

**LAFAYETTE REGIONAL XPRESSWAY**  
**TIER 1 ENVIRONMENTAL IMPACT STATEMENT**  
for the  
**Lafayette Metropolitan Expressway Commission**

**S.P.No. H. 004491**  
**F.A.P.No. H004491**

**Public Hearing Transcript**



*Less driving. More living.*

*February 28, 2019*

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A public hearing was held February 28, 2019, following distribution of the Lafayette Regional Xpressway (LRX) Tier 1 Draft Environmental Impact Statement (DEIS) to agencies and the public. The public hearing was held at the South Regional Library on Johnston Street in Lafayette, LA.

The LRX Tier 1 DEIS distribution included hard copies hand-delivered to public libraries, agencies and local officials. The Executive Summary was mailed to the Louisiana Congressional Delegation. Copies were also distributed by the Louisiana Department of Transportation and Development (LADOTD) to tribal representatives. The DEIS was submitted to others, including the Louisiana State Library, electronically. The distribution list can be found in Appendix A.

A Notice of Availability (NOA) of the document for review and comment was published in the Daily Advertiser on January 25, 2019 directing the public to the documents at the libraries and for download at [www.lrxpressway.com](http://www.lrxpressway.com). The document was also made available for download on the LADOTD website and LADOTD sent out an email blast with the NOA and public hearing.

The public hearing notice was advertised on January 25, 2019 in the Daily Advertiser. The NOA and the public hearing notice was also advertised in The Acadiana section of The Advocate on February 17, 2019. Copies of the advertisements are included as Appendix B.

### **PUBLIC HEARING FORMAT**

The public was invited to view exhibits and speak with the project team from 5:30-6:00 pm. Due to the large number of guests in attendance, two presentations were made (providing the same information), one at 5:45 pm and one at 7:20 pm. A break to allow another opportunity to view exhibits and speak with members of the project team was provided following both presentations. The public was invited to provide comments in a moderated and recorded forum from 6:45-7:30. The comment period was open until March 18, 2019.

The purpose of the hearing was to obtain public comments regarding the LRX Tier 1 DEIS which was recently published. This report contains all materials distributed at the hearing for documentation of the hearing.

### **PUBLIC HEARING STATIONS**

The hearing provided seven stations which guided the citizens through the open house format portion of the public hearing.

#### **Station 1: Welcome/Sign In**

Attendees signed in and were provided a copy of the hearing handout, comment sheet, and statement card. Copies of these documents are provided in Appendix C.

Appendix D contains copies of the boards used during the hearing for Stations 2 through 7.

**Station 2: Project Purpose and Need and EIS Process**

Attendees were invited to view and discuss the project's defined purpose and need statement, displayed on large boards.

**Station 3: Alternative Corridors Comparison and Typical Section**

Attendees viewed a large project map complete with the various corridor alternatives identified and labeled. Attendees were able to identify properties that are of interest to them and the relation to the corridors. A map provided details on potential locations for tolling locations along the corridor for review. A matrix on a large board was also provided detailing all resources and the impacts to each resource per the specific corridor alternative. A board with the proposed typical section (opening condition and future condition) was also provided for review.

**Station 4: Preferred Corridor Alternatives and Evaluation Matrix**

Attendees viewed the recommended preferred corridor map on a large board. Participants were provided a board with a matrix detailing the resources and impacts that were used for comparison and evaluation of each of the alternatives that showed differentiators.

**Station 5: Right of Way and Relocation Assistance**

A representative from the LADOTD's right of way section was present at the meeting to discuss the process to be used should right of way acquisition and/or relocation assistance be required for the project. The right of way brochure was available for review by participants.

**Station 6: LRX Tier 1 DEIS Review**

A copy of both volumes of the Tier 1 DEIS was available at the hearing for review by the public. A team representative was available to provide guidance to sections of the document and answer questions.

**Station 7: Comments**

Attendees were given opportunity to fill out a comment form regarding the project or to provide comments verbally to a team member utilizing a voice recorder. Attendees had the option of completing a card at the meeting to speak into the microphone in a recorded public statement period.

**PUBLIC HEARING PRESENTATION AND STAFFING**

During the presentation part of the public hearing, the Lafayette Metropolitan Expressway Commission (LMEC) Chairperson Ms. Elaine Abel welcomed those in attendance, provided a project history and introduced the LRX project manager, Ms. Kate Prejean with HNTB Corporation. Ms. Prejean presented the slides and script as provided in Appendix E. Several LRX project team members, identified with nametags, were located at the stations to answer any questions.

## **ATTENDANCE AND PUBLIC COMMENTS**

More than 100 members of the public were in attendance during the public hearing. Copies of the sign-in sheets for the public, agencies, and media can be found in Appendix F. Three members of the public provided verbal statements during the allocated time. A transcript of these comments and completed statement cards are provided in Appendix G.

Written comments were accepted during the public hearing and following the public hearing until March 18, 2019. In addition to the three verbal comments, 14 participants filled out the comment sheet at the hearing. Another 19 parties provided comments by email or utilizing the websites contact us link or through the US Mail. These written comments are provided in Appendix H. The comments will be addressed and responded to as part of the Final EIS for the LRX Project.

Media coverage of the public hearing prior to, during, and following the event that could be captured electronically are provided in Appendix I.

**Appendix A:  
Tier 1 DEIS Distribution List**

## DISTRIBUTION LIST HAND DELIVERY

Mr. Joel Robideaux, Mayor-President  
Lafayette Consolidated Government  
705 West University Avenue  
Lafayette, LA 70502

Ms. Brenda Bergeron, Clerk of the Council  
Iberia Parish Council  
300 Iberia Street Suite 4110  
New Iberia, LA 70560-4543

Ms. Laci Laperouse, Clerk of the Council  
St. Martin Parish Council  
301 West Port Street  
St. Martinville, LA 70582

Mr. Bill Sagrera, President  
Vermilion Parish Police Jury  
100 North State Street  
Abbeville, LA 70510

Ms. Elaine Abell, Chair  
LMEC  
211 Devalcourt Street  
Lafayette, LA 70506

Ms. Noel Ardoin  
Environmental Engineer Administrator  
LA DOTD  
1201 Capitol Access Road  
Baton Rouge, LA 70802

Mr. William Oliver  
LA DOTD District Engineer Administrator  
Lafayette District 03  
428 Hugh Wallis Road  
Lafayette, LA 70508

Mr. Mark Stinson  
FHWA, Baton Rouge  
5304 Flanders Drive Suite A  
Baton Rouge, LA 70808

Mr. Doug Blakemore, Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building  
500 Poydras Street Rm 1313  
New Orleans, LA 70130

Ms. Monique Boulet, Chief Executive Officer  
Acadiana MPO  
101 Jefferson Street Suite 201  
Lafayette, LA 70501

Mr. Doug Blakemore, Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building  
500 Poydras Street Rm 1313  
New Orleans, LA 70130

Mr. Stephen Pfeffer, Department of the Army  
New Orleans District, Corps of Engineers  
Operations Division, Regulatory Branch,  
7400 Leake Avenue  
New Orleans, LA 70118

Mr. Patrick Molbert  
Lafayette District Manager  
LA Department Of Natural Resources  
Office Of Conservation  
825 Kaliste Saloom Road Suite 220  
Lafayette, LA 70805

Mr. Jack Montoucet, Secretary  
LA Department of Fish and Wildlife  
2000 Quail Drive  
Baton Rouge, LA 70808

Mr. Jeff Weller  
Field Supervisor  
US Fish and Wildlife Service  
Louisiana Ecological Services  
200 Dulles Drive Suite 400  
Lafayette, LA 70506

Ms. Karen Andrews, LA Department Of  
Environmental Quality  
Office Of Management and Finance  
Contracts and Grants Division  
602 North Fifth Street  
Baton Rouge, LA 70802

Dr. Charles "Chip" McGimsey, State  
Archeologist and Director  
Department of Culture, Recreation and Tourism  
Division Of Archaeology  
Capitol Annex 1051 North Third Street  
Baton Rouge, LA 70804

Mr. Gregg Gothreaux, Chief and CEO  
Lafayette Economic Development Authority  
211 Devalcourt Street  
Lafayette, LA 70506

Mr. Dax Douet, Director – Engineer  
C.H. Fenstermaker  
135 Regency Square  
Lafayette, LA 70508

U.S. EPA Region 6  
1445 Ross Avenue, Suite 1200  
Mail Code: 6EN  
Dallas, TX 75202-2733 (two copies)  
FedEx tracking number: [774194761064](#)

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LIBRARIES HAND DELIVERY

Branch Manager  
North Regional Library  
Lafayette Public Library  
5101 North University Avenue  
Carencro, LA 70520

Branch Manager  
Maurice Public Library  
Vermilion Parish Library  
100 E Joseph  
Maurice, LA 70555

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

Branch Manager  
Scott Branch Lafayette Public Library  
5808 Cameron St  
Scott, LA 70583

Branch Manager  
East Regional Library Lafayette Public Library  
215 Neuville Rd  
Youngsville, LA 70592

Branch Manager  
Duson Branch Lafayette Public Library  
310 Ave Au Nord  
Duson, LA 70529

Branch Manager  
Milton Branch Lafayette Public Library  
108 W. Milton Avenue  
Milton, LA 70558

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

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Director  
Inter-Tribal Council of Louisiana  
991 Grand Cailou Rd  
Houma, LA 70363

Linda Langley  
Tribal Historic Preservation Officer  
Coushatta Tribe of Louisiana  
P.O. Box 10  
Elton, LA 70532

Alina Shively  
Tribal Historic Preservation Officer  
Jena Band of Choctaw Indians  
P.O. Box 14  
Jena, LA 71342

Earl J. Barbry, Jr.  
Tunica-Biloxi Tribe of Louisiana  
P.O. Box 1589  
Marksville, LA 71351

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Mississippi Band of Choctaw Indians  
101 Industrial Rd  
Choctaw, MS 39350

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EXECUTIVE SUMMARY MAIL

Congressman Steve Scalise  
United States House of Representatives  
District 01  
110 Veterans Blvd., Suite 500  
Metairie, LA 70005

Congressman Cedric Richmond  
United States House of Representatives  
District 02  
1520 Thomas H. Delpit Drive, Suite 126  
Baton Rouge, LA 70802

Congressman Clay Higgins  
United States House of Representatives  
District 03  
600 Jefferson Street, Suite 808  
Lafayette, LA 70501

Congressman Mike Johnson  
United States House of Representatives  
District 04  
2250 Hospital Drive, Suite 248  
Bossier City, LA 71111

Congressman Ralph Abraham  
United States House of Representatives  
District 05  
2003 MacArthur Dr., Bldg. 5  
Alexandria, LA 71301

Congressman Garret Graves  
United States House of Representatives  
District 06  
2351 Energy Drive, Suite 1200  
Baton Rouge, LA 70808

Senator Bill Cassidy, M.D.  
United States Senate  
101 La Rue France, Ste. 505  
Lafayette, LA 70508

Senator John Kennedy  
United States Senate  
101 La Rue France, Ste. 503  
Lafayette, LA 70508

## ELECTRONICSUBMITTALS

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Louisiana State Library: see attached deposit form and email confirmation [docs@state.lib.la.us](mailto:docs@state.lib.la.us)

### EXECUTIVE SUMMARY ONLY

Ray Borque	Mayor	City of Broussard	<a href="mailto:mayorbourque@broussardla.com">mayorbourque@broussardla.com</a>
Glenn Brasseaux	Mayor	City of Carencro	<a href="mailto:mayor@carencro.org">mayor@carencro.org</a>
Wayne Theriot	Mayor	Village of Maurice	<a href="mailto:villageofmaurice.mayor@cox-internet.com">villageofmaurice.mayor@cox-internet.com</a>
Jan-Scott Richard	Mayor	City of Scott	<a href="mailto:tvincent@cityofscott.org">tvincent@cityofscott.org</a>
Ken Ritter	Mayor	Town of Youngsville	<a href="mailto:KenRitter@YoungsvilleLA.gov">KenRitter@YoungsvilleLA.gov</a>
Johnny Thibodeaux	Mayor	Town of Duson	<a href="mailto:dusonla@cox-internet.com">dusonla@cox-internet.com</a>
Freddie DeCourt	Mayor	City of New Iberia	<a href="mailto:info@cityofnewiberia.com">info@cityofnewiberia.com</a>
Melinda Mitchell	Mayor	City of St. Martinville	<a href="mailto:info@stmartinville.org">info@stmartinville.org</a>
Jeff Landry	Louisiana State Attorney General		<a href="mailto:aglandrynews@ag.state.la.us">aglandrynews@ag.state.la.us</a>
Brenda Bergeron	Clerk of the Council	Iberia Parish	<a href="mailto:bbergeron@iberiagov.net">bbergeron@iberiagov.net</a>
Conrad Comeaux		Lafayette Parish Assessor	<a href="mailto:conradc@lafayetteassessor.com">conradc@lafayetteassessor.com</a>
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Laycie Alfred	Clerk of the Council	St. Landry Parish	<a href="mailto:laycie.alfred@stlandryparish.org">laycie.alfred@stlandryparish.org</a>
Chester Cedars	President	St. Martin Parish	<a href="mailto:parishpresident@stmartinparish.net">parishpresident@stmartinparish.net</a>
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Bill Sagrera	President	Vermilion Parish Police Jury	<a href="mailto:vermilionppj@yahoo.com">vermilionppj@yahoo.com</a>
Nancy Landry	Louisiana House of Representatives	District 31	<a href="mailto:landryn@legis.la.gov">landryn@legis.la.gov</a>
Stuart Bishop	Louisiana House of Representatives	District 43	<a href="mailto:bishops@legis.la.gov">bishops@legis.la.gov</a>
John Stefanski	Louisiana House of Representatives	District 42	<a href="mailto:stefanskij@legis.la.gov">stefanskij@legis.la.gov</a>
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Jonathan "J.P." Perry	Louisiana Senate	District 26	<a href="mailto:sen26@legis.la.gov">sen26@legis.la.gov</a>
Gerald Boudreaux	Louisiana Senate	District 24	<a href="mailto:boudreauxg@legis.la.gov">boudreauxg@legis.la.gov</a>
Page Cortez	Chairman, Transportation Committee	Louisiana Senate	District 23 <a href="mailto:cortezp@legis.la.gov">cortezp@legis.la.gov</a>
Kenneth Havard	Chairman, Transportation Committee	Louisiana House of Representatives	<a href="mailto:havardk@legis.la.gov">havardk@legis.la.gov</a>
David Savoy	President	Acadia Parish Police Jury	<a href="mailto:dvdsvy@yahoo.com">dvdsvy@yahoo.com</a>
Dan Doerle	Mayor Pro Tem and Member	New Iberia City Council	<a href="mailto:info@cityofnewiberia.com">info@cityofnewiberia.com</a>

# **Appendix B: Advertisement**

# Longtime educator, civic leader Thetis Cusimano dies

**Amanda McElfresh**  
Lafayette Daily Advertiser  
USA TODAY NETWORK

Thetis Cusimano, a longtime presence in Lafayette's education and civic engagement areas, died Sunday at the age of 72.

Visitation will be at 10 a.m. Friday at Martin and Castille, 330 St. Landry St. A celebration of life will follow at 11 a.m. Cusimano spent more than 30 years working in special education, including pupil appraisal and as principal of the Le-Rosen Special Education Center.

She retired from education in 2004, then worked with the League of Women Voters of Louisiana. She spent two years as the group's president and helped revitalize its Lafayette chapter. With the League of Women Voters, Cusimano helped develop policy recommendations on a variety of issues, in-

cluding transportation and education. Cusimano is survived by her husband, Richard Cusimano Sr.; six children and three grandchildren. In lieu of flowers, donations may be made to ARC of Acadiana or the League of Women Voters of Louisiana Education Fund.

# Lawsuit alleging religious coercion of students at public school settled

**Kevin McGill**  
ASSOCIATED PRESS

NEW ORLEANS — A Louisiana public school system has agreed to restrict promotion of religion to settle a lawsuit alleging that some teachers, coaches and school officials tried to coerce students into Christian activities in classes, graduation ceremonies and athletic contests.

If a judge approves, the agreement filed Wednesday will resolve a lawsuit brought last year by four parents who said officials in north Louisiana's Bossier Parish school system unconstitutionally promoted religion. The parents' identities were kept secret because, the

suit said, they feared their children, who attend Bossier schools, would be ostracized by classmates if their identities were known. The system admitted no wrongdoing in the court filings in U.S. District Court in Shreveport.

The lawsuit said some teachers promoted their religion in classes, praying aloud and requiring students to memo-

rize prayers. It said one choir instructor selected mostly Christian songs for performances, and that student athletes were subjected to extensive religious promotion by school staff.

Settlement documents include a detailed eight-page policy spelling out what is and isn't allowed in matters involving religion on campus.

# College

Continued from Page 7A

the first time. That can be a lot for any student to handle at one time.

"A lot of times, the challenge is they want to go to college and don't necessarily expect how big it is or how many people there are," Sanchez said. "They end up going and are in shock."

Steven Gruesbeck, director of the Office of Service-Learning at NSU, said the camp teaches students how to navigate processes like applications and financial aid while also showing prospective students "who we are and how we can help them achieve their academic and career goals."

"This information makes them stronger applicants," Gruesbeck said. "We hope that when it is time for our campers to apply for college, that NSU will be at the top of their list."

The efforts seem to pay off for the schools, too.

"We probably have more students at Northwestern from rural areas than from about anywhere else," said Frances Conine, interim vice president for the Student Experience and Dean of Stu-

dents at Northwestern State.

Nicholls does the same with *Tour Tuesdays Powered by Entergy*. The company partnered with the university two years ago to cover costs for a charter bus to shuttle high school students to campus from a nine-parish service area in southeastern Louisiana.

The university has been bringing students to campus for years, but the partnership allowed efforts to ramp up, Durocher said.

"Many of these students don't necessarily have a mom, dad, aunt, uncle ... nanny or parrain who can take off from work and bring them to campus," Durocher said. "For some, that means not being able to put food on the table. Some were not visiting because they had no means or no support or no reliable car."

Being there can be eye-opening for students.

"It's the difference between reading an essay about Paris or being in Paris," said Durocher, who has worked in admissions since 1991. "One is life-changing, and one you might fall asleep."

They tour campus, learn about financial aid and admissions and all the how-tos. They talk to faculty and current students and see dorms and the cafeteria.

"You never know what it's going to be

that makes the difference for a student, what will motivate them," Durocher said.

She said the visits have been life-changing for some students and their families.

"For many we hear 'I didn't think college was possible,'" Durocher said.

## There's still work to do.

In rural areas, fewer than one in five adults 25 and older have a bachelor's degree, according to the U.S. Department of Agriculture's Economic Research Service.

"When you look at attainment gaps in Louisiana, the rural population definitely is one of those categories," said Jim Henderson, president and CEO of the University of Louisiana System. "As part of our plan to aggressively boost educational attainment in Louisiana, we have to find strategies to better serve rural students."

That's why colleges are finding programs like *GEAR UP* and *Tour Tuesdays* to reach into rural pockets of Louisiana and show students that some form of post-secondary education might be for them.

If transportation is the issue, perhaps

the answer is online courses and distance learning, Henderson said. But that's not always possible in rural areas either, as bandwidth and internet access can be limited.

Other supports are more process-oriented, he said, like scheduling classes that work with rural commuters' lifestyles.

Louisiana's public universities are spread across the state, many of them in or near rural regions.

"The presence of our universities in the midst of rural areas makes them essential access points for rural populations," said Cami Gotsman, vice president for Marketing and Communication for the UI System.

Then there's recruiting and the emphasis on face-to-face interaction.

"Much of the area that Southeastern (Louisiana University in Hammond) serves is classified as rural. As such, our recruiting practices are intentionally geared to serve students in rural areas," said Assistant Vice President for Enrollment Management Kay Maurin.

"It has been our experience that personal visits to schools in rural areas to meet directly with high school students and their counselors is beneficial."

**Lafayette Regional Xpressway (LRX)**  
**Notice of Availability**  
**and Public Hearing Notice**

**LAFAYETTE**  
REGIONAL XPRESSWAY

Less driving. More living.

The Lafayette Metropolitan Expressway Commission (LMCEC) invites all citizens and interested parties to attend a public hearing on the proposed Lafayette Regional Xpressway (LRX) in Iberia, Lafayette, St. Martin and Vermilion parishes. The LRX is proposed as a controlled-access toll road on new location connecting US Highway (US) 90 south of Lafayette, Interstate 10 (I-10) west of Lafayette, and Interstate 49 (I-49) north of Lafayette. The Tier 1 Draft Environmental Impact Statement (EIS) evaluating potential corridors is available for review at local libraries in all four parishes and at [www.lrxpressway.com](http://www.lrxpressway.com). A Preferred Corridor has been identified and will be presented at the hearing.

The public is invited to view exhibits and speak with the project team from 5:30 - 6:00 pm. A formal presentation will be held from 6:00 - 6:15 pm with a break to allow another opportunity to view exhibits and speak with members of the project team. The public is invited to provide comments in a moderated and recorded forum from 6:45 - 7:30. Any written comments received by or postmarked on or before March 11, 2019 or 45 days following publication of the Notice of Availability in the Federal Register, whichever is later, will become a part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

**Public Hearing Open House Schedule**  
**Thursday, February 28, 2019**  
South Regional Library  
6101 Johnston Street  
Lafayette, LA  
5:30 - 7:30 pm

Comments may be submitted via the project Web site ([www.lrxpressway.com](http://www.lrxpressway.com)), at the public hearing, or by U.S. mail to LRX Project Team, HNTB Corporation, 10000 Perkins Rowe, Ste. 640, Baton Rouge, LA 70810.

If special assistance is required due to a disability in order to participate at this public hearing, please contact Kate Prejean by U.S. mail at the address above, by E-mail ([kprejean@hntb.com](mailto:kprejean@hntb.com)) or by telephone at (225) 368-2800 at least five working days prior the public hearing date.

**Don't let Erectile Dysfunction impact the best years of your life.**

Erectile dysfunction (ED) affects more than 30 million men in the U.S. It is especially common in men with **prostate surgery, diabetes, high blood pressure and obesity**. However, it is now possible to treat almost all men with ED! ED undermines a man's sexual confidence—but successful treatment can help restore it. Many ED treatments are covered by insurance and prescription plans.

Attend a **FREE Men's Health Community Seminar** sponsored by Coloplast Corp. to educate men and their partners about approved ED treatment options.

Thursday, January 31, 2019  
Registration begins at 6:00 pm  
Presentation begins at 6:30 pm

**Lafayette Public Library - Main Branch**  
301 West Congress Street  
Lafayette, LA 70501

To reserve your space or for more information about this **FREE Coloplast Men's Health Community Seminar**, please visit us online:  
[www.RegisterMensHealth.com](http://www.RegisterMensHealth.com)  
or call  
(877) 681-1403

Featuring: **Dr. William Roth**

Guest Speaker:  
Testimonial from a patient who found a longterm solution for his ED\*

An educational series, sponsored by Coloplast Corp., designed to inform and empower.  
[www.EDsolution.com](http://www.EDsolution.com)  
\* Compensation provided by Coloplast.

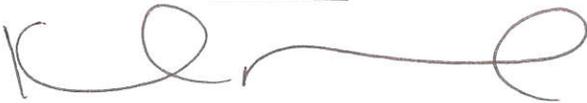
Coloplast Corp., 1901 Wood River Road North, Minneapolis, MN 55411 USA Customer Service 100278-3476  
PM-00711 6.17

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 or published daily in THE NEW ORLEANS ADVOCATE, in New Orleans Louisiana, or published daily in THE ACADIANA ADVOCATE in Lafayette, Louisiana, in the following issues:

02/17/2019



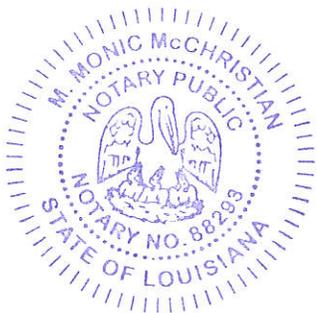
Kristi Bunch, Public Notices Representative

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

2/17/2019



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



DOTD - ENVIRONMENTAL ENGR 330763-01  
NOEL ARDOIN  
PO BOX 94245  
BATON ROUGE, LA 70804-9245

**PUBLIC NOTICE**

**Lafayette Regional Xpressway (LRX) Notice of Availability and Public Hearing Notice**

**LAFAYETTE**  
REGIONAL XPRESSWAY

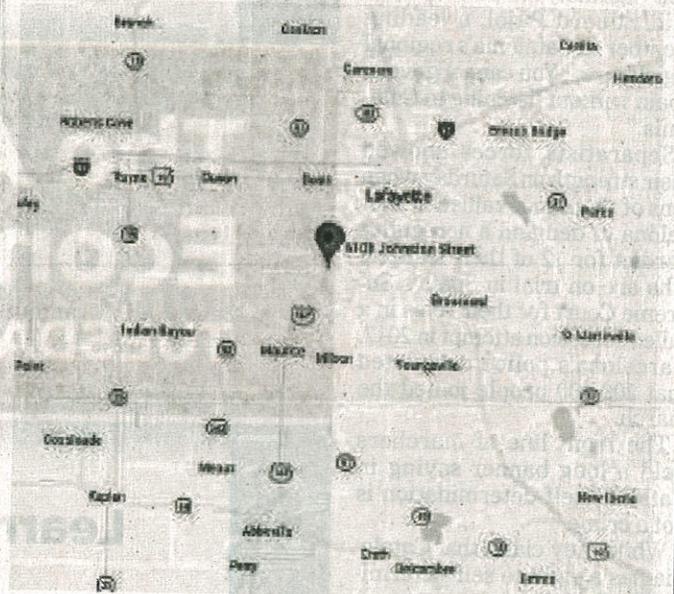
*Less driving. More living.*

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**Public Hearing Open House Schedule**

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Lafayette, LA  
5:30 - 7:30 pm



Comments may be submitted via the project Web site ([www.lrxpressway.com](http://www.lrxpressway.com)), at the public hearing, or by U.S. mail to LRX Project Team, HNTB Corporation, 10000 Perkins Rowe, Ste. 640, Baton Rouge, LA 70810.

