

**WIDENING OF NORTH UNIVERSITY AVENUE (LA 182)
I-10 TO WEST PONT DES MOUTON ROAD
LAFAYETTE, LOUISIANA**



Lafayette Consolidated Government (LCG) Contract No. 500-10-034

State Project No. H.009335

Federal Aid Project No. H.009335



7/25/2013

Final Environmental Assessment
With Finding of No Significant Impact



Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
Phone: 225-242-4502

Bobby Jindal, Governor
Sherril H. LeBas, P.E., Secretary

July 30, 2013

State Project No. H.009335.2
F.A.P. No. H.009335
Widening of North University Avenue
Route: LA 182
Lafayette Parish, Louisiana

Mr. Wes Bolinger
Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, LA 70808

REVIEWED AND RECOMMENDED FOR
APPROVAL *[Signature]*
DATE 8/21/13

Attn: Lismary Gavillan, P.E.

SUBJECT: Request for FONSI

Dear Mr. Bolinger:

Transmitted for your review or approval are two copies the Environmental Assessment (EA) for the captioned project. Each document includes a CD containing pdf files of the technical reports supporting the Environmental Assessment as well as pdf files of both the Draft and Final Environmental Assessments. A public hearing was held on February 28, 2013 and comments are addressed in the EA. DOTD certifies that due consideration has been given to the social, economic, environmental and other effects of the proposed project, and that all requirements set forth in Section 128 of Title 23 of the United States Code have been met.

We request that this project be processed as a Finding of No Significant Impact (FONSI). The attached sheet has been provided for your stamp and signature. If you have any questions, please call Mr. Ezekiel Onyegbunam at (225) 242-4516.

CAPPROVED
[Signature]

CAUL M. HIGHSWORTH
PROJECT DELIVERY TEAM LEADER
FEDERAL HIGHWAY ADMINISTRATION

DATE 8-23-13

NA/EO

Enclosure

Cc: Mr. Chad Winchester, P.E. (Attn: Ms. Debbie Guest, P.E.) w/Document

Sincerely,

[Signature]
Ms. Noel Ardoin, P.E.
Environmental Engineer Administrator

RECEIVED
AUG 02 2013

BY:

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

STATE PROJECT NO. H.009335.2
F.A.P. NO H.009335
WIDENING OF NORTH UNIVERSITY AVENUE
LA 182
LAFAYETTE PARISH, LOUISIANA

The FHWA has determined that this project will not have any significant impact on the environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

REVIEWED AND RECOMMENDED FOR
APPROVAL [Signature]
DATE 8/21/13

APPROVED
[Signature]
CARL M. HIGHSMITH
PROJECT DELIVERY TEAM LEADER
FEDERAL HIGHWAY ADMINISTRATION
DATE 8-23-13

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**CD ATTCHMENT CONTAINS PDF FILES FOR THE FOLLOWING
PROJECT DOCUMENTS**

- Draft Environmental Assessment
- Final Environmental Assessment
- Air Quality Technical Report
- Noise Technical Report
- Wetlands Finding Report
- Phase 1 Environmental Site Assessment
- Traffic Report
- Supplemental Traffic Report

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S.0 Summary

S.1 Description of the Proposed Action

The Lafayette Consolidate Government (LCG), in cooperation with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA), proposes to provide for the widening of North University Avenue (LA 182) from Interstate I-10 to West Pont des Mouton Road in Lafayette, Louisiana.

Through the limits of the proposed action as shown on Exhibit S-1, the roadway is improved to a four lane capacity urban arterial roadway. The proposed action provides for the realignment of LA 723 (Renaud Drive) and Stone Avenue at their intersections with North University Avenue so that they form a 4-leg intersection with North University Avenue. Similarly, Couret Drive and Marcon Drive are realigned so that they form a 4-leg intersection. Roundabout geometry intersections are provided at these locations, and at the intersection of North University Avenue and West Pont des Mouton Road. Access to the TA Travel Center (truck stop) is improved with the construction of a new access road to LA 723.

