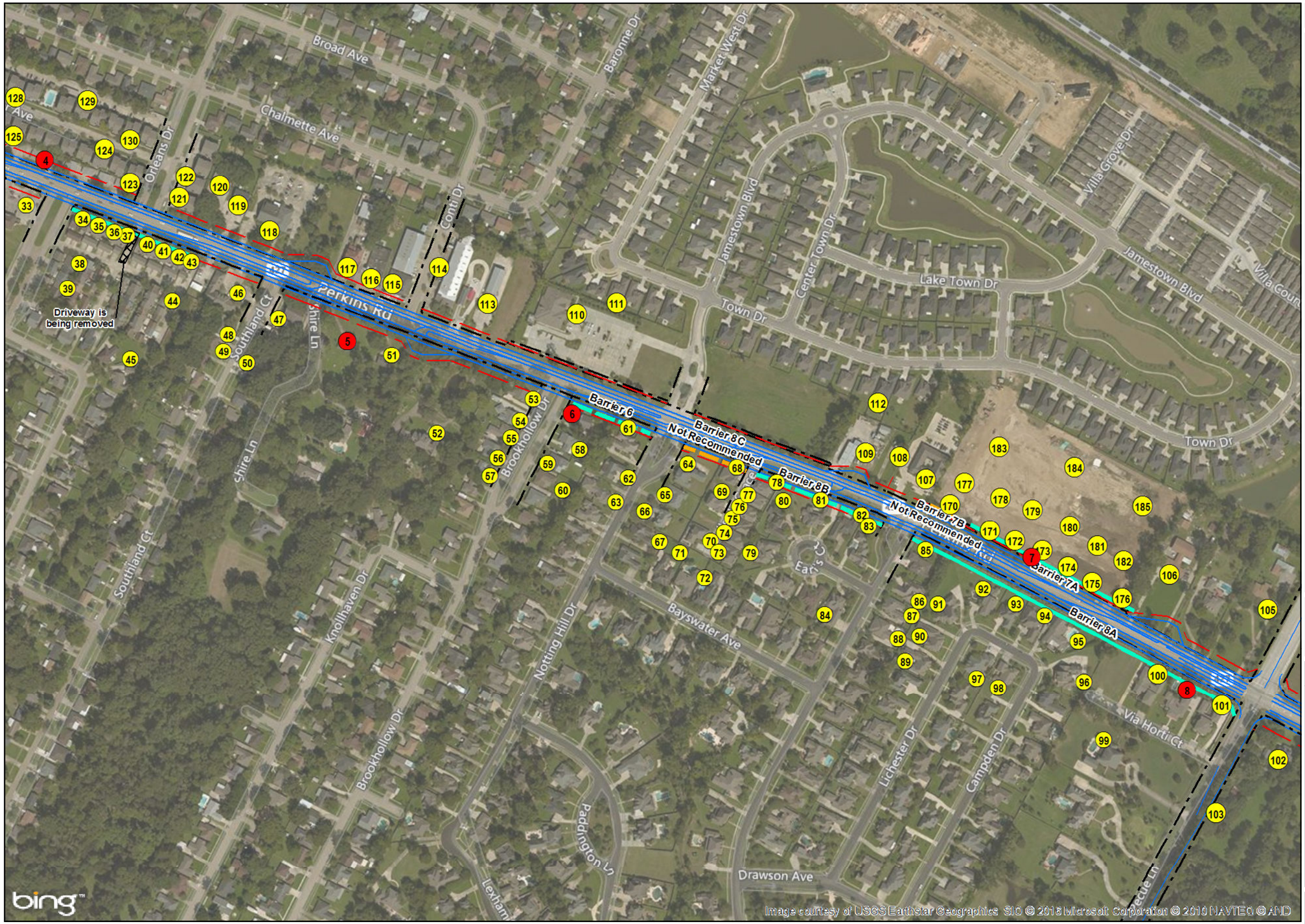
Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study Proposed Noise Barrier Locations, Sites 6, 7A, 8A, and 8B



Legend

- Noise Measurement Site
- Noise Receiver Site
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way
- Preliminary Noise Barrier Location
- Preliminary Noise Barrier Location for Alts 2B and 3 Only
- Preliminary Noise Barrier Location Not Recommended
- Preliminary Noise Barrier Location for Alts 2B and 3 Only Not Recommended

N 0 300 600
Feet

Location Map

Figure 25

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_25_Noise_Barrier_Map_rev101216.mxd

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Perkins Road Environmental Assessment
East Baton Rouge Parish, Louisiana
Noise Study Proposed Noise Barrier Location for Site 11

Legend

- Noise Measurement Site
- Noise Receiver Site
- Proposed Right of Way
- Proposed Roadway
- Existing Right of Way
- Preliminary Noise Barrier Location

N 0 200 400
Feet

Location Map

Figure 26

Document Path: I:\GIS\PROJECTS\LOUISIANA\PERKINS_ROAD\MXD\Noise_January_2015\Revised 031215\Figure_11_Noise_Barrier_Map_rev041315.mxd

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Stantec

ATTENDANCE SIGN IN SHEET

Project Name:	**Perkins Road (LA 427)**	Location:	Bluebonnet Branch Library, Room 3
Project Number:	**H.004101 & C.P. NO. 12-CS-HC-0015**	Facilitator:	
Event Title:	Noise Barrier Coordination Meeting w/ HOAs	Event Date:	February 15, 2016

Company	Name	Email	Phone
STANTEC	NICK PRUDHOMME	NICK.PRUDHOMME@STANTEC.com	(225) 765-7400
DOTD	MARIA BERNARD REID	maria.reid@la.gov	225-242-4506
	Jamestown Square Ken Carroll	KS2carroll@cox.net	
DOTD	Ryan Reviere	ryan.reviere@la.gov	225-379-1071
VIA Homes	Rusty Golden	RGOLDEN28@COX.NET	224-413-7667
	WARD FILGO	wfilgo@gmail.com	225-892-9638
Ruelle de Grace	Joe Kusta	Kusta@SBCGlobal.Net	630-915-6149
J Square	Kristen Crane	kcrane@forteandtablada.com	225-329-6596
Kensington	James Bishara	JBishara@cox.net	225-288-2703
Kensington	Tim Humble	swampmonty1@cox.net	225-751-0646
Kensington	Erick Comeaux	ERICK.COMEAUX@WILLIAMS.com	225-753-0039
Kensington	Thad Rispone	trispone@iscgrp.com	225-614-1966
Lakes @ Jamestown	Amanda Polito	amanda.polito@la.gov	225.933.0021
Pelican Management	Daniel Camp	dcamp@pelicanam.com	225-803-2030