If special assistance is required due to a disability in order to participate at this public hearing, please contact Kate Prejean by U.S. mail at the address above, by E-mail ([kbprijean@hntb.com](mailto:kbprijean@hntb.com)) or by telephone at (225) 368-2800 at least five working days prior to the public hearing date.

330763-feb 17-1t

**Appendix C:  
Handout, Statement Card, Comment  
Sheet**



*Less driving. More living.*

## **PURPOSE OF THIS PUBLIC HEARING**

The study team works to continuously involve the public in the review process. This hearing is an opportunity for team members to provide project details on the preferred corridor alternative. Tonight's hearing is arranged with stations throughout the room. Please visit each one tonight and reach out to any team members should you have questions.

## **THE LAFAYETTE REGIONAL XPRESSWAY**

The Lafayette Metropolitan Expressway Commission (LMEC) is studying potential corridor alternatives for the Lafayette Regional Xpressway (LRX), a proposed loop facility around the Lafayette region to lessen the burden on local arterial roads and streets. The LRX is also intended to effectively and expeditiously enhance the regional and national transportation system by improving system linkage, increasing capacity and accommodating transportation demand, providing an additional hurricane route, and responding to economic development within the greater Lafayette area.

The LRX will utilize open road tolling (ORT) to collect tolls. This system allows the driver to travel straight through a toll collection point without having to stop or slow down. User fees will be deducted automatically through an electronic collection account systems or license plate image captures.

## **LRX TIER 1 ENVIRONMENTAL IMPACT STATEMENT (EIS) PROCESS**

The National Environmental Policy Act (NEPA) process begins when a federal agency develops a proposal to take a major federal action, including new or modified highway infrastructure. The environmental review for the proposed LRX project is an Environmental Impact Statement (EIS). This level of review is undertaken if a proposed major federal action may significantly affect the quality of the human environment. It is a more rigorous review than what may be considered for a smaller project.

Rather than preparing a single EIS as the basis for approving the entire project, the agency conducts two or more rounds – or tiers – of environmental review. In Tier 1, the agency typically prepares an EIS that analyzes a large project on a broad scale. In the case of the LRX project, the process is being tiered and is currently under a Tier 1 review. The EIS analyzed mile-wide corridors rather than specific alignments in order to evaluate a preferred corridor. During the more detailed Tier 2 review, the project alignments within the preferred corridor will be considered.

## **LRX TIER 1 EIS PURPOSE AND NEED**

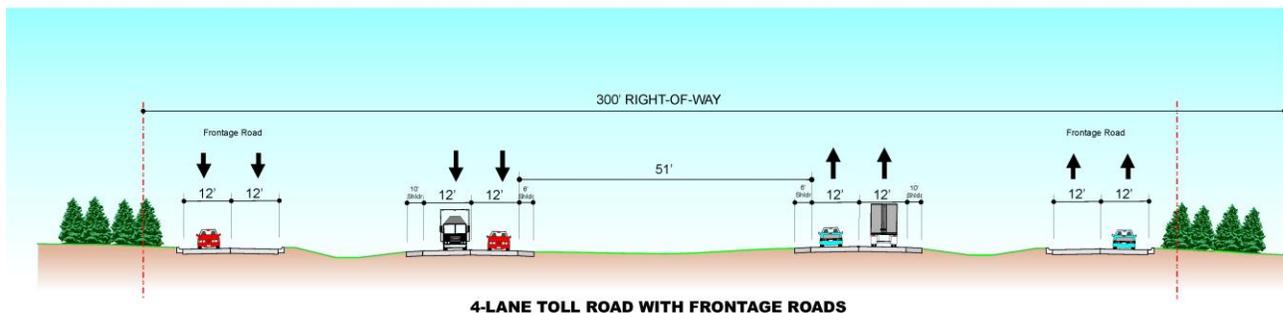
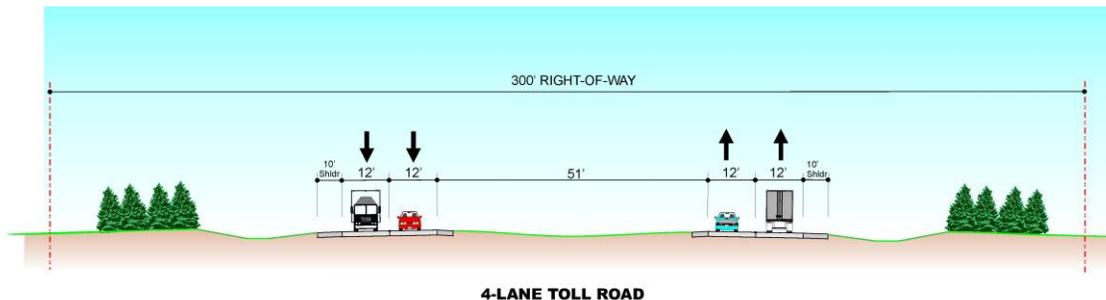
The purpose of the proposed LRX project is to enhance the regional and national transportation system by improving system linkage, increasing capacity and accommodating transportation demand, and responding to economic growth and development within the greater Lafayette area.

Increased roadway capacity and north-south mobility have been identified as needs to be addressed by the proposed LRX project. Roadway capacity will be unable to meet the future traffic demand in the study area.

## LRX STATUS AND CORRIDOR ALTERNATIVES

The LRX will connect I-49 north of Lafayette near the city of Carencro, I-10 west of Lafayette near the cities of Scott and Duson, and US 90 south of the city of Lafayette near the city of Youngsville at US 90. Major interchanges are planned at I-49, I-10, US 167/Johnston Street and US 90. Interchanges with other cross streets are also being considered.

The typical section for the proposed LRX project is a 4-lane highway with a wide grass median. It is proposed to be built to accommodate an additional lane in each direction in the future condition.

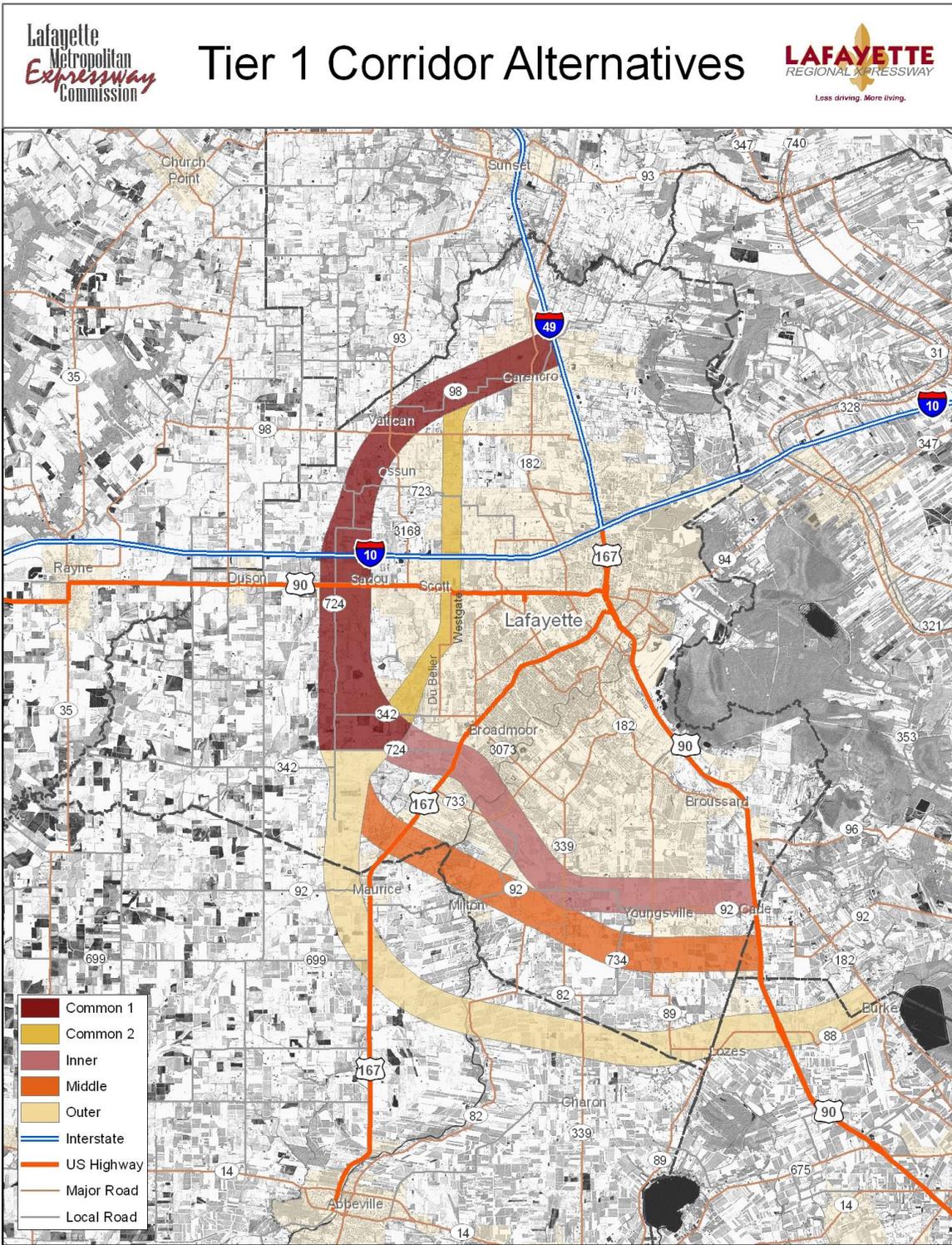


As the proposed LRX project is being studied as a toll corridor, there will be several locations throughout the corridor where toll systems will collect tolls electronically. There will also be similar locations on off- and on-ramps where tolls will be electronically collected. The tolls that are collected will help in funding the construction and the operation and maintenance of the project when paired with other funding sources.

The Tier 1 EIS examined five corridor alternatives (See Figure 1, Tier 1 Corridor Alternatives) for the loop facility and associated potential corridor impacts. The southern corridor alternatives are: Inner, Middle and Outer. The northern corridor alternatives are: Common 1, Common 2. Common 1 and the Outer corridors have been identified in the Tier 1 Draft EIS as the preferred LRX corridor (See Figure 2, Tier 1 Corridor Preferred Alternative.)

Comments from tonight's hearing will be compiled and included in the Final EIS. The Final EIS and Record of Decision (ROD) may be issued by the Federal Highway Administration concurrently.

Figure 1



This map was compiled by HNTB in December, 2007 with data from various sources including, but not limited to: HNTB, ESRI, US Census, and LDEQ. This map is a conceptual tool for project development and is to be used for illustrative purposes only. This map is not self-executing or binding. No warranties as to its accuracy, reliability, utility or completeness are given or implied. HNTB shall not be held liable for improper or incorrect use of the information contained in this map.



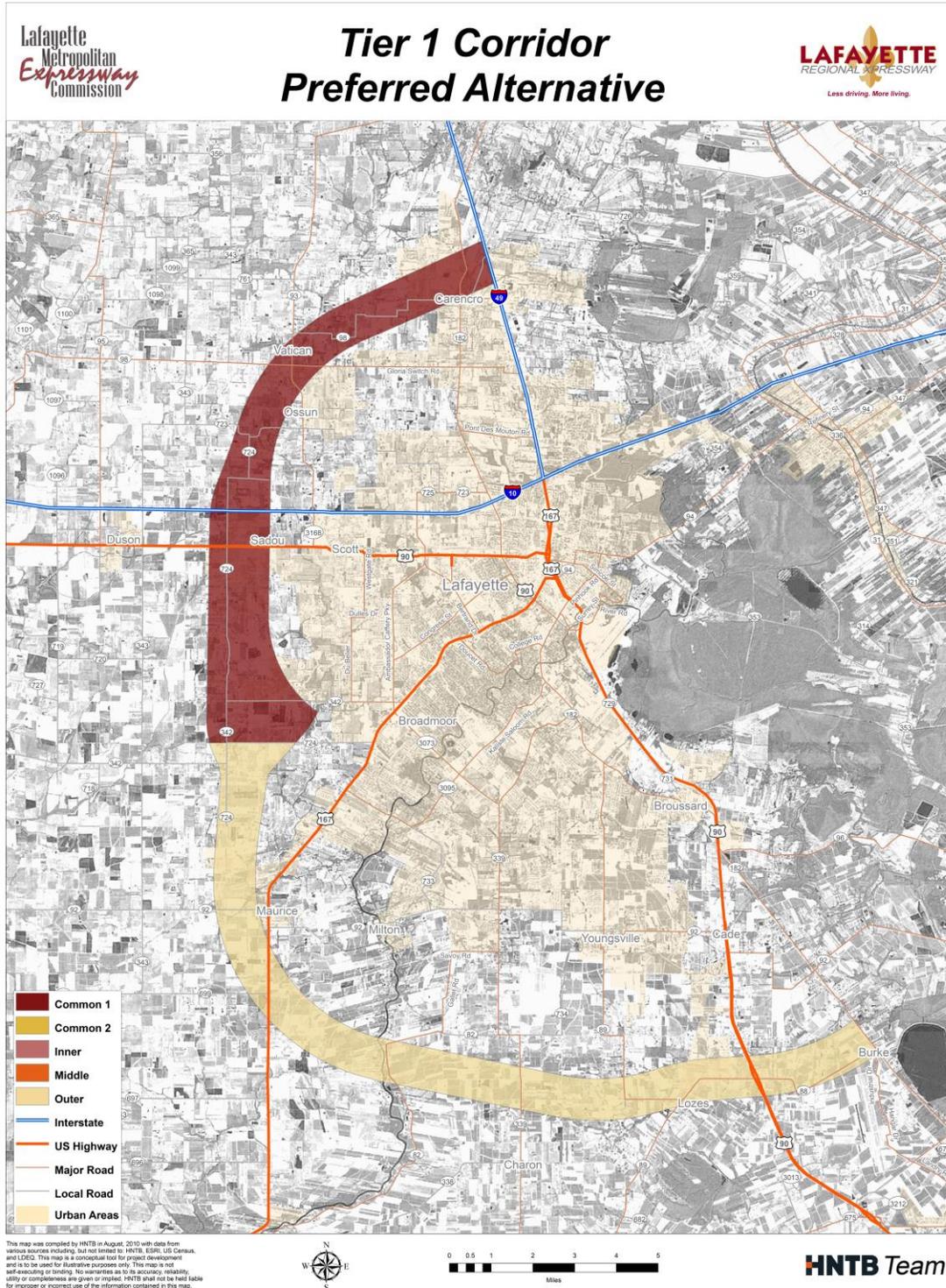
**HNTB Team**

**Table 1: LRX Corridor Alternatives - Evaluation Matrix**

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

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

Figure 2



## **PREFERRED CORRIDOR ALTERNATIVE**

When considering all the evaluation parameters the Project Team and the LMEC concluded that of the Southern Corridor Alternatives, the Outer Corridor Alternative should be the preferred and of the Northern Corridor Alternatives, the Common 1 should be the preferred. The Outer Corridor Alternative and the Common 1 Alternative both have a reasonable capital cost; support the Project purpose and need, have the least potential for overall environmental impacts and are widely supported by the public and stakeholders (See Table 1, LRX Corridor Alternatives - Evaluation Matrix.)

A Tier 2 environmental process will bring forward several alternative alignments within the Tier 1 preferred corridor for study. These alignments are narrower than the Tier 1 corridor and the environmental analysis will be conducted in greater depth. The Tier 2 process will ultimately identify a preferred alignment within the preferred corridor and conclude with the appropriate decision record.

## **COMMUNITY OUTREACH**

A continuous community outreach process has been integrated into every step of the project to provide residents, businesses, the traveling public and other interested parties with an opportunity to have meaningful participation in the process. The LRX team sincerely appreciates your time and attention in developing the Lafayette Regional Xpressway. Your comments and questions are welcomed and greatly encouraged! Any written comments received by or postmarked on March 18, 2019 will become a part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Visit the LRX website at <http://www.lrxpressway.com>. On this website, you can access information about the LMEC and LRX; project history, map, and schedule; project funding information; news and multimedia; project newsletter; environmental studies; maps of the corridor alternatives and reason for the preferred alternative; related project links; and contact information.

# PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?    YES    NO

Why or why not?

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Would you be willing to use the expressway as a tolled facility?    YES    NO

Do you think the preferred corridor alternative is the best option?    YES    NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

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Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

The LRX Project Team welcomes your comments. If you wish to comment at the podium, please:

1.) Fill out this comment card, 2) Hand the card to the moderator, 3) Wait for your name to be called to approach the podium to speak.

- Each individual speaker will be limited to a **total of 3 minutes**.  
Please keep your comments brief, to the point, and try not to repeat prior testimony, so that as many people as possible can be heard

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Please indicate if you agree with the recommended Preferred Corridor Alternative:  Yes  No

Use this space to summarize your comments if needed: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



### Speaker Card



The LRX Project Team welcomes your comments. If you wish to comment at the podium, please:

1.) Fill out this comment card, 2) Hand the card to the moderator, 3) Wait for your name to be called to approach the podium to speak.

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Title: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Please indicate if you agree with the recommended Preferred Corridor Alternative:  Yes  No

Use this space to summarize your comments if needed: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Appendix D:  
Public Hearing Exhibits and Brochures**

# Purpose and Need

## Purpose

Effectively and expeditiously enhance the regional and national transportation system by improving system linkage, increasing capacity and accommodating transportation demand, and responding to economic development within the greater Lafayette area.

## Need

### Roadway Capacity:

Inadequate capacity exists to accommodate existing heavy travel demand and anticipated travel demand caused by considerable ongoing population growth and expanding economic development within the Lafayette Regional area.

### North-South Mobility:

An integral part of the region's long-range transportation plan is improvement of north-south mobility.

# Tier 1 and Tier 2 Process

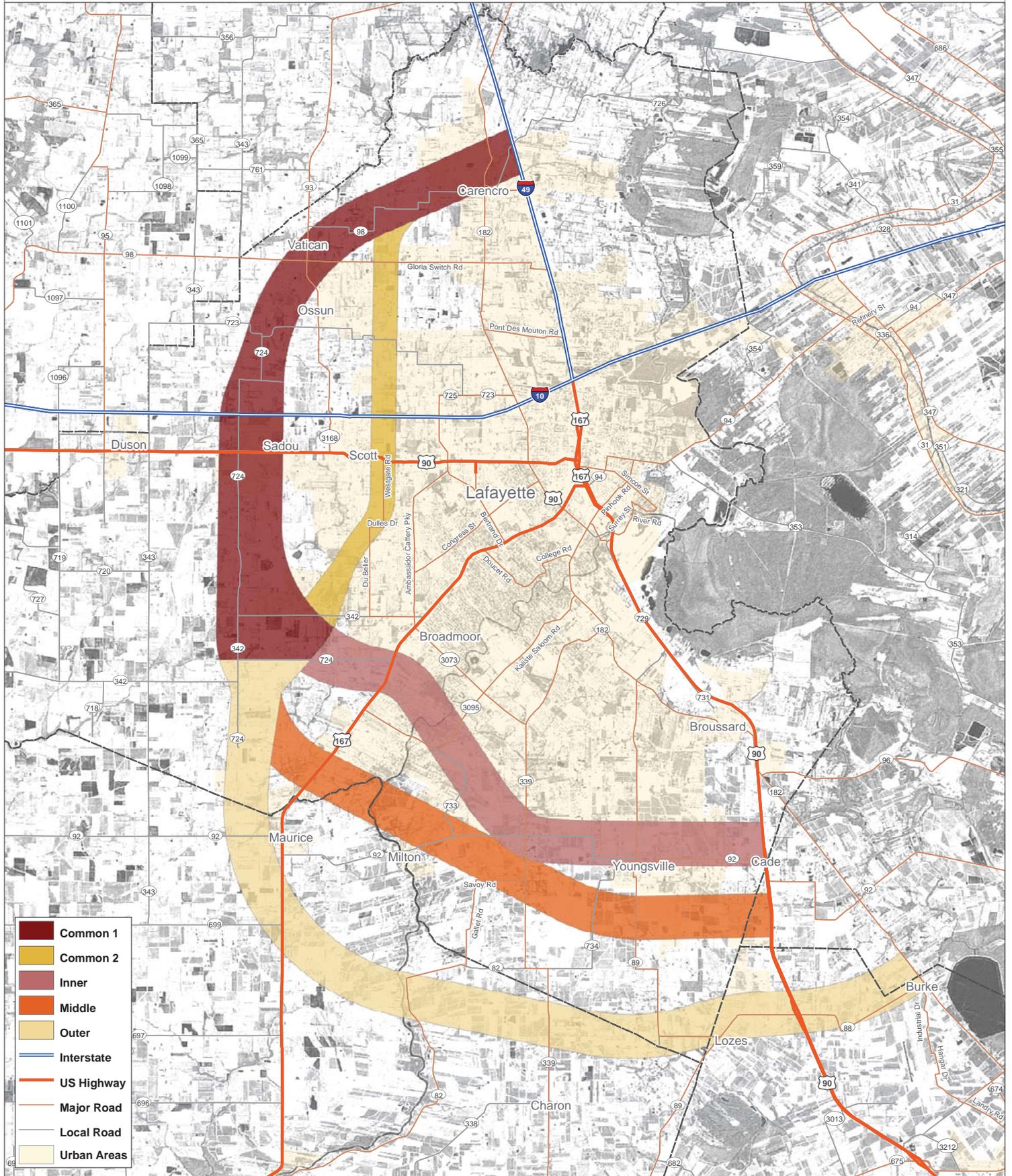
## Tier 1 EIS – broad scale

- Studies wide corridors to evaluate potential impacts and fatal flaws
- Evaluation is high level with only minor field work
- Identifies preferred corridor

## Tier 2 EIS – greater detail

- Studies preferred corridor in greater depth
- Identifies alignments within the corridor
- Evaluates impacts within each specific alignment
- Identifies preferred alternative alignment

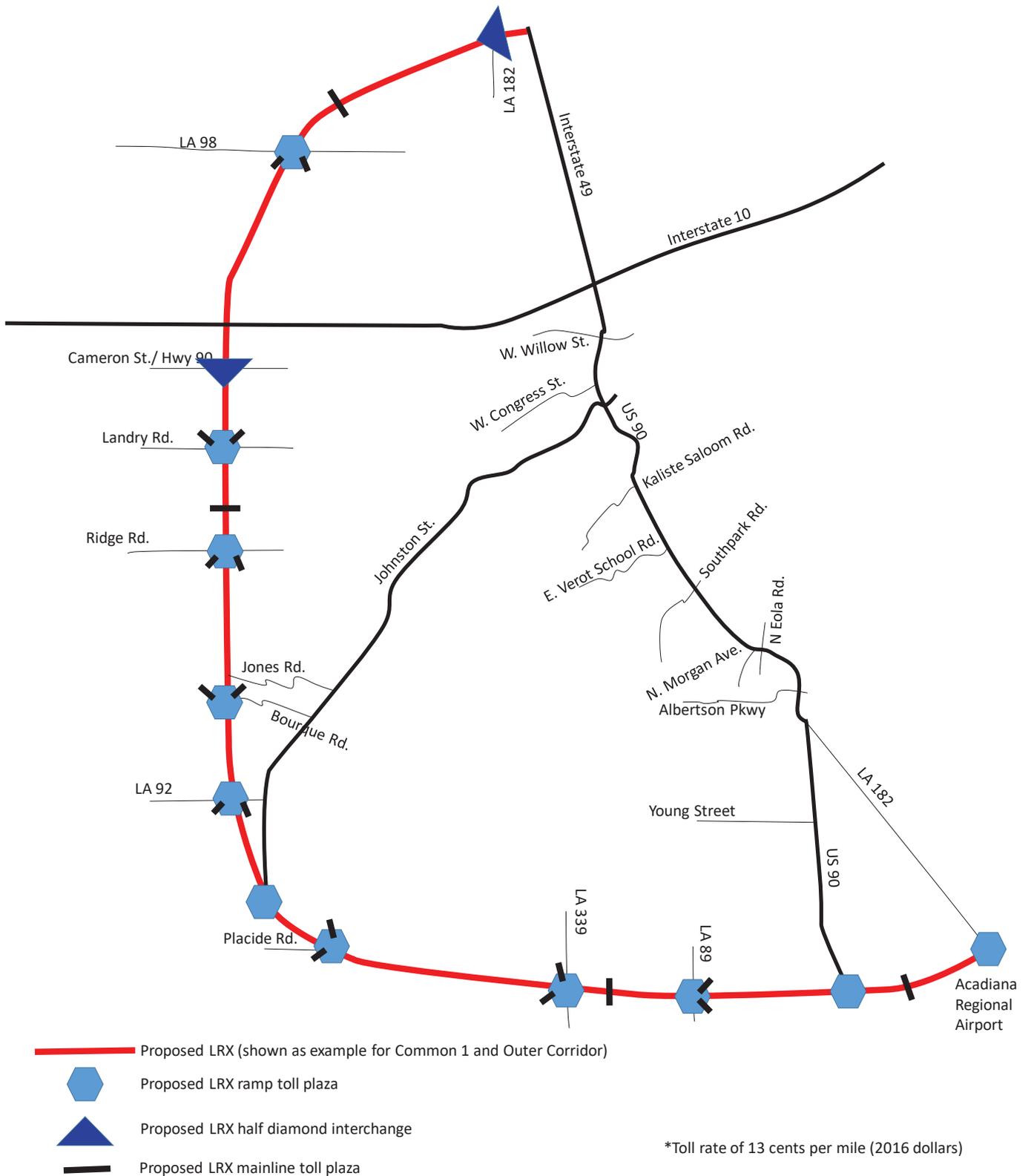
# Tier 1 Corridor Alternatives



This map was compiled by HNTB in December, 2007 with data from various sources including, but not limited to: HNTB, ESRI, US Census, and LDGO. This map is a conceptual tool for project development and is to be used for illustrative purposes only. This map is not self-executing or binding. No warranties as to its accuracy, reliability, utility or completeness are given or implied. HNTB shall not be held liable for improper or incorrect use of the information contained in this map.

