

LA 143 – US 165 Connector
and Ouachita River Bridge



**A 11-minute
slide presentation
will begin shortly.**

Please take a seat.



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

A 10-minute slide presentation will begin shortly.
Please take a seat.

WELCOME



**Open House Public Meeting
Environmental Impact Statement
March 12, 2013
5:00 P.M to 7:00 P.M.**

LA 143 – US 165 Connector and
Ouachita River Bridge
Ouachita Parish
State Project No. H.004782.2
Federal Aid Project No. H004782



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Welcome and thank you for attending the second Public Meeting for the LA 143 to US 165 Connector and Ouachita River Bridge project.

Please refer to the materials you were provided at the Sign-In Table.

The purpose of tonight's meeting is to provide an update on the alternatives developed and toll study, and to obtain your input for use in preparing an Environmental Impact Statement for this project.

LA 143 – US 165 Connector
and Ouachita River Bridge



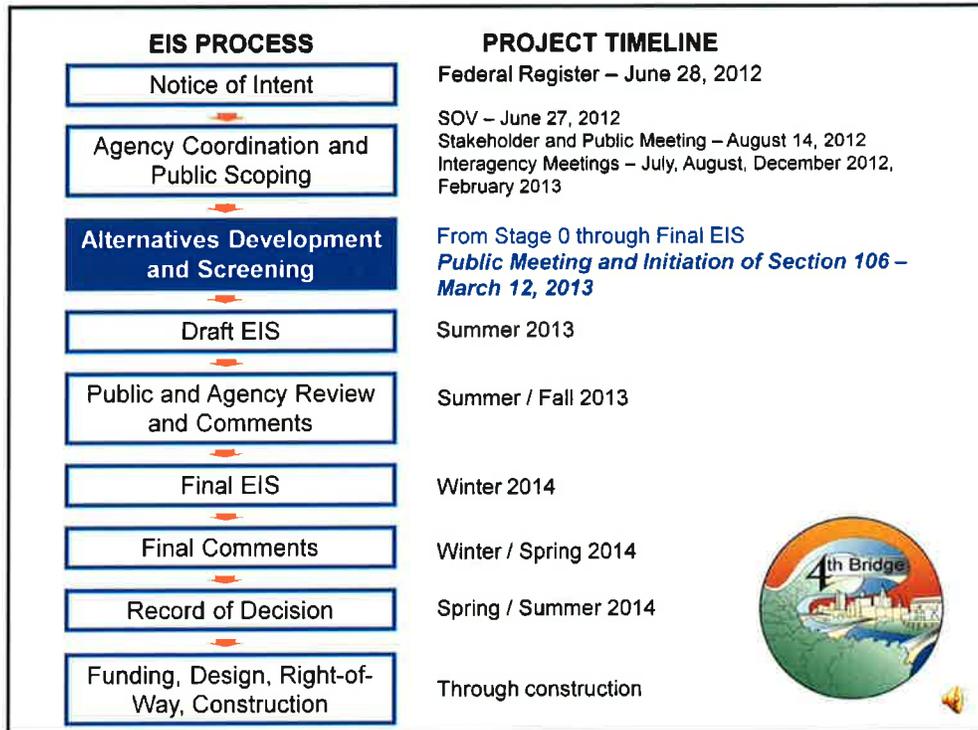
**WHERE ARE WE
IN THE PROCESS?**



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Where are we in the process?

The Project is being developed in conformance with the requirements of the National Environmental Policy Act (NEPA) and related laws, guidance developed by the Federal Highway Administration, and procedures and standards developed by the Louisiana Department of Transportation and Development.



The Environmental Impact Statement or EIS process began with notice in the Federal Register on June 28, 2012 and will continue through 2014 when the Record of Decision is expected from the Federal Highway Administration.

Currently, we are in the Alternatives Development and Screening phase.

LA 143 – US 165 Connector
and Ouachita River Bridge



AGENCY & PUBLIC COORDINATION



U.S. Department of
Transportation
Administration

Agency & Public Coordination



TRANSPORTATION & DEVELOPMENT

Agency & Public Coordination.

Agency & Public Coordination



- Solicitation of Views
- Interagency Meetings July, August 2012
February 2013
- EPA, USACE, USFWS, and LDWF December
2012
- Section 106 Initial Consultation
- Delta Southern and CenturyLink
- West Side and East Side Landowners
- Ouachita Expressway Authority



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Coordination efforts are ongoing and include meetings with agencies, organizations, and the public as listed here.

LA 143 – US 165 Connector
and Ouachita River Bridge

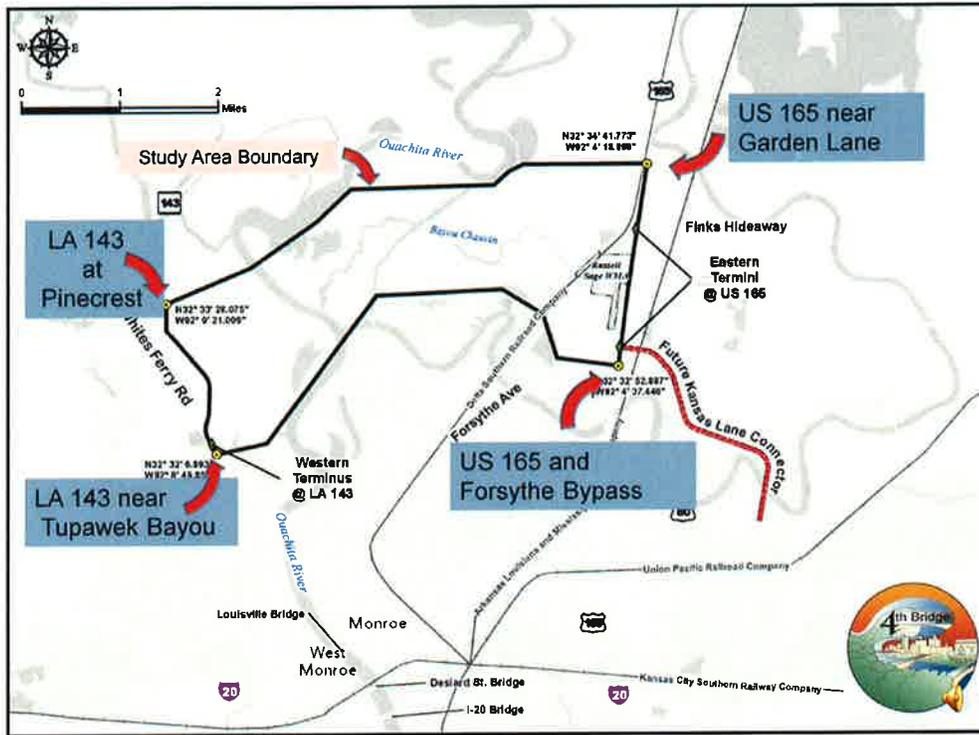


WHERE IS THE PROJECT?



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Where is the project?