H17

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Stantec

ATTENDANCE SIGN IN SHEET

Project Name:	**Perkins Road (LA 427)**	Location:	Bluebonnet Branch Library, Room 3
Project Number:	**H.004101 & C.P. NO. 12-CS-HC-0015**	Facilitator:	
Event Title:	Noise Barrier Coordination Meeting w/ HOAs	Event Date:	February 15, 2016

Company	Name	Email	Phone
Ruelle De Grace Drive	Agnes J Smith	agnes s Smith @aol.com	(202) 255-5645
AECOM	[illegible]	allan.pringle@aecom.com	(225) 922-5806
C-P/GLP	JONATHAN CHARBONNET	CHARBONNET@CSRSONLINE.COM	(225) 769-0546
JAMESTOWN SQUARE	STEVE CAPAROTTA	scaparotta@wafb.com	(225) 772-2671
STANTEC	NICK PRUDHOMME	NICK.PRUDHOMME@STANTEC.COM	(225) 765-7400
STANTEC	CINDY HALL	CINDY.HALL@STANTEC.COM	(225) 765-7400

Meeting Notes

Perkins Road - Noise Barrier Coordination Meeting

Bluebonnet Library

February 15, 2016

Introductions and Sign-In (see attached sign-in sheet)

Cindy Hall opened the meeting with introductions.

Attendees:
Kensington HOA
Ruelle de Grace
Jamestown Square
Lakes at Jamestown
Via Horti
STANTEC – Cindy Hall, Nick Prudhomme
AECOM – Allan Pringle
DOTD – Ryan Reviere, Heather Corsentino, James Lipscomb, and Maria Bernard Reid

HANDOUTS PROVIDED:

- Agenda
- Photographic examples of available noise abatement barriers on Louisiana Qualified Products List (QPL).
- Exhibits for the proposed project Alternatives 1A, 2B, and 3 at the Perkins/Pecue intersection.

Potential Noise Barrier Locations (Exhibits Attached)

Cindy started her discussion drawing attention of the group to the noise abatement barriers shown on the handout exhibits. The exhibits showed slightly modified locations of noise abatement barriers due to additional analyses completed since the public hearing. Red dashed noise barrier locations have been deleted since the public hearing. Cindy further explained that there were two reasons for meeting with the neighborhoods:

1) To notify the neighborhoods about changes in the proposed noise abatement barriers from those displayed at the public hearing and to give them an opportunity to comment on the new locations; and

2) To inform the neighborhoods about proposed right-of-way acquisition along neighborhood frontage, which includes existing decorative walls/fences.

Options for Homeowners

1) Noise Barriers - According to the DOTD Noise Policy, in order for noise abatement barriers to be included in a project's designs, the barriers must meet the reasonable and feasible criteria. This meeting would be considered as part of the reasonableness criteria for the new noise abatement barrier locations. The consideration of viewpoints would be considered met, and the abatement barriers would be considered reasonable if 50 percent or more of the neighborhood's responses are in favor of the noise abatement barriers.

DOTD Noise Policy is available on-line (link also included in email):
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Noise%20Policy/LDOTD%20Noise%20Policy%204_26_2011.pdf

Noise barriers would be constructed by the roadway contractor. Photographic examples of the noise barriers on the qualified products list (QPL) were shown to the attendees. These qualified products have similar acoustic protection characteristics. The contractor can choose any of the barriers on the QPL. The contractor may base his choice on the cost of the barrier and select the least expensive barrier, which is not necessarily the most attractive barrier.

2) Replace Existing Walls - ROW Acquisition Process

On properties where ROW is required for the project (Kensington, Ruelle de Grace and Via Horti), any improvements, like the existing subdivision walls, will be purchased at their depreciated value. The HOA could then choose to rebuild the wall outside of the right-of-way required for the project.

James Lipscomb (DOTD Real Estate) provided information regarding the real estate process for acquiring right-of-way. In general:

1) You will receive a notice from DOTD that a portion of your property is required for a project.
2) You will receive a notice from appraisers. Two independent appraisers will visit your property and submit appraisals to DOTD for the property, and any improvements on the property, that need to be purchased for the project.
3) Appraisals will be reviewed by a third appraiser. DOTD selects the highest value.
4) Acquisition agent contacts you to make offer. You can counter-offer.

Questions from group:

Q. What is the current schedule for the project?
A. We are currently completing the Environmental Assessment (EA). We hope to finish the EA this spring. Work on Preliminary Plans has started. There is currently no money budgeted for right-of-way acquisition or construction.

Q. What priority is Perkins Widening vs. Pecue Interchange?
A. The Pecue Interchange project has a letting date of February 2017. A letting date is when the project will be available for contractors to submit bids on the job. DOTD does not have a letting date set for the Perkins Widening project; however, the Green Light Program (City-Parish) maintains that this project is a priority project.

Q. How long will the acquisition process take?
A. Mr. Lipscomb estimates approximately 3 years for the entire corridor. However, with a project of this size, the real estate work will probably be completed in phases.

Q. What is the preferred alternative?
A. The EA identified Alternative 2B as the preferred alternative. The EA is not yet finalized.

Q. Does the planning for this project take into account the Pecue Interchange?
A. Yes. The designs for this project include improvements to the Perkins-Pecue intersection in accordance with the traffic projections including the Pecue Interchange.

Q. What are the requirements for the right-of-way? Clear? Landscaping? Who will maintain?
A. DOTD guidelines require clear rights-of-way, grass only, for a clear zone of this width. City-Parish would maintain the right-of-way vegetation.

Important points to consider:

- If your existing wall/fence is within the proposed area of required right-of-way, DOTD Real Estate will contact you to start the acquisition process. You will receive fair market value for your property.

- If your neighborhood chooses to accept the noise abatement barriers, the road construction contractor may select the type of barrier constructed from the available products on the QPL (see provided handout).
- If the noise abatement barrier is built, it will be located within the DOTD right-of-way
- If the neighborhood/HOA chooses to re-build the decorative wall/fence, the structure must be built on neighborhood/HOA/private property.

ACTION ITEM: Ryan Reviere will find out if a specific type of barrier can be identified in the plans for the construction contractor to use.

