

**LA 3234 Extension
from LA 1065 to Hammond Airport
STATE PROJECT & FEDERAL AID PROJECT NO. H.008915.2
Tangipahoa Parish, LA**

**PUBLIC MEETING
MARCH 12, 2019**

**Southeastern Louisiana University Alumni Center
4:30 - 7:30 PM**



Lead Federal Agency 

OPEN HOUSE MEETING FORMAT

- This PowerPoint presentation will play on a constant “loop” during the meeting. Feel free to watch it at any time during your visit.
- Project staff are stationed at the exhibits in the meeting room. Feel free to ask them questions as you look at the exhibits.
- Court Reporter is available to take your verbal comments. Please make sure to state your name and address for the record.
- You may also make a written comment via the Comment Forms— one is included at the back of your handout.



PROJECT OVERVIEW

Project Purpose and Need

- The purpose of this project is to improve east-west connectivity and access in the Hammond, LA area.
- A LA 3234 Extension was conceptualized by LADOTD to support intermodal connectivity at Hammond Northshore Regional Airport. A Stage 0 Study examining the feasibility of that extension was previously completed in Dec. 2011 (*a copy is available tonight for in-house review*)
- The project would improve east-west connectivity through Hammond by extending LA 3234 (East University Avenue) from its current terminus at LA 1065 (North Cherry Street) to Hammond Northshore Regional Airport, thus providing a new direct link for truck and standard vehicular traffic to transit between the Airport area and Interstate 55.
- Improvement of the roadway would also enhance alternative transportation methods (pedestrian and bicycle) by including installation of a complete streets cross section.



PROJECT OVERVIEW

Project Purpose and Need

- The need for this project ties in to the growth of the area around the airport as an industrial center. Available undeveloped acreage with the proper zoning, proximity to both a north-south and an east-west interstate highway, as well as the presence of an airport and a rail spur, make the project area attractive to such development. Numerous new industrial, warehousing, and distribution facilities have been locating in the vicinity of the airport on three sides (west, south and east) in recent years.
- Trucks from these facilities (as well as regular vehicular traffic) best access I-55 via US Highway 190. Just west of the airport, the two-lane facility splits to form a one-way couplet, with west bound US 190 traffic proceeding along Thomas Street, and east bound US 190 traffic along Morris Street. Both of these streets pass through the heart of Hammond's downtown before rejoining as a two-way route just east of US 51.