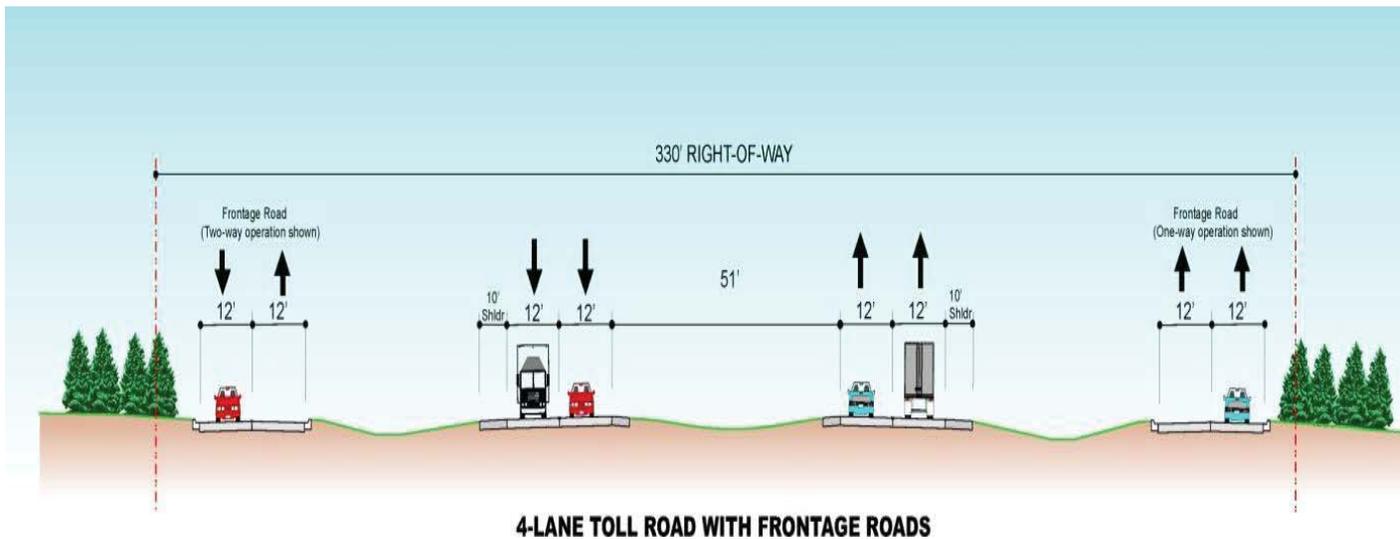
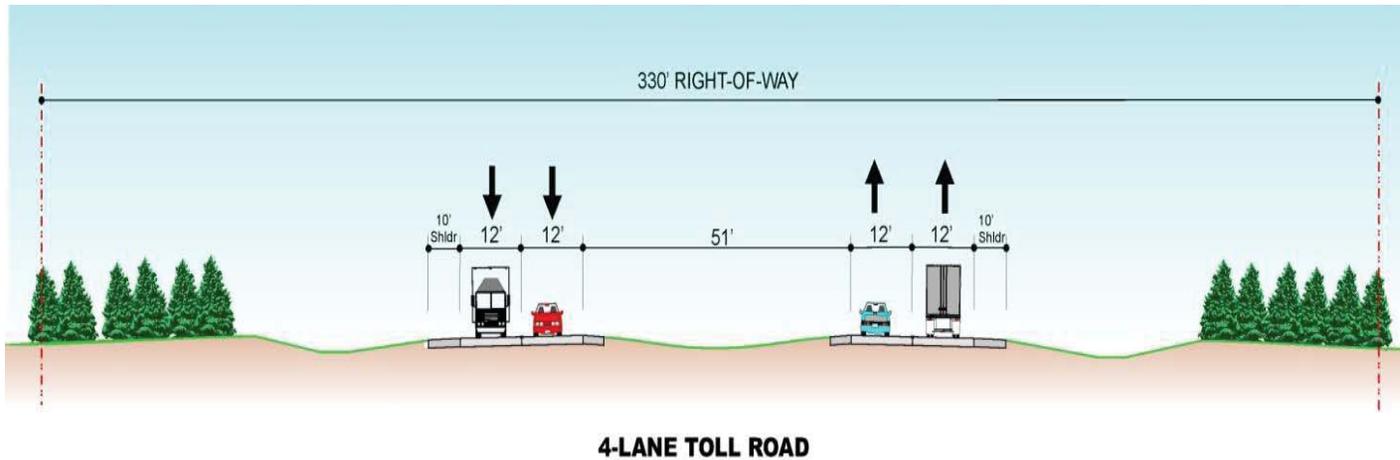


# Tolling Locations



## Lafayette Regional Xpressway Public Hearing

# LRX Proposed Typical Section

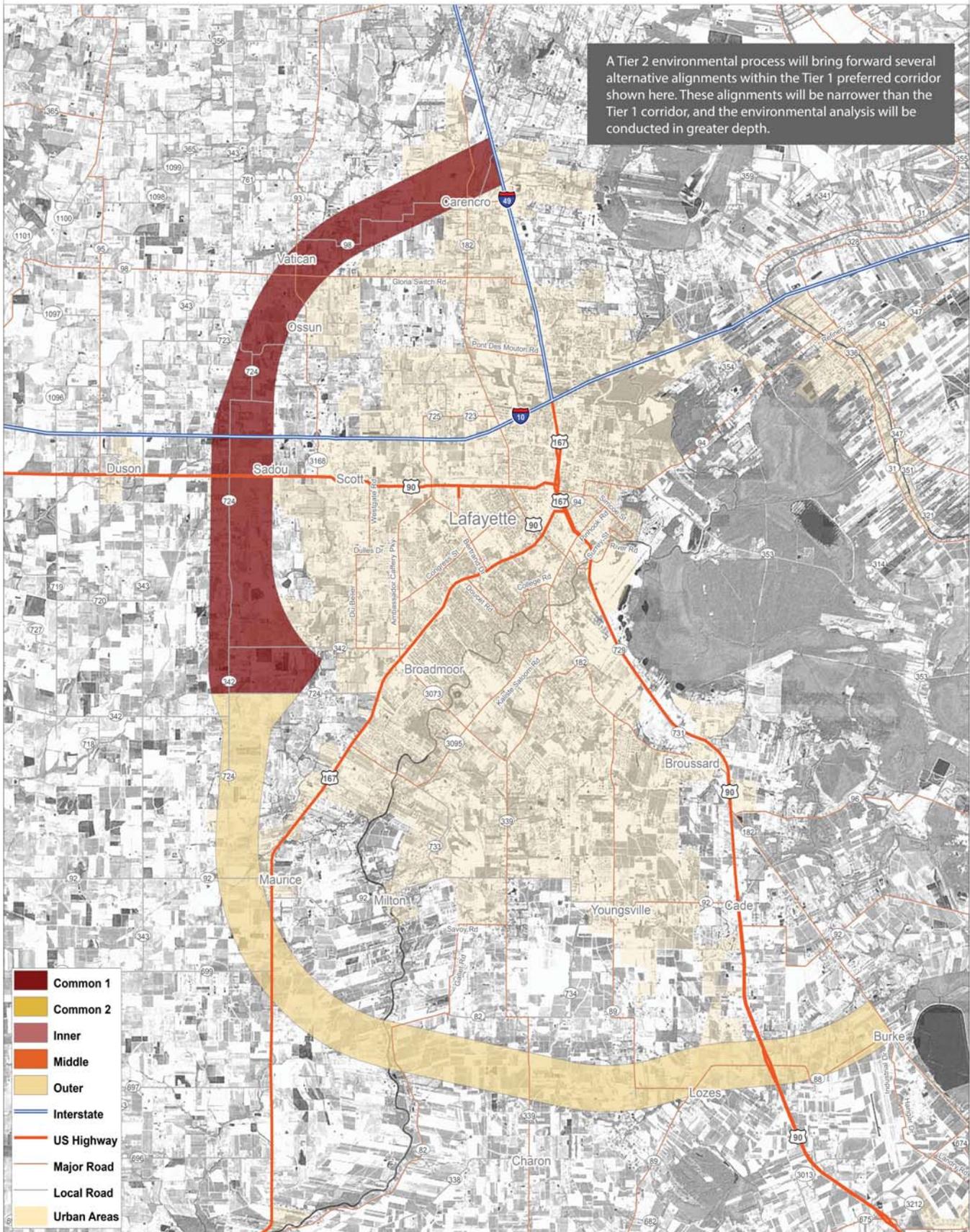


# LRX Corridor Alternatives - Evaluation Matrix

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

# Tier 1 Corridor Preferred Alternative

A Tier 2 environmental process will bring forward several alternative alignments within the Tier 1 preferred corridor shown here. These alignments will be narrower than the Tier 1 corridor, and the environmental analysis will be conducted in greater depth.



This map was compiled by HNTB in August, 2010 with data from various sources including, but not limited to: HNTB, ESRI, US Census, and LDCO. This map is a conceptual tool for project development and is to be used for illustrative purposes only. This map is not self-executing or binding. No warranties as to its accuracy, reliability, utility or completeness are given or implied. HNTB shall not be held liable for improper or incorrect use of the information contained in this map.

# Features of the Alternative Corridors

FEATURE	SOUTHERN CORRIDOR ALTERNATIVES			NORTHERN CORRIDOR ALTERNATIVES	
	INNER	MIDDLE	OUTER	COMMON 1	COMMON 2
APPROXIMATE LENGTH (MILES)	12.7	14.2	21.1	15.1	14.2
APPROXIMATE ROW (ACRES)	541	602	895	639	602
PLANNED IMPROVEMENTS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS
NUMBER OF DIAMOND INTERCHANGES	2	3	5	3	3
NUMBER OF SPLIT DIAMOND INTERCHANGES	1	1	-	1	1
NUMBER OF MID-LEVEL SYSTEM TO SYSTEM INTERCHANGES	1.5	1.5	2	1.5	1.5
NEW VERMILION RIVER BRIDGE CROSSING	YES	YES	YES	NO	NO
NUMBER OF MAJOR BRIDGE/COULEE CROSSINGS	6	4	2	1	4
NUMBER OF RAILROAD BRIDGE OVERPASSES	NONE	NONE	NONE	1	1
NUMBER OF CROSS STREET BRIDGE OVERPASSES	7	6	6	5	3

# Corridor Alternatives Evaluation Matrix

EVALUATION PARAMETER	SOUTHERN CORRIDOR ALTERNATIVES				NORTHERN CORRIDOR ALTERNATIVES	
	INNER	MIDDLE	OUTER	COMMON 1	COMMON 2	
ESTIMATED CAPITAL COSTS	\$668 - \$768	\$659 - \$745	\$747 - \$783	\$469-\$690	\$481-\$700	
NORTH/SOUTH MOBILITY	HIGH	HIGH	MEDIUM	MEDIUM	MEDIUM	
TOTAL ACRES	7,849	9,357	14,033	12,273	6,441	
LAND/LAND USE						
DEVELOPED LAND	40.20%	20.00%	12.70%	17.60%	26.10%	
SOILS	3,155	1,871	1,782	2,160	1,681	
PRIME FARMLAND SOILS	96.78%	93.72%	87.49%	98.52%	95.36%	
NATURAL RESOURCES	7,596	8,769	12,277	12,091	6,142	
NWI WETLANDS	2.15%	1.12%	1.69%	0.90%	2.08%	
HYDRIC SOILS	170	1,048	237	1,104	134	
ZONE A FLOODZONE	57.2%	61.9%	66.3%	59.8%	54.0%	
PUBLIC & STAKEHOLDER SUPPORT	4,490	5,792	9,304	7,339	3,478	
	11.17%	11.95%	12.94%	14.42%	6.06%	
	877	1,118	1,816	1,770	390	
	LOW	MEDIUM	HIGH	HIGH	LOW	

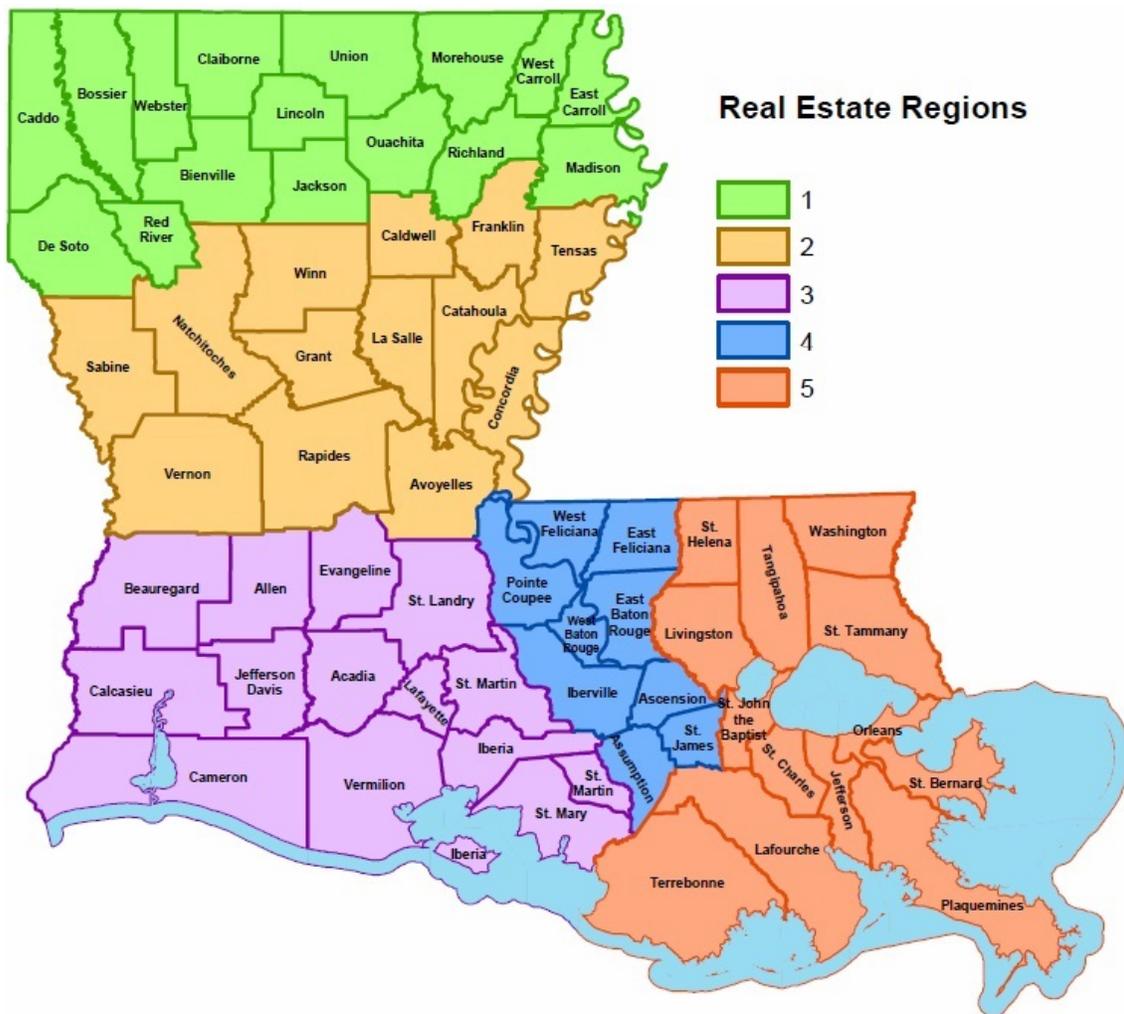


LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

**ACQUISITION OF RIGHT OF WAY  
AND  
RELOCATION ASSISTANCE**

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Revised: August 31, 2016



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- 
- Statewide Relocation Assistance – Stephanie Black**  
 Baton Rouge – (225) 242-4536

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## INTRODUCTION

Government programs designed to benefit the public as a whole often result in acquisition of private property and, sometimes, in the displacement of people from their residences, businesses or farms. Acquisition of this kind has long been recognized as a right of government and is known as the power of eminent domain. The Fifth Amendment of the Constitution requires that private property shall not be taken for public use without payment of just compensation.

To provide uniform and equitable treatment for persons whose property is acquired for public use, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987. This law, called the Uniform Act, is the foundation for the information discussed in this brochure. This brochure explains your rights under the Uniform Act as an owner of real property that is being acquired for a state or federally funded project. It also provides information about Relocation Assistance benefits and advisory services that are available for displaced residences, businesses, farms, and nonprofit organizations.

If you are required to move as a result of a state or federally funded project, a representative of the acquiring Agency will contact you. The representative will answer your specific questions and provide any additional information you may need. If you have a disability that prevents you from reading or understanding this brochure, you will be provided appropriate assistance. You should notify the sponsoring Agency if you have special requirements for assistance.

**\*\*\*\*\*NOTICE\*\*\*\*\***

**RELOCATION BENEFITS CANNOT BE PAID UNTIL THE PROPERTY IS ACQUIRED BY THE DEPARTMENT. IF YOU MOVE OR PURCHASE REPLACEMENT HOUSING BEFORE YOU HAVE BEEN AUTHORIZED TO DO SO BY THE DEPARTMENT, YOU COULD LOSE ALL POSSIBLE BENEFITS PROVIDED BY THE RELOCATION ASSISTANCE PROGRAM**

## **IMPORTANT TERMS USED IN THIS BROCHURE**

- Acquisition** Acquisition is the process of acquiring real property (real estate) or some interest therein.
- Agency** An agency can be a government organization (Federal, State, or local), a non-government organization (such as a utility company), or a private person using Federal financial assistance for a program or project that acquires real property or displaces a person.
- Alien Not Lawfully Present** The law provides that if a displaced person is an alien not lawfully present in the United States such person is not eligible for relocation payments under the Uniform Act, unless ineligibility would result in exceptional and extremely unusual hardship to the alien's spouse, parent or child, and such spouse, parent or child is a citizen or an alien lawfully admitted for permanent residence.
- Appraisal** An appraisal is a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of the value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.
- Business** Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease, and rental of personal or real property; or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property; or for the sale of services to the public; or solely for the purpose of the Uniform Relocation Assistance Act, an outdoor advertising display or displays, when the display(s) must be moved as a result of the project.
- Displaced Person** Any person (individual, family, partnership, association or corporation) who moves from real property, or moves personal property from real property as a direct result of (1) the acquisition of the real property, in whole or in part, (2) a written notice from the Agency of its intent to acquire, (3) the initiation of negotiations for the purchase of the real property by the Agency, or (4) a written notice requiring a person to vacate real property for the purpose of rehabilitation or demolition of improvements, provided the displacement is permanent and the property is needed for a Federal or federally assisted program or project.
- Eminent Domain** Eminent domain is the right of government to take private property for public use. In the United States, just compensation must be paid for private property acquired for federally-funded projects
- Expropriation** Expropriation is the legal process of acquiring private property for public use or purpose through the Agency's power of eminent domain. Expropriation is usually not used until all attempts to reach a mutually satisfactory agreement through negotiations have failed. An agency then goes to court to acquire the needed property.

## **IMPORTANT TERMS USED IN THIS BROCHURE (continued)**

<b>Farm</b>	Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.
<b>Interest</b>	An interest is a right, title, or legal share in something. People who share in ownership of real property have an interest in the property.
<b>Just Compensation</b>	Just compensation is the price an agency must pay to acquire real property. An agency official must make the estimate of just compensation to be offered to you for the property needed. That amount may not be less than the amount established in the approved appraisal report as the value for your property. If you and the agency cannot agree on the amount to be paid for the property needed, and it becomes necessary for the agency to use the expropriation process, the amount determined by the court will be the just compensation for your property.
<b>Lien</b>	A lien is a charge against a property in which the property is the security for payment of a debt. A mortgage is a lien. So are taxes. Customarily, liens must be paid in full when the property is sold.
<b>Market Value</b>	Market value is the sale price that a willing and informed seller and a willing and informed buyer agree to for a particular property.
<b>Negotiation</b>	Negotiation is the process used by an agency to reach an amicable agreement with a property owner for the acquisition of needed property. An offer is made for the purchase of property in person, or by mail, and the offer is discussed with the owner.
<b>Nonprofit Organization</b>	A public or private entity that has established its nonprofit status under applicable Federal or State law.
<b>Person</b>	A person is an individual, partnership, corporation, or association.
<b>Personal Property</b>	In general, personal property is property that can be moved. It is not permanently attached to, or a part of, the real property. Personal property is not included or valued in the appraisal.
<b>Program or Project</b>	A program or project is any activity or series of activities undertaken by an agency where Federal financial assistance is used in any phase of the activity.
<b>Servitude</b>	In general, a servitude is the right of one person to use all or part of the property of another person for some specific purpose. A servitude can be permanent or temporary.

## **IMPORTANT TERMS USED IN THIS BROCHURE (continued)**

**Small Business** A business having not more than 500 employees working at a site which is the location of economic activity and which will be acquired for a program or project, or is displaced by a program or project. A site occupied solely by an outdoor advertising sign(s) does not qualify for purposes of the reestablishment expense benefit.

### **ACQUISITION PROCESS**

An agency determines what specific property needs to be acquired for a public program or project after the project has been planned and government requirements are met.

If your property, or a portion of it, needs to be acquired, you will be notified as soon as possible of (1) the agency's interest in acquiring your property, (2) the agency's obligation to secure any necessary appraisals, and (3) any other useful information. When an agency begins the acquisition process, the first personal contact with you, the property owner, should be no later than during the appraisal of the property.

### **PROPERTY APPRAISAL**

An appraiser will contact you to make an appointment to inspect your property. The appraiser is responsible for determining the initial value of the property. The agency will have a review appraiser study and accept the appraisal report to establish the just compensation to be offered to you for the property needed.

You, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You can point out any unusual or hidden features of the property that the appraiser could overlook. At this time, you should advise the appraiser if any of these conditions exist:

- There are other persons who have ownership or interest in the property.
- There are tenants on the property.
- Items of real or personal property that belong to others located on your property.
- The presence of hazardous material, underground storage or utilities.

This is your opportunity to tell the appraiser about anything relevant to your property, including other properties in your area that have recently sold. The appraiser will inspect your property and note its physical characteristics. He or she will review sales of properties similar to yours to compare the facts of those sales with the facts about your property. The appraiser will analyze all elements that affect value. The appraiser must consider normal depreciation and physical deterioration that has taken place. By law, the appraiser must disregard the influence of the future public project on the value of the property. The appraisal report will describe your property and the agency will determine a value based on the condition of the property on the day that the appraiser last inspected it.

If you elect to donate the property and formally release the agency from the obligation of performing an appraisal, the appraisal requirement will be waived and an appraisal will not be performed.

## **JUST COMPENSATION**

Once the appraisal is complete, a review appraiser will review the report(s) to ensure that all applicable appraisal standards and requirements are met. When they are, the review appraiser will give the agency the approved appraisal to use in determining the amount of just compensation to be offered for your real property. This amount will never be less than the value established by the approved appraisal.

If the agency is only acquiring a part of your property, there may be damages or benefits to your remaining property. Any allowable damages or benefits will be reflected in the just compensation amount. The agency will prepare a written offer of just compensation for you when negotiations begin.

### **Buildings, Structures and Improvements**

Sometimes buildings, structures, or other improvements are located on the property to be acquired. If they are real property, the agency must offer to acquire at least an equal interest in them if they must be removed or if the agency determines that the improvements will be adversely affected by the public program or project. An improvement will be valued as real property regardless of who owns it.

### **Tenant-Owned Buildings, Structures and Improvements**

Sometimes tenants lease real property and build or add improvements for their use. Frequently, they have the right or obligation to remove the improvements at the expiration of the lease term. If, under State law, the improvements are considered to be real property, the agency must make an offer to the tenants to acquire these improvements as real property. In order to be paid for these improvements, the tenant-owner must assign, transfer, and release to the agency all right, title, and interest in the improvements. Also, the owner of the real property on which the improvements are located must disclaim all interest in the improvements.

For an improvement, just compensation is the amount that the improvement contributes to the value of the whole property, or its value for removal from the property (salvage value), whichever amount is greater.

A tenant-owner can reject payment for the tenant-owned improvements and obtain payment for his or her property interests in accordance with other applicable laws. The agency cannot pay for tenant-owned improvements if such payment would result in the duplication of any other compensation otherwise authorized by law.

If improvements are considered personal property under State law, the tenant-owner may be reimbursed for moving them via the relocation assistance program. The agency will contact the tenant-owner of improvements to explain the procedures to be followed. All payments must be in accordance with Federal rules and applicable State laws.

## **THE WRITTEN OFFER**

After the agency approves the just compensation offer the agency will begin negotiations with you or your designated representative by delivering the written offer of just compensation for the purchase of the real property. If practical, this offer will be delivered in person by a representative of the agency. Otherwise, the offer will be made by mail and followed up with a contact in person or by telephone. All owners of the property with known addresses will be contacted unless they collectively have designated one person to represent their interests.

An agency representative will explain agency acquisition policies and procedures in writing, either by use of an informational brochure, such as this one, or in person.

The agency's written offer will consist of a written summary statement that includes all of the following information:

- The amount offered as just compensation.
- The description and location of the property and the interest to be acquired.
- The identification of the buildings and other improvements that are considered to be part of the real property.

The offer may list items of real property that you may retain and remove from the property and their retention values. If you decide to retain any or all of these items, the offer will be reduced by the value of the items retained. You are responsible for removing the items from the property in a timely manner. The agency may elect to withhold a portion of the remaining offer until the retained items are removed.

Any separately held ownership interests in the property, such as tenant-owned improvements, will be identified by the agency. The agency may negotiate with each person who holds a separate ownership interest, or, may negotiate with the primary owner and prepare a check payable jointly to all owners.

The agency will give you a reasonable amount of time to consider the written offer and ask questions or seek clarification of anything that is not understood. If you believe that all relevant material was not considered during the appraisal, you may present such information at this time. Modifications in the proposed terms and conditions of the purchase may be requested. The agency will consider any reasonable requests that are made during negotiations.

### **Partial Acquisition**

Often an agency does not need all the property you own. The agency will usually purchase only what it needs. If the agency intends to acquire a portion of the property, the agency must state the amount to be paid for the part to be acquired. An amount will be stated separately for damages, if any, to the portion of the property you will keep.

If the agency determines that the remainder property will have little or no value or use to you, the agency will consider this remainder to be an uneconomic remnant and will offer to purchase

it. You have the option of accepting the offer for purchase of the uneconomic remnant or keeping the property.