ACTION ITEM: Maria Bernard Reid will establish a project website to store project documents (EA, Noise Analysis Report, etc.). Link to this posting will also be included in email to HOA's.

> The Perkins Road widening project Environmental Assessment and noise report are also available on-line (http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx?RootFolder=%2FInside%5FLaDOTD%2FDivisions%2FEngineering%2FEnvironmental%2FDocuments%2FH%2E002344%20Perkins%20Road%20Widening%20%2D%20Siegen%20to%20Highland&FolderCTID=0x012000C055341479DCD84E95C80E77E7755A9A&View={993143B3-FC7F-4567-86C2-C8EE52788C8D}

Documentation of Homeowner's Viewpoint (See Attached)

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that a vote against the noise barrier leaves the HOA the option of rebuilding a wall, with or without noise abatement properties, with the monies received from the right of way acquisition process.

_____ FOR Noise Barrier

_____ AGAINST Noise Barrier

Comments:

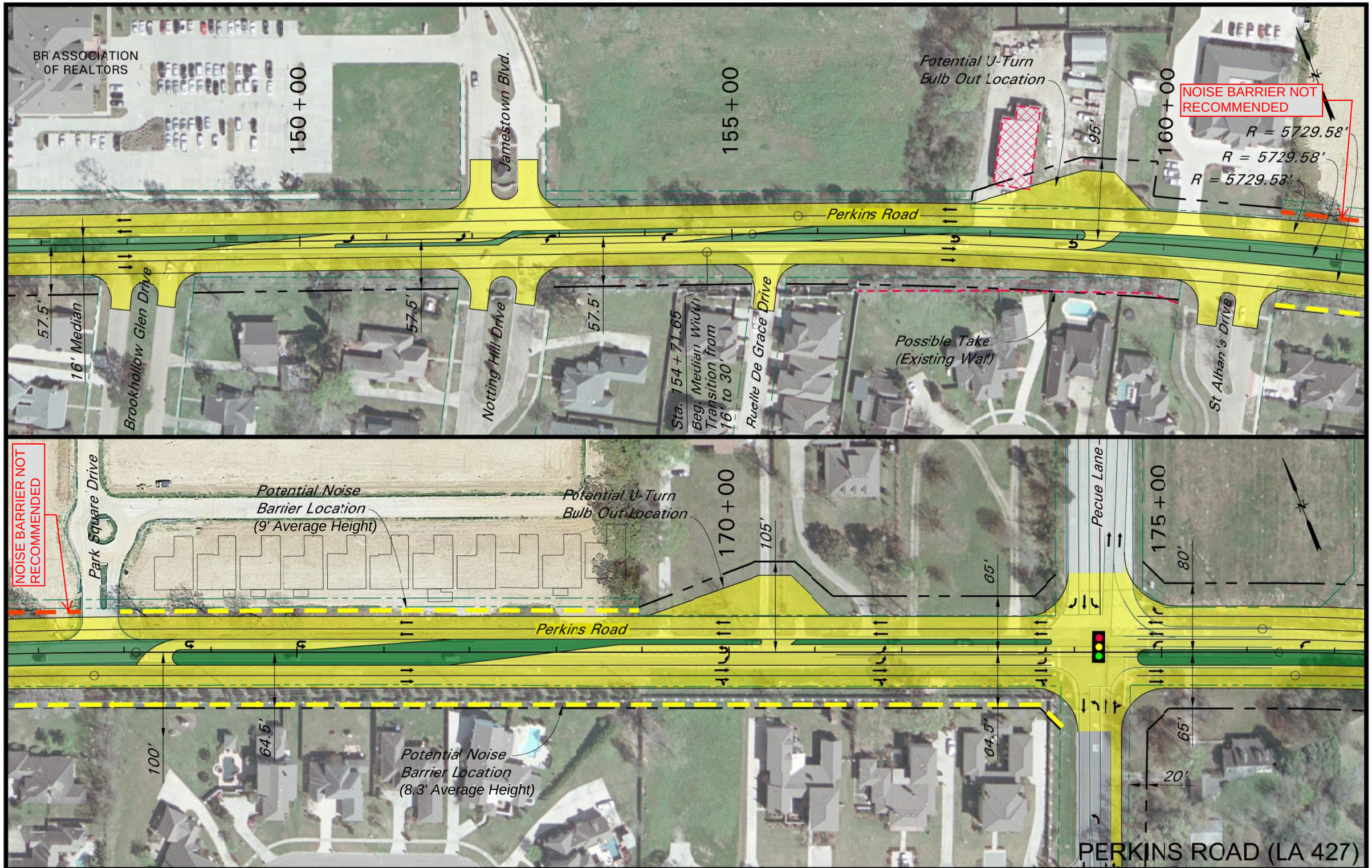
Jamestown Square

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that no additional right of way will be purchased across the Jamestown Square property. Your answer will indicate whether or not you want a noise barrier.