For planning purposes within the context of the Environmental Document, the Logical Terminus is extended beyond the limits of the Proposed Action as shown on Exhibit S-1. The Southern Logical Terminus is the North University Avenue (LA 182) interchange with Interstate I-10. The northern Logical Terminus is the North University Avenue (LA 182) intersection with Gloria Switch Road.

This Environmental Assessment considers project related impacts and mitigation associated with the Proposed Action. The document also considers environmental features associated with extending the North University Avenue improvements to the Gloria Switch Road Logical Termini. The analysis of this segment is limited to screening features, which might present fatal flaw concerns, should the four lane improvements be extended to Gloria Switch Road at some future time.

S.2 Project Purpose

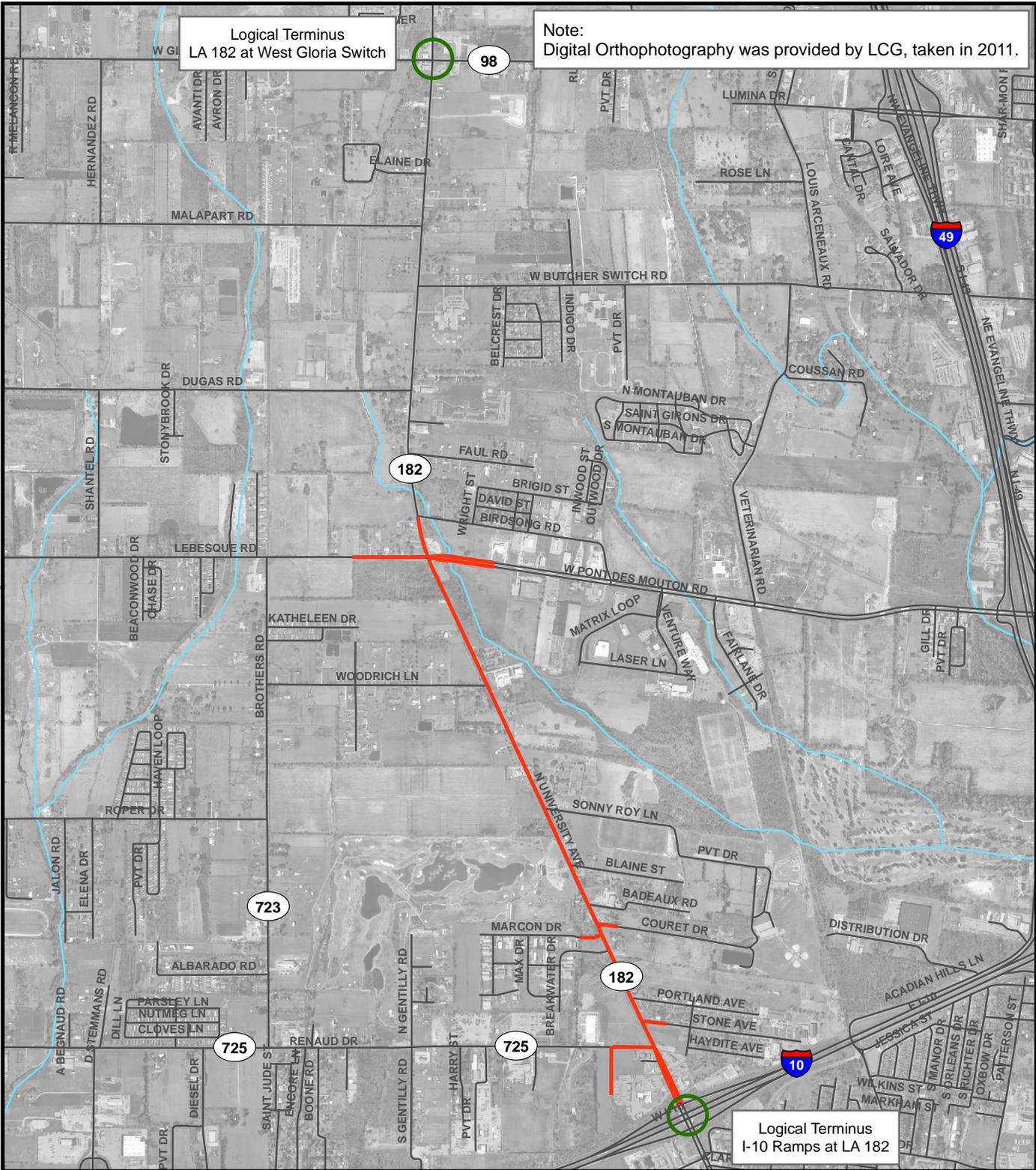
The purpose of the project is to improve roadway capacity to accommodate future traffic demand.