### **Agreement Between You And The Agency**

When you reach agreement with the agency on the offer, you will be asked to sign a deed prepared by the agency. Your signature will affirm that you and the agency are in agreement concerning the acquisition of the property, including terms and conditions.

If you do not reach an agreement with the agency because of some important point connected with the acquisition offer, the agency may suggest mediation as a means of coming to agreement. If the agency thinks that a settlement cannot be reached, it will initiate expropriation proceedings.

The agency may not take any action to force you into accepting its offer. Prohibited actions include:

- Advancing the expropriation process.
- Deferring negotiations.
- Deferring expropriation.
- Delaying the deposit of funds with the court when expropriation is initiated.
- Any other coercive action designed to force an agreement regarding the price to be paid for your property.

### **ACQUISITIONS WHERE EXPROPRIATION WILL NOT BE USED**

An agency may not possess the power of eminent domain. Or an agency elects not to use eminent domain for a program or project. If this is the case, you will be informed in writing, before negotiations begin, that the agency will not expropriate your property if you and the agency fail to reach agreement. Before making you an offer, the agency will inform you, in writing, of what it believes to be the value for the property it would like to acquire. An owner, in this situation, is not eligible for relocation assistance benefits. Tenants on the property may be eligible for relocation benefits.

### **PAYMENT**

The next step in the acquisition process is payment for your property. As soon as all the necessary paperwork is completed for transferring title of the property, the agency will pay any liens that exist against the property and pay your equity to you. Your incidental expenses will also be paid or reimbursed. Incidental expenses are reasonable expenses incurred as a result of transferring title to the agency, such as:

- Recording fees and transfer taxes.
- Documentary stamps.
- Evidence of title, however, the agency is not required to pay costs solely to perfect your title or to assure that title to the real property is without defect.

- Surveys and legal descriptions of the real property.
- Other similar expenses necessary to convey the property to the agency.

Penalty costs and other charges for prepaying preexisting recorded mortgages entered into in good faith encumbering the real property will be reimbursed. If possible, the agency will pay these costs directly so that you will not need to pay the costs and then claim reimbursement. Property taxes will be pro rated to the time when the agency obtains title to the property or takes possession of it.

## **POSSESSION**

The agency may not take possession of your property unless:

- You have been paid the agreed purchase price, or
- In the case of expropriation, the agency has deposited with the court an amount for your benefit and use that is at least the amount of the agency's approved appraisal of the value of your property, or
- The agency has paid the amount of the court award of compensation in the expropriation proceeding.

If the agency takes possession while persons still occupy the property:

- All persons occupying the property must receive a written notice to move at least 30 days in advance of the required date to move. In this context, the term person includes residential occupants, homeowners, tenants, businesses, non-profit organizations, and farms.
- An occupant of a residence cannot be required to move until at least 90 days after a comparable replacement dwelling has been made available for occupancy. Only in unusual circumstances, such as when continued occupancy would constitute a substantial danger to the health or safety of the occupants, can vacation of the property be required in less than 90 days.

## **SETTLEMENT**

The agency will make every effort to reach agreement with you during negotiations. You may provide additional information, and make reasonable counter offers for the agency to consider. When it is in the public interest, most agencies use the information provided as a basis for administrative or legal settlements, as appropriate.

## **EXPROPRIATION**

If an agreement cannot be reached, the agency can acquire the property by exercising its power of eminent domain. It will do this by instituting formal expropriation proceedings with the appropriate State court and the procedures will follow State law. The court will set the final amount of just compensation after it has heard all arguments.

### **Litigation Expense**

Normally, the agency does not reimburse you for costs you incur as a result of expropriation proceedings. The agency will reimburse you, however, under any of the following conditions:

- The court determines that the agency cannot acquire your property by expropriation.
- The expropriation proceedings are abandoned by the agency without an agreed-upon settlement.
- You initiate an inverse expropriation action and the court agrees with you that the agency has taken your real property rights without the payment of just compensation, or the agency elects to settle the case without further legal action.
- The agency is subject to State laws that require reimbursement for these or other expropriation costs.
- If ordered by the Court to pay these expenses.

## **RELOCATION ASSISTANCE BENEFITS**

### **SECTION 1 - RELOCATION ADVISORY SERVICES**

Any individual, family, business or farm displaced by a Federal or federally assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel employed by the Agency. It is their goal and desire to be of service to you, and assist in any way possible to help you successfully relocate. Remember, the Agency's representative is there to **help** and **advise** you, so please be sure to make full use of their services. Ask questions and be sure you understand all your rights and benefits.

An individual with a disability will be provided the assistance needed to locate and move to a replacement dwelling or site. The individual should notify the Agency of any special requirements for assistance.

### **Residential Assistance**

An agency representative will contact and interview you to find out your needs. Relocation services and payments will be explained in accordance with your eligibility. During the initial interview your housing needs and desires will be determined as well as your need for assistance.

Later, the agency representative will offer assistance and provide a current listing of comparable properties. You will be provided a written determination of the amount of replacement housing payment for which you qualify. The agency representative can supply information on other Federal and State programs in your area. Transportation will be offered to inspect housing referrals. The Agency will provide counseling or help you get assistance from other sources as a means of minimizing hardships in adjusting to your new location.

You cannot be required to move unless at least one comparable decent, safe, and sanitary (DSS) replacement dwelling is made available to you. Please let the agency representative

know if you locate a replacement dwelling so that it can be inspected to assure that it meets DSS standards.

### **Business, Farm, and Nonprofit Organization Assistance**

An agency representative will contact and interview you to find out your needs and replacement site requirements and estimate the time needed to accomplish the move. Relocation services and payments will be explained in accordance with your eligibility. It is important to explain to the agency representative any anticipated problems. During the initial interview the agency representative will ask many questions to determine your financial ability to accomplish the move, including lease terms and other obligations.

The agency representative will help determine the need for outside specialists to plan, move, and reinstall personal property. The agency representative will identify and resolve any issues regarding what is real estate and what is personal property to be relocated. The agency representative will explore and provide advice as to possible sources of funding and assistance from other local, State, and Federal agencies. In addition, as needed, the agency representative will maintain listings of commercial properties and farms. The goal is to achieve a successful relocation back into the community.

### **Social Services Provided By Other Agencies**

The agency representative will be familiar with the services provided by other public and private agencies in your community. If you have special problems, the agency representative will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you. Make your needs known in order that you may receive the help you need.

## **SECTION 2 - INDIVIDUALS AND FAMILIES**

### **Moving Costs**

If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related moving expenses. Displaced individuals and families may choose to be paid either on the basis of actual, reasonable, and necessary moving costs and related expenses, **or** according to a fixed moving cost schedule. If you elect to be moved by a professional mover, the agency will secure bids and provide you with an eligibility letter for the amount of the selected bid.

#### **Actual, Reasonable Moving Costs**

You may be paid for your actual, reasonable moving costs by a professional mover plus related expenses, **or** you may move yourself. Reimbursement will be limited to a 50-mile distance in most cases. Related expenses involved in the move may include:

- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.
- Transfer of telephone service and other similar utility reconnections.
- Other expenses considered eligible by the Agency.

Remember, all expenses must be approved and considered necessary and reasonable by the Agency and supported by paid receipts or other evidence of expenses incurred.

#### **Moving Costs For Mobile Homes**

If you are the owner of a displaced mobile home, you may be entitled to a payment for the cost of moving the mobile home to a replacement site on an actual cost basis. Displaced mobile home occupants may also be eligible for a payment for moving personal property from the mobile home such as furniture, appliances and clothing on an actual cost basis, or on the basis of a moving cost schedule. For a complete explanation of all moving cost options involving a mobile home, please discuss the matter with the agency representative.

### **LOUISIANA RESIDENTIAL MOVING COST SCHEDULE**

#### **A. UNFURNISHED UNITS (Furniture Owned by Occupant)**

1 Room	2 Rooms	3 Rooms	4 Rooms	5 Rooms	6 Rooms	7 Rooms	8 Rooms	Each Extra
\$600	\$800	\$1000	\$1200	\$1300	\$1550	\$1700	\$1900	\$300

#### **B. FURNISHED UNITS (Furniture Not Owned by Occupant)**

1 Room	2 Rooms	3 Rooms	4 Rooms	5 Rooms	6 Rooms	7 Rooms	8 Rooms	Each Extra
\$400	\$470	\$610	\$750	\$820	\$890	\$960	\$1030	\$70

## **EXCEPTIONS:**

- a. A person displaced from a residential dwelling, including a mobile home, is eligible for a moving payment regardless of whether they move into DSS or NON-DSS housing.
- b. Payment for moving expenses shall be processed in accordance with Section 4.19.
- c. The payment to a person with minimal personal possessions who's in occupancy of a seasonal residence, dormitory style room, or a person whose residential move is performed by an Agency at no cost to them shall be limited to the amount stated in the Fixed Residential Moving Cost Schedule, Section B.
- d. Move of Mobile Home: Actual costs, plus a payment for packing and securing personal property on the basis of \$80.00 for the first room and \$40.00 for each additional room.

## **Replacement Housing**

There are three types of replacement housing payments: purchase supplement, rental assistance, and down payment. To understand replacement housing payments you first need to become familiar with the terms **Comparable; Financial Means; Decent, Safe, and Sanitary (DSS); and Last Resort Housing.**

### **Comparable**

A **comparable** replacement dwelling must be DSS and functionally equivalent to your present dwelling. While not necessarily identical to your present dwelling, a comparable replacement dwelling should provide the same utility and function as the dwelling from which you are displaced. In addition, a comparable replacement dwelling should be:

- Adequate in size to accommodate the occupants (e.g., you and your family).
- Located in an area that is not subject to unreasonable adverse environmental conditions.
- Located in an area that is not less desirable than your present location with respect to public utilities and commercial and public facilities.
- Reasonably accessible to your place of employment.
- Located on a site that is typical in size for residential development with normal site improvements.
- Currently available on the private market.
- Within your **financial means**.

## **Financial Means**

For a homeowner, if a purchase supplement is needed and provided, in addition to the acquisition price for your dwelling, then the replacement dwelling is considered to be within your financial means.

For a tenant, the monthly rent and estimated average monthly utility (electricity, gas, other heating and cooking fuels, water and sewer) cost for a comparable replacement dwelling is considered to be within financial means if, after receiving rental assistance, this amount does not exceed the base monthly rent (including average monthly utility cost) for the dwelling from which the tenant is displaced. The Agency may need to calculate the base monthly rent using 30% of the displaced tenant's total monthly gross household income, if that income qualifies as low income in accordance with established low income amounts determined by the U.S. Department of Housing and Urban Development (HUD). The Agency will also evaluate the amounts designated for shelter and utilities for a tenant that receives government assistance.

The rental assistance payment will be computed using the lesser of the three (rent and average monthly utility cost; 30% of the total monthly gross household income for a qualified low income tenant; or the total amount designated for shelter and utilities for a tenant receiving government assistance). To ensure the maximum benefit, it is important to provide the Agency appropriate evidence of total monthly household income when asked. There are some amounts that are not included as monthly household income, including income earned by dependents. The Agency will explain this procedure in greater detail.

## **Decent, Safe, and Sanitary**

The DSS standard means the replacement dwelling meets the minimum requirements established by Federal regulations and conforms to applicable local housing and occupancy codes. The dwelling shall:

- Be structurally sound, weather tight, and in good repair.
- Contain a safe electrical wiring system adequate for lighting and other devices.
- Contain a heating system capable of sustaining a healthful temperature (approximately 70 degrees Fahrenheit) except in those areas where local climatic conditions do not require such a system.
- Be adequate in size with respect to the number of rooms and area of living space to accommodate the displaced person.
- Contain a well-lighted and ventilated bathroom providing privacy to the user and containing a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and sewage drainage system.
- Contain a kitchen area with a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, with adequate space and utility connections for a stove and refrigerator.
- Have unobstructed egress to safe, open space at ground level.
- Be free of any barriers which prevent reasonable ingress, egress or, in the case of a handicapped displaced person, use of the dwelling.

## **IMPORTANT NOTICE**

Please understand that the replacement dwelling inspection for decent, safe, and sanitary requirements is conducted by the agency representative for the sole purpose of determining your eligibility for a relocation payment. Therefore, you must not interpret the Agency's approval of a dwelling to provide any assurance or guarantee that there are no deficiencies in the dwelling or in its fixtures and equipment that may be discovered at a later date. It is your responsibility to protect your best interest and investment in the purchase or rental of your replacement property and you must clearly understand that the Agency will assume no responsibility if structural, mechanical, legal, or other unforeseen problems are discovered after the inspection has been conducted.

### **Last Resort Housing**

The term Last Resort Housing is an administrative procedure authorized by law to address those times when comparable replacement housing is not available under statutory limits specified in law. The law and regulation allow the Agency to provide a replacement housing payment in excess of the statutory maximums of \$7,200 and \$31,000. Because this provision is commonly used, the statutory maximums will not be restated throughout this brochure.

The Agency must provide comparable replacement housing, that is DSS and within your financial means, before you are required to move. The Agency may provide the necessary housing in a number of ways, such as:

- Making a replacement housing payment in excess of the maximum \$7,200 or \$31,000 statutory limits.
- Purchasing an existing comparable residential dwelling and making it available to you in exchange for your dwelling.
- Moving and rehabilitating a dwelling and making it available to you in exchange for your property.
- Purchasing, rehabilitating or reconstructing an existing dwelling to make it comparable to your property.
- Purchasing land and constructing a new replacement dwelling comparable to your dwelling when comparables are not otherwise available.
- Purchasing an existing dwelling, removing barriers or rehabilitating the structure to accommodate a handicapped displaced person when a suitable comparable replacement dwelling is not available.
- Providing a direct loan which will enable you to construct or contract for the construction of a decent, safe, and sanitary replacement dwelling.

### **Freedom of Choice**

All eligible displaced persons have the freedom of choice in the selection of a replacement dwelling. The Agency will not require you, without your written consent, to accept a replacement dwelling provided by the Agency. If you decide not to accept the replacement housing offered

by the Agency, you may secure a replacement dwelling of your choice but it must meet the DSS standard. If you are eligible for Last Resort Housing, the agency representative will thoroughly explain the program to you.

### **Length of Occupancy - Basic Occupancy Requirements**

The type of payment you are eligible for depends on whether you are an owner or a tenant, and how long you have lived in the property being acquired prior to the initiation of negotiations. "Length of occupancy" simply means counting the number of days that you occupied the dwelling before the date of initiation of negotiations by the Agency for the purchase of the property.

The term "initiation of negotiations" is usually the date the Agency makes the first personal contact with the owner of real property, or his/her representative, to provide a written offer to purchase the property being acquired.

Owners who were in occupancy 90 days or more prior to the initiation of negotiations may be eligible for a purchase supplement or a rental assistance payment.

Tenants who were in occupancy 90 days or more prior to the initiation of negotiations may be eligible for a rental assistance payment or a down payment.

Owners who were in occupancy less than 90 days prior to the initiation of negotiations, may be eligible for a rental assistance payment or a down payment, however, the down payment cannot exceed the amount you would have received if you had been a 90 -day owner.

If you were in occupancy at the time of the initiation of negotiations, but less than 90 days prior to that date, you are considered a displaced person entitled to relocation assistance advisory services and moving payments. You may be entitled to a rental assistance payment if comparable replacement rental housing is not available within your financial means. The Agency will use the financial means test described earlier in this brochure. You should meet with the agency representative for an explanation of the relocation benefits that you may be eligible to receive.

### **Replacement Housing - Purchase Supplement For Owner Occupants of 90 Days or More**

If you are an owner and occupied your home for 90 days or more immediately prior to the initiation of negotiations for your property, you may be eligible – in addition to the value of your property – for a supplemental payment for costs necessary to purchase a comparable DSS replacement dwelling. The Agency will compute the maximum payment you are eligible to receive. You must purchase and occupy a DSS replacement dwelling within one year. A purchase supplement has three components: a price differential, an amount for increased mortgage interest and incidental expenses. The purchase supplement is in addition to the acquisition price paid for your property.

The price differential payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. You may also be reimbursed for increased mortgage interest costs if the interest rate on your new mortgage exceeds that of

your present mortgage. To be eligible your acquired dwelling must have been encumbered by a bona fide mortgage which was a valid lien for at least 90 days prior to the initiation of negotiations. Finally, you may be reimbursed for other expenses such as reasonable costs incurred for title search, recording fees, and certain other closing costs, but not for prepaid expenses such as real estate taxes and property insurance.

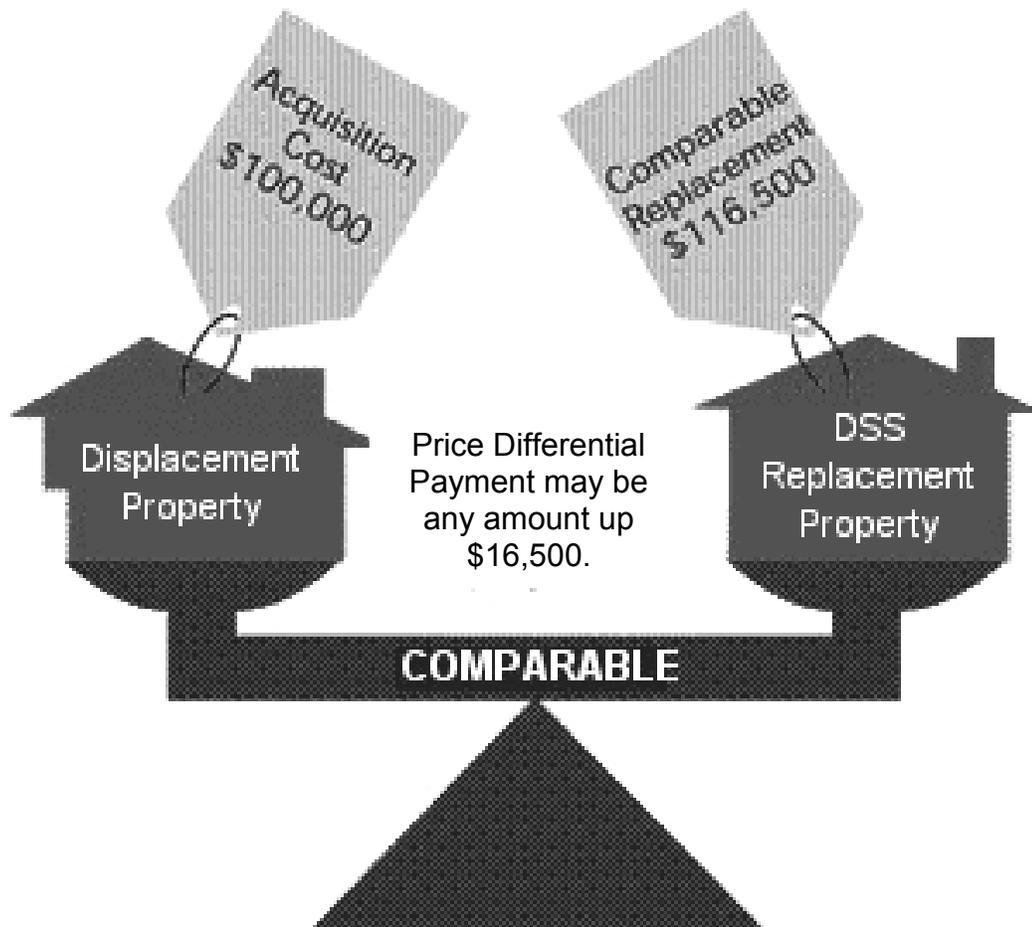
### Example of a Price Differential Computation

**Example A:** Assume the Agency purchases your property for \$100,000. After a thorough study of available comparable residential properties on the open market, the Agency determines that a comparable replacement property will cost \$116,500. If you purchase a DSS replacement property for \$116,500, you will be eligible for a price differential payment of \$16,500.

**Example B:** If you purchase a DSS replacement property costing more than \$116,500, you pay the difference as shown in Example B.

**Example C:** If your purchase price is less than \$116,500, the price differential payment will be based on your actual cost.

<b>Agency Computation of Maximum Price Differential Payment</b>	Cost of Comparable Replacement Acquisition Price of Your Property <b>Maximum Price Differential Payment</b>	\$ 116,500 - 100,000 <b>\$ 16,500</b>
<b>Example A</b>	Actual Cost of Replacement Property (Same Purchase Price as Comparable) Acquisition Price of Your Property <b>Price Differential Payment</b>	\$116,500 - 100,000 <b>\$ 16,500</b>
<b>Example B</b>	Actual Cost of Replacement Property Acquisition Price of Your Property Difference  <b>Price Differential Payment</b>	\$ 125,000 - 100,000 \$ 25,000  <b>\$ 16,500</b>
	You Are Responsible for This Amount	\$ 8,500
<b>Example C</b>	Actual Cost of Replacement Property Acquisition Price of Your Property <b>Price Differential Payment</b>	\$ 114,000 - 100,000 <b>\$ 14,000</b>
	Payment is Based on Actual Cost	



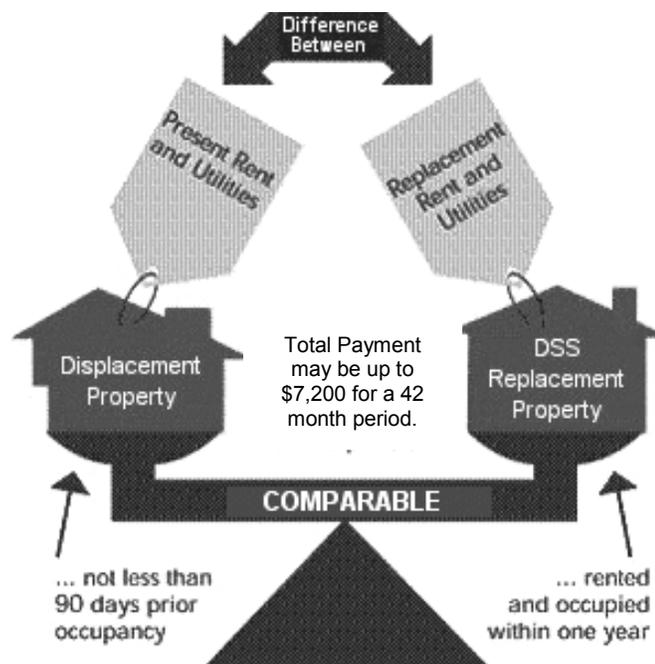
### **Replacement Housing - Rental Assistance** **90-Day Owners Who Elect to Rent**

A rental computation will be computed based on a determination of the fair market rent for the acquired dwelling compared to a comparable rental dwelling available on the market. The difference will be multiplied by 42. In no instance will the rental assistance payment exceed the amount the owner would have received as a price differential.

#### **For Owner Occupants and Tenants of 90 Days or More**

Owner occupants and tenants of 90 days or more may be eligible for a rental assistance payment. To be eligible for a rental assistance payment, tenants and owners must have been in occupancy at least 90 days immediately preceding initiation of negotiations for the property. This payment is designed to enable you to rent a comparable DS&S replacement dwelling for a 42-month period. If you choose to rent a replacement dwelling and the cost of rent and utilities are higher than you were paying, you may be eligible for a rental assistance payment. The Agency will determine the maximum payment you may be eligible to receive in accordance with established procedures. The rental assistance payment is paid in a lump sum unless the Agency determines that the payment should be in installments. You must rent and occupy a DSS replacement dwelling within one year to be eligible.

**Example:** Assume you have been paying \$500 per month rent for the dwelling unit occupied by you and purchased by the Agency. You also pay \$150 per month for utilities (electricity, gas, other heating and cooking fuels, water, and sewer). The rental assistance payment computation always includes the cost of basic utilities (electricity, gas, other heating and cooking fuels, water, and sewer), as well as the cost of rent. If rent includes utilities, a separate computation is not necessary. After a study of the rental market, the Agency determines that a replacement rental unit, that is DSS and comparable to your unit, is available for \$645 per month. It is estimated that average monthly utility costs for the replacement unit will be \$175 per month. The maximum rental assistance payment you can receive is \$170 per month for a 42-month period, or a total of \$7,140.



**Example A:** If you select a DSS replacement dwelling unit that rents for \$695 per month plus \$175 for utilities, despite the availability of comparable DSS replacement rental units that rent for \$645 per month plus \$175 for utilities, you will receive the maximum amount computed by the Agency, or \$7,140. You will be required to pay the additional \$50 per month yourself.

**Example B:** If you select a DSS replacement dwelling unit that rents for more than your present unit, but less than the amount determined by the Agency as necessary to rent a comparable unit, your payment will be based on actual cost. For example, assume you select a replacement dwelling unit that rents for \$575 per month plus \$165 for utilities. On the basis of actual cost, you will be eligible for a payment of \$90 per month for 42 months, or \$3,780.

<b>Agency Computation of Maximum Rental Assistance Payment</b>	Rent You are Currently Paying Plus Cost for Utilities You are Paying	\$ 500 + 150 \$ 650
	Rent for a Comparable DSS Dwelling Estimated Cost for Utilities	\$ 645 + 175 \$ 820
	Difference ( $\$820 - \$650 = \$170$ ) x 42 months <b>Maximum Rental Assistance Payment</b>	\$ 7140 <b>\$ 7140</b>
<b>Example A</b>	Actual Rent for DSS Replacement Property Plus Estimated Cost for Utilities	\$ 695 + 175 \$ 870
	Difference ( $\$870 - \$650 = \$220$ ) x 42 months <b>Rental Assistance Payment</b>	\$ 9240 <b>\$ 7140</b>
<b>Example B</b>	Actual Rent for DSS Replacement Property Plus Estimated Cost for Utilities	\$ 575 + 165 \$ 740
	Difference ( $\$740 - \$650 = \$90$ ) x 42 months <b>Rental Assistance Payment</b>	\$ 3780 <b>\$ 3780</b>

### **Replacement Housing - Down Payment** **Owner Occupants of 90 Days and Tenants of 90 Days**

Owner occupants of 90 days and tenants of 90 days may be eligible for a down payment and incidental expenses. The Agency will determine the maximum down payment you may be eligible to receive based on its computation for a rental assistance payment. However, the payment for a displaced owner occupant shall not exceed the amount they would receive as a 90-day owner for the same property.