The project study area is north of the city limits of West Monroe and Monroe and encompasses the area from LA 143 at Pinecrest Road south to LA 143 just north of Olympic Drive and northeast across Chauvin Bayou to US 165 at Forsythe Bypass north to US 165 near Garden Lane.

LA 143 – US 165 Connector
and Ouachita River Bridge



**WHAT IS
THE PURPOSE & NEED?**



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

What is the Purpose and Need of the project?

Purpose



1. **Maintain east-west mobility for local and long-distance travel**

– and –

2. **Create rural transportation system linkages across the Ouachita River north of the congested urbanized areas of Monroe and West Monroe**



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

The purpose is to maintain east-west mobility for local and long-distance travel, and to create rural transportation system linkages across the Ouachita River north of the congested urbanized areas of Monroe and West Monroe.

Need



1. Reduce traffic on the existing bridge crossings

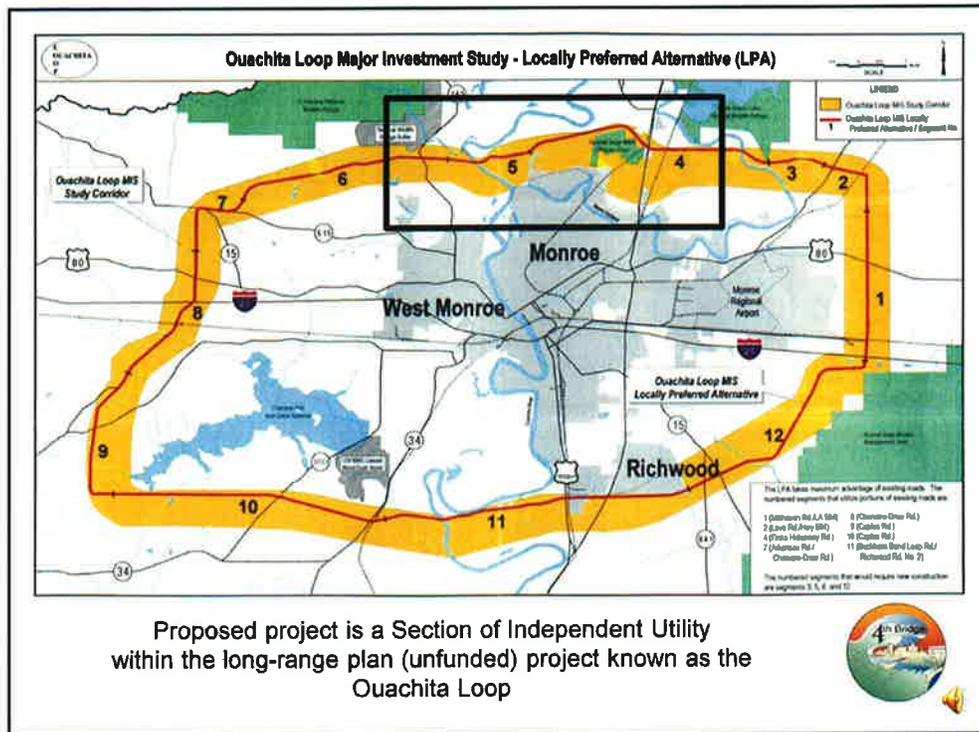
– and –

2. Provide a new crossing to connect areas outside congested urban areas



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

The Need is to reduce traffic on the existing bridge crossings, and provide a new crossing to connect east and west areas outside of the congested urban areas.



The proposed project is a Section of Independent Utility of the Ouachita Loop, which is currently an unfunded arterial connection project.

LA 143 – US 165 Connector
and Ouachita River Bridge



TRAFFIC AND TOLLING



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Traffic and Tolling

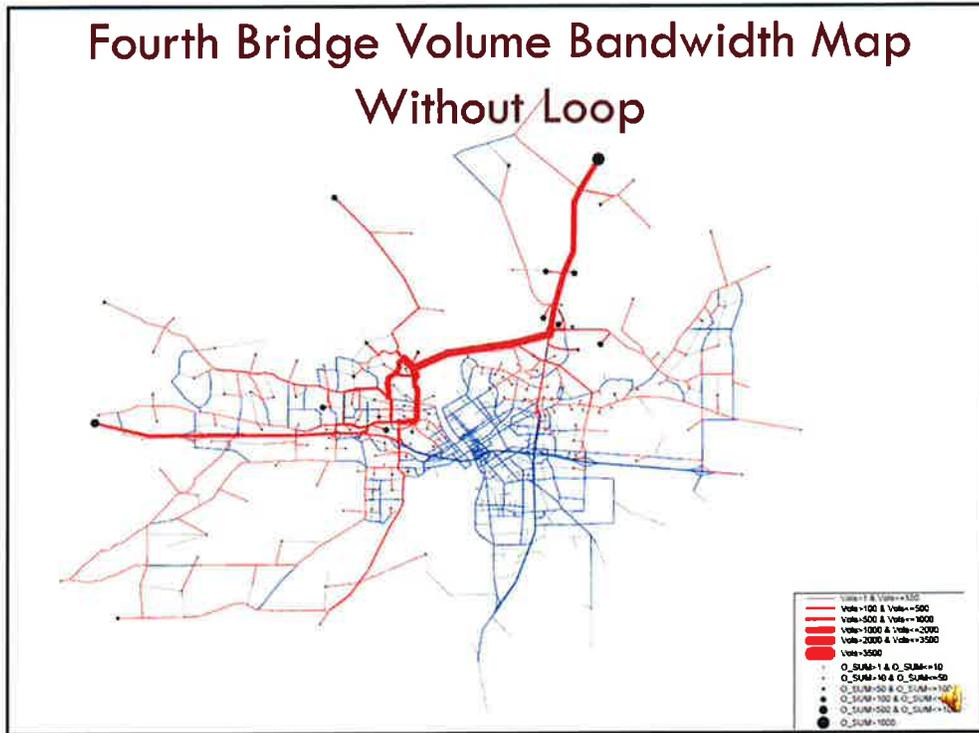
Traffic volumes were estimated under both with and without toll conditions and with and without the future Ouachita Loop project.