S.3 Analysis of Alternatives

Chapter 2 documents the alternatives analysis undertaken in association with the planning of the North University Avenue (LA 182) widening.

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



Logical Terminus
I-10 Ramps at LA 182



- Legend**
- Logical Termini
 - Proposed Action
 - Roadway Network
 - Rivers/Streams

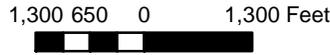


EXHIBIT S-1
Proposed Action and Logical Termini
North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish

State Project No. H.009335
Federal Aid Project No. H.009335
LCG Contract No. 500-10-034

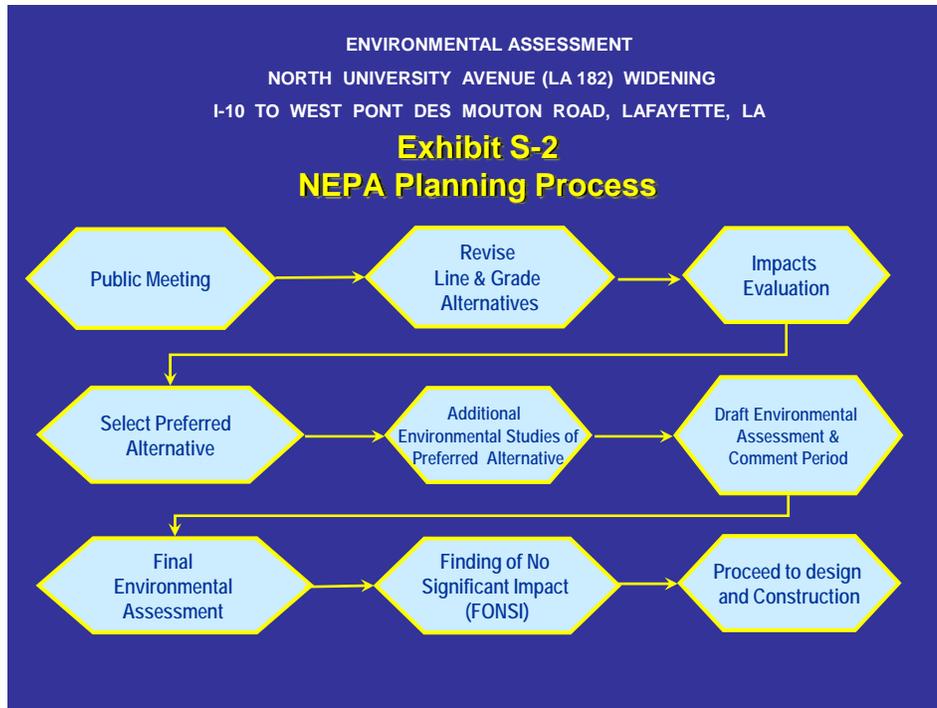
A Stage 0 Feasibility Study and Environmental Inventory (NSI 2010) relating to the widening of North University Avenue (LA 182) was completed in December 2010. A constraining factor influencing the selection of alternatives was the purchase of a 40' wide servitude by a consortium of utilities doing business as the Acadiana Land Pocket (ALP) from properties located along the west side of the existing North University Avenue right-of-way.