To be eligible for the full amount of the down payment assistance payment, the entire payment must be used to purchase a DSS replacement dwelling. The payment may be utilized for a down payment toward the purchase price and/or eligible incidental expenses. Incidental expenses include the reasonable costs of title search, recording fees, and certain other closing costs but do not include prepaid expenses such as real estate taxes and property insurance. You may be eligible for the reimbursement of loan origination or loan assumption fees if such fees are normal to real estate transactions in your area and do not represent prepaid interest. The combined amount of the down payment and incidental expenses cannot exceed the amount the Agency computed as your maximum rental assistance payment. The agency representative will explain how the Agency determines the maximum down payment assistance payment.

## **DSS REMINDER**

***It is very important to remember that the replacement dwelling you select must meet the basic DSS standard. Do not execute a sales contract or a lease agreement until a representative from the Agency has inspected and certified in writing that the dwelling you propose to purchase or rent meets the DSS standard. Please do not jeopardize your replacement housing payment by moving into a substandard dwelling.***

### **Fair Housing Laws**

Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968 set forth the policy of the United States to provide, within constitutional limitations, for fair housing throughout the United States. These Acts and Executive Order 11063 make discriminatory practices in the purchase and rental of residential units illegal if based on race, color, religion, sex, or national origin. Whenever possible, a minority person shall be given reasonable opportunity to relocate to a DSS replacement dwelling which is not located in an area of minority concentration that is within their financial means. This does not require an Agency to provide a displaced person with a larger payment than is necessary to enable the person to relocate to a comparable replacement dwelling.

## **SECTION 3 - BUSINESS, FARMS, AND NONPROFIT ORGANIZATIONS**

### **Moving Cost Reimbursement**

Owners or tenants may be paid on the basis of actual, reasonable moving costs and related expenses or, under certain circumstances, a fixed payment. Actual, reasonable moving expenses may be paid when the move is performed by a professional mover or if you move yourself. Related expenses, such as personal property losses, expenses in finding a replacement site, and reestablishment expenses may also be reimbursable.

You must provide the Agency with an inventory of the personal property to be moved and advance notice of the approximate date of the move, unless the Agency specifically tells you these notices are not necessary. If you elect to be moved by a professional mover, the agency will secure bids and provide you with an eligibility letter for the amount of the selected bid. The Agency has the right to inspect the personal property at the displacement and replacement sites, and to monitor the move.

### **Actual Cost Move**

You may be paid the actual, reasonable and necessary cost of your move when the move is performed by a professional mover or when you elect to move yourself, however, all your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment and other personal property. Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and

certifications may be reimbursable. The agency representative will provide you with a complete explanation of reimbursable expenses.

### **Estimated Cost Move**

If you agree to take full responsibility for all or part of the move of your operation, the Agency may approve a payment not to exceed the lower of two acceptable bids or estimates obtained by the Agency from qualified moving firms, moving consultants, or a qualified Agency staff employee. A low cost or uncomplicated move may be based on a single bid or estimate at the Agency's discretion. The advantage of this moving option is that it relieves you from documenting all moving expenses because the payment is limited to the amount of the lowest acceptable bid or estimate.

### **Direct Loss of Tangible Personal Property**

Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment is based on the lesser of the value of the item for continued use at the displacement site less the proceeds from its sale, or the estimated cost of moving the item. The agency representative will explain this procedure in detail if this is a consideration for you.

### **Low Value High Bulk Property**

If an Agency considers a personal property item to be of low value and high bulk, and moving costs are disproportionate to its value (such as minerals, metals, rock, or topsoil), the allowable moving cost payment shall not exceed the lesser of the amount which would be received if the property were sold at the site, or, the replacement cost of a comparable quantity delivered to the new business location.

### **Searching Expenses for Replacement Property**

Displaced businesses, farms, and nonprofit organizations are entitled to reimbursement for actual, reasonable expenses incurred in searching for a replacement property, not to exceed \$2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; and other expenses determined to be reasonable and necessary by the Agency.

Fees paid to real estate agents or brokers to locate a replacement site may be reimbursed, exclusive of any commissions or fees related to the purchase of the site. Commissions and fees related to the purchase of a replacement site are not eligible relocation expenses and will not be reimbursed.

### **Related Eligible Expenses**

In addition to the moving expenses listed above, costs for these items may be reimbursed if the Agency determines they are actual, reasonable, and necessary

- Connection to available nearby utilities from the right-of-way to improvements at the replacement site.
- Professional services to determine a sites' suitability for the displaced person's operation.
- Impact fees or one time assessments for heavy utility usage as determined necessary by the Agency.

Please discuss this with your agency representative before incurring these costs to assure that they are reimbursable.

### **Reestablishment Expenses**

A small business, farm, or nonprofit organization may be eligible for a payment, not to exceed \$25,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site. To qualify, the business, farm, or nonprofit organization must not have more than 500 employees working at the site who will be displaced by a program or project. Reestablishment expenses may include, but are not limited to:

- Repairs or improvements to the replacement real property required by Federal, State, and local laws, codes or ordinances.
- Modifications to the replacement real property to make the structure(s) suitable for the operation.
- Construction and installation costs of exterior advertising signs.
- Redecoration or replacement such as painting, wallpapering, paneling, and carpeting when required by the condition of the replacement site.
- Advertising the replacement location.
- Estimated increased costs of operation at the replacement site during the first two years for items such as: lease or rental charges; personal or real property taxes; insurance premiums; utility charges (excluding impact fees).
- Other items that the Agency considers essential for reestablishment.

### **Fixed Payment For Actual Moving Expenses (In Lieu Payment)**

Displaced businesses, farms, and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than \$1,000 nor more than \$40,000. For a business to be eligible for a fixed payment, the Agency must determine the following:

- Business owns or rents personal property that must be moved due to the displacement.
- Business cannot be relocated without a substantial loss of its existing patronage.
- Business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity which are under the same ownership and are not being displaced by the Agency.

- Business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified. If you are interested in a fixed payment, please consult your agency representative for additional information.

### **Computation of Your Fixed Payment**

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it was displaced, or a two-year period deemed more representative by the Agency. You must provide the Agency with proof of net earnings to support your claim. Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence acceptable to the Agency.

### **Fixed Payment Example**

<b>2012</b>	<b>2013</b>	<b>2014</b>
Annual Net Earnings \$16,500	Annual Net Earnings \$18,500	Year Displaced
Average annual net earnings $\$16,500 + \$18,500 = \$35,000 / 2 = \$17,500$ Fixed Payment = \$17,500		

### **Project Office**

The Agency may establish a relocation office near the project. Project relocation offices are usually open during hours convenient to persons being displaced, including evening hours when necessary. If the Agency opens a project office, the staff will be happy to assist you, answer questions, and will maintain various types of information.

### **Relocation Payments Are Not Considered To Be Income**

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code. No relocation payment received will be considered income for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law (except for any Federal law providing low-income housing assistance).

## **Right To Appeal**

Any aggrieved person may file a written appeal with the head of the Agency if the person believes the Agency has failed to properly determine his or her eligibility for relocation assistance advisory services, or the amount of a relocation payment. If you have a grievance, you will be given a prompt and full opportunity to be heard. You will also have the right to be represented by legal counsel or other representative in connection with the appeal, but solely at your own expense.

The Agency will promptly review your appeal and consider all pertinent justification and information available to ensure a fair and full review. The Agency will provide you with a written determination as well as an explanation of the decision. If you are still dissatisfied with the relief granted, the Agency will advise you of your right to seek judicial review of the Agency decision.

An alien not lawfully present in the United States shall not be eligible to receive relocation payments or any other assistance provided under 49 CFR Part 24.

The information is provided to assist you in understanding the requirements that must be met by agencies, and your rights and obligations. If you have any questions, contact your agency representative.

**NOTICE:** Relocation Assistance payments cannot be made until the property is acquired by the Agency.\*

\*In rare cases a Notice of Intent to Acquire may be issued which would allow payment of relocation benefits in advance of acquisition.

# Title VI Plan

## Notification of Rights

The Louisiana Department of Transportation and Development (LADOTD) assures that no person shall on the grounds of race, color, or national origin as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any programs or activities. LADOTD assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not (inclusive of additional Title VI Authorities and citations).

The Civil Rights Restoration Act of 1987, broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractor/consultants, whether such programs and activities are federally assisted or not (Public Law 100259 [S.557] March 22, 1988.)

LADOTD will be responsible for initiating and monitoring Title VI activities, preparing required reports and other LADOTD responsibilities as required by 23 Code of Federal Regulation, (CFR) 200 and 49 Code of Federal Regulation 21.

In the event the LADOTD distributes federal aid funds to sub-recipient, the recipient will include Title VI language in all written agreements/contracts and will monitor for compliance.

  
\_\_\_\_\_  
Shawn D. Wilson, Ph.D.  
Secretary, Louisiana Department of  
Transportation and Development

8/31/12  
\_\_\_\_\_  
Date

Any individual, group of individuals or entity that believes they have been discriminated against on the basis of race, color or national origin by the **Louisiana Department of Transportation and Development** may file a Title VI complaint by submitting the agency's Title VI Complaint Form.

For all Title VI matters, please contact

Compliance Programs Director  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

Telephone Number: (225)379-1382  
Fax Number: (225)379-1865

## **Authorities**

Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any programs or activity receiving federal financial assistance (please refer to 23 CFR 200.9 and 49 CFR 21).

Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs or activities of Federal Aid recipients, subrecipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100259 [S. 557] March 22, 1988).

Environmental Justice (EJ) (Executive Order 12898) addresses disproportionate adverse environmental, social and economic impacts that may exist in communities, specifically minority and low-income populations.

Limited English Proficiency (LEP) (Executive Order 13166) addresses access to services for persons whose primary language is not English and who have limited ability to read, write, speak or understand English.

The 1970 Uniform Act (42 U.S.C. 4601) prohibits unfair and inequitable treatment of persons displaced or whose property will be acquired as a result of Federal financially assisted programs or activities.

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 790) prohibits discrimination based on a handicap/disability.

The Federal Aid Highway Act of 1973 (23 U.S.C. 324) prohibits discrimination based on gender.

The Age Discrimination Act of 1975 (42 U.S.C. 6101) prohibits discrimination based on age.

### ***Additional Authorities and Citations Include:***

Title VI of the Civil Rights Act of 1964, 42 United States Code 2000d to 2000-4; 42 United States Code 4601 to 4655; 23 United States Code 109(h); 23 United States Code 324; Department of Transportation Order 1050.2; Executive Order 12250; Executive Order 12898; 28 Code of Federal Regulations 50.3

## **LADOTD Title VI Notice to Public**

LADOTD hereby gives public notice that it is the policy of the department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, national origin or disability/handicap be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which LADOTD receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the LADOTD. Any such complaint must be in writing and filed with the LADOTD Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. Title VI Discrimination Complaint Forms may be obtained from the Compliance Programs Office by calling (225) 379-1382

### **Non-discrimination Complaint Procedures for Federally Assisted Programs or Activities**

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by LADOTD as to sub-recipients, consultants, and contractors.

Intimidation or retaliation of any kind is prohibited by law. The procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies or to seek private counsel for complaints alleging discrimination.

Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Title VI Specialist may be utilized for resolution.

### **Procedure**

1. Any individual, group of individuals or entity that believes they have been subjected to discrimination prohibited by Title VI nondiscrimination provisions may file a written complaint with the LADOTD's Compliance Programs Office. A formal complaint must be filed within 180 calendar days of the alleged occurrence.
2. Upon receipt of the complaint, CPO will determine its jurisdiction, acceptability, need for additional information, and investigative merit of the complaint. In cases where the complaint is against one of LADOTD's sub-recipients of federal highway funds, the Department will assume the jurisdiction and will investigate and adjudicate the case.
3. Once CPO decides to accept the complaint for investigation, the complainant and the respondent will be notified in writing of such determination within five calendar days. The complaint will then be logged in CPO's records identifying its basis, the race, color, national origin and gender of the complainant.

4. In cases where LDOTD assumes the investigation of the complaint, CPO will provide the respondent with the opportunity to respond to the allegations in writing. The respondent will have 10 calendar days to furnish CPO his/her response to the allegations.
5. Within 50 calendar days of receipt of the complaint, the LDOTD's investigator\* will prepare an investigative report for the Compliance Programs Director. The report shall include a narrative description of the incident, identification of persons interviewed, findings and recommendations for disposition. \*This can be the Program Area Title VI Liaison or LDOTD's Title VI Specialist.
6. Once LDOTD investigative report becomes final, the parties will be properly notified of the outcome and appeal rights.
7. LDOTD's investigative report and a copy of the complaint will be forwarded to FHWA, within 60 calendar days of the receipt of the complaint.
8. If the complainant is not satisfied with the results of the investigation, s/he shall be advised of their rights to appeal LDOTD's determination to the FHWA — Louisiana Regional Office, USDOT or USDOJ. Appeals must be filed within 180 days after LDOTD's final resolution. Unless new facts not previously considered come to light, reconsideration of LDOTD's determination will not be available.
9. LDOTD will serve as appealing forum to a complainant that is not satisfied with the outcome of an investigation conducted by a LDOTD sub-recipient. LDOTD will analyze the facts of the case and will issue its conclusion to the appellant within 60 days of the receipt of the appeal.

## **QUESTIONS FREQUENTLY ASKED ABOUT RELOCATION ADVISORY SERVICES**

### **1. Who is eligible to receive relocation advisory services?**

Relocation Assistance Advisory Services shall be offered to:

- All persons occupying property to be acquired.
- All persons occupying property adjacent to the real property acquired when the Department determines that such persons are caused substantial economic injury because of the acquisition.
- All persons who, because of the acquisition of real property used for a business or farm operation, move from other real property used for a dwelling or move their personal property from such other real property.

### **2. As a “displaced person”, what relocation assistance advisory services will be offered to me?**

The Department’s Real Estate Representative assigned to the project will:

- Give you a Real Estate Brochure;
- Determine your need, if any, for relocation assistance;
- Discuss and explain the services available, relocation payments and the eligibility requirements, and assist you in completing any applications or other forms required;
- Provide current information on the availability, prices, and rentals of comparable, decent, safe, and sanitary housing, and of comparable commercial properties and locations for displaced businesses;
- Assist you, if your business or farm is displaced, in obtaining and becoming established in a suitable replacement location;
- Supply information concerning Federal and State housing programs, disaster loan programs, and other Federal or State programs offering assistance to displaced persons;
- Provide advisory services in order to minimize hardships on adjusting to a new location.

## **QUESTIONS FREQUENTLY ASKED ABOUT REPLACEMENT HOUSING PAYMENTS**

### **1. If I own my home, can I elect to rent replacement housing?**

Yes.

## **QUESTIONS FREQUENTLY ASKED ABOUT MOVING EXPENSE PAYMENTS**





**Louisiana Department of Transportation and Development**

**Title VI Discrimination Complaint Form**

Name	Phone	Name of Person(s) Who Discriminated Against you.
Address (Street No., P.O. Box, Etc.)		Location and Position of Person (If known)
City, State, Zip		City, State, Zip
Discrimination Because Of:  <input type="checkbox"/> Race/Color <input type="checkbox"/> Sex <input type="checkbox"/> Disability <input type="checkbox"/> Age <input type="checkbox"/> National Origin  <input type="checkbox"/> Retaliation		Date of Alleged Incident
Explain as briefly and clearly as possible what happened and how you were discriminated against. Indicate who was involved and witnessed the discrimination. Be sure to include how other persons were treated differently than you. Attach any written material pertaining to your case.		
Signature		Date

Please return this form to: **Katherine Copeland**  
**Title VI/ADA**  
**LADOTD - Compliance Programs Office**  
**P.O. Box 94245**  
**Baton Rouge, LA 70804-9245**

**Telephone Number: (225) 379-1923**  
**Fax Number: (225) 379-1385**

**Appendix E:  
Presentation with script**



**Lafayette Regional Xpressway**

**Tier 1 EIS**

**Public Hearing**

February 28, 2019

**The presentation will begin at 6:00 pm**

Good evening and welcome to the Lafayette Metropolitan Expressway Commission Public Hearing for the Lafayette Regional Expressway Tier 1 EIS. My name is Elaine Abelle and I am the chairman of the commission. We are here tonight with LADOTD and other members of the project team.

## Why a Project?

- Since the 1950s numerous studies with focus on a loop or beltway connecting areas north and south of Lafayette have been conducted
- LA Legislature authorized creation of the LMEC
  - Promoting, planning, financing, developing, constructing, controlling, regulating, operating and maintaining limited-access tollways or transit ways within its jurisdiction
  - Innovative and alternative funding sources that would be used to improve transportation system
- Louisiana Statewide Transportation Plan
  - Lafayette Loop is listed as a Priority C project (unfunded priority list)

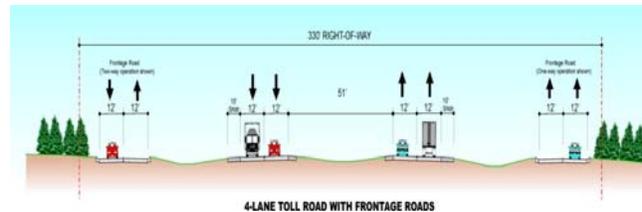
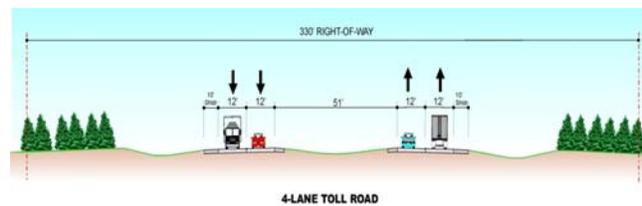
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Before I turn it over to Kate Prejean from HNTB, I would like to take a few moments to provide some background. The LRX project was initiated after numerous studies had been completed focusing on a loop or connector around the areas surrounding the north and south Lafayette region. The Louisiana Legislature enacted legislation creating the Lafayette Metropolitan Expressway Commission (LMEC) tasking the commission with promoting, planning, financing, developing, constructing, controlling, regulating, operating and maintaining limited-access tollways or transit ways within its jurisdiction. It was also tasked with finding innovative and alternative funding sources for the projects. The Lafayette Loop project is listed as a priority C project on the Statewide Transportation Plan.

		<h2>Proposed Project</h2>
	<ul style="list-style-type: none"><li>• Controlled-access toll road on new location</li><li>• Crosses Lafayette, Iberia, St. Martin and Vermilion parishes</li><li>• Connects US 90 south of Lafayette, I-10 west of Lafayette and I-49 north of Lafayette</li><li>• Interchanges: US 90, US 167/Johnston St., I-49 and I-10</li><li>• Lead Agencies:<ul style="list-style-type: none"><li>– LMEC</li><li>– Federal Highway Administration (FHWA)</li><li>– LADOTD</li></ul></li><li>• Cooperating Agencies:<ul style="list-style-type: none"><li>– United States Army Corps of Engineers</li><li>– 8th District United States Coast Guard</li></ul></li></ul>	
<p>3</p>		

The Commissioners, along with the LRX environmental planning team, have developed a proposed project that is a controlled-access toll road using mostly green space on new location corridors. The corridors cross the four surrounding parishes of Lafayette, Iberia, St. Martin and Vermillion and connect US 90 south of Lafayette, I-10 west of Lafayette and I-49 north of Lafayette providing interchanges at the main highway or interstate crossings. FHWA and LADOTD are co-lead agencies and the LMEC is the local lead agency for the LRX EIS. The USACE and 8th District USCG agreed to be cooperating agencies. The purpose of involving these agencies is to keep them informed during the project and obtain input from them during the planning process.

## Typical Sections



### Typical sections

median allows for additional future lanes

The LRX would initially be constructed as a four-lane roadway, with two 12-foot lanes in each direction and the ability to add at least two additional lanes in the median when traffic demands warrant it.

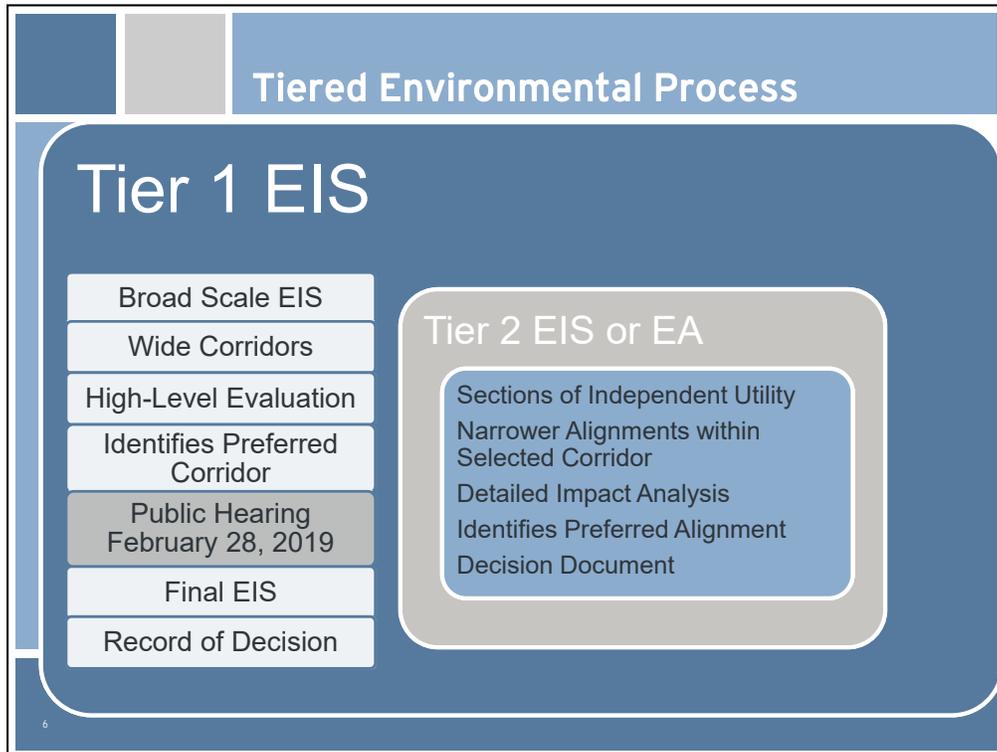
The proposed typical roadway section would also provide space within the average 330-foot right of way to add continuous frontage roads, if needed.

## Purpose and Need

- Purpose
  - Enhance the regional and national transportation system by:
    - Improving system linkage
    - Increasing capacity and accommodating transportation demand
    - Responding to economic development within the greater Lafayette area
- Need
  - Increase roadway capacity
  - Provide north-south mobility

5

The LRX is proposed to enhance regional and national transportation systems. The project should improve system linkages, such as interstate to interstate; increase capacity and respond to economic development within the region. Stress on the existing roadways in the four-parish region provides the context for the need for the LRX project. Traffic congestion and delays in the region have gotten steadily worse and studies show traffic will continue to increase in the future. The lack of convenient north-south routes to handle the growing traffic forces heavier demand on the existing network, causing gridlock.



Let's take a look at where we are in the environmental process for this project. For large, complex transportation projects, the National Environmental Policy Act (or NEPA) allows a tiered approach to preparing Environmental Impact Statements or EIS documents. The NEPA process for the LRX is being completed in two parts. Tier 1 EIS – is a broad scale look and Tier 2 is more detailed. Tier 1 studies wide corridors to evaluate potential impacts and fatal flaws, the evaluation is high level with only minor field work and it identifies a preferred corridor.

This Tier 1 EIS process has narrowed the potential corridors to one selected corridor (north and south) which vary in width from ½ mile to 1.5 miles.

The Preferred Corridor is being presented at tonight's public hearing. The Tier 1 Final EIS and ROD, which may combined in a single document, will be issued sometime later this year.

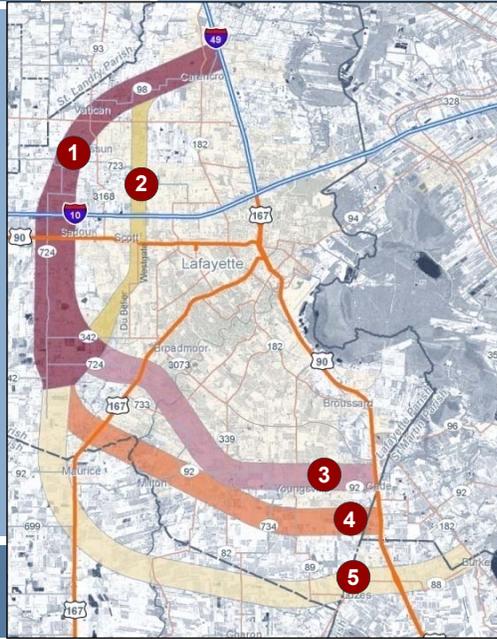
The more detailed Tier 2 study will follow this process. It may be an EIS or and Environmental Assessment depending upon the degree of impact. The Tier 2 process may look at subsections known as sections of independent utility that will be the individual projects for which Tier 2 studies would be prepared. The Tier 2 environmental review will be performed on the LRX "Segment of Independent Utility" (or SIU) that is considered to be the most viable or the full loop depending on funding and financing options.

A Tier 2 environmental process will bring forward several alternative alignments within the Tier 1 preferred corridor for study. These alignments are narrower than the Tier 1 corridor and the environmental analysis will be conducted in greater depth. The Tier 2 process will ultimately identify a preferred alignment and conclude with the appropriate decision record, either a Record of Decision (ROD), if it is an EIS or a Finding of No Significant Impact, if it is an Environmental Assessment.

The Tier 1 Draft EIS is available at this public hearing, in local public libraries and on the project website for your review. Volume 1 contains the study documents and analysis...and Volume 2 contains larger scale exhibits. It is important to note that no specific roadway corridor has been selected at this time for the LRX, the team has only recommended a preferred corridor based on engineering decisions, agency and public input and environmental analyses.

Public and agency input will help the project team make that determination to complete the Tier 1 Final Environmental Impact Statement which will be submitted to the Federal Highway Administration in the Spring of 2019. A Record of Decision, known as a ROD, for the project is anticipated later this year and may be combined with the Tier 1 Final EIS.