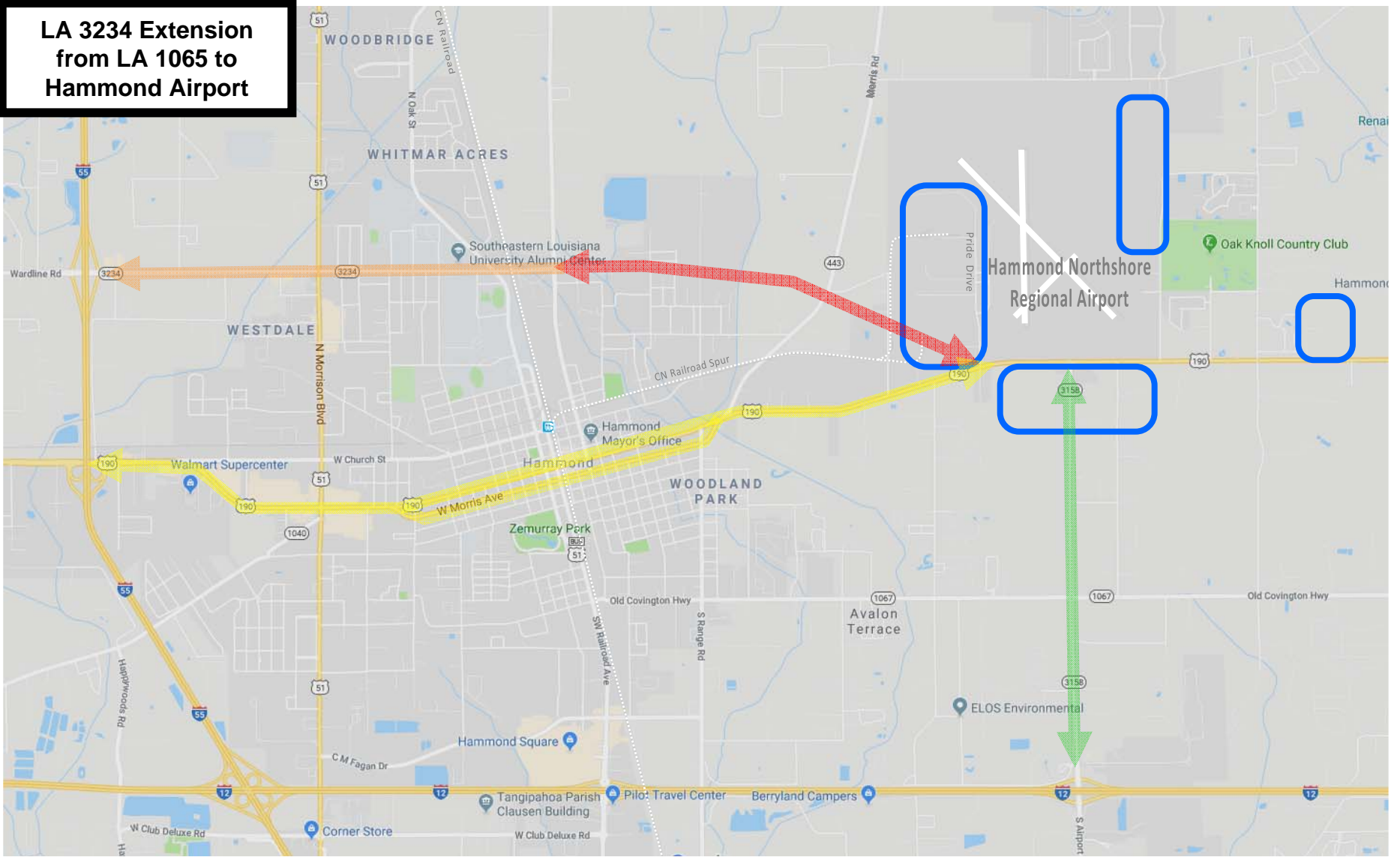
PROJECT OVERVIEW

Project Purpose and Need

- The City of Hammond is planning for this area around the Airport to continue to be developed as such, meaning the amount of truck traffic through the narrow streets of downtown Hammond would increase.
- The extension of LA 3234 down to US 190 (west of the Airport) would provide a more direct route to I-55 for truck traffic with origins/destinations at the airport industrial area, as well as vehicular through traffic.



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Hammond Airport**



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

- This project is following the process of the *National Environmental Policy Act*, or *NEPA*.
- NEPA is a process that determines how we make decisions.
- The process must be followed for any project that has Federal funding, or involves Federal agencies.
- Under it, we have to look at environmental impacts (*we have already started this process, looking at everything from wetlands to relocations to noise impacts*)
- We must obtain public and other agency input (*we have already solicited Agency input, and are beginning to gather public input with tonight's meeting*)
- We must document our decision making process, usually in a report form.
- The particular type of report that we are currently undertaking is an *Environmental Assessment*.



ENVIRONMENTAL ASSESSMENT

Q: What is an Environmental Assessment?

A: Study in which several tasks are performed:



ENVIRONMENTAL ASSESSMENT

- Define/Describe purpose and need for project
- Describe the area to be affected (study area)
- Develop feasible alternative measures to be taken to address purpose and need (at least two: one is always the No-Build Alternative)
- Build alternatives are evaluated, and those that do not adequately address the purpose and need or which are not feasible are eliminated from further consideration
- Describe and compare the impacts to the study area resulting from the alternatives: the Build Alternatives and the No Build Alternative
- Select a Preferred Alternative, and summarize its impacts
- Document all work, including Public Participation



ENVIRONMENTAL ASSESSMENT

LA 3234 Extension:

- Alternatives Analysis – Refine the three (3) “Build” Alternatives from the Stage 0 Feasibility Study. Refinements were based on new (*both additional and more recent*) traffic analysis as well as a more thorough conceptual engineering process. Cost estimates for each alternative are also being developed.
- Impact Analysis - Examine what may be impacted if we were to build each alternative, as well as if we were to do nothing under the no-build alternative (examine impacts to both natural environment and human environment).
- Public Participation – Hold public meeting and public hearing to obtain public’s input on project, and to share our findings.