The Stage 0 Study considered two geometric alternatives identified as Alternative 1 and Alternative 2. Both alternatives located a 15' wide LCG public utility servitude within the ALP servitude. Alternative 2 also placed pedestrian and bicycle facilities, and roadway drainage within the ALP servitude. LADOTD subsequently determined that no LADOTD facilities could be located within the ALP servitude and Alternative 2 was not carried forward into the Environmental Assessment.

Another constraining factor of influence in the selection of alternatives is the Wetlands Golf Course. Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to historic sites, publicly owned parks, recreation areas, and wildlife or waterfowl refuges when USDOT funds are invested in a project. It has been determined that the Wetlands Golf Course is a 4(f) property.

The Federal Highway Administration (FHWA) was concerned that the location of the 15' LCG servitude within the ALP servitude through the limits of the Wetlands Golf Course as initially shown in Alternative 1 would constitute a Section 4(f) impact. Alternative 3 was developed at the suggestion of FHWA to provide a 4(f) avoidance alternative. For Alternative 3, the LCG servitude west of the highway is located within existing LADOTD right-of-way. Alternative 3 effectively pushes the widening of North University Avenue (LA 182) 15' to the east when compared with Alternative 1.

The planning process followed to undertake the North University Avenue (LA 182) widening project is presented in Exhibit S-2.



Public Comment

Following the distribution of the Draft Environmental Assessment on January 29, 2013, a comment period was observed extending to March 11, 2013. A public hearing was held on February 28, 2013 to give the public an opportunity to comment on the proposed alternates as described in the draft document. Written comments and every comment made on the record at the hearing were considered.

Four individuals provided comments and their concerns are summarized as follows:

- Dan Savoie - Mr. Savoie is Principal of Lafayette Christian Academy. He asked that the construction be limited to summer months and that lane closures be restricted during peak travel times to and from the school. He also commented on the need for corridor amenities; an additional left turn lane on to church property and direction signage.
- Jolee Von Aspern – Ms. Von Aspern was concerned about the availability of U-turns, emergency access, corridor amenities, and trash along the roadway.
- Fritz Trappey - Mr. Trappey owns the property abutting the existing LA 182 right-of-way on the east as LA 182 approaches West Pont des Mouton Road. As proposed within the Environmental Assessment, Alternative 1, the alignment of LA 182 is shifted slightly to the west as the roadway approaches the roundabout intersection with West. Pont des Mouton Road. Mr. Trappey believes that a portion of the existing right-of-way should be vacated and returned to his ownership because it is no longer needed for right-of-way.
- Gene Walters - Mr. Walters represented the interest of Green Lawn Memorial Park (2300 North University) and Walters Funeral Home (2424 North

University) at the Public Hearing. The widening will impact the Green Lawn Memorial Park welcome and administration building. However, Mr. Walters was not concerned about the required taking. He did express concern to the consultant team at the Public Hearing regarding access to both properties during funerals.

Responses to all comments received are included in the Chapter 5, Table 5-3.

At the conclusion of the NEPA process, and if the Final Environmental Assessment has shown that the project will not have significant impacts to the human or natural environment, FHWA will issue a Finding of No Significant Impact (FONSI). The FONSI would allow LADOTD to continue to be eligible for Federal funding assistance and to proceed with the engineering and construction of the North University Avenue (LA 182) widening project.

S.4 Project Right-of-Way Requirements and Costs

Anticipated project costs associated with Alternatives 1 and 3 are summarized in Table S-1. LA 182 Widening project is included in the Lafayette MPO Transportation Improvement Plan (2013-2016) and it is expected that it will be included in the State Transportation Improvement Program when a potential funding source has been identified.

TABLE S-1		
NORTH UNIVERSITY AVENUE (LA 182) WIDENING		
COSTS COMPARED		
Evaluation Criteria	Alternate 1	Alternate 3
Meets Purpose and Need	Yes	Yes
Project Features		
Length in miles	2.0	2.0
Additional LADOTD ROW and LCG Servitude ¹ (in acres)	16.5	18.6
Costs		
Engineering Design	\$1,147,076	\$1,148,776
Right-of-way Acquisition	\$7,579,825	\$9,055,408
Utility Relocations	\$5,000,000	\$5,000,000
Construction	\$22,552,600	\$22,588,130
Mitigation	Not Yet Determined	Not Yet Determined
Construction Engineering & Inspection	\$286,769	\$287,194
TOTAL	\$36,566,269	\$38,079,508

Source: Neel-Schaffer, Inc.