_____ FOR Noise Barrier

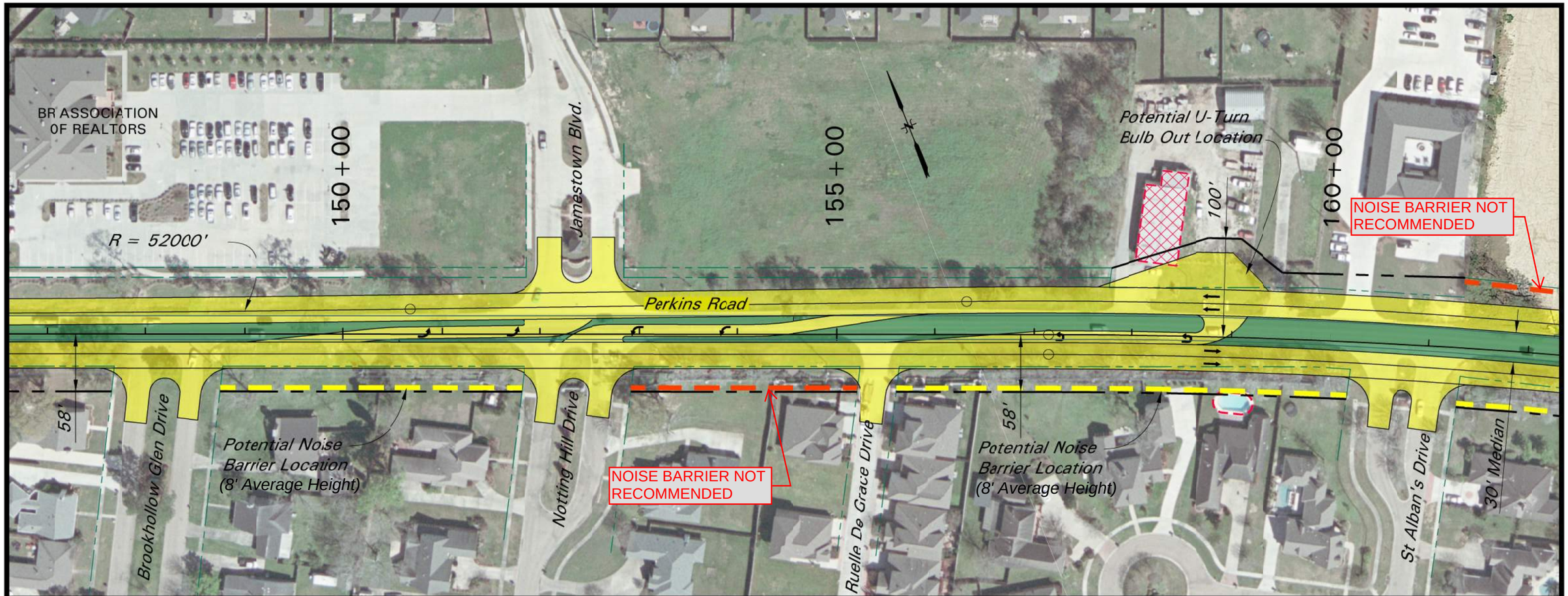
_____ AGAINST Noise Barrier

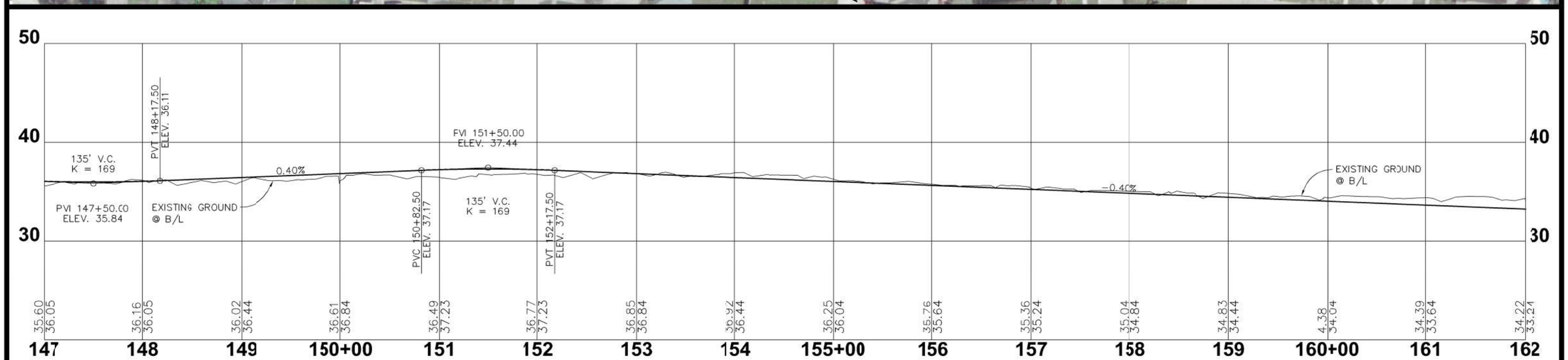
Comments:



PERKINS ROAD (LA 427)