ENVIRONMENTAL ASSESSMENT

LA 3234 EA:

- **Mitigation Measures – Examine ways to mitigate any negative impacts from construction of alternatives (noise walls, wetlands mitigation, etc.)**
- **Report Preparation - Document all work, including Public Participation.**
- **Environmental Clearance – If impacts are not significant, obtain a Finding of No Significant Impact (FONSI), which enables the project to move on to design and construction.**

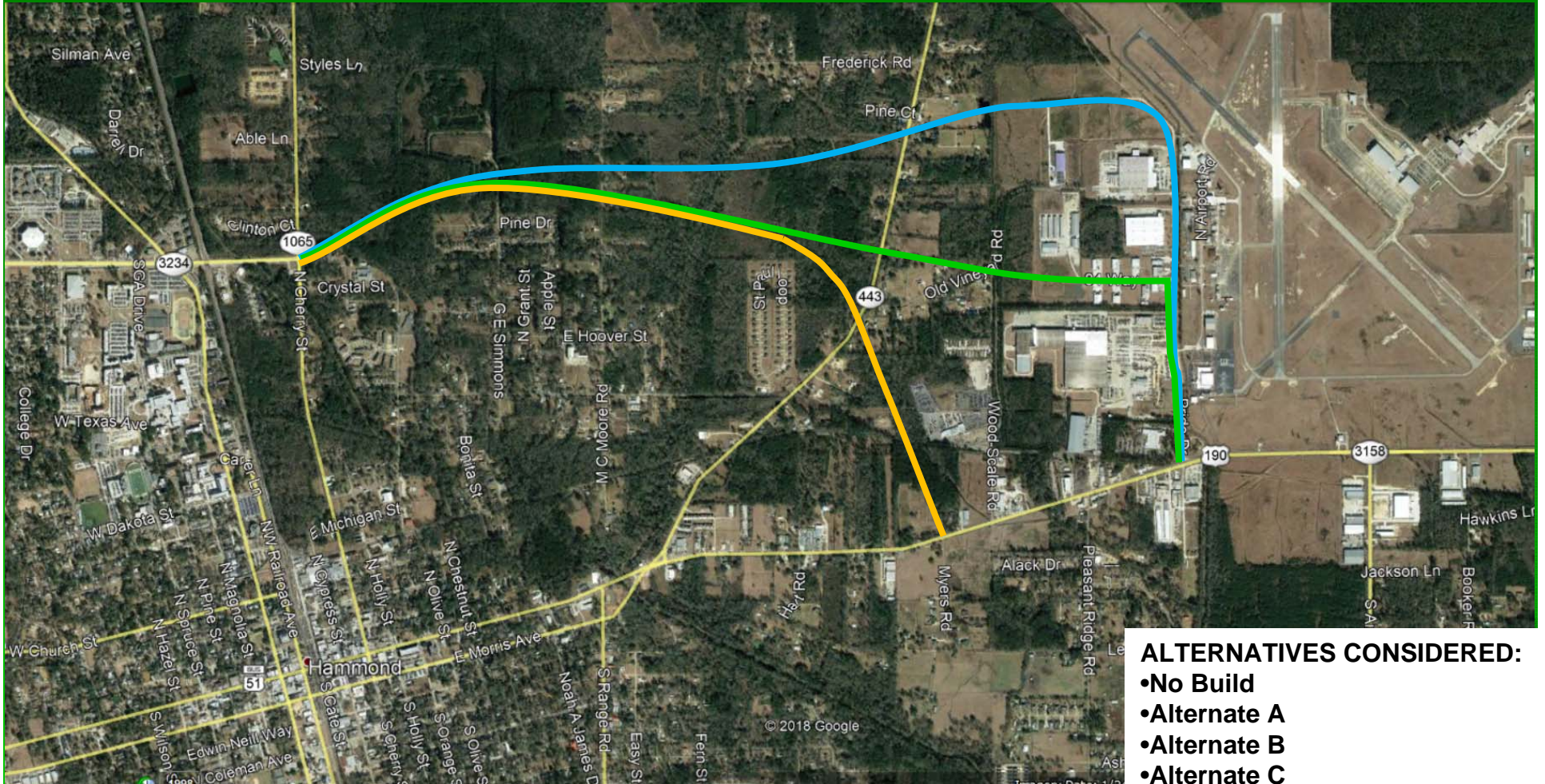


ALTERNATIVE REFINEMENT

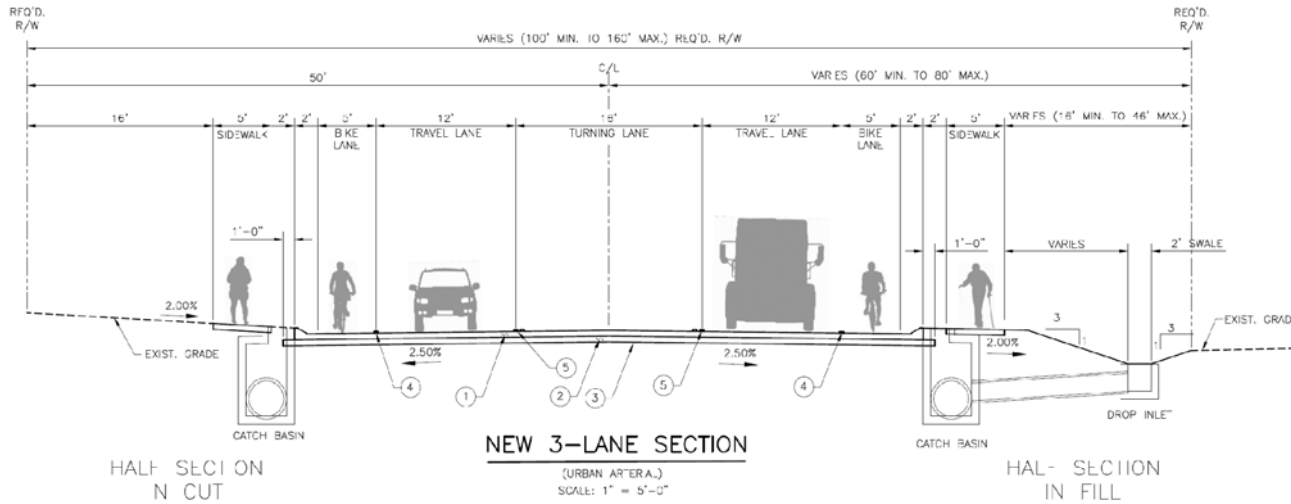
- The three alternatives in the Stage 0 Study all began at the intersection of LA 3234 and LA 1065, and all ended at US 190. The three alternatives were also all envisioned as 4 lane divided highways, with roundabout intersections.
- After further traffic analysis and review, it was determined that a 3-lane section would suffice for Alternates A & B and a 2-lane section would suffice for Alternate C.
- It was also decided to keep all intersections as either an existing signalized intersection (US 190 at Pride Drive) or a stop condition (Pride Drive at Lear Drive and all newly created roadway intersections)