Rural East-West Connection



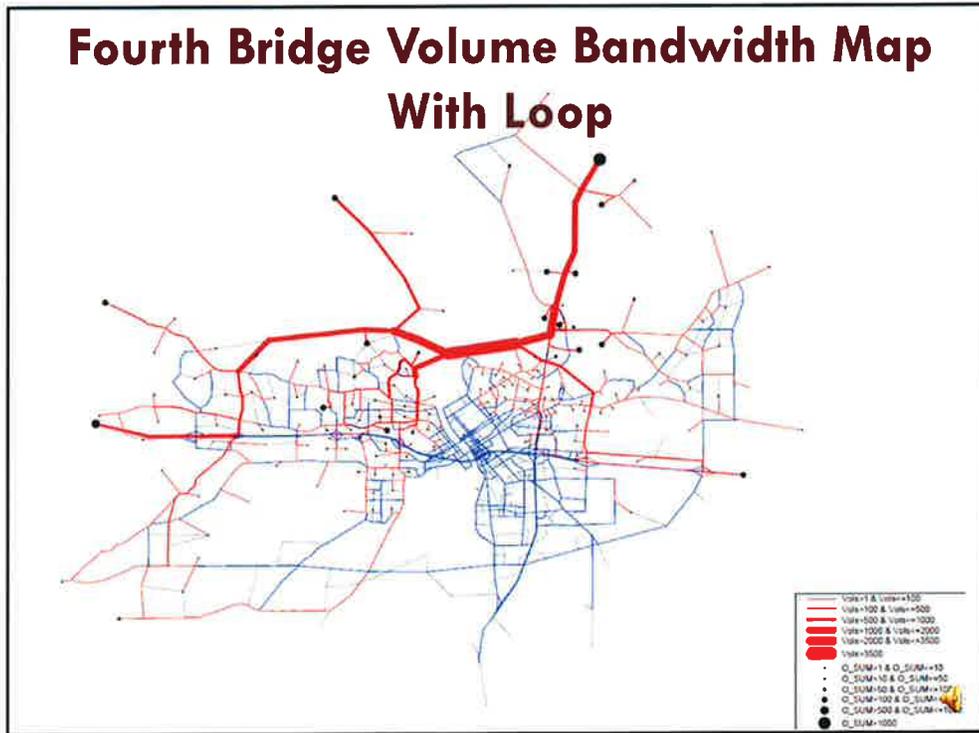
This map shows the rural area to/from rural area traffic using the Fourth Bridge in year 2035. Trips from rural to/from rural areas account for about half of the total traffic anticipated to use the Fourth Bridge.

Fourth Bridge Volume Bandwidth Map Without Loop



This map shows the roads that contribute to the Fourth Bridge under a future scenario without the Ouachita Loop. Wider red bands illustrate greater traffic contributions.

Fourth Bridge Volume Bandwidth Map With Loop



This is the same map but under a future scenario with the Ouachita Loop.

Summary



- ❑ Tolling will continue to be evaluated as a funding source for the project.
- ❑ The proportion of construction costs that tolls will fund is dependent on construction costs, which are currently being developed.



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Tolling will continue to be evaluated as a funding source for the project.

The reasonability of tolling is dependent upon a detailed cost and funding evaluation that will not be fully evaluated in this study.

LA 143 – US 165 Connector
and Ouachita River Bridge



DESIGN CRITERIA



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Design Criteria.

Design Criteria



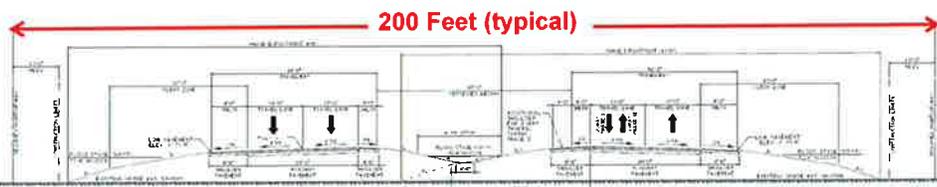
- UA-5 Classification
- Arterial Roadway
- Four Lanes
- Construction Phasing
- Horizontal and Vertical Clearances for Navigation



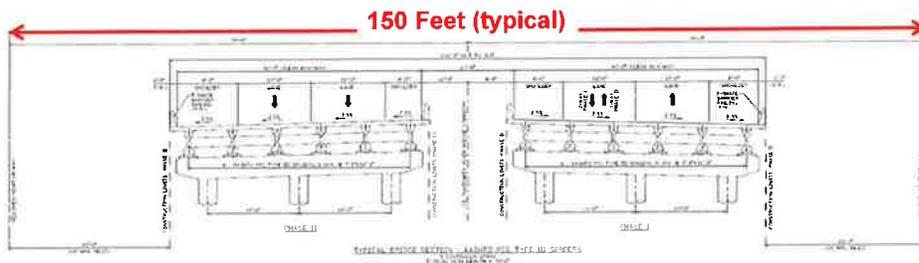
LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

The roadway classification for the proposed facility is an urban arterial with a design speed of 60 miles per hour. It will be designed with four lanes and potentially constructed in two phases with the first phase having only two lanes.

TYPICAL SECTIONS

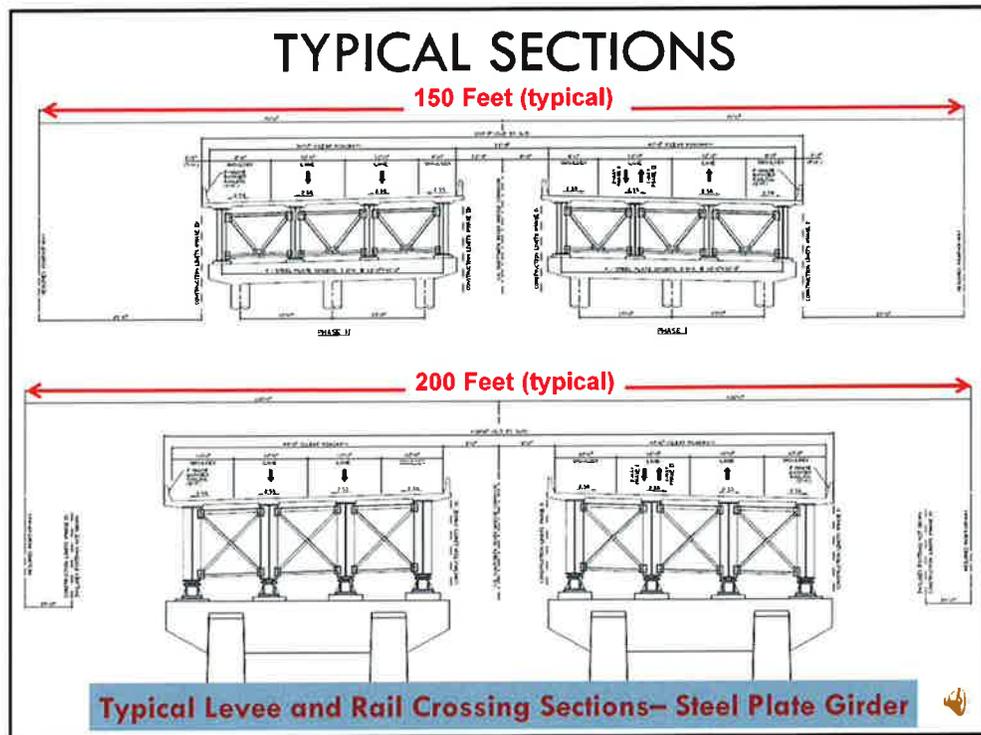


Typical Roadway Section At-Grade



Typical Bridged Roadway Section – Concrete Girder

This shows the typical roadway section on earthen fill and the elevated concrete girder sections for the complete four lane facility.