## Alternative Corridors Considered



- North Corridors
  - 1. Common 1
  - 2. Common 2
- South Corridors
  - 3. Inner
  - 4. Middle
  - 5. Outer
- No-Build

NOTE: The maps in the document and on the exhibits were created before Ambassador Caffery was extended to connect to Hwy 90. These maps will be updated for the Final Environmental Impact Statement, as shown here.

A closer look at the work done by the project team provides valuable input for today's meeting....

Engineering analysis and agency and public input have been considered in the development of the corridor alternatives to include the no-build alternative and 5 corridor alternatives. A northern corridor will be paired with a southern corridor in order to create the full LRX proposed project.

The No-Build means no action would be taken to build a tolled roadway in the LRX study area. The No-Build Alternative does not fully meet the purpose and need of the project, but is carried into the Tier 1 EIS as a baseline.

Common 1: entirely in Lafayette parish, begins 3 miles west of Johnston Street, north to I-10 west of Scott, north to the Village of Vatican and then northwesterly to I-49 North near interchange for City of Carencro, 15.1 mi long, 1-1.5 mi wide

Common 2: Entirely in Lafayette parish, begins in same location as Common 1, north to a dogleg in LA 93 at Dulles Drive and then north to I-10 east of Scott, continues northwesterly to I-49 north near interchange for City of Carencro, 14.2 mi long, .5-1 mi wide

Inner: Entirely in Lafayette Parish, begins at US 90 south of the Main Street

intersection, west for 5 miles and northwesterly across the Vermilion River to Johnston Road (1 mi South of the Mall of Acadiana), then northwesterly to connect to the northern corridors., 12.7 mi long, 1 mi wide

Middle: mostly within Lafayette Parish but begins in St. Martin and traverses Vermilion parish, Begins 3 miles south of Main Street intersection with US 90, west/northwest until it crosses the Vermilion river 1.7 mi north of Maurice. Then north to the connection with the northern corridors, 14.2 mi long, 1 mi wide

Outer: Traverses all four parishes (Lafayette, St. Martin, Vermilion, Iberia), Begin in St. Martin at West Old Spanish Trail, west for 12 miles until it crosses the Vermilion river then northwest to Maurice and then northward to the northern corridor. 21.1 mi long, 1 mi wide. This corridor extends east to the Acadiana Regional Airport as a sub-alternative.

Note: the maps in the draft EIS and the exhibits were created before Ambassador Caffery was extended to connect to Hwy 90. These maps will be updated for the Final Environmental Impact Statement as shown here.

## Corridor Features

- Design features considered:
  - Elevated structures for:
    - Major river, bayou and coulee crossings, streams, canals
    - Floodplain
    - Wetlands
  - Utilities
  - Interchange type and spacing
  - 4-lane highway with potential for 6 lanes (330-foot width)
  - ROW acquisition
  - Toll facility

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The design team considered where elevated structures might be needed, utilities, interchange type and location, ROW and tolling when developing and assessing the alternatives.

## Features of the Alternative Corridors

FEATURE	SOUTHERN CORRIDOR ALTERNATIVES			NORTHERN CORRIDOR ALTERNATIVES	
	INNER	MIDDLE	OUTER	COMMON 1	COMMON 2
APPROXIMATE LENGTH (MILES)	12.7	14.2	21.1	15.1	14.2
APPROXIMATE ROW (ACRES)	541	602	895	639	602
PLANNED IMPROVEMENTS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS	4-LANE TOLL EXPRESSWAY WITH A PORTION OF FRONTAGE ROADS
NUMBER OF DIAMOND INTERCHANGES	2	3	5	3	3
NUMBER OF SPLIT DIAMOND INTERCHANGES	1	1	-	1	1
NUMBER OF MID-LEVEL SYSTEM TO SYSTEM INTERCHANGES	1.5	1.5	2	1.5	1.5
NEW VERMILION RIVER BRIDGE CROSSING	YES	YES	YES	NO	NO
NUMBER OF MAJOR BRIDGE/COULEE CROSSINGS	6	4	2	1	4
NUMBER OF RAILROAD BRIDGE OVERPASSES	NONE	NONE	NONE	1	1
NUMBER OF CROSS STREET BRIDGE OVERPASSES	7	6	6	5	3

This is a comparison table of the design features by Alternative Corridors. You can review this information in greater detail at the stations around the room, but to highlight just a few items here: The southern corridor range in length from 12.7 to 21.1 miles while the northern corridors are approximately 14-15 miles long. The team has evaluated the number of bridge crossings, interchanges and railroad overpasses within each corridor for comparison purposes.

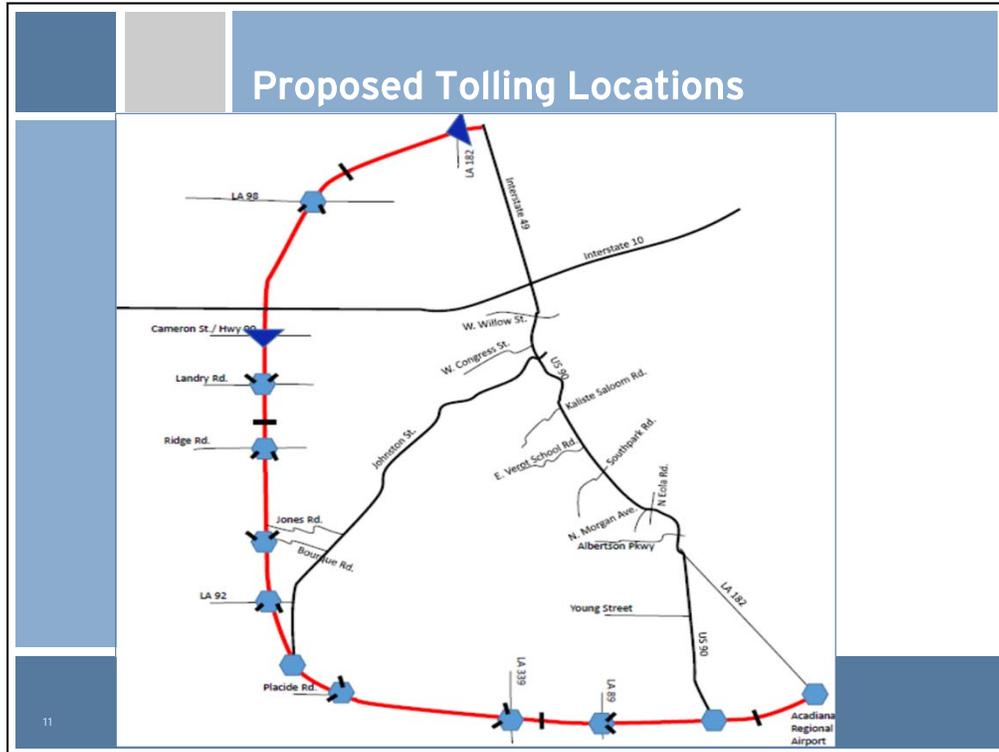
## Major Tolling Assumptions

Item	Assumption
Toll Technology	All Electronic Tolling
Customer Types	Transponder and Video
Toll Rate	13 cents per mile (2016)
Value of Time	\$13.22
Truck %	Based on actual counts
Truck Toll Rate	2.8x passenger car rate
Ramp-Up	5-years till 100%
I-49 S	Completed without tolls

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The project, as described and proposed, would be a tolled-facility to provide funding for construction and maintenance. The major assumptions include all-electronic tolling by transponder or video invoicing and a toll rate of 13 cents per mile (2016\$). A truck percentage and toll rate were included in the assumptions and I-49 South was assumed to be constructed without tolls. This information was used to develop an estimate of financial feasibility for the project.

## Proposed Tolling Locations



This map shows the proposed tolling locations as they were used to evaluate the financial feasibility of the project. There are locations along the main lanes of the corridor as well as at on and off ramps to allow for tolling on a per mile of roadway used. They are denoted by the different marks on the map.

Corridor Alternatives Evaluation Matrix						
EVALUATION PARAMETER		SOUTHERN CORRIDOR ALTERNATIVES			NORTHERN CORRIDOR ALTERNATIVES	
		INNER	MIDDLE	OUTER	COMMON 1	COMMON 2
ESTIMATED CAPITAL COSTS	MILLIONS – 2017 \$	\$668 - \$768	\$659 - \$745	\$747 - \$783	\$469-\$690	\$481-\$700
NORTH/SOUTH MOBILITY		HIGH	HIGH	MEDIUM	MEDIUM	MEDIUM
TOTAL ACREAGE	# OF ACRES	7,849	9,357	14,033	12,273	6,441
<b>LAND/LAND USE</b>						
DEVELOPED LAND	% OF TOTAL ACREAGE	40.20%	20.00%	12.70%	17.60%	26.10%
<b>SOILS</b>						
PRIME FARMLAND SOILS	% OF TOTAL ACREAGE	96.78%	93.72%	87.49%	98.52%	95.36%
<b>NATURAL RESOURCES</b>						
NWI WETLANDS	% OF TOTAL ACREAGE	2.15%	1.12%	1.69%	0.90%	2.08%
HYDRIC SOILS	% OF TOTAL ACREAGE	57.2%	61.9%	66.3%	59.8%	54.0%
ZONE A FLOODZONE	% OF TOTAL ACREAGE	11.17%	11.95%	12.94%	14.42%	6.06%
<b>PUBLIC &amp; STAKEHOLDER SUPPORT</b>		<b>LOW</b>	<b>MEDIUM</b>	<b>HIGH</b>	<b>HIGH</b>	<b>LOW</b>

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

This Tier 1 EIS provides an inventory of resources that can be used as a broad indication of potential impacts that may be associated with the various proposed build alternatives.

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

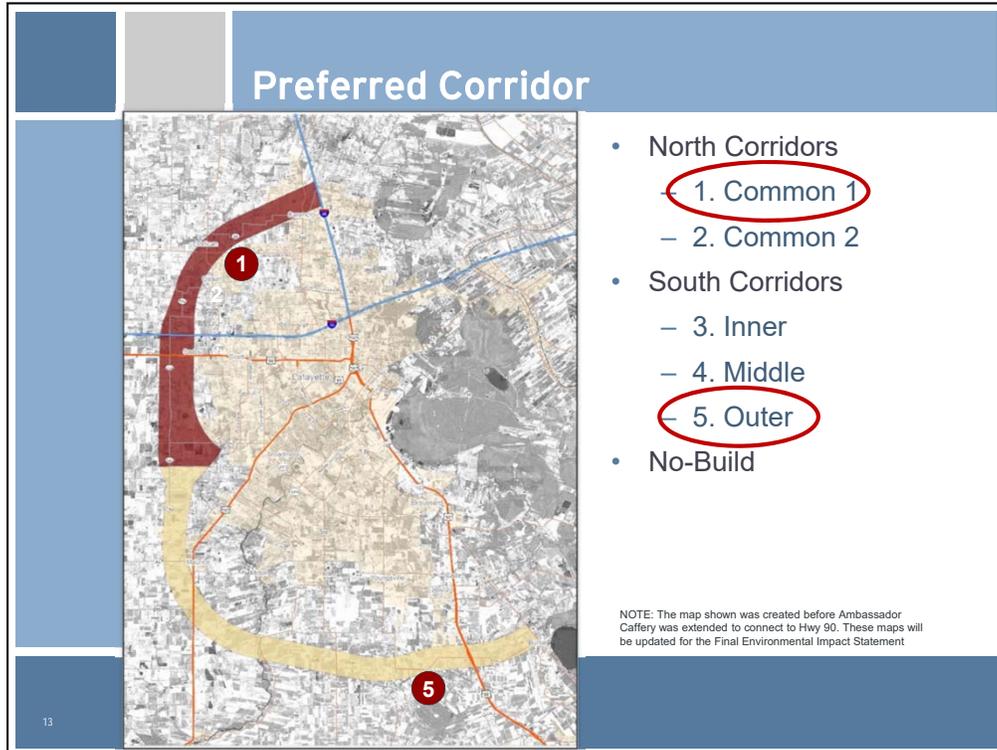
In reviewing the environmental resources inventoried for the Tier 1 EIS, which are detailed in the document and provided on your handout, it was evident there was a general homogeneity in quantity and potential impacts among the Corridor Alternatives in their Southern and Northern groupings.

Considering these issues, the team concurred that the most relevant resources were: Developed Land, Prime Farmland Soils, Wetlands, and High-Risk Floodplains. Developed land, both residential and commercial displacements, is a major factor of concern and source of comments by the public and stakeholders. Prime farmlands soils are the most homogenous resource across all corridor alternatives, it is also the resource with the greatest potential for impact. Wetlands and Zone A floodplains both involve major design and agency consultation

considerations. Wetlands will also involve permitting considerations.

Public and stakeholder input are relevant to the Context Sensitive Solutions approach of the project. The approach is

based on comments received at public meetings and the project website. In Tier 2 specific alignments will be developed and the actual impacts of the proposed project will be determined and assessed at a more detailed level.



Based on extensive reviews of the data presented previously and other more detailed study, analysis, engineering judgement, and public and agency input the LMEC has identified the preferred corridor for the proposed project as the Common 1 and Outer corridor.

## Financial Feasibility

- Start-up toll projects typically require a public subsidy
- Start-up toll projects typically are funded with multiple funding sources
- Toll revenue financing can potentially provide a portion of the project funding
- Cost data can be refined with emphasis on value engineering and cost savings
- Funding partnerships can be explored (local, DOTD, state, federal)
- T&R will be refined as toll policies are developed
- 20 – 25% toll feasible based on planning-level financial assessments (not sophisticated debt analysis)
- Enhancements can be recognized by refinement during design, aggressive strategies, value engineering

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A few things to note about tolling and financial feasibility. Start-up projects, such as the LRX, typically require a public subsidy and are funded with multiple funding sources at one time. The LRX toll revenue can potentially provide a portion of this project funding. As the project is developed through the Tier 2 phase and detailed engineering is undertaken, the traffic and revenue and financial feasibility will be refined. Based on a planning-level financial assessment – the project is estimated to be 20-25% toll feasible (this is the amount of project costs that could be paid for with toll revenue).

## What happens during a public hearing?

- Major milestone in the process
- Gain input from citizens in the region
- Project website: [www.lrxpressway.com](http://www.lrxpressway.com)
- Copies in public libraries for review, on the website, and here tonight
- Provide opportunities for review of Draft EIS
- Any written comments received tonight, or postmarked on or before March 18, 2019 will become a part of the record.
- All questions will be answered, and comments addressed, in the Tier 1 Final EIS.

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Public hearings are an opportunity to comment on the project and selection of the preferred alternative. This public hearing is being held to gain valuable input from the citizens who live and work in the proposed project area regarding the recommended preferred corridor. The project team has prepared a Tier 1 Draft Environmental Impact Statement and copies have been distributed to federal, state and local agencies and placed in the public libraries throughout the Lafayette region for public review. It can also be downloaded from the website.

Public hearings are held to provide an opportunity for citizens to review the Draft EIS and make comments on its contents. The public was invited to attend the meeting being held today....or to view the documents from the public hearing online at your convenience and provide input before March 18<sup>th</sup>, 2019. After the period allowed for public input, the project team will analyze your comments....conduct further analysis if needed and respond to your input in the Tier 1 Final Environmental Impact Statement.

At our public hearing, you are able to review maps of the LRX project study area, talk one-on-one with project team members, and learn more about right-of-way acquisition and relocation assistance programs in the event your property is impacted by the preferred corridor or future alignment alternatives as part of the Tier 2 process.

## Public Hearing Activities

- Be sure to sign-in and pick up the meeting materials.
- If you did not have time to view the exhibits and speak with the project team from 5:30-6:00 pm, you will have another opportunity from 6:15-6:45 after this presentation is over.
- At 6:45 pm, you may return to participate in a recorded open forum.
  - If you wish to speak, fill out a speaker card and hand it to the moderator. Speakers will be called to the podium when it is their turn.
  - Please limit your comments to 3 minutes.
  - Questions will be answered and comments addressed in the Tier 1 Final EIS document.

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The public is invited to view exhibits and speak with the project team from 5:30-6:00 pm. A formal presentation will be held from 6:00-6:15 pm with a break to allow another opportunity to view exhibits and speak with members of the project team. The public is invited to provide comments in an open and recorded forum from 6:45-7:30. Any written comments received tonight, or postmarked on or before March 18, 2019 will become a part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

## Public Hearing Activities

- If you do not wish to speak at the podium, you may record your comments at the comment table from 6:15-6:45.
- Or provide written comments by
  - Completing the comment card, leaving it at the comment table, or
  - Send it to us at: HNTB Corporation, 10000 Perkins Rowe, Suite 604, Baton Rouge LA 70810 or
  - Email it to [kbpjean@hntb.com](mailto:kbpjean@hntb.com)
- Comments received or postmarked by March 18, 2019 will become a part of the record.
- A representative of the LDOTD Real Estate Section is here tonight to answer any questions pertaining to LDOTD's Right of Way Acquisition and Relocation Assistance Program.

**What should I consider?**

- Preferred corridor
- Potential environmental, social or economic impacts you know of
- Corridor you see is wider than the actual roadway will be in the future
- Roadway alignment could meander through the corridor to avoid and mitigate environmental impacts
- Exact alignment will be determined during Tier 2
- Comments:
  - Speak at the forum tonight or drop your written comment at the comment table
  - Mail in your comment form by March 18<sup>th</sup> to be included in the record

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Project team members are on hand to answer your questions, but typically, the main items of interest include:

**What should I consider regarding the LRX?** If you have a preferred corridor, please let us know, keeping in mind that the roadway right of way will require far less than is being shown on the map at this time. If you know of any potential environmental, social or economic impacts, please include them as well.

**How do I let you know my preferences?** The comment period extends to March 18<sup>th</sup>, 2019. You may fill out a comment form at today’s meeting to provide us with your input. Comment forms can be downloaded from the project website and mailed in before the deadline.

Keep in mind, the corridor you see on the map is much wider than the roadway alignment that will eventually be needed to build the LRX, but at this point, we are just considering corridors. More work will be completed to determine the best possible location and the exact alignment during the next phase, Tier 2 EIS.



**Please return here for the recorded forum  
at 6:45 pm  
if you wish to speak**

Project Contact information:  
Kate B. Prejean, HNTB Corporation, [kbprejean@hntb.com](mailto:kbprejean@hntb.com), 225-368-2800

## Right-of-Way Acquisition and Relocation Information

A representative of the LDOTD Real Estate Section has a table here tonight and is available to answer any questions pertaining to LDOTD's Right of Way Acquisition and Relocation Assistance Program.

The LDOTD Brochure explaining Acquisition of Right of Way and Relocation Assistance Program is available tonight at that table or can be obtained later from:

**LDOTD Real Estate Section  
P.O. Box 94245  
Baton Rouge, LA 70804 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 s/he meets with you, or contact the Region Real Estate Office.

At this time, we will present some information related to Right-of-Way Acquisition and Relocation. The regulations require that we present this information at the public hearing. However, acquisitions and relocations will be determined during the Tier 2 process when the preferred corridor is narrowed down into alignments. A representative from LDOTD is here tonight and can answer your questions after the presentation concludes.

READ SLIDE.

## Steps in the Acquisition Process

**It is the DOTD's objective to pay just compensation for all properties required for the project.**

- Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property.
- This will provide owners an opportunity to point out things that may be important to the evaluation of the property.
- All evaluations will be reviewed by a review appraiser and approved by DOTD.
- After review and approval, a Real Estate Agent will contact each property owner, and present a letter setting forth the amount of the DOTD's cash offer for the purchase of the property. He also will explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.

READ SLIDE

# RELOCATION ASSISTANCE

## ➤ Relocation Advisory Services

- Current and continuing information on:
  - Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
  - Comparable commercial properties and locations for displaced businesses
  - Finance charges
  - Federal and State programs offering assistance to displaced persons

Advisory services shall include current and continuing information on the availability and prices of comparable decent, safe, and sanitary dwellings, comparable commercial properties, and locations for displaced businesses; supplying information concerning finance charges; and Federal and State programs offering assistance to displaced persons.

## RELOCATION ASSISTANCE

### ➤ Relocation Assistance Payments

- Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made for:
  - Moving expenses
  - Replacement housing
  - Business re-establishment expense
  
- Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.

Relocation assistance payments are separate and in addition to payments made by the Department for the purchase of your property. These are moving expense payments, replacement housing payments, and business re-establishment expense payments.

Moving expense payments will be made to any individual, family, or business in legal occupancy of the property either at the start of negotiations or at the time of purchase by the Department.

The amount of the payment to residential displaces will depend on actual costs supported by receipts, or a fixed cost based on room count. More detailed information is available beginning on Page 13 of the brochure.

## RELOCATED BUSINESSES

Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.

Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.

Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 nor more than \$40,000.00.

Moving payment information for businesses may be found beginning on Page 22 of the brochure.

Displaced businesses, farms, and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move. Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses. Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 or more than \$40,000.00. Moving payment information for businesses may be found beginning on Page 22 of the brochure.

## REPLACEMENT HOUSING PAYMENTS

**Replacement housing payments are also available to qualifying owners and tenants:**

- Must occupy property at start of negotiations
- Must have been there at least 90 days
- Must move into decent, safe, and sanitary replacement housing

**The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.**

**Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments:**

- Must have been in occupancy at the time the property was acquired by the Department
- Must move into decent, safe, and sanitary replacement housing

Replacement housing payments are also available to qualifying owners and tenants. Three of the basic requirements are as follows: first, you must be occupying the property at the start of negotiations; second, you must have been there at least 90 days; and third, you must move into decent, safe, and sanitary replacement housing. The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.

Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments. Two of the basic requirements are that you must have been in occupancy at the time the property was acquired by the Department and you must move into decent, safe, and sanitary replacement housing.

## RIGHT TO APPEAL

**Applicants for a relocation payment have the right to appeal the DOTD's Determination of their eligibility for payment and/or the amount of payment.**

- Appeals must be submitted to the Real Estate District Manager within 60 days after the applicant has been notified that his claim has not been approved.
- Final decisions on eligibility and payments will be made by the DOTD's Real Estate Administrator in Baton Rouge.
- Additional information on appeals may be found on Page 26 of the brochure.

Applicants for a relocation payment have the right to appeal the Department's determination of their eligibility for payment and/or the amount of payment. Appeals must be submitted to the Right of Way Regional Manager or Right of Way Consultant Project Manager within 60 days after the applicant has been notified that his claim has not been approved. Final decisions on eligibility and payments will be made by the Department's Real Estate Administrator in Baton Rouge. Additional information on appeals may be found on Page 26 of the brochure.

## OTHER TERMS and CONDITIONS

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from DOTD.

The notice will indicate the specific date the property must be vacated.

No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.

The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.

Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.

To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from the Department. The notice will indicate the specific date the property must be vacated. No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe, and sanitary replacement housing is made available within the general area of the project. The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means. Replacement housing must be fair, open, and offered to all persons regardless of race, color, religion, sex, or national origin.

## OTHER TERMS and CONDITIONS

Prior to negotiating for purchase of your property, a District Real Estate Specialist will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

### *A SPECIAL WORD OF CAUTION*

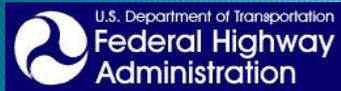
Before moving or purchasing replacement housing, contact DOTD to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to DOTD, you risk losing all possible benefits provided by the Relocation Assistance Program.

Prior to the negotiating for purchase of your property, a Representative of the Department will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

**A SPECIAL WORD OF CAUTION** – Relocation benefits cannot be paid until the property is acquired by the Department. Before moving or purchasing replacement housing, contact the Department to assure your eligibility and the prompt payment of your relocation benefits. If you move or purchase replacement housing without prior notification to the Department, you risk losing all possible benefits provided by the Relocation Assistance Program.

Thank you for your time.  
Please visit the remaining stations  
to view the exhibits and  
provide your comments.

This is the end of the presentation.



Again, thank you for your participation in this Public Hearing.  
Please visit the remaining stations to view the exhibits and provide  
your comments.