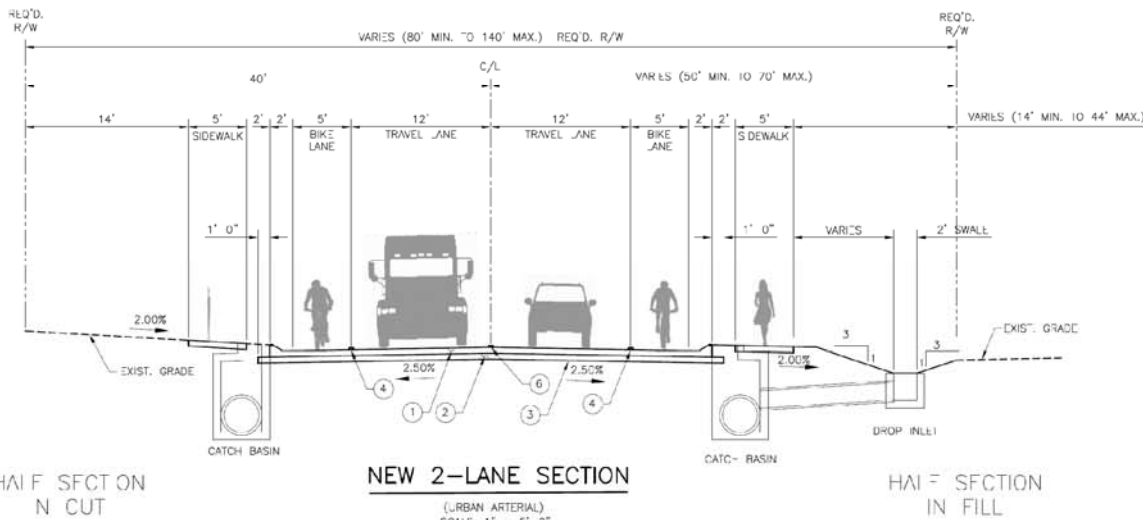
BUILD ALTERNATIVES



BUILD ALTERNATIVE ROADWAY TYPICAL SECTIONS



LA 1065 (N CHERRY ST.) TO LA443 (MORRIS RD.) - ALTERNATE A&B
LA 443 (MORRIS RD.) TO EXISTING PRICE DR. - ALTERNATE A
LA 443 (MORRIS RD.) TO EXISTING LEAR DR. - ALTERNATE B



LA 1065 (N CHERRY ST.) TO LA443 (MORRIS RD.) - ALTERNATE C
LA 443 (MORRIS RD.) TO US190 - ALTERNATE C

LEGEND

- ① 8" CONCRETE
- ② 8" CLASS II BASE COURSE
- ③ EXISTING
- ④ 4" SOLID LINE
- ⑤ 4" SOLID & 4" BROKEN LINE
- ⑥ 4" BROKEN LINE

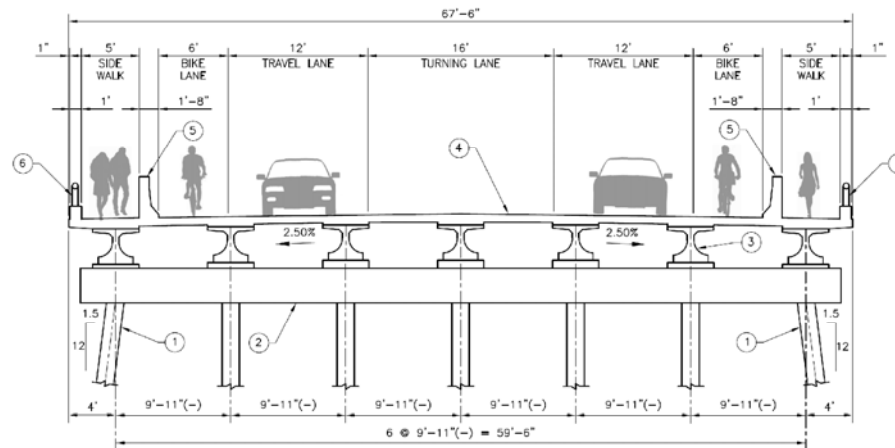
DATE	5-04-2010
DRAWN BY	ANCIPIAHOA
CHECKED BY	HIDB915
SCALE	1" = 5'-0"
PROJECT NO.	11000915.2