This shows the typical steel plate girder bridge sections for the levee and rail crossings. These, and the former typical sections, are on display in the adjacent room.

**LA 143 – US 165 Connector
and Ouachita River Bridge**



**CENTERLINE DEVELOPMENT
AND SCREENING**



**LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT**

Centerline Development and Screening.

Concepts Considered



- ❑ Stage 0 Concepts 1 and 2
- ❑ Still under review
 - Alignments north of Study Area
- ❑ Alignments in Addition to Stage 0 Concepts
- ❑ Concepts that do not meet purpose & need
 - Widening of I-20, Endom Bridge, and US 80 (Forsythe Bridge)
 - Alignments south of Study Area
- ❑ Extreme Costs and Impacts
 - Widening of I-20 and US 165



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

A number of concepts have been considered to date as shown here.

An alignment north of the Study Area was suggested in a recent interagency meeting. This concept is still under review. Input from this meeting and other coordination may lead to new concepts for consideration as well.

Centerline Development

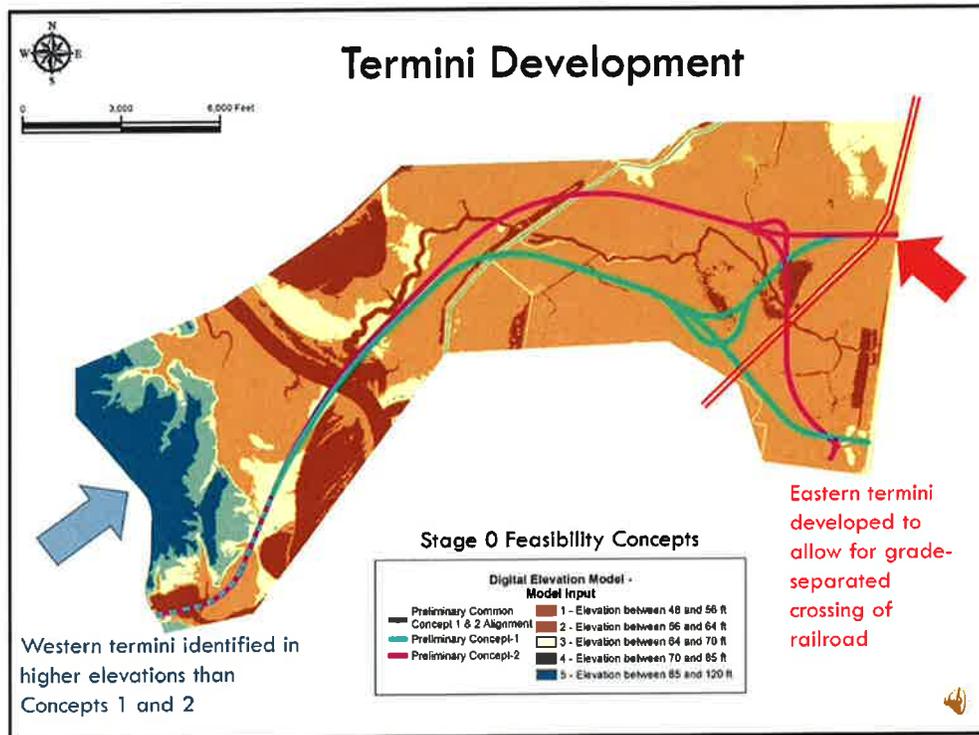


- ❑ Ouachita River and Levee Crossings
- ❑ Roadway Layout
- ❑ Property Maps
- ❑ Protected Resources
- ❑ Sensitive Land Use
- ❑ Fatal Flaws



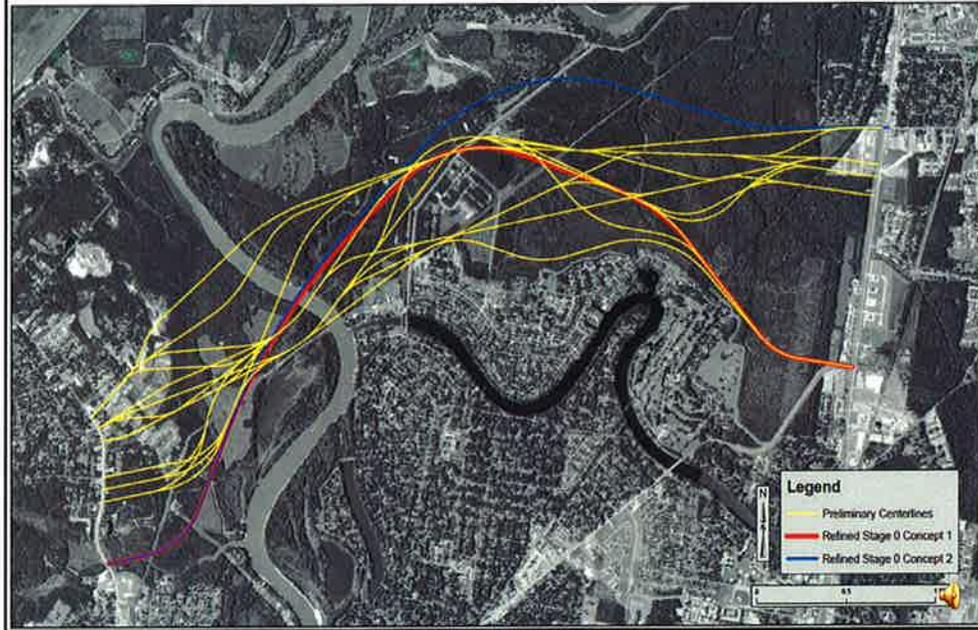
LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Centerline development methodology included geographic information system (GIS) layer development, field work, Ouachita River and levee crossing considerations; roadway layout; property ownership maps; protected resources; sensitive land use; and other fatal flaws.



Six new LA 143 termini were developed on the west with higher elevations and reduced apparent wetland impacts. Three US 165 termini options were considered on the east.

Preliminary Centerlines



Segment centerlines were joined together and used to create preliminary corridor centerlines.

Centerlines After Elimination of Stage 0 Concepts and Kansas Lane Terminus



Traffic modeling supported the elimination of the Kansas Lane terminus to the southeast. This shows centerlines after elimination of Stage 0 Concepts and the Kansas Lane Terminus.

Remaining Centerlines Refined



The results, based on the preliminary criteria evaluated, is a series of refined centerlines.

Trade-Off Analysis



- ❑ **Wetlands Minimizing Corridors from Previous Screening Compared to:**
 - Structures (Potential Relocations)
 - Noise Receptors (Potential Impact from Traffic Noise)
 - Linear Distance (Proxy for Cost and Other Impacts)
- ❑ **Why?**
 - Regulatory requirement to minimize impacts to wetlands, but need to consider other community concerns
- ❑ **Review of next best set of corridors**
 - Based on preliminary screening criteria



These refined centerlines were evaluated to identify those with minimum wetlands impacts. Centerlines were then optimized by identifying centerlines that also reduced the number of structures impacted; the number of noise receptors impacted; , and linear distance of alignments.