Note 1 Noted quantities reflect both LADOTD ROW and LCG servitude.

S.5 Project Impacts

Table S-2 compares potential impacts associated with Alternatives 1 and 3. Chapter 4.0 presents a detailed analysis of the Environmental Consequences associated with the Proposed Action Alternative when compared with the No-Build alternative.

TABLE S-2		
NORTH UNIVERSITY AVENUE (LA 182) WIDENING		
ALTERNATES COMPARED		
Evaluation Criteria	Alternate 1	Alternate 3
Meets Purpose and Need	Yes	Yes
Project Features		
Length in miles	2.0	2.0
Additional LADOTD ROW and LCG Servitude ¹ (in acres)	16.5	18.6
100-Year Floodplains (length in feet)	500.0	500.0
Environmental, Community Impacts		
Relocations		
Residential	6	7
Private Pre-school	1	None
Private Substance Abuse Rehab Hospital	None	Note 2
Public / Non profit	None	None
Other Commercial	5	4
Potential for Environmental Justice Impacts	Low	Low
Potential for Community Cohesion Impacts	Low	Low
Environmental, Natural Environment		
Potential Impacts to Wetlands	Note 3	Note 3
Potential for Water Quality Impacts Resulting From Conversion to Subsurface Drainage	Moderate	Moderate
State Scenic Streams	None	None
Prime Farmland (in acres)	Note 4	Note 4
Significant Trees Within Proposed LADOTD ROW	5	6
Potential for impacts to Threatened and Endangered Species/Habitat	Low	Low
Potential for impacts to high quality terrestrial/aquatic wildlife habitats	Low	Low
Cultural Resources (probability of effecting standing structures or archeological sites)		
Standing Structures	Low	Low
Archeological Sites	Low	Low
Potential 4(f) Impacts		
LCG Utility Servitude Impacts Wetlands Golf Course	Yes	No

Source: Neel-Schaffer, Inc.

Note 1 Noted, quantities reflect both LADOTD ROW and LCG servitude.

Note 2 If the 15' LCG utility servitude was provided in proximity to the hospital, the hospital would be included as a taking, increasing the ROW cost by nearly \$5 million.

The LCG has agreed to forego the requirement for a servitude at this location and utilities would be routed within the LADOTD right-of-way.

Note 3 NSI biologist did not identify any jurisdictional wetlands within the corridor.

Note 4 Entire corridor consist of prime farmland soils. NRCS determined that the corridor is in an urban setting and that there are no Prime Farmland impacts.

S.6 Selection of a Preferred Alternative

A project meeting was held on March 22, 2012 including representatives of the LCG, LADOTD, and FHWA to consider the selection of a preferred alternative.

The LCG representative in attendance expressed a preference for Alternative 1 because the estimated right-of-way acquisition cost was over \$1,000,000 less than estimated right-of-way acquisition cost for Alternative 3. FHWA expressed a preference for Alternate 3 because it avoided impacts to the Wetlands Golf Course, a 4(f) property.

Considering Alternative 1, the LCG representative indicated that the LCG was prepared to route utilities within LADOTD right-of-way in proximity to the Wetlands Golf Course to avoid impacts to the 4(f) property.

Also in association with Alternative 1, the LCG agreed to minimize the width of its public utility servitude in proximity to the Christopher B Head Start Center (Pre-school sponsored by the SMILE Community Action Agency's Head Start Program) to avoid taking the school.

FHWA accepted these modifications and agreed with LADOTD to the determination of Alternative 1 as modified as the Preferred Alternate.