# **Appendix F: Sign-in sheets**

NAME	ORGANIZATION	EMAIL
Candice Scriber		candicescriber@yahoo.com
JOEY SONGNE		joephoreman@bellsouth.net
Katie Bernhardt		kab@standard-title.com
RJ Fonseca		rijf@fonseca-law.com
Steve's Evelyn Hooks		tree814@hotmail.com
Jaymil Vell		lemwest2000@yahoo.com
Madys Arceneaux		cgas705@bellsouth.net
Clint Helbert		None
Josh Borill		doshborill@gmail.com
Arlene Ducote		acocoblond@att.net
June Pettigrew		juniebug1964@yahoo.com
Glenn M. Lindas		glonk@cox.net
Dax Douet		dax@fenstermaker.com
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GEORGE R. MURPHY		BRGAMUR@BELLSouth.net
Christine Cech		mmd47@gmail.com
Kasley Jones		wkksj@cox.net
Liz Herbert		LizHerbert@lafayetteLA.gov

NAME	ORGANIZATION	EMAIL
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Annadine Credeur		
Jim Credeur		
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Candi Belaid		Candibell@aol.com
Damian Melancon		Trich@aol.com
Aaron Hodge		awh3654@aol.com
Mona Hodge		MTH3654@aol.com
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Diane Clark		
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Rebecca Cobb		rebeccacobb@cox.net
Margaret Lynn Forbes		margaretmlc4n@gmail.com

NAME	ORGANIZATION	EMAIL
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Nia Murray		nia.mona21@gmail.com
Nicholas Varn	DOTD	Nicholas.Varn@la.gov
Justin Norman	PAF Readmix (Concrete)	Jnorman@portAggregates.com
Kathy Highlander		fmtx21a@gmail.com
Bill Oliver	DOTD	
Joe Maniscalco	T. Baker Smith	joe.maniscalco@tbsmith.com
Kim Goodell	WaterMark Alliance	goodellk@bellsouth.net
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Lessie Melancon	N/A	lessie31@gmail.com
Keely Miller	One Acadiana	keely@oneacadiana.org
Kenneth Cheryl Brown	—	brown2671@bellsouth.net
Bryan Doucet	—	bryandoucet@gmail.com
ERIC FRANCIS		ericf82@gmail.com
Jessica Frazier		
MARION FRANCIS		

NAME	ORGANIZATION	EMAIL
Eric Dauphine	LA DOTD	eric.dauphine@la.gov
Jeff Minor	Local Business Owner	Jeffery.Minor@gmail.com
Mary Thabotta Guttel	Concerned Citizen	
NICK CHACHERE	LADOTD	NICHOLAS.CHACHERE@LA.GOV
Rick Neale	Daily Advertiser	rneale@gannett.com
Lance Hargrave		hargrave1@cox.net
Loren T.blings	concerned	Liblings@att.net
BERT BREAU	SOLITUDE PLANTATION	bert@airwayhme.com
LINDA BOUDREAU	homeowner	lindaitem@bellsouth.net
Mike Walden	Connector Comments.org	mike@mwalden.com
Mark Stinson	FHWA	mark.stinson@dot.gov
Dennis G. Sullivan	Self	dgsullivan@gmail.com
Karen Broussard	Self	chavezmikcc07@gmail.com
Donna Auzenne	114 Kettering Circle LA 70506	jpa jr@cox.net
Terid Auzenne	114 Kettering Circle LA 70506	jpa jr@cox.net

NAME	ORGANIZATION	EMAIL
Leslie LeBlanc		lesliele6@bellsouth.net
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Clairissa Overbey		clairissa.morgan@gmail.com
Larry Anderson	SELF	N/A
Tara Simon	self	
Kevin Normand	self	knormand3@gmail.com
Cheyl Perret	SELF	perret.cheyl@ "
Shane Miller	PAI Ready Mix	Smiller@portaggregates.com
Anden Comeaux	Self	
Erik Johnson	Self	
Frank Kolwe	T. Baker Smith	frank.kolwe@tbsmith.com
Kathy Duhon		
Richard Duchamp	DOTD	Richard.Duchamp@LA.GOV
Jennifer Kansas	self	JLKansas@MSN.com
Bob George Ramsey	self	BSRAMSAY@AriosMerida.com

NAME	ORGANIZATION	EMAIL
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Jerald Auzenne	Resident	jpa jr @cox.net
Dawn Auzenne	Resident	jpa jr @cox.net
Ken Fontenot	self	Ken-font@msn.com
Coberlette Johnson	—	Reaches the truck driver@gmail
Tom Sammons	UL	TCS3147@LOUISIANA.EDU
Steven Hebert	Billeaud Companies	sph@billeaudcompanies.com
David Koury	Stirling Grove	
Olivera Phatela de la Nouvelle	SGNA	SGNALAFAYETTE@GMAIL.COM
Roddy Berson	—	—
Kevin Guillory	—	Kevin.guillory@gmail.com
Leonard Viltz	LUS Fiber	Tankbuster84@gmail.com
* Brandon Robinson	Resident	brobinson@planetconstructionj2911.com

NAME	ORGANIZATION	EMAIL
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Meredith Taylor	HNTB	metaylor@hntb.com
Lynn Maloney-Mujica	"	lmaloneymujica@hntb.com
JOHN BASILICA	HNTB	JBASILICA@HNTB.COM
Noel Ardoin	DOTD	noel.ardoin@la.gov
Howard J. Dwyer Jr		joey.dwyer@cloud.com
Gregory Ellison	CONGRESSMAN CLAY HIGGINS	greg.ellison@mail.house.gov
HENRY MOUTON	SELF	HENRYMOUTON@ICLOUD.COM
Elray Schexnaider	self	nancy.schex@gmail.net
<del>AA</del>		
John S. Guilbeau	Self	john_guilbeau@yahoo.com
Bonnie T Beasley	self	bonniebeasley@gmail.com
Robert P. Trahan	self	Robert.P.Trahan@hotmail.com
Kyle Landry	self	
TROY BERGERON	City of Scott	
BOB MAHONEY	FHWA	robert.mahoney@dot.gov





**Appendix G:  
Completed Statement Cards**

## Speaker Card

The LRX Project Team welcomes your comments. If you wish to comment at the podium, please:

1.) Fill out this comment card, 2) Hand the card to the moderator, 3) Wait for your name to be called to approach the podium to speak.

- Each individual speaker will be limited to a **total of 3 minutes**.

Please keep your comments brief, to the point, and try not to repeat prior testimony, so that as many people as possible can be heard

Name: Joey SONGNE

Title: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: 2422 Helen St.

City: Abbeville Phone: 848-0216 Email: joeysonne@bellsover.net

Please indicate if you agree with the recommended Preferred Corridor Alternative:  Yes  No

Use this space to summarize your comments if needed: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



### Speaker Card



The LRX Project Team welcomes your comments. If you wish to comment at the podium, please:

1.) Fill out this comment card, 2) Hand the card to the moderator, 3) Wait for your name to be called to approach the podium to speak.

- Each individual speaker will be limited to a **total of 3 minutes**.

Please keep your comments brief, to the point, and try not to repeat prior testimony, so that as many people as possible can be heard

Name: Mike Waldon

Title: Ph.D.

Organization: \_\_\_\_\_

Address: 110 Seville Blvd

City: Lafayette Phone: 337-852-3668 Email: mike@mwaldon.com

Please indicate if you agree with the recommended Preferred Corridor Alternative:  Yes  No

Use this space to summarize your comments if needed: Analysis should

include the possibility that the I-49 Corridor  
will never be built. Need a run of traffic and  
fill model.



## **Public Hearing Speakers during the moderated forum**

Commenter: Dr. Michael Waldon, PhD Engineer, former PE and I wanted to come and comment tonight. The LRX is a visionary project that I think was started in the late 1990s when it was clear that the I-49 Connector was probably never going to go through. The project looks like a wonderful substitute to me for the I-49 Connector, which we have been assured will never be built if there is strong local opposition, which I can assure you there is strong local opposition, just like there was in back around 2000 when they tried to have it before. So, ah, that brings me to a second point. I think all of your studies need to have model runs that include not having the I-49 Connector built, because that is a very strong probability and your projection of tolls and of traffic will be very different if the Connector is not built. And your projections of traffic in the City will be very different too. So those things need to be done. Finally, I would like to ask you to put up all materials from today's meeting on the LRX website. Also, I was assured at the 2017 public meeting that all those materials would be put on the website. But I don't see them there, in fact I don't see any mention of the meeting. So I hope you will put up all the materials and all the comments that the public came in and made should be posted to the website too. Also I see that the Commission is supposed to meet quarterly and state Commissions are supposed to post their agendas, I think, 24 hours before the meeting and so those quarterly meetings should have an agenda posted on the website, the minutes of the meetings should be posted and the public should be allowed to come to the meetings. I haven't see any information. I haven't seen any meeting information posted on the website since 2016. I don't know if the Commission meets now or if they don't meet, um but you need to meet quarterly as required by the law that created you and you need to allow the public to come to the meetings and make them accessible. Thank you.

Commenter: Mr. Dennis Sullivan, retired log analyst, used to be in the oil field. I live downtown and have been very excited by the idea of bypassing the city with a expressway. I am not crazy about tolls, but whatever it takes to do it and the idea of triple P getting people together to get something accomplished is a great idea. So, ah, anything that it takes to prevent having an interstate within a mile of my house, I would greatly love. To any homeowner or landowner in the area, it appears, you know this is a difficult process, that is never easy, of taking land from landowners is at least being done with proper rules and proper compensation. So you know, forge on.

Commenter: Mr. Joey Songne. There is a lot of people in here. I am a high school graduate. I am no engineer, but I travel for a living. I go to Texas regularly, 80% of what I do, and there are a lot of oil field people who go to Texas every day. I located fiber optic cable along I-10 for the infamous ENRON in 2003 for that widening of I-10 in Texas. It is almost done in 14 -15 years, when they started. Is there a start date yet for this? It just amazes me that we have all these pretty pictures. But Camilla Boulevard took what 40 years? I just wish we would come up with a start date and stick to it and get it done.

# **Appendix H: Written Comments**



# VERMILION PARISH POLICE JURY

Courthouse Bldg.  
100 N. State St., Suite 200  
Abbeville, Louisiana 70510



PH: 337-898-4300 • FAX: 337-898-4310 • [www.vermilionparishpolicejury.com](http://www.vermilionparishpolicejury.com)

**KEVIN SAGRERA**  
PRESIDENT

**DANE HEBERT**  
VICE PRESIDENT

**KEITH ROY**  
PARISH ADMINISTRATOR

**CAROLYN BESSARD**  
ASST. PARISH ADMINISTRATOR

## MEMBERS

DISTRICT 1  
DANE HEBERT

DISTRICT 2  
JASON PICARD

DISTRICT 3  
BRENT LANDRY

DISTRICT 4  
RONALD DARBY

DISTRICT 5  
WAYNE TOUCHET

DISTRICT 6  
MARK POCHE

DISTRICT 7  
PAUL BOURGEOIS

DISTRICT 8  
ERROL J. DOMINGUES

DISTRICT 9  
KEVIN SAGRERA

DISTRICT 10  
RONALD MENARD

DISTRICT 11  
PERVIS GASPARD

DISTRICT 12  
CLORIS J. BOUDREAUX

DISTRICT 13  
SANDRUS STELLY

DISTRICT 14  
LEON BROUSSARD



January 24, 2019

Ms. Kate Prejean  
HNTB Corporation  
10000 Perkins Rowe, Suite 640  
Baton Rouge, LA 70810

RE: LRX Tier 1 Draft EIS Transmittal

Dear Ms. Prejean,

The Vermilion Parish Police Jury has reviewed the proposed toll road for the Lafayette, LA area, which may impact Vermilion Parish. The Jury fully supports the proposed new road and would prefer the Outer Corridor Alternative and the Common Corridor 1 Alternative as described in the provided documentation.

The Vermilion Parish Police Jury is excited about the possibility of having a major roadway impacting our community and economy in a positive way. We look forward to any updates you may have in the future.

Thank you for including us in the discussion!

Sincerely,

Keith Roy, Parish Administrator  
Vermilion Parish Police Jury

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

Too much traffic with much  
of it accessing Lafayette  
streets only to get through  
it.

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

Use preferred corridor as it  
has least impact on  
developed areas, Ruining less  
people's lives



Less driving. More living.

Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Karen R Rue  
Address: 209 Decatur  
Lafayette La 70503  
Email: KRue@bellsouth.net

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

Yes, the traffic is horrible always wrecks on the roads due to so much traffic. I believe the traffic will flow better. Less accidents. When need to evacuate the traffic will run smoother. I think the tolled is a great

Would you be willing to use the expressway as a tolled facility?  YES  NO

way to pay

Do you think the preferred corridor alternative is the best option?  YES  NO

for making

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

the expressway

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Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

I would like some dates of when this will start.

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier1 Final EIS.

Name: Tammie Melanson  
Address: 365 Andres Rd-2  
Scott La 70583  
Email: Trich317@aol.com



## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

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Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

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Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

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Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: R.J. Fonseca, Jr.  
Address: 921 Kaliste Saloom Rd.  
Lafayette, LA 70508  
Email: rjf@fonseca-law.com

**PUBLIC COMMENT FORM  
PUBLIC HEARING FEBRUARY 28, 2019**

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

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Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

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Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

Your initial, publically available sites used in promoting this meeting included reference to the I-10 to I-49 segment. It was not obvious that this (as I have been told) option has been eliminated. I think

**LTX PROJECT TEAM**  
10000 Perkins Rowe, Ste. 640, Baton Rouge, LA 70810  
225.368.2801 (fax), [kbprejean@hntb.com](mailto:kbprejean@hntb.com) (Email)

if it isn't going to be used, it should not be shown.



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Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name:

Robert Hester

Address:

179 Catherine St  
Lafayette La 70503

Email:

hesterrjb@gmail.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

*Because the State cannot - or is not - adequately ~~maintaining~~ maintaining existing roadways on all levels (ie. Interstates, State Hwys, Parish Roads).*

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

*Not sure.*

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

*while the expressway is a nice idea, the lack of funding and the likelihood that funds to maintain the LRX at a level of safe and efficient usage.*



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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Mary Elizabeth Guillet  
Address: 116 Ridge Crest Ln  
Duson, LA 70529  
Email: bothguillet@gmail.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

Anything to help navigate traffic in/through the Lafayette metro area is welcomed.

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

I'd rather see the "inner" southern Corridor due to length, expense + location.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

As many access points as possible and/or affordable.



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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier1 Final EIS.

Name: Jeff Minor  
Address: 221 Brightwood  
Lafayette LA 70508  
Email: Jeffery.Minor@gmail.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

no, I believe we should keep the roads up that we have and widen some of them,

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

no I would rather the shorter route The Inner Route,

I Love my home and I don't want to move.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

We wouldn't be paid enough to pay what we owe still on the house and the taxes from the money we'll give us and buy another house. It will be a struggle



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Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: June Petitjean  
Address: 119 Ridge Crest Lane  
Duson, La 70529  
Email: junebug1964@yahoo.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

Because All of The Shortcuts  
on back Roads are busy during Prime  
Time traffic hours and Holidays

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

I am all for The Project  
I hope everything goes well

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Leonard VITZ  
Address: 416 Linden Lewis Rd.  
Youngs Ville, LA  
Email: TANKbuster84@gmail.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

It would relieve traffic congestion within the city of Lafayette, especially for folks working out of town that use I-10 for travel.

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

Please Do Not add any Red Lights to this project. We have enough red lights in the city.



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Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Josh Borill  
Address: 302 Gleneagles Circle  
Broussard, LA 70518  
Email: joshborill@gmail.com

**PUBLIC COMMENT FORM  
PUBLIC HEARING FEBRUARY 28, 2019**

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

1 - Hurricane Evacuation from Nova, Morgan City, Franklin, New Iberia, offshore workers coming in from Houma + Port Fourchon.

2 - 18 wheeler traffic off supplies from Texas + Oklahoma headed to MC or Port Fourchon

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

Prefer Outer Route. Believe it is imperative for con. from service routes + interchanges to reduce flooding. (what they do in Europe to reduce flooding) Both sides of toll road Oak trees + trees that soak up water during heavy rainfall.

Hono



Less driving. More living.

Honor mother nature.

Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Lillian Espinoza - Gala  
Address: 512 Stevenson Street  
Lafayette, LA 70501  
Email: Lillian@legExploration.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

To help with traffic congestion.

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

Question: Last year, there was a meeting here at SS library to inform nearby residents of the bridge to be built from Kaliste Saloom to Robley. It affects Tuscon road. Is that still the plan?

LRX PROJECT TEAM  
10000 Perkins Rowe, Ste. 640, Baton Rouge, LA 70810  
225.368.2801 (fax), [kbprejean@hntb.com](mailto:kbprejean@hntb.com) (Email)

Does this project compliment the above described plan?  
"Inner" alternative runs right over bridge plan.



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Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Kathy Highlander  
Address: 111 Carroll Iron Circle  
Lafayette LA  
Email: fmtyto@a@gmail.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

It would allow for much needed access to our surrounding communities, it would encourage businesses to move here, better evacuation routes & more systematic growth.

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

Please consider using local companies in the process of planning.



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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Katie Bernhardt  
Address: PO Box 52309  
Lafayette LA 70505  
Email: kab@standard-title.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

*Due to growth in the region modernized traffic alternatives are needed to help reduce congestion and provide means to continue to grow sustainably. This project is a positive step in that direction.*

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).



Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Marlon Francis  
Address: 42 Phlox Drive  
Lafayette, LA 70507  
Email: mbfranc78@yanoz.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

The Expressway would help to reduce surface level traffic within the parish and interstate. It could be beneficial for evacuations and additionally help to raise funds for future developments.

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).



Less driving. More living.

Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: Eric Francis  
Address: 215 Republic Ave Apt 4201  
Lafayette, LA 70508  
Email: ericf812@gmail.com

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

*Larger venue. Crowds too large for library venue!*

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Would you be willing to use the expressway as a tolled facility?  YES  NO *probably.*

Do you think the preferred corridor alternative is the best option?  YES  NO *uncertain*

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

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Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

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Less driving. More living.

Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

*It's about time, let more on  
it and more. Lafayette and  
the area are not going to stop  
growing. Prepare for the future.*

Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.

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Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

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Less driving. More living.

Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

## PUBLIC COMMENT FORM PUBLIC HEARING FEBRUARY 28, 2019

The purpose of this Tier 1 Environmental Impact Statement (EIS) public hearing and your involvement is to present the preferred corridor alternative and to receive your comments. Ultimately, one corridor (a combination of one northern and one southern corridor alternative) will be selected as result of the Tier 1 EIS.

Do you think an expressway is needed in the Lafayette region?  YES  NO

Why or why not?

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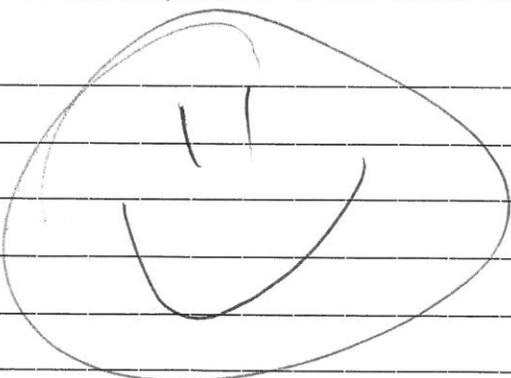
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Would you be willing to use the expressway as a tolled facility?  YES  NO

Do you think the preferred corridor alternative is the best option?  YES  NO

If you do not feel that the preferred corridor alternative is the best option for further study, please tell us why.



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Do you have other comments or concerns? Please include your comments below (enclose additional pages as necessary).

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Less driving. More living.

Lafayette Regional Xpressway  
Public Comment Form

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Would you like to receive future updates on the Lafayette Regional Xpressway?  YES  NO

Please include your contact information for the official project record. Any comments received by or postmarked on or before **March 18, 2019** will become part of the record. All questions will be answered, and comments addressed in the Tier 1 Final EIS.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

## Kate Prejean

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**From:** Ann Burruss <lafayetteann@gmail.com>  
**Sent:** Monday, March 18, 2019 11:36 PM  
**To:** Kate Prejean  
**Subject:** Re: LRX support

My name and contact

Ann Burruss  
110 Seville Blvd, Lafayette, La 70503  
[REDACTED]

On Mon, Mar 18, 2019, 11:33 PM Ann Burruss <[lafayetteann@gmail.com](mailto:lafayetteann@gmail.com)> wrote:

I strongly support the LRX project to provide a western bypass expressway for Lafayette, connecting I-49 to Evangeline Thruway south of Broussard.

I believe that suitable land exists for the LRX and that the project can help provide some flood risk mitigation. The primary reason I support the LRX project is that it makes an excellent substitute for the disastrous I-49 Connector project. Building an interstate highway through the center of a city must remain a relic of the past.

What Lafayette regional transportation does needs is a loop. The LRX is an excellent start, and a second eastern segment through St. Martin Parish would be ideal.

Please be aware that public support for the LRX is substantial, as opposed to the deeply negative public sentiment about the I-49 connector.

Please complete cost-benefit models that assume that the I-49 Connector is never built.

Thank you for the opportunity to comment.

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Wednesday, March 6, 2019 6:08 PM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

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Submitted from address [adsl-74-178-116-243.lft.bellsouth.net/74.178.116.243](http://adsl-74-178-116-243.lft.bellsouth.net/74.178.116.243).

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Name: rickey brasseaux Email Address: [rickeybrasseaux@gmail.com](mailto:rickeybrasseaux@gmail.com) Subject: minority groups and lcg official's making illegal minority toll road recommendations proposals on public services and public funds Comments: illegal for minority lcg public official's are govt. appointed committees to hold public meetings formatted with no quraum , while govt. and minority govt. appointed committees refusing citizens independent legal review of public services public funds and public official's ,violating open public meetings law , u.s. constitution article one , Laf. home rule charter and individual rights . illegal for lcg to make minority recommendations proposals on toll road , public services are public funds on their own .with out having showing proof minority govt. recommendations proposals supported by majority public

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Wednesday, March 13, 2019 11:20 AM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

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Submitted from address [wsip-184-186-74-12.lf.br.cox.net/184.186.74.12](http://wsip-184-186-74-12.lf.br.cox.net/184.186.74.12).

-----  
Name: Patricia G. Broussard Email Address: [patgbroussard@aol.com](mailto:patgbroussard@aol.com) Subject: Lafayette Regional Xpressway Comments:  
Not in favor of the Tier 1 LRX Access Toll Road (South Fieldspan Rd – Hwy 724). I am a property owner along this location  
and I am not sure If the proposed location is the right choice -shortest distance between two points is a straight line not  
a loop. Please keep me updated on this project. Thank you.

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Monday, March 11, 2019 4:01 PM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

This email was transmitted via [www.lrxpressway.com](http://www.lrxpressway.com).

Submitted from address 165.225.34.216/165.225.34.216.

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Name: Rhonda M David Email Address: drdavid2.rmd@gmail.com Subject: LRX Comments: Please include me on the mailing list for the LRX project. Thank you. [REDACTED].

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Tuesday, March 5, 2019 6:31 PM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

This email was transmitted via [www.lrxpressway.com](http://www.lrxpressway.com).

Submitted from address [ip68-11-227-185.br.br.cox.net/68.11.227.185](http://ip68-11-227-185.br.br.cox.net/68.11.227.185).

-----  
Name: Grant DeLay Email Address: [grantdelay@msn.com](mailto:grantdelay@msn.com) Subject: LRXpressway North Corridor Comments Comments:  
To Whom it May Concern,

I live in a Subdivision near where the proposed Northern Corridor will go, and I am deeply troubled by this project.

First of all, I am not in favor of this project. I do not have any intention of ever using the proposed corridor. I believe there are plenty of other projects which would alleviate traffic congestion around Lafayette Parish that should be considered/completed first, before the introduction of a "Loop" around the city. I think it will be underutilized by the populace at large. While it may have some benefit for those outside city limits, citizens that reside in the city are not nearly as likely to travel outward to the parish at large. Traffic will still be heavy in the inner portion of the city.

Currently, it takes me around 30-35 minutes to get from Carencro to Milton. The largest trip I currently make. Under the estimated mileage of the Loop (and assumed speed limits), and the proposed tolls, if I used the Loop to make this trip, it'd take me around 15-20 minutes and cost me \$3. For a round trip, I'd save about 20 minutes and spend \$6. That is not worth it all to me, and many others I'd wager.

As far as proposed possible economic developments, I have driven through several tolled expressways throughout the nation. I have seen some areas where economic prosperity was brought on by the tollway, but I have also seen plenty where the area remained barren, and in some cases, became blighted. I can believe some areas may see a bit of a bump due to the Loop, but I don't think it will be an economic engine at all. In fact, it might actually discourage business activity due to traffic to their location now having a cost associated with it.

Also, within the report, it was mentioned it would cost an "average" resident of the Parish 1% of their annual salary (~\$500) to use the LRX. I find it very humorous that the Commission believes the public will be okay with this. This is the same public that voted against raising their taxes by 10s of dollars to have increased fire protection. Do you really believe a population that doesn't want to spend an extra 10s of dollars a year to make sure their house doesn't burn completely down, would willingly spend 100s of dollars a year to not sit in traffic for an extra 10-15 minutes a day? They will continue to use the "free" options and use the "paid" option incredibly sparingly. This is a complete disconnect from understanding the area and public for whom this project supposedly for.

Under the proposed Northern Corridor 1, the tract will cut between (or through) 2 neighborhoods I live close to. These neighborhoods are located on Post Road in the Carencro area. If the tract is altered Northward to keep one neighborhood from being bulldozed, it will destroy the Carencro WWTP. If it goes further Northward to fix the problem, it will bulldoze another neighborhood, if it goes Northward still to fix THAT problem, it will bulldoze MY neighborhood. The trend continues ever Northward for a few more cycles. I don't understand why the Corridor was chosen to go through the upper section of Carencro, and possibly displacing several hundred people (depending on the final

determinations of the Corridor) when further North, there is adequate empty land and sparse populations. This needs to be fixed!

In closing, I don't believe this project is needed or will be used to its full advertised extent. I don't think 1.2-1.3 billion dollars in construction costs, the costs of forcing hundreds to possibly thousands of people out of their homes, in addition to the depressed living conditions of those who get to keep their homes but now have to live close to an Expressway, are worth it so that a collection of motorists can pay a few dollars to scrape a few minutes off of their morning commute.

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Friday, March 1, 2019 9:45 AM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

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Submitted from address 76.72.16.39/76.72.16.39.

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Name: ludwig gelobter Email Address: [lgelobter@hotmail.com](mailto:lgelobter@hotmail.com) Subject: public meetings Comments: Please advise where and when the next meeting will take place

thank you,

Ludwig gelobter

## Kate Prejean

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**From:** Kim V Goodell <goodellk@bellsouth.net>  
**Sent:** Monday, March 18, 2019 10:17 PM  
**To:** Kate Prejean  
**Subject:** LRX PROJECT

Reference is made to the LXR Project- a proposed 'loop facility' for Lafayette Parish with a point of beginning at I 49 north of I10 and extending on the western side of Lafayette parish and then easterly stopping at a point on Hwy 90 near the Acadiana regional airport. I did attend the February 28 public hearing meeting where materials were presented and a formal presentation was made. In concept I would support a highway as such (obviously pending the review of final environmental impact study). Per the materials presented, the proposed toll road would meet the purpose and need to increase capacity, accommodate increased traffic demand, and provide for additional evacuation routes. I feel allowing traffic coming off I 49 from a point north of I 10 ( yet into the city) will do much to eliminate congestion on Evangeline thruway. This proposed route could double as a truck route as well allowing freight and hazardous cargo to route around the city rather than through the densely populated heart ( and most historical area) of the city. Based on the presentation made, the route would not encounter known hazardous sites that threaten the city's drinking water supply (such as the UPRR site). A western loop as such, coupled with an upgrade to Evangeline thruway, and eastern access road off I 49 north of I 10 extending to BREAUX Bridge ( construction underway), widening I 10 (construction underway), Louisiana Avenue ( completed), resurrection of the St Antoine street extension ( that tax increments were already collected and dedicated for) and better use of the existing grid should complete a road plan to serve the people of the region as well as better serve and connect industrial areas throughout the region. For all of those reasons stated above and because the LXR footprint does not have near the environmental concerns as the I 49 Lafayette Connector, nor will there be near as many displacements I support expedited study of the LXR with ultimate approval to be anticipated. These written comments, submitted today March 18, 2019 (10:15 pm) are submitted in conjunction with the February 28, 2019 Public Meeting that I attended, and as such I request that they be included in the official record of same. Thank you for your service to our city.