Corridors Minimizing Wetlands



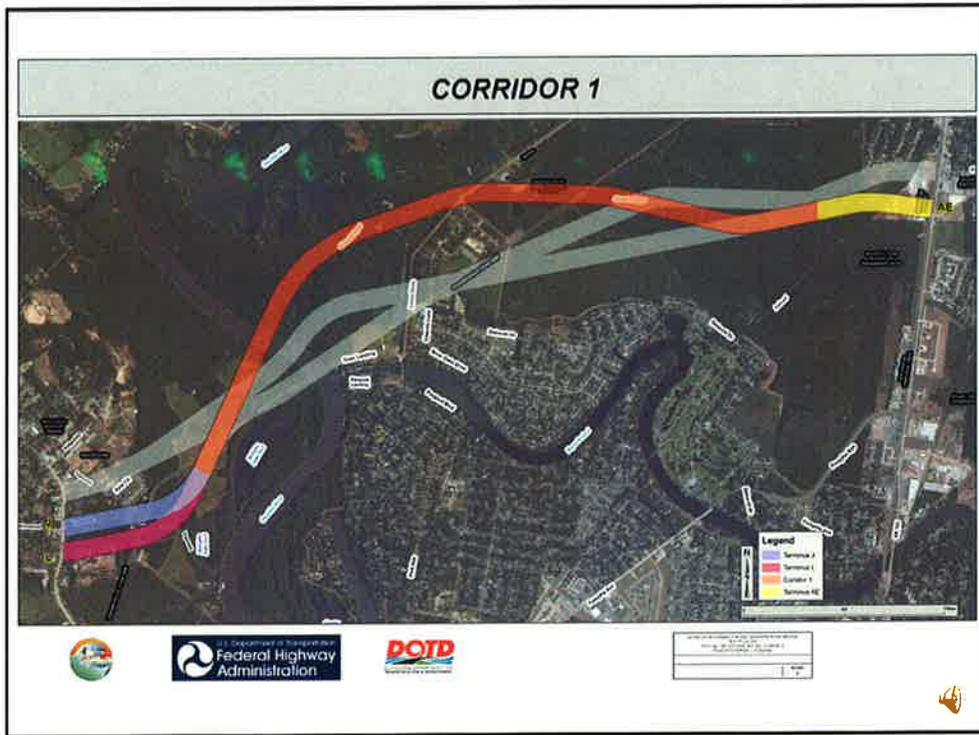
This additional screening resulted in a series of corridors that minimize wetlands.

COMPARISON OF PRELIMINARY EIS CORRIDORS BY SCREENING CRITERIA*

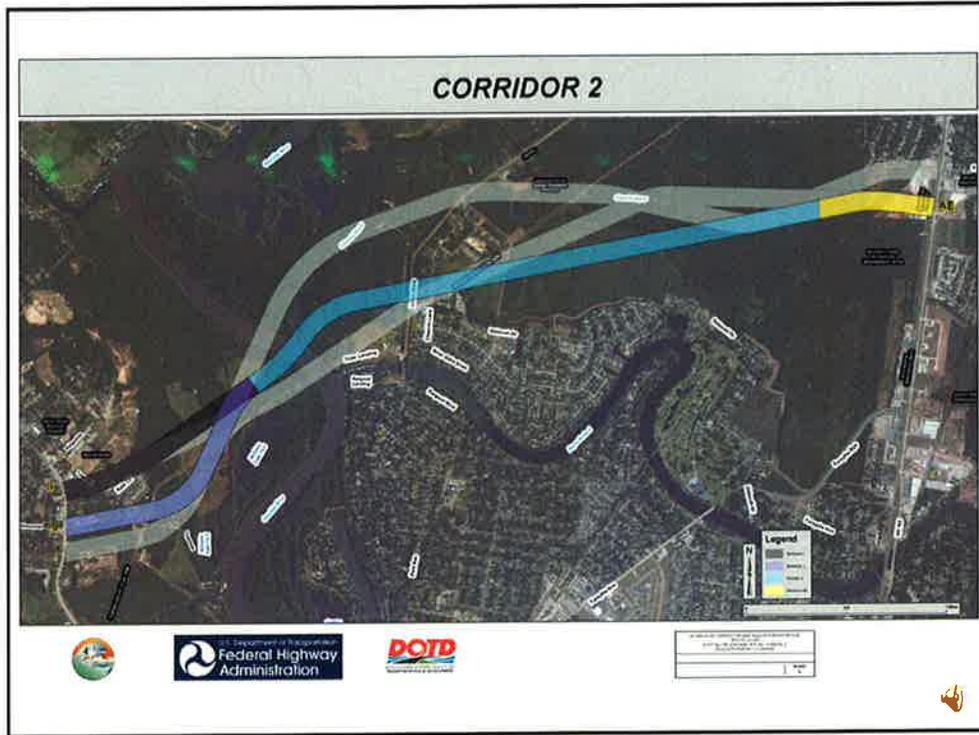
Corridor	West Terminus	Crossing	East Terminus	Length (feet)	Within 230-ft ROW		Within 1070-ft ROW
					Structures (number)	Wetlands (acres)	Noise Receptors (number)
1	J	North	AE	27,173	14	92	59
	L	North	AE	27,623	2	96	24
2	I	Center	AE	24,850	9	84	25
	J	Center	AE	25,645	15	84	70
3	I	South	AD	23,151	15	72	171
	I	South	AE	22,904	10	72	103
	J	South	AD	25,724	21	77	164
	I	South	AE	25,477	16	77	96
	L	South	AE	25,926	4	80	61

* Numbers shown are rough estimates calculated from preliminary data for screening purposes only. Detailed impact analyses will be performed following alternatives development and refinement.