ALTERNATIVE 1A

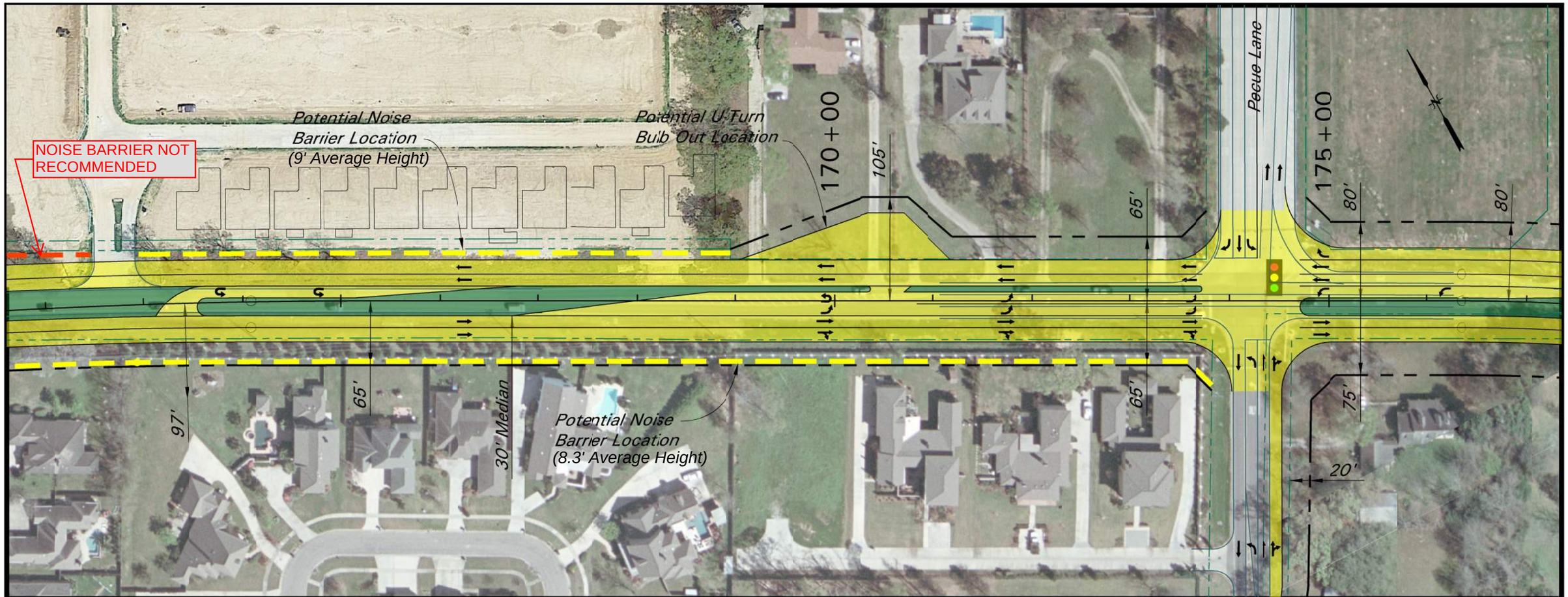


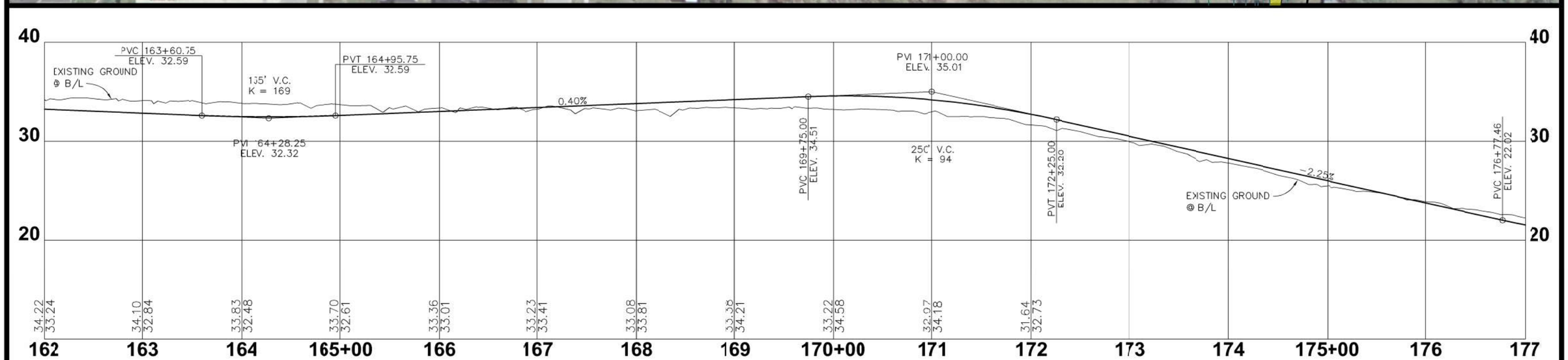


PERKINS ROAD (LA 427)

ALTERNATIVE 2B

0 100 200
SCALE IN FEET

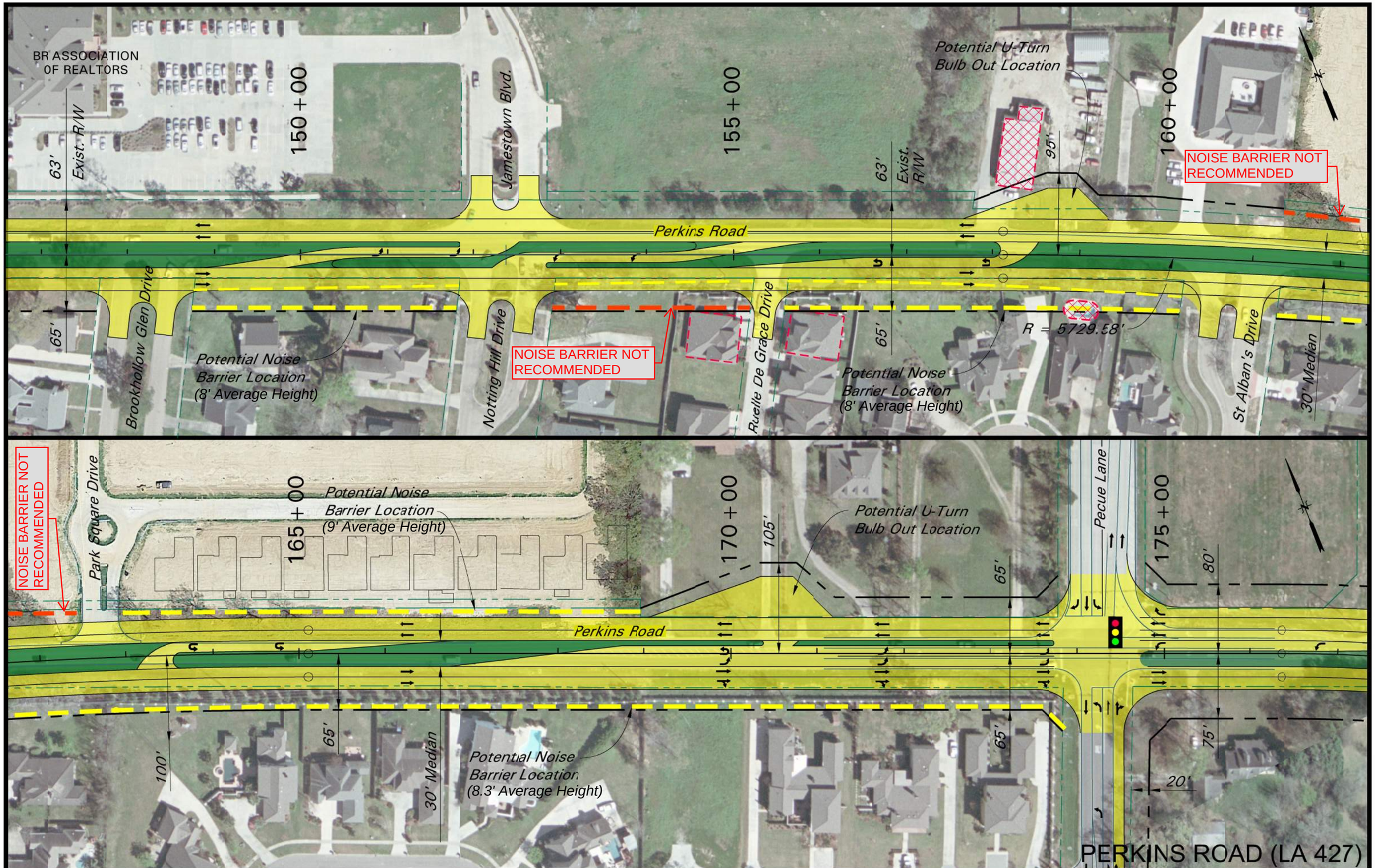




PERKINS ROAD (LA 427)

ALTERNATIVE 2B

0 100 200
SCALE IN FEET



PERKINS ROAD (LA 427)

ALTERNATIVE 3

Noise Reduction Systems (Noise Barriers)

Sound Fighter Systems, Inc
Shreveport, LA
Absorptive Noise Barrier System
https://www.soundfighter.com/

ACRYLITE® Soundstop Structure Mounted Noise Barriers
Osceola, AR
Reflective Noise Barrier System
http://www.acrylite.net/product/acrylite/en/products/acrylite-soundstop/pages/default.aspx