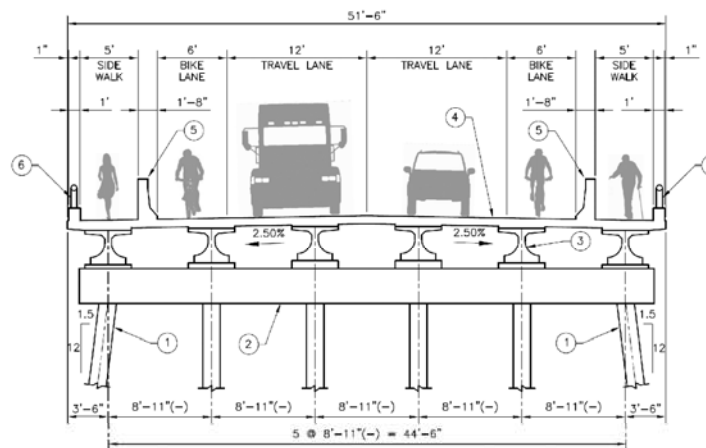
TYPICAL SECTIONS
LA 1065 - EXT. (LA 1065 - A REPORT)



BUILD ALTERNATIVE BRIDGE TYPICAL SECTIONS



NEW 3-LANE SECTION
LA3234 BRIDGE SECTION (OVER E. PONCHATOULA CREEK)
 SCALE: 1" = 5'-0"
 ALTERNATE A & B



NEW 2-LANE SECTION
LA3234 BRIDGE SECTION (OVER E. PONCHATOULA CREEK)
 SCALE: 1" = 5'-0"
 ALTERNATE C

LEGEND

- ① 18" PPC PILES
- ② CAST-IN-PLACE PILECAP
- ③ LG-36 PRECAST PRESTRESSED CONCRETE GIRDERS
- ④ CAST-IN-PLACE CONCRETE SLAB (8 1/2" THICK)
- ⑤ 42" TYPE F BARRIER RAIL
- ⑥ 1' CONCRETE BARRIER RAIL WITH PEDESTRIAN GUARD RAIL (42")

SHEET NUMBER		TANGIPAHOA	
PROJECT NUMBER		H008915	
DESIGNED	YES	CHECKED	YES
DRAWN	YES	APPROVED	TMC
DATE		2 OF 2	
PROJECT OR DRAWING NUMBER		H.008915.2	
SCALE		AS SHOWN	
DATE		12/12/11	
PROJECT OR DRAWING NUMBER		LA3234 EXT. (LA1055-AIRPORT)	
PROJECT OR DRAWING NUMBER		TYPICAL SECTIONS	
PROJECT OR DRAWING NUMBER		DOTD	
PROJECT OR DRAWING NUMBER		BY ASSOCIATES, INC.	

STEPS IN THE ACQUISITION PROCESS

DOTD's objective is to pay **Just Compensation** for all properties required for the project.

- Owners may be contacted by an appraiser(s) to evaluate their property.
- All evaluations will be approved by DOTD.
- After approval a Real Estate agent will contact each property owner with a letter detailing DOTD's offer for the purchase of the property.
- Owners will be given a set timeframe to accept or counter DOTD's offer.



RELOCATION ASSISTANCE

Relocation Advisory Services shall include 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
- Relocation Assistance payments are separate and in addition to property payments



RIGHT OF WAY ACQUISITION & RELOCATION INFORMATION

- A Real Estate representative is here at the meeting to explain DOTD's right of way acquisition and relocation procedures.
- The DOTD Brochure explaining the Acquisition of Right of Way and Relocation Assistance Program is available at the welcome table.
- If you have property which may be affected by this project, we suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent when he or she meets with you or contact the LADOTD Region Real Estate Office.



COMMENTS

- The LA 3234 EA Project Team would appreciate your comments on this project.
- A court reporter is available tonight to take your verbal comments. Please make sure to state your name and address for the record.
- You may also make a written comment for the record via the Comment Forms – one is included at the back of your handout.
 - Please write your comments on the comment form (back of handout) and give to a member of the Project Team.
 - You can also fold, tape, stamp and mail to the address on the back of the form, or fax the form to (504) 885-0595.
 - To ensure that your comments become part of the official meeting record, they should be post marked within ten calendar days following this meeting (by 3/22/19)
- **THANKS FOR YOUR INPUT!**



**THANK YOU
FOR ATTENDING!**

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