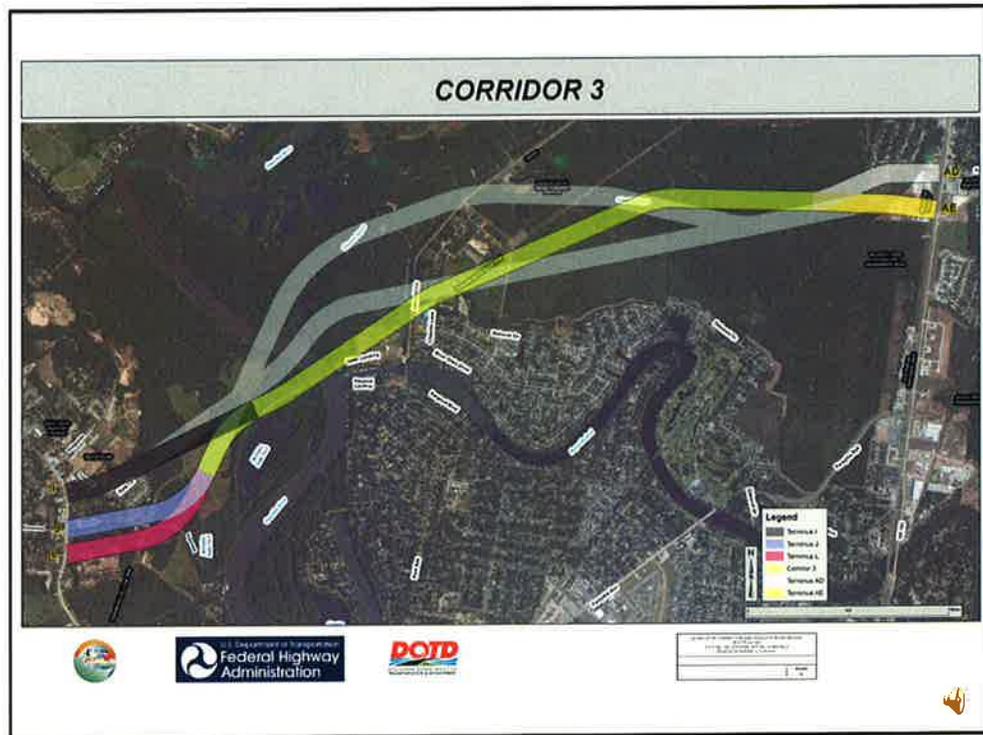
This matrix depicts a comparison of preliminary EIS corridors by preliminary screening criteria. This matrix and these series of slide just shown are on display in the adjacent room.



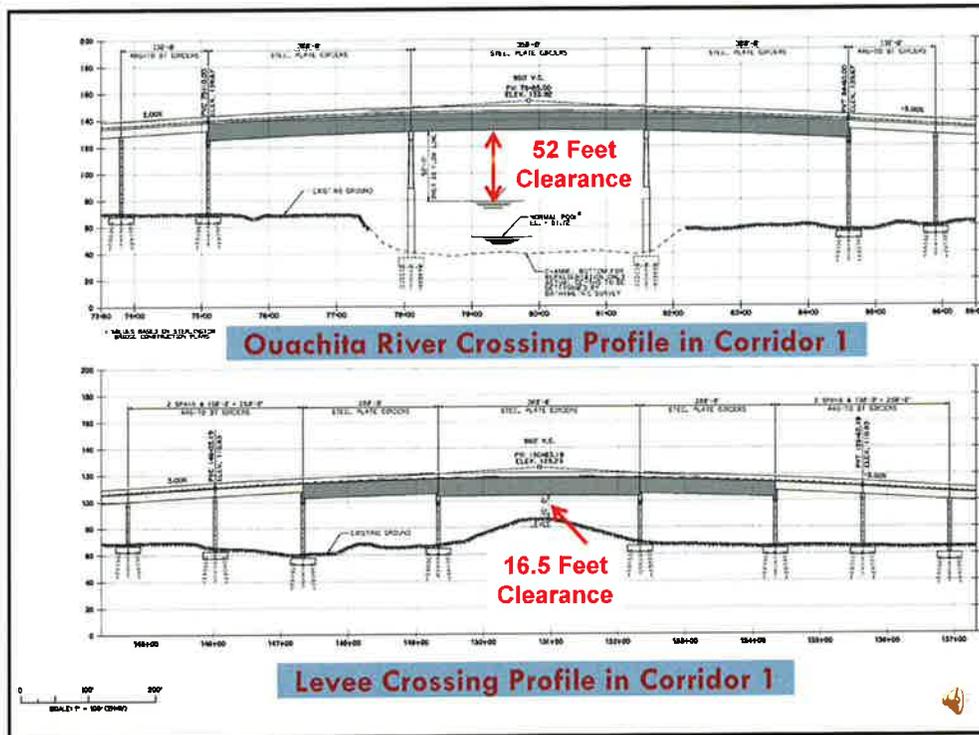
Preliminary Environmental Impact Statement or EIS Corridor 1.



Preliminary EIS Corridor 2.



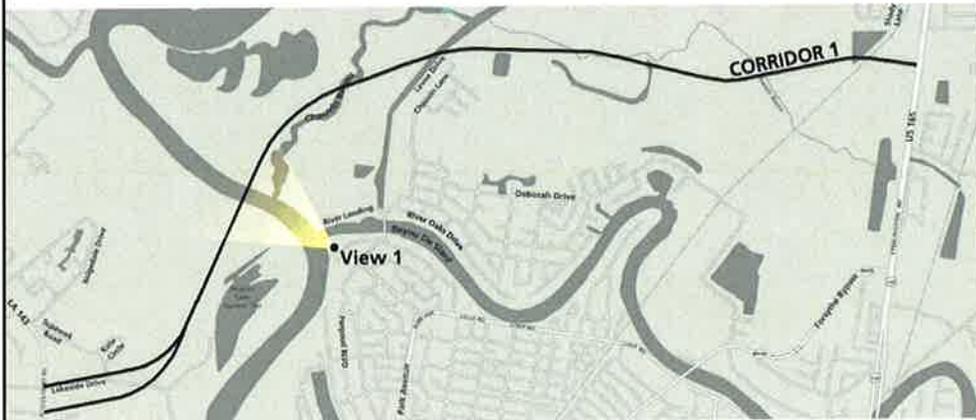
And Preliminary EIS Corridor 3.



The proposed Ouachita River bridge is anticipated to be similar to the Sterlington bridge to the north. The side views, or profiles, are shown here for the Ouachita River and the levee crossings in Corridor 1. These profiles are similar to Corridor 2 and 3.

KEY MAP:

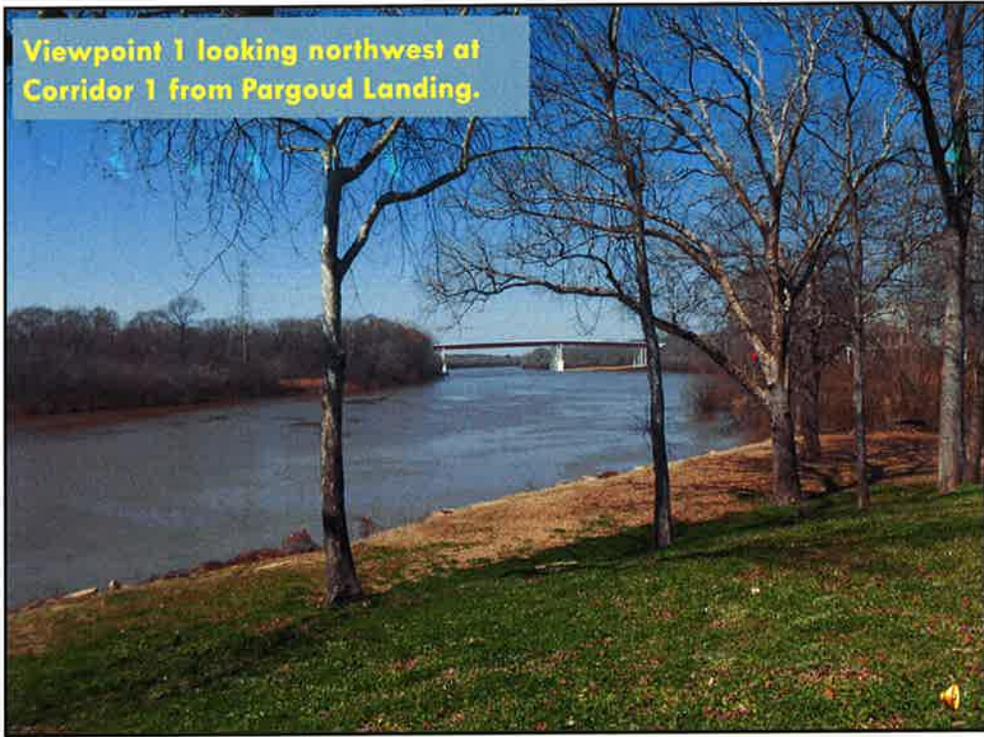
Viewpoint 1 looking northwest at Corridor 1 from Pargoud Landing.