Kim Voorhies Goodell  
Lafayette, LA



Sent from my iPad

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Saturday, March 9, 2019 11:55 AM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

This email was transmitted via [www.lrxpressway.com](http://www.lrxpressway.com).

Submitted from address [adsl-74-178-96-167.lft.bellsouth.net/74.178.96.167](http://adsl-74-178-96-167.lft.bellsouth.net/74.178.96.167).

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Name: Bob Guidry Email Address: [bobguidry@bellsouth.net](mailto:bobguidry@bellsouth.net) Subject: Maintenance of expressway Comments: It was mentioned on radio KPEL that toll road left over monies would go into a General Fund, does this mean before or after Toll Road maintenance funds are earmarked as such. I travel over most of the US, most toll roads are maintained to the highest degree, but some are in a very deplorable condition beyond repair of which I believe toll monies are not being properly distributed for maintenance, repairs, etc for the Toll Road. Therefore I feel that no toll road fee monies should go to a General Fund unless a proper clause is set forth that all proper Toll Road maintenance funds are earmarked prior to any funds going into a General Fund. Also no Toll Road monies should be allocated to a General Fund until the total cost of toll road is totally paid off. Who will be the keeper of the General Fund, Toll Road Authority, some Municipality, and how will it be distributed.

Thanks

Bob

## Kate Prejean

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**From:** Mark Broussard <mark9542@cox.net>  
**Sent:** Monday, March 11, 2019 2:38 PM  
**To:** Kate Prejean  
**Subject:** Lafayette Regional Xpressway

I looked at the drawing for the proposed toll road. I have some concerns.

The map is very ambiguous. It only shows three large swaths of proposed areas. Will this be going through existing subdivisions? If so, that should be a non-starter.

Will it use existing roadways? If so, will these be converted into toll roads? We live just off Hwy 733 and that is our main road into Lafayette. If that were to be converted into a toll road, you would be penalizing the citizens in our area for a road that none of us wants.

If this toll road is going to cross the Vermilion River, you should chose a path that would result in another bridge. Again, this should not penalize citizens that currently use the existing bridges.

Regards,  
Mark Broussard  
100 Oak Brook Blvd.  
Lafayette, LA. 70508

## Kate Prejean

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**From:** Lessie O <lessie31@gmail.com>  
**Sent:** Sunday, March 17, 2019 10:44 PM  
**To:** Kate Prejean  
**Subject:** Questions re Lafayette Xpressway Loop

Hi Kate,

I am a property owner in the Ossun area who will likely be affected by the preferred northern corridor of the Lafayette Xpressway. Below you will find several questions and information requests that I would like to see addressed during the next phase of the project.

- Please provide a project timeline that includes projected dates of
  - a) the finalization of the expressway route to include planned frontage roads, a list of all properties that will be subject to attempted acquisition, and the exact locations of all toll collection areas, on/off ramps, and overpasses.
  - b) the start of property acquisition efforts
  - c) the start of physical construction
  - d) project end
  
- Please provide additional information related to the project's impact on drainage in the immediate area as well as regionally, including specific measures that will be taken to reduce these drainage issues. I would also like to see your current Floodplain Impact Assessment updated to reflect the most recent flood zone map, which went into effect February 2018, as the updated information will impact not only the environmental impact assessments, but also property values.
  
- If a decision is made to acquire only part of a property and that acquisition renders the landowner's remaining property virtually "landlocked" by removing existing access via legal right-of-way, what measures, if any, will be taken to restore access to the property?
  
- Many people located in the areas of the proposed corridors live in mobile homes, quite a few of which have been financed through the USDA's Rural Development loan program. All mobile homes financed through that program are required to be specially installed on permanent foundations. There is also a stipulation that if one of these mobile homes is moved, it is no longer compliant with the requirements of the Rural Development program, which not only makes the property less appealing to potential buyers, but also may put the homeowner in violation of his financing agreement with the USDA.

With this in mind, will all owners of mobile homes be given the option to choose between moving their mobile home or accepting a full buyout, or will the option only be offered under particular circumstances? Also, if the full buyout option will only be given to mobile home owners with "special circumstances," will Rural Development loan recipients be included among those ranks?

- Will tolls be waived during all officially declared states of emergency? Additionally, will tolls be waived during any other type(s) of emergency situations, i.e. mandatory evacuation, extreme flooding?

Thank you for your time.

Regards,

Lessie Melancon

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Sunday, March 3, 2019 8:58 PM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

This email was transmitted via [www.lrxpressway.com](http://www.lrxpressway.com).

Submitted from address 172.58.172.168/172.58.172.168.

-----  
Name: Shane Milazzo Email Address: [sjmilazzo@gmail.com](mailto:sjmilazzo@gmail.com) Subject: Timeline Comments: Dear Sir(s) or Madam(s),

Is there at timeline for the Lafayette Regional Expressway? Our property is basically in the middle of the proposed project corridor.

Sincerely,

Shane Milazzo

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Friday, March 1, 2019 9:06 AM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

This email was transmitted via [www.lrxpressway.com](http://www.lrxpressway.com).

Submitted from address 172.243.1.254/172.243.1.254.

-----  
Name: Sharon Richard Email Address: [iply.pb@gmail.com](mailto:iply.pb@gmail.com) Subject: Proposed Lafayette Regional Expressway Comments:  
I was disappointed when I saw in the news that a meeting was held last night at the South Regional Library in Lafayette, LA about the the loop, because I wasn't aware that was happening.

Have maps been left at any locations that I may view now.

Are there monthly or regularly scheduled meetings by the commission that occur that the public may attend. My search on the internet has brought me to this site, but the name seems to have been changed. So, I would like to be directed in the right direction.

Are maps available to be seen anywhere.

Although, I'm interested in all the areas, I'm especially interested in where the loop will be in the western and southern part of Lafayette Parish.

Your help will be greatly appreciated.

## Kate Prejean

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**From:** Squarespace Services <no-reply@squarespace.com>  
**Sent:** Monday, March 4, 2019 9:03 AM  
**To:** Kate Prejean  
**Subject:** Form Submission - Contact Us

This email was transmitted via [www.lrxpressway.com](http://www.lrxpressway.com).

Submitted from address [wsip-72-215-254-115.lf.br.cox.net/72.215.254.115](http://wsip-72-215-254-115.lf.br.cox.net/72.215.254.115).

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Name: Malynda Smit Email Address: [malysmit@gmail.com](mailto:malysmit@gmail.com) Subject: Time frame for expressway Comments: Good Morning – What is the expected time frame to begin and finish construction on this expressway?

March 12, 2019

Mark D. LaBiche  
237 Atlas Rd. OCL  
Youngsville, LA 70592

Kate Prejean  
HNTB Corporation  
10000 Perkins Rowe Suite 640  
Baton Rouge, LA 70810

Dear Ms. Prejean:

This letter serves notice to my total opposition of the proposed Lafayette Regional Expressway. This "project" began in 2003 with maps used prior to that year. Since 2003, numerous new subdivisions, businesses, churches, and other "improvements" have been made along the proposed "corridors" to this road. The maps used do not show the Ambassador Caffery Extension to Hwy. 90. Hence, as stated before, the proposed corridors do not show all the new subdivisions (some still being constructed), shopping centers, stores, churches, schools, and even cemeteries that will be impacted. This plan has been hidden from the public for years and is just being let out of the box for public viewing!?

When I built my house in 1995, I built in what was a quiet country atmosphere. Being outside, all I could hear was birds singing, and maybe the wind lightly blowing through the trees. Now all I hear is NOISE, NOISE, and more NOISE, 24/7/365! If I had known that a road (Ambassador Caffery) would be extended a few hundred feet from my property, I would have never built where I did. I cannot imagine another road near my house compounding that noise.

As more people learn about this proposed "expressway" the opposition grows. Also, the fact that this will be a toll road increases the opposition. The average person would pay well over \$1,000.00 per year, which would lead people to avoid it. The insane amount of money that would be spent to build this road would be better spent to repair and improve existing roads. This is a far better plan than to plow a mile wide path of destruction through the rural parts of Lafayette Parish for the assumed benefit of the city of Lafayette.

Sincerely,

*Mark D. LaBiche*

## Comments on Tier 1 draft EIS LRX Corridor

To whom it may concern,

I, Molly Brewer, Owner of 107 Royalton Parkway Lafayette, LA 70507 **highly opposed to North corridor**

**2.** This corridor will negatively impact the value of my home or cause for my family's relocation to make available my property for the construction of this LRX. This is not just the case for my family but dozens of others in our neighborhood and hundreds of others in the surrounding areas such as Brock Pointe subdivision off Gloria Switch road.

Not only will it affect our home, but the corridor 2 will also run in close proximity to LPSS Schools like L Leo Judice Elementary and Scott Middle School along with private school St Peter & Paul.

This will also affect the possibility of our child staying in the same school if we are unable to find housing in Lafayette Parish that is suitable for our family.

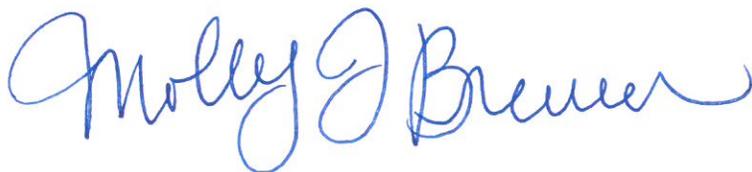
This will take roads that are currently utilized by many daily with little traffic issues (Mills Rd.) and turn them into a route residents will have to PAY to use to go about their normal travels and cause for additional time and or expense; or re-routing our daily drive to one that might not incur an extra expense for Tolls.

These types of changes will likely negatively impact the wellbeing of our family and others like ours who have chosen to reside in the rural suburban country side of Lafayette Parish and force us into unwanted situations that can negatively impact the rest of our lives with financial situations, unnecessary relocation and our child's education.

Please take this into consideration while making the final decisions on the LRX Corridor routes.

Thank you kindly,

Molly Brewer



107 Royalton Parkway

Lafayette, LA 70507

# **Appendix I: Media Coverage**

# Is Lafayette ready for a traffic loop?



Jessica Goff, [jgoff@theadvertiser.com](mailto:jgoff@theadvertiser.com) 8:55 a.m. CDT October 9, 2015



Buy Photo

(Photo: Leslie Westbrook, The Advertiser)

The push to transform [U.S. 90 into a 160-mile interstate](#) ([/story/news/local/2015/10/06/overpass-through-downtown-call--49-south-connector/73448276/](#)) is well underway. The discussion now shifts toward the next major transportation infrastructure project that will impact day-to-day transit for thousands of residents and businesses in Acadiana.

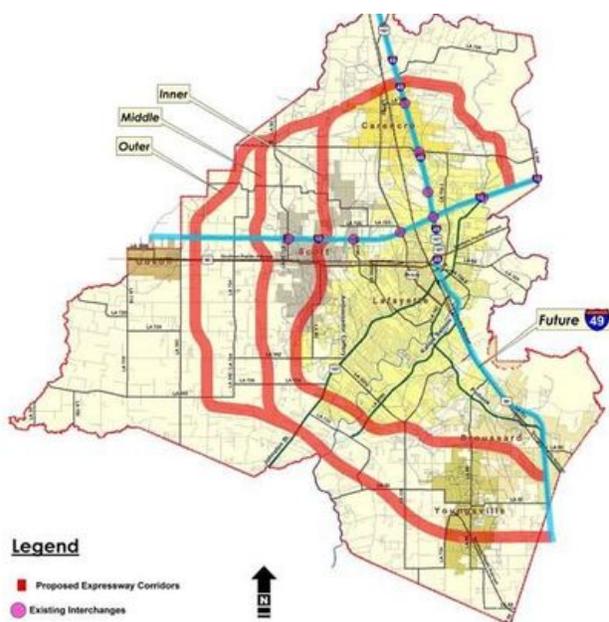
Call it “the loop.”

Dialogue surrounding the Lafayette Regional Expressway, also known as the “Lafayette loop” actually started more than a decade ago. The state created a special commission and conducted a feasibility study, but plans stalled because funding dried up.

But recently, discussion over the expressway and loop alternatives such as “smart loops” have begun again as advocates for the Interstate 49-South Corridor work to move the project forward.

“In terms of construction and design, we need to finish the job,” regional chamber One Acadiana’s President Jason El Koubi said Thursday. “At the same time, we need to begin planning the next big regional transportation infrastructure project. That goes to the topic of the expressway or the loop.”

Several major cities such as Charlotte, North Carolina, Cleveland and Denver have built traffic loops that circumvent urban areas to reduce traffic congestion.



The Lafayette Metropolitan Expressway 2005 feasibility study’s rendering of a proposed expressway. (Photo: Lafayette Metropolitan Expressway)

The Hub City, like many growing, mid-size cities, is enmeshed in a traffic crisis.

The Associated Press recently reported eight out of 10 Americans live on congested corridors, and that number is expected to rise by the millions.

According to the Lafayette Metropolitan Planning Organization, Lafayette has 8.3 crashes per million vehicle miles, nearly five times the state average.

For a five-lane roadways, Louisiana averages about 1.74 crashes per 1 million vehicle miles.

Lafayette Parish has the most crash fatalities on state highways so far this year, according to data provided by LSU’s Highway Safety Research Group.

Aside from safety, building an expressway would divert some traffic from major arterial roads throughout Lafayette’s metro area and make transit faster

for drivers who commute to other Acadiana parishes each day, its advocates say.



The Lafayette Metropolitan Expressway 2005 feasibility study's rendering of a proposed expressway. (Photo: Lafayette Metropolitan Expressway)

The proposed Lafayette Regional Expressway's most extensive intersections would be at I-49 and I-10, U.S. 167 and Johnston Street and U.S. 90. Advocates for the loop say it would alleviate heavy traffic through the city. The roadway would be would four lanes, and could have stretches of up to six lanes.

The expressway's price tag? About \$760 million, according Lafayette Metropolitan Expressway Commission, which was created by state lawmakers in 2003.

But a similar model could be built at a much lower cost by using infrastructure that has been in Acadiana's road system for decades, according to Bill Fontenot, St. Landry Parish president and former Acadiana manager with the Louisiana Department of Transportation and Development.



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Fontenot calls these potential routes that could connect to I-10 and I-49 "smart loops."



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[City planners eye I-49 South, its impact to historic neighborhoods](#)

<http://www.theadvertiser.com/story/news/2015/09/09/city-planners-eye-south-impact-downtown-historic-neighborhoods/71935836/>

"What we are pushing for are the major routes that already exist," Fontenot said. "We are talking about La. 31 toward St. Martinville, La. 13 in Rapides Parish. U.S. 14. U.S. 190, U.S. 71, U.S. 17. These are roads that already carry a lot of commerce. These roads already connect our communities."

Roads closer to Lafayette's core are significantly utilized by a majority of the region's workforce, he added.

"Many of us in the region go to and from Lafayette and New Iberia to work," Fontenot said.

Many of these roads would need to be widened and re-aligned, he said, but the improvements would cost significantly less than building a new expressway.

In 2004, the expressway commission designed and proposed a toll road that could connect I-49 North, I-10 West in the Scott and Duson area and U.S. 90.

Two years ago, the state granted \$1 million to the commission to conduct required preliminary studies including an environmental impact study, the commission's chairwoman Elaine Abell said.

But funds to build the project just aren't there.



**THE ADVERTISER**  
One Acadiana continues to eye I-49 South

[\(http://www.theadvertiser.com/story/news/local/acadiana/2015/08/27/one-acadiana-continues-eye-south/71289408/\)](http://www.theadvertiser.com/story/news/local/acadiana/2015/08/27/one-acadiana-continues-eye-south/71289408/)

With I-49 South gaining momentum, the commission decided to hold off on further planning an expressway, Abell said.

"We backed off for a couple of years. The I-49 project is moving forward at a better pace now," she said. "It looks like they are going to get a lot more done if they get funding to connect a portion. So we now are picking up the pace."

Other local transportation and infrastructure advocates such as I-49 South Coalition Charmin David Mann said plans for an expressway may be too far into Acadiana's future.

But improving major arterial roads that connect to interstates 40 and 10 could help increase regional support for such a larger project, Fontenot said.

"Those roads need to be improved, because the state has really not invested in keeping those roadways up to par," he said. "There are enough corridors that are there. Every parish has a major route that would take you to I-49 or I-10."

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Highway workers continue road construction on U.S. Highway 90 in Broussard, LA, along the planned Interstate 49 corridor, Monday, Oct. 28, 2013. Paul Kieu, The Daily Advertiser (Photo: Paul Kieu, The Daily Advertiser)

**About the Lafayette Regional Expressway:**

The a toll road would connect Interstate 49 North, Interstate 10 West in the Scott and Duson area and U.S. 90.

The extensive interchanges would be at I-49 and I-10, U.S. 167 and Johnston Street and U.S. 90.

The estimated cost for this beltway, or loop, was \$760 million.

**Expressway Timeline:**

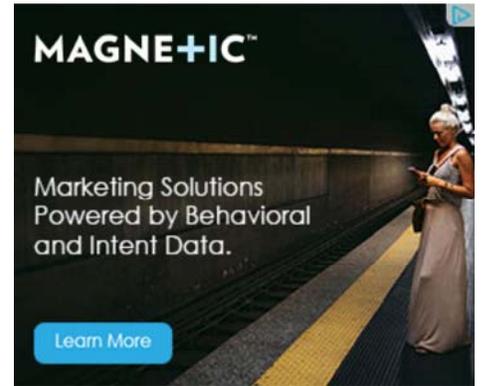
2003 - The Lafayette Metropolitan Expressway Commission was created by the Legislature to look at nontraditional funding sources to build a limited access roadway, or loop, around Lafayette.

2006 -The Transportation Mobility Fund was created by the legislature as a way to leverage state funding to build mega projects, like loops. No money into the mobility fund.

2007 - Senate Finance Committee voted against pulling \$429 million a year from the state's general fund to fund "mega-projects."

2013 - Lafayette Metropolitan Expressway Commission was awarded a \$1 million grant toward required preliminary studies including the project's environmental impact.

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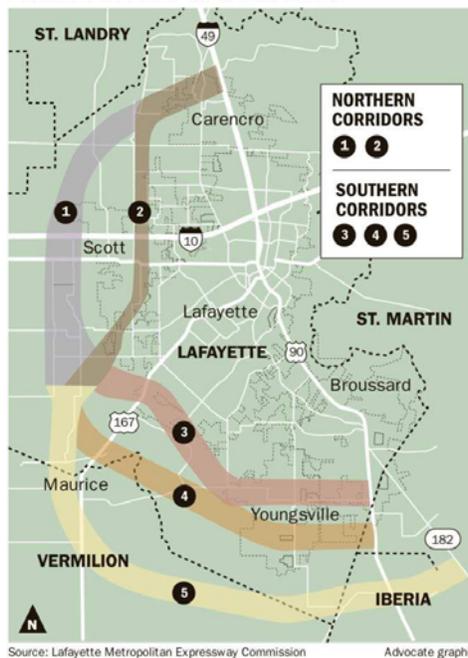
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# Public can weigh in on Lafayette toll loop during Feb. 28 meeting

BY CLAIRE TAYLOR | CTAYLOR@THEADVOCATE.COM FEB 14, 2019 - 2:24 PM

## LAFAYETTE LOOP ALTERNATIVES



Claire Taylor

The final public hearing on the first phase of planning a proposed Lafayette Parish toll loop that touches three neighboring parishes is scheduled for Feb. 28.

The loop, called the Lafayette Regional Xpressway, is not the same as the proposed I-49 Lafayette Connector.

The Lafayette Metropolitan Expressway Commission was created by the Louisiana Legislature in 2003 to consider nontraditional funding sources, including tolls, for building a limited-access highway within Lafayette Parish.

After years of study and public hearings, the commission agreed on a preferred route based on public and stakeholder feedback even though construction will be more expensive than other routes considered, according to the Tier 1 Environmental Impact Statement.

The outer southern alternative and the common northern alternative were selected for further development and planning, including the Tier 1 Final Impact Statement and Record of Decision and into the Tier 2 planning process.

The 21-mile long, 1-mile wide outer route extends into St. Martin, Iberia, Vermilion and Lafayette parishes. It would start in St. Martin Parish at West Old Spanish Trail/La. 182 near the intersection of La. 182 and Coteau Road/La. 88. It then extends west into Iberia Parish, then into Lafayette and Vermilion parishes for nearly 12 miles to cross the Vermilion River. It then extends to the northwest for more than 5 miles to West Lafayette Road/La. 92 near Maurice, then north into Lafayette Parish for 4 miles, connecting with the northern route at Duhon Road.

The selected northern route, which is entirely in Lafayette Parish, is 15 miles long and about 1 mile wide. It begins at Duhon Road about 3 miles west of the La. 724/Johnston Street intersection, then goes north for about 5.6 miles to Interstate 10, west of Scott. From there the expressway extends north for 5.3 miles to Vatican and northeast for 4.2 miles, ending at Interstate 49 north, near the existing La. 725 interchange near Carencro.

The expressway is expected to connect U.S. 90 south of Lafayette, I-10 west of Lafayette and I-49 north of Lafayette, with entrances and exits proposed at U.S. 90, Johnston Street, I-10, I-49 and possibly other cross streets.

The ground-level loop will include two 12-foot lanes of traffic in each direction with the space to add two lanes if warranted in the future.

“We’re trying to pull a lot of traffic off main thoroughfares in Lafayette,” Elaine Abell, chairman of the expressway commission, said.

The expressway is expected to ease traffic in Lafayette, she said, and also should help residents in the New Orleans area and to the south of Lafayette evacuate ahead of hurricanes.

Since the highway will run largely through rural territory, it should spur economic development as well, Abell said. One exit, she said, is proposed at Louisiana Highway 88 near Acadiana Regional Airport in Iberia Parish, which should spark economic development there.

The expressway commission and Louisiana Department of Transportation and Development are hosting the public hearing from 5:30 p.m. to 7:30 p.m. Feb. 28 at South Regional Library, 6101 Johnston St., Lafayette.

Individuals may view exhibits about the plan and speak with the project team from 5:30 p.m. to 6 p.m. A presentation will be made from 6 p.m. to 6:15 p.m. followed by a break. From 6:45 p.m. to 7:30 p.m., attendees may provide comments in a moderated forum that will be recorded for the public record.

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**Acadiana Business Today: Public meeting on proposed Lafayette toll loop set for Feb. 28; Home sales had best year ever in Acadiana in 2018**

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# Commission members outline plan for proposed Lafayette Regional Expressway at open house

**By:**

- [Rob Macko, KLFY](#)

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Posted: Feb 28, 2019 10:29 PM CST

Updated: Feb 28, 2019 10:29 PM CST

LAFAYETTE, La. (KLFY) - More than a hundred people attended a public hearing tonight on the proposed Lafayette Regional Expressway.

The Lafayette Metropolitan Expressway Commission hosted the open house at the South Regional Library.

People could check out maps and documents about the proposed 36-mile toll road.

The four-lane highway would connect I-49 near Carencro to LA-88 near New Iberia with a loop around the west side of Acadiana.

Commissioners say it would reduce traffic congestion, encourage economic development, and provide another hurricane evacuation route.

"My interest is where the corridor's going to pass and how it's going to get funded," says Milton resident Robert Bixenman.

Ridge resident Leslie Leblanc says: "As a landowner, lifetime resident of this area, concerned of where things are going to go, what the future holds. Wanted more information."

The estimated cost for the project is \$1.2 billion.

The commission says the highway would be paid for with tolls, along with federal, state and private money.

# Lafayette Regional Expressway project gains momentum

**By:**

- [Rob Macko](#), KLFY

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Posted: Mar 05, 2019 10:56 PM CST

Updated: Mar 05, 2019 10:56 PM CST

LAFAYETTE, La. (KLFY) - The idea for a highway loop around Lafayette has been around since the 1950s. Six decades later, that vision appears to be stronger than ever.

A commission that's been around since the early 2000s has placed the project on the front burner.

The proposed Lafayette Regional Expressway or LRX is meant to relive some of the congestion that's so common on Acadiana roadways.

The LRS would be a 36 mile, four-lane toll road around the western side of Acadiana with controlled access exits.

Supporters say it would also spur economic development and provide another hurricane evacuation route.

"I think they had been talking about a loop for so long around Lafayette Parish and we had missed out," said Elaine Abell, chairman of the Lafayette Metropolitan Expressway Commission, which is spearheading the project.

The state legislature created the commission in 2003.

"I think we do it right we'll be an example for the rest of the state how to do a toll road. That's how firmly I believe in this," Abell said.

Former DOTD Secretary Dr. Kam Movassaghi is an advisor for the commission.

"It doesn't happen overnight, Movassaghi said. "It takes so many years to plan it and plan it right and to make sure that you can put it in place in the right way."

The northern leg of the Lafayette Regional Expressway would be about 15 miles going from I-10 in Scott/Duson to I-49 in Carencro.

The southern leg would go 21 miles from I-10 to LA 88 in Iberia Parish.

The expressway would provide easy access to the Acadiana Regional Airport and the Port of Iberia.

Commission members estimate tolls would be 13 cents per mile or \$4.68 to drive from one end to the other. Tolls for 18 wheelers would cost more.

“We want to make it something which would be appealing. People would want to go use it and pay the money,” Movassaghi said.

The estimated cost for the highway is \$1.2 billion. Tolls would fund about 20-percent.

“The toll road doesn't pay for the entire thing so you've got to be looking at public private partnerships, there may be some federal monies involved in it, state monies,” explained Bill Oliver, the DOTD District Administrator.

More than a hundred people attended a public hearing in Lafayette last week to learn more about the project.

“It's really needed. The infrastructure around Lafayette is really not good. It's not right,” said Robert Bixenman of Milton.

“I'm not opposed to saying Lafayette needs some kind of flow, traffic issues. I just don't know if this is the right idea,” said Leslie LeBlanc of Ridge.

The commission will be taking written comments until March 18.

The comments and documents will then be submitted to the federal government for review.

Commission members are hopeful the expressway can be built in the next five to ten years.