Vista DSM, Dry Stack Masonry Block over Steel-reinforced Concrete

Premier Concrete Products, Inc, 38200 HWY 16, Denham Springs, LA 70706

Product Category : Mineral Filler for Asphaltic Concrete

MATERIAL : 1003M01800 Mineral Filler for AsphConc

APS00004990 — Texas Lime Company - Cleburne, TX
P. O. Box 851
Cleburne, TX 76033

Phone : 817-641-4433 **Ext. # :**
Fax : 817-556-0905
Contact : Tom Quinlan

Product	Approved On	Remarks
MinFiller AspConc Texas Lime Co	1- 1-2013	

Product Category : Noise Reduction Systems (Noise Barriers)

MATERIAL : 0999M00030 Noise Reduction System - Absorptive

APS00000700 — Sound Fighter Systems, Inc. - Shreveport, LA
P. O. Box 7216
1305 Airport Drive
Shreveport, LA 71137

Phone : 318-861-6640 **Ext. # :**
Fax : 318-865-7373
Contact : Ben Burkett

Product	Approved On	Remarks
LSE1000/2000NoiseBarrierWallSystem-Abs	5-30-1995	Modular designed high density UV resistant polyethylene element, holding in place mineral wool and cement or gypsum board.

MATERIAL : 0999M00040 Noise Reduction System - Reflective

APS00000720 — Evonik Cyro LLC - Osceola, AR
1500 Richard Prewitt Drive
Osceola, AR 72370

Phone : 207-490-4313 **Ext. # :**
Fax : 207-490-4248
Contact : Nathan Binette

Additional Info : Contact person's mailing address: 1796 Main Street, Sanford, ME 04073

Product	Approved On	Remarks
ACRYLITE Soundstop Ready-FitNoiseBarrier	3-29-2004	Clear panel in a galvanized steel frame to be used as a replacement panel with an existing system or with a standard post design.

APS00000750 — Premier Concrete Products, Inc - Denham Springs,LA
38200 Hwy 16
Denham Springs, LA 70706

Phone : 225-667-4545 **Ext. # :**
Fax : 225-667-7424
Contact : Tereza Samford

Product	Approved On	Remarks
Vista DSM - PremierConcreteProducts	2-20-2008	Dry-stack modular masonry block over steel-reinforced concrete.

APS00000700 — Sound Fighter Systems, Inc. - Shreveport, LA
P. O. Box 7216
1305 Airport Drive
Shreveport, LA 71137

Phone : 318-861-6640 **Ext. # :**
Fax : 318-865-7373
Contact : Ben Burkett

Product	Approved On	Remarks
LSE1000/2000NoiseBarrierWallSystem-Refl	5-30-1995	Modular designed high density UV resistant polyethylene element, holding in place mineral wool and cement or gypsum board.

Prudhomme, Nick

From: Hall, Cindy
Sent: Friday, February 26, 2016 12:15 PM
To: ks2carroll@cox.net; rgolden28@cox.net; wfilgo@gmail.com; kusta@sbcglobal.net; kcrane@forteandtablada.com; jbishara@cox.net; erick.comeaux@williams.com; trispone@iscgrp.com; amanda.polito@la.gov; dcamp@pelicanam.com; agnesjsmith@aol.com; scaparotta@wafb.com; scott.erwin@la.gov
Cc: Prudhomme, Nick; Pringle, Allan (allan.pringle@aecom.com); ryan.reviere@la.gov; Maria Reid (Maria.Reid@la.gov); James Lipscomb (James.Lipscomb@LA.GOV); Heather Corsentino (Heather.Corsentino@LA.GOV); Charbonnet, Jonathan; Ponder, Brad
Subject: Perkins Road Noise Barrier Coordination Meeting w/ HOAs
Attachments: alt_exhibits_20160215.pdf; not_perkins_noise coord_20160215.pdf; perkins_noise barrier_ballot.pdf; QPL.pdf

All,

Attached please find the notes summarizing our discussions at the meeting with the homeowner's associations held on February 15, 2016. I have also attached all the handouts from the meeting and a revised ballot including the Ruelle de Grace subdivision. **We are still trying to get an answer concerning whether a certain noise barrier can be specified in the plans without the "or approved equal" statement. We will forward this answer to you as soon as we have it. We realize that you are waiting on this answer in order to give us your opinion about the walls.**

Some links to additional information about this subject are given below.

DOTD Noise Policy is available on-line:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Noise%20Policy/LDOTD%20Noise%20Policy%204_26_2011.pdf

The Noise report has been made available for your review at the following website:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/Pages/default.aspx?RootFolder=%2FInside%5FLaDOTD%2FDivisions%2FEngineering%2FEnvironmental%2FDocuments%2FH%2E002344%20Perkins%20Road%20Widening%20%2D%20Siegen%20to%20Highland&FolderCTID=0x012000C055341479DCD84E95C80E77E7755A9A&View={993143B3-FC7F-4567-86C2-C8EE52788C8D}

Please contact myself or Nick Prudhomme if you have any additional questions concerning the potential noise barriers.

Thanks,

Cindy Hall, PE
Senior Associate
Stantec
500 Main Street Baton Rouge LA 70801-1908
Phone: (225) 765-7400
Cell: (225) 620-4833
cindy.hall@stantec.com

Prudhomme, Nick

From: Prudhomme, Nick
Sent: Thursday, April 21, 2016 4:36 PM
To: ks2carroll@cox.net; rgolden28@cox.net; wfilgo@gmail.com; kusta@sbcglobal.net; kcrane@forteandtablada.com; jbishara@cox.net; erick.comeaux@williams.com; trispone@iscgrp.com; amanda.polito@la.gov; dcamp@pelicanam.com; agnesjsmith@aol.com; scaparotta@wafb.com; scott.erwin@la.gov
Cc: Pringle, Allan (allan.pringle@aecom.com); ryan.reviere@la.gov; Maria Reid (Maria.Reid@la.gov); James Lipscomb (James.Lipscomb@LA.GOV); Heather Corsentino (Heather.Corsentino@LA.GOV); Charbonnet, Jonathan; Ponder, Brad; Hall, Cindy
Subject: RE: Perkins Road Noise Barrier Coordination Meeting w/ HOAs
Attachments: perkins_noise barrier_ballot_20160420_final.pdf

All,

Attached please find a revised ballot package for the Kensington, Ruelle De Grace, Via Horti Ct., and Jamestown subdivisions. As an update, we have received word from the Federal Highway Administration that a particular noise barrier cannot be specified in the plans. At a minimum, two manufacturers must be specified to make the bid competitive, but the required caveat "or an approved equal" will still give the contractor the option to choose any wall from the Qualified Products List (Approved Manufacturers List).