36



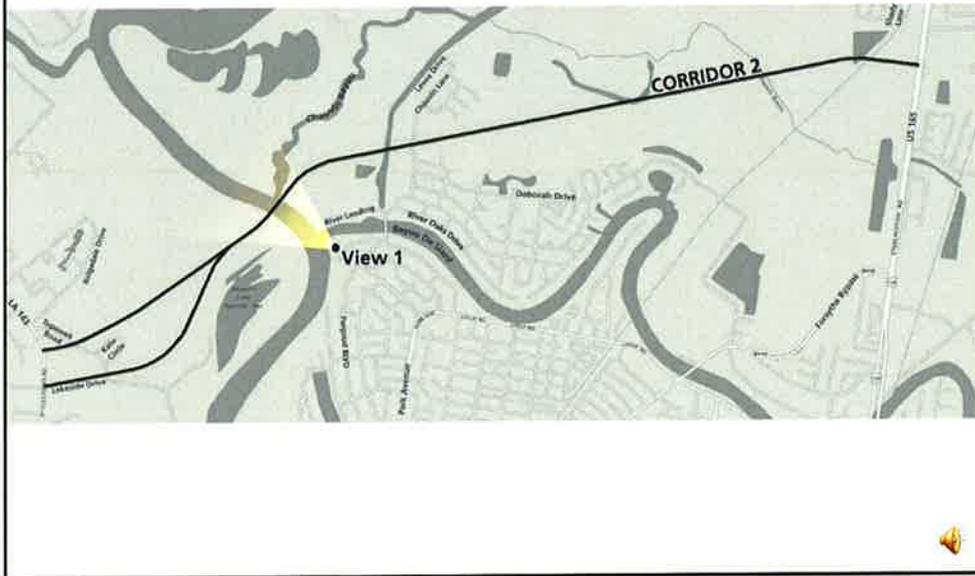
This key map locates Viewpoint 1 looking northwest at Corridor 1 from Pargoud Landing. The following is a graphic visualization of the river crossing at this location.



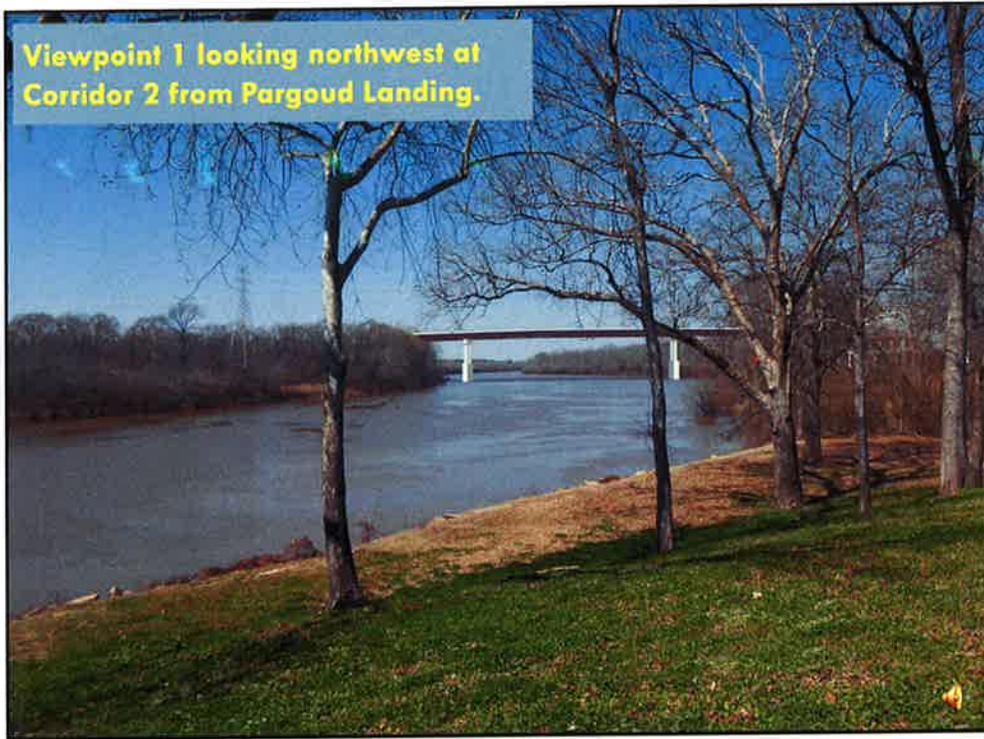
(Pause – visualization slide).

KEY MAP:

Viewpoint 1 looking northwest at Corridor 2 from Pargoud Landing.



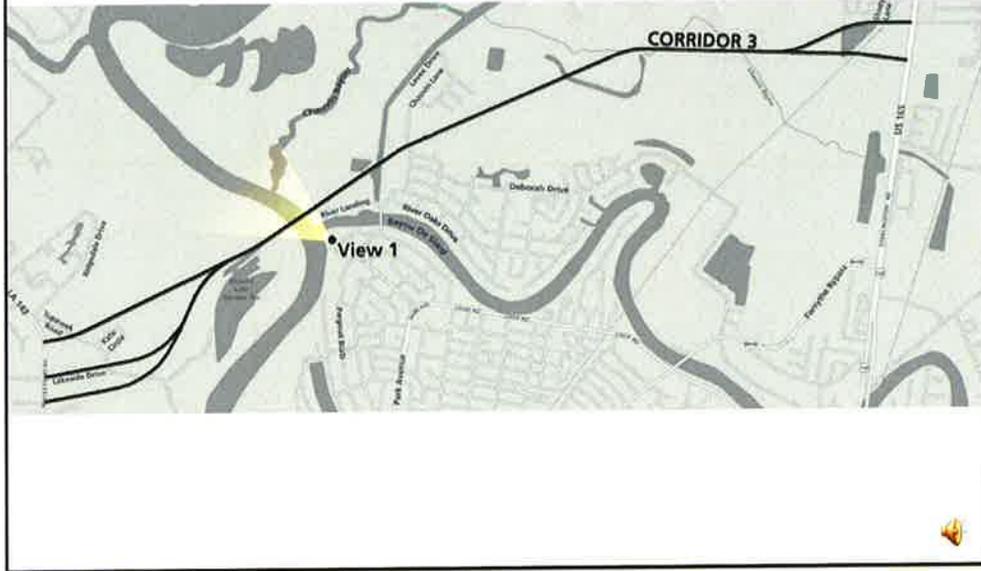
This key shows the same Viewpoint at Corridor 2.