Please take some time to read through the ballot package under your designated subdivision. Although this ballot is longer than the last, we've tried to reduce confusion by explaining what the votes would mean for your subdivision and other options that are available to you. Please return your subdivision's ballots by May 6, 2016.

The links below to the DOTD Noise Policy and the Noise Report in the previous email are still available for viewing or downloading.

Please contact myself or Cindy Hall if you have any further questions regarding the potential noise barriers.

Thank you,

Nick Prudhomme, P.E.
Transportation Engineer
Stantec
500 Main Street Baton Rouge LA 70801-1908
Phone: (225) 765-7400 ext 111
nick.prudhomme@stantec.com

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April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier leaves the HOAs with a couple of options:

- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
_____ AGAINST Noise Barrier

Comments:

Name: _____

Date: _____

Jamestown Square

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the fence will not be acquired during the right of way acquisition process, and the HOA will not be paid for the fence whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier means leaving the existing wooden fence as-is. However, if the HOA would prefer a different barrier, the HOA could choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Jamestown Square Vote:

_____ FOR Noise Barrier
_____ AGAINST Noise Barrier

Comments:

Name: _____

Date: _____

Prudhomme, Nick

From: Rusty Golden <rgolden28@cox.net>
Sent: Thursday, May 05, 2016 5:26 PM
To: Prudhomme, Nick; ks2carroll@cox.net; wfilgo@gmail.com; kusta@sbcglobal.net; kcrane@forteandtablada.com; jbishara@cox.net; erick.comeaux@williams.com; trispone@iscgrp.com; amanda.polito@la.gov; dcamp@pelicanam.com; agnesjsmith@aol.com; scaparotta@wafb.com; scott.erwin@la.gov
Cc: 'Pringle, Allan'; ryan.reviere@la.gov; 'Maria Reid'; 'James Lipscomb'; 'Heather Corsentino'; 'Charbonnet, Jonathan'; 'Ponder, Brad'; Hall, Cindy
Subject: RE: Perkins Road Noise Barrier Coordination Meeting w/ HOAs
Attachments: Scan0485.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Nick – I have attached our vote for those of us at Via Horti Ct., representing approximately 500' of frontage on Perkins Rd. As I indicated earlier we are not in favor of a contractor selecting a noise barrier based strictly on cost and you were unable to give us any assurance that a aesthetic solution would be the choice, only potentially the lowest cost solution on the approved products list. It is apparent that this is the States way of forcing a solution on us without them willing to make any attempt at a acceptable compromise for those who will be impacted by this process. Not only can you not give a reasonable solution but we will have no control over the timing of any solution which could leave our properties exposed to the construction and Perkins road for however long thereby creating a serious security risk to all. In the event the state may consider all the issues for all of our neighbors and be willing to commit to a solution in writing we may alter our opinion but at this time we do not wish to participate in the process. Please reference our attached vote of NO for Via Horti Ct.

Thanks for your time,

Rusty Golden
15013 Via Horti Ct.
Lejardin Development

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier leaves the HOAs with a couple of options:

- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
X AGAINST Noise Barrier

Comments:

Name: Rusty Golden (Via Horti Ct.)
Date: 5-5-16

Prudhomme, Nick

From: agnesjsmith@aol.com
Sent: Thursday, May 05, 2016 9:31 PM
To: rgolden28@cox.net; Prudhomme, Nick; ks2carroll@cox.net; wfilgo@gmail.com; kusta@sbcglobal.net; kcrane@forteandtablada.com; jbishara@cox.net; erick.comeaux@williams.com; trispone@iscgrp.com; amanda.polito@la.gov; dcamp@pelicanam.com; scaparotta@wafb.com; scott.erwin@la.gov
Cc: allan.pringle@aecom.com; ryan.reviere@la.gov; Maria.Reid@la.gov; James.Lipscomb@LA.GOV; Heather.Corsentino@LA.GOV; charbonnet@csrsonline.com; Ponder@csrsonline.com; Hall, Cindy
Subject: Re: Perkins Road Noise Barrier Coordination Meeting w/ HOAs

Follow Up Flag: Follow up
Flag Status: Flagged

For your information, 99% of Ruelle **De Grace Homeowners** voted **NO** to the state building a **noise barrier** for our community.

Agnes

MAY 16 2016

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

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- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
X AGAINST Noise Barrier

Comments:

Name: Ruth Vonzalin

Date: 5-1-16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

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- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
✓ AGAINST Noise Barrier

Comments:

Name: Marcella Costner

Date: 5-1-16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

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A vote **against** the noise barrier leaves the HOAs with a couple of options:

- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
X AGAINST Noise Barrier

Comments:

1611 Ruelle de Grace

Name: Linda Oliver Kurtz
Date: 5/1/16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier leaves the HOAs with a couple of options:

- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
X AGAINST Noise Barrier

Comments:

1611 - Ruelle de Grace

Name: [signature]

Date: 5/1/16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

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- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

✓ FOR Noise Barrier
✓ AGAINST Noise Barrier

Comments:

Name: Agnes J Smith
Date: 5/1/2016

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

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- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
___V___ AGAINST Noise Barrier

Comments:

Name: [signature]

Date: 5/2/16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

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- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
✓ AGAINST Noise Barrier

Comments:

Name: Marilyn O'Neill

Date: 5/2/2016

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier leaves the HOAs with a couple of options:

- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

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Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
✓ AGAINST Noise Barrier

Comments:

Name: Amy Enos

Date: 05/10/16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier leaves the HOAs with a couple of options:

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Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

X FOR Noise Barrier
AGAINST Noise Barrier

Comments:

Name: Scott Enos

Date: 5/2/16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

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Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
VRS AGAINST Noise Barrier

Comments:

Name: _____

Date: 5-11-16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

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Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
✓ AGAINST Noise Barrier

Comments:

Name: Wade + Mona Fulgr

Date: 5/1/16

April 20, 2016
Perkins Road - Noise Barrier Coordination

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Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

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Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
✓ AGAINST Noise Barrier

Comments:

Name: George Paul Sanders Jr.