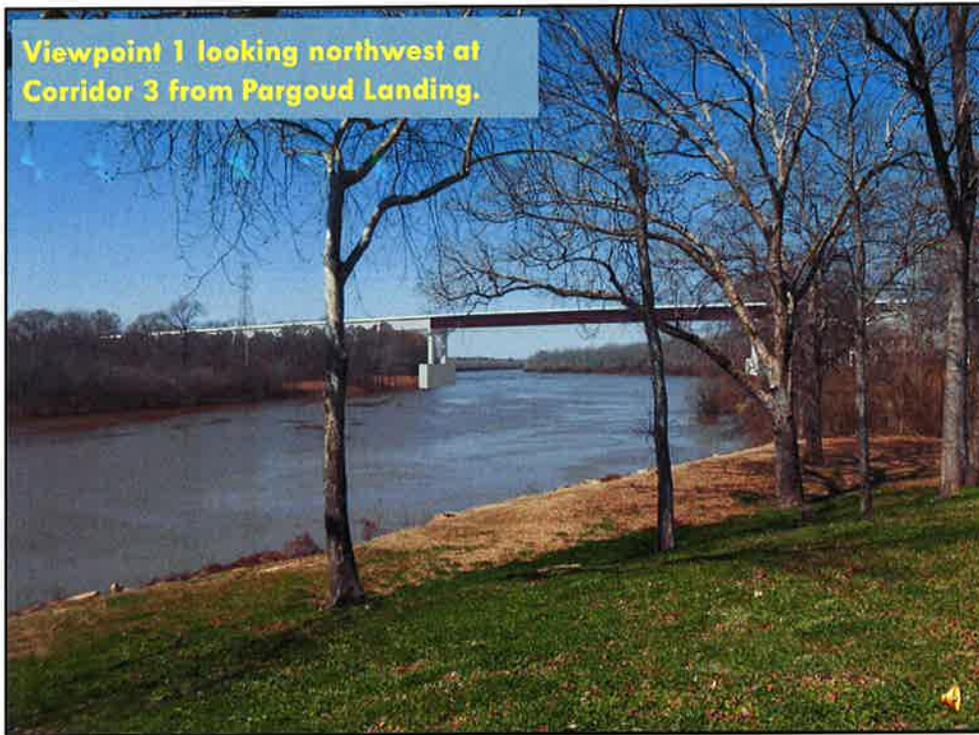
(Pause – visualization slide).

KEY MAP:

Viewpoint 1 looking northwest at Corridor 3 from Pargoud Landing.



An again from Viewpoint at Corridor 3.



(Pause – visualization slide).



(Pause – visualization slide).

KEY MAP:

Viewpoint 3 looking south at Corridor 2 along Chauvin Lane, north of the Monroe Athletic Club.



44



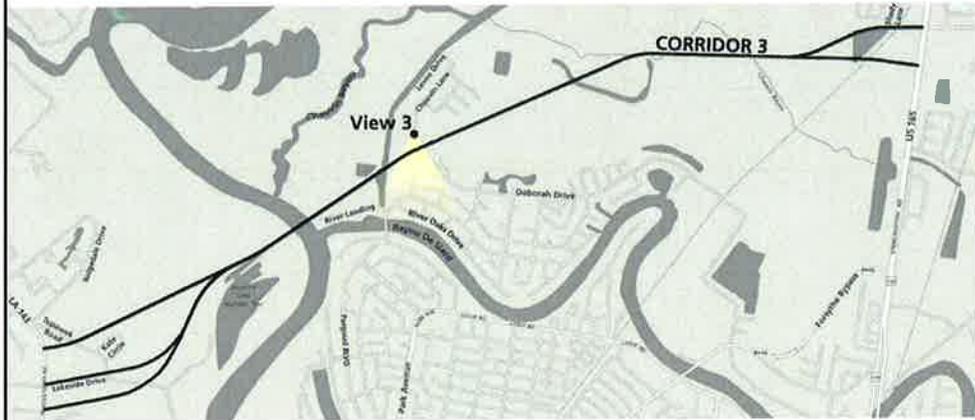
This key map locates Viewpoint 3 looking south at Corridor 2 along Chauvin Lane, north of the Monroe Athletic Club.



(Pause – visualization slide).

KEY MAP:

Viewpoint 3 looking south at Corridor 3 along Chauvin Lane, north of the Monroe Athletic Club.



46



This shows the same Viewpoint looking at Corridor 3.



(Pause – visualization slide).

LA 143 – US 165 Connector
and Ouachita River Bridge



SECTION 106 CONSULTATION



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Section 106 Consultation.

Section 106 Participation



Anyone interested in cultural and historic resource issues related to the project may participate in Section 106 of the National Historic Preservation Act.



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Anyone interested in cultural and historical resource issues related to the project may participate in Section 106 of the National Historic Preservation Act.

Section 106 Consultation



You may request participation as a *Consulting Party* by submitting a letter stating the basis for your request to ARCADIS on behalf of the LADOTD and FHWA.

All requests will be considered for approval by the FHWA.



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

You may request participation as a *Consulting Party* by submitting a letter stating the basis for your request to ARCADIS on behalf of the Louisiana Department of Transportation and the Federal Highway Administration.

All requests are reviewed and approved by the Federal Highway Administration.

Comments



There is a transcriber here tonight to record your verbal statement.

Or, you may write them on your comment form and place them at the Comment Station.

If you choose to mail the comment form, please be sure that it is postmarked no later than March 22, 2013.



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Your input is important. There is a transcriber here tonight to record your verbal comments or you may write them on your comment form and place them at the Comment Station. If you choose to mail the comment form, please be sure that it is postmarked no later than March 22. Please mail them to the address pre-printed on the Comment Form.

Thank You !



Please proceed to the adjacent room to view display boards, speak with team members, ask questions, and provide comments.



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Thank you for viewing this presentation. Please proceed now to the adjacent room, where you may view display boards, speak with team members, ask questions, and provide comments.

LA 143 – US 165 Connector and Ouachita River Bridge



Scott Hoffeld, ARCADIS
Project Manager

•225-572-7111

•scott.hoffeld@arcadis-us.com

Lynn Maloney-Mújica, ARCADIS
Associate Project Manager

•225-802-2086

•lynn.maloney@arcadis-us.com

Elizabeth Beam, ARCADIS
Senior Planner / Scientist

•225-292-1004

•elizabeth.beam@arcadis-us.com



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Contact Information.