Date: 5/11/16

April 20, 2016
Perkins Road - Noise Barrier Coordination

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Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

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- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.
- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
__X__ AGAINST Noise Barrier

Comments:

Name: Deborah D. Nelson

Date: 5/2/16

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier leaves the HOAs with a couple of options:

- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
X AGAINST Noise Barrier

Comments:

Name: John O. Nelson

Date: 5/2/16

Prudhomme, Nick

From: Thad Rispone <trispone@iscgrp.com>
Sent: Friday, May 06, 2016 10:52 AM
To: Prudhomme, Nick
Cc: jbishara@cox.net; Rusty Golden; erick.comeaux@williams.com; David Dewey
Subject: Re: Perkins Road Noise Barrier Coordination Meeting w/ HOAs

Follow Up Flag: Follow up
Flag Status: Flagged

Nick,

Kensington Estates is also AGAINST the noise barrier for many of the same reasons Via Horti Ct. is against it.

For some reason I can't find the original voting sheet. Please resend the voting sheet and I will fill it out.

Thank you,

Thad Rispone
KHOA President

Sent from my iPhone

April 20, 2016
Perkins Road - Noise Barrier Coordination

As a part of the NEPA process, benefited receptors of proposed noise abatement are given the opportunity to present their viewpoint concerning the proposed noise abatement. A coordination meeting was held with the HOA's listed below to solicit their views on February 15, 2016. The noise abatement measure will be considered reasonable from the viewpoint of the benefitting receptors if 50% or more of the responses are positive ("For" the Noise Barrier).

Kensington Estates, Ruelle de Grace, & Via Horti Ct.

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the existing wall will be acquired during the right of way acquisition process, and the HOAs will be paid for the wall whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier leaves the HOAs with a couple of options:

- The HOA can choose to rebuild any style of wall of their choosing, with or without noise abatement properties, with the monies received from the right of way acquisition process. This wall will be located outside of LADOTD's right of way (inside the HOA's right of way) and will be maintained by the HOA.

- The HOA could also choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Kensington Estates, Ruelle de Grace & Via Horti Ct. Vote:

_____ FOR Noise Barrier
__X__ AGAINST Noise Barrier

Comments:

Name: Thad E. Respino - Kensington Estates HOA President

Date: 5/6/15

Prudhomme, Nick

From: Caparotta, Steve <scaparotta@wafb.com>
Sent: Thursday, May 12, 2016 9:22 AM
To: Prudhomme, Nick
Cc: Hall, Cindy
Subject: Re: Perkins Road Noise Barrier Coordination Meeting w/ HOAs
Attachments: Jamestown Square Noise Barrier Vote.tif

Follow Up Flag: Follow up
Flag Status: Flagged

Nick,

Please find our vote for Jamestown Square in reference to the noise barrier attached. Jamestown Square votes 'yes' for a noise barrier.

Thanks,

Steve Caparotta
Meteorologist
WAFB | WBXH | WAFB.com
scaparotta@wafb.com | 225.383.9999

Jamestown Square

Please indicate your view concerning the proposed noise barriers on the Perkins Road Project. Are you for or against a noise barrier? Please note that the fence will not be acquired during the right of way acquisition process, and the HOA will not be paid for the fence whether the vote is for or against a noise barrier.

A vote **for** the noise barrier means that LADOTD's contractor will have the option to install any noise barrier from the Qualified Products List (Approved Manufacturers List). This noise barrier will be located inside LADOTD's right of way and will be maintained by LADOTD. The Noise Policy would allow the HOAs or third parties to fund "functional enhancements such as absorptive treatment, access doors, or aesthetic enhancements" to the noise barrier selected from the Approved Manufacturers List.

A vote **against** the noise barrier means leaving the existing wooden fence as-is. However, if the HOA would prefer a different barrier, the HOA could choose to pay for the design and construction of a barrier to be built by LADOTD's contractor to the HOA's specifications with approval from LADOTD, but a written agreement would have to be executed between LADOTD and the HOAs concerning responsibilities of both parties for design, construction, liability, and maintenance of the wall once construction is complete. Despite paying for the barrier, it will be located inside LADOTD's right of way pursuant to the terms of the Agreement, and an LADOTD permit will be required.

Jamestown Square Vote:

X FOR Noise Barrier
_____ AGAINST Noise Barrier

Comments:

Name: Steve Caparetta

Date: 5/12/16

Prudhomme, Nick

To: Gerald johnson
Subject: RE: Perkins Road Project: Sound Barrier

From: Gerald johnson [mailto:gkj19081@hotmail.com]
Sent: Tuesday, August 30, 2016 6:54 AM
To: Prudhomme, Nick
Subject: Re: Perkins Road Project: Sound Barrier

Nick, this sounds great to me, a win, win, for all. Many accidents have occurred at that entrance due to traffic entering from the apartment complex driveway directly across the street. This will benefit our complex greatly for the noise level, plus provide a safer environment for all concerned.
Thank you very much for your time and effort.
Gerald Johnson

Sent from my iPad

From: Prudhomme, Nick
Sent: Thursday, August 25, 2016 8:03 AM
To: Gerald Johnson
Cc: Maria Reid (Maria.Reid@la.gov); Pringle, Allan (allan.pringle@aecom.com); Hall, Cindy
Subject: Perkins Road Project: Sound Barrier

Mr. Gerald,

This email is to inform you that AECOM (formerly URS) has completed the additional noise study near your rental property, and they have concluded that a noise barrier is feasible if your driveway is closed. I've attached three exhibits that show the location of the noise barrier for all three alternatives. They are located along the outermost right-of-way line in each alternative. Please keep in mind that Alternative 2B is the preferred alternative.

The project is currently in Preliminary Plans, and there is no money allocated to move to Final Plans or construction at this time. However, when the project does begin construction, we anticipate that your driveway will be removed to the proposed right-of-way line. At that time, measures may need to be taken on your property (behind the wall) and at your cost to prevent vehicular traffic from coming in contact with the wall in the area where the old driveway used to be (posts, bollards, etc.)

Because you initiated the additional noise study, it is assumed that you are in favor of removing the driveway in question and having a noise barrier constructed along your frontage. If you oppose, please let us know. If no contact is received by next Friday, September 2, 2016, we will assume you agree to the driveway removal and installation of the sound barrier.

Please let me know if you have any questions.

Regards,

Nick Prudhomme
Transportation Engineer
Stantec
500 Main Street Baton Rouge LA 70801-1908