S.7 Mitigation Measures

Planning for the North University Avenue (LA 182) widening project has incorporated various mitigation strategies:

- Should the USACE determine that Jurisdictional Wetlands or Jurisdictional Waters of the U.S. are impacted, appropriate mitigation will be completed in consultation with the USACE.
- The preferred geometry minimizes the taking of businesses and residences.
- The preferred geometry avoids impacts to the Wetlands Golf Course, a Section 4(f) property.
- Potential impacts to Significant Trees will be mitigated.
- Comments received at the Draft Environmental Assessment Public Hearing were considered and modifications were made to the Preferred Alternate Atlas Plates in response to comments received.

Specific mitigation measures are identified in Chapter 4.

S.8 Permits and Approvals

Implementation of the Build Alternate would likely require the following permits and approvals:

- Federal Permit Requirements - US Army Corps of Engineers (USACE) permit under the authority of 33USC 401, Section 10; 1413, Section 404. No impacts to jurisdictional wetlands were identified in the Wetlands Finding. Impacts to Potential Waters of the U.S. were documented. Should the USACE take jurisdiction over areas of wetlands or Waters of the U.S. affected by the project, permits and certifications would be required for unavoidable impacts to the wetlands. Specifically, any dredge or fill activity that would impact jurisdictional wetlands, directly or indirectly, would require a Section 404 permit from the USACE.
- State of Louisiana Department of Environmental Quality - Should the USACE takes jurisdiction over areas of wetlands in areas impacted by the project, commensurate with the USACE permitting, a Water Quality Certification would be required under the authority contained in the Louisiana Revised Statutes of 1950, Title 30, Chapter 11, Part IV, Section 2074 A(3) and provisions of Section 401 of the Clean Water Act (PL 95 217).
- The Louisiana Department of Environmental Quality (LDEQ) regulates the discharge of storm water from construction sites as defined in the Louisiana Administrative Code (LAC) (LAC 33IX.2511.B.14.j). A Louisiana Discharge Elimination System (LPDES) Storm Water General Permit for Construction Activities is required if the disturbance is greater than one acre.
- Lafayette Parish - Regarding floodplain impacts, for that portion of the route located within the unincorporated portion of Lafayette Parish, a letter of "No Objection" will be requested for the proposed project under the authority of parish ordinances.
- City of Lafayette - Regarding floodplain impacts, for that portion of the route located within the City of Lafayette, a letter of "No Objection" will be requested for the proposed project under the authority of city ordinances.
- City of Scott - Regarding floodplain impacts, for that portion of the route located within the City of Scott, a letter of "No Objection" will be requested for the proposed project under the authority of city ordinances.

The requirements for the stormwater facilities will be determined during the preliminary engineering phase of the project. The LCG will include appropriate water quality enhancements within the design of stormwater facilities as may be appropriate to remain in compliance with its MS4 permit. Any environmental impacts resulting from the construction of enhanced stormwater facilities will be addressed at that time.

S.9 Report Organization

The Draft Environmental Assessment report herein presented is organized as follows:

- **Permits, Mitigation and Commitments** presents a tabular summary listing of permits, mitigation and commitments.
- **Environmental Determination Checklist**
- **Chapter 1.0** documents the Purpose and Need for the proposed action.
- **Chapter 2.0** presents an analysis of the alternates considered in the development of the proposed action.
- **Chapter 3.0** presents an inventory of the existing natural and human environmental conditions in the area of the project.
- **Chapter 4.0** presents a detailed analysis of the environmental consequences associated with the proposed action and recommended mitigation measures.
- **Chapter 5.0** documents the coordination efforts undertaken as part of the planning for the proposed action.
- **Chapter 6.0** presents a listing of the preparers of the document.
- **Chapter 7.0** provides a listing of references cited.
- **Appendix 1** provides documentation of the Solicitation of Views and Responses.
- **Appendix 2** provides the Conceptual Stage Relocation Plan.
- **Appendix 3** provides the Public Hearing Meeting Summary

Summary of Permits, Mitigation and Commitments

The following table is a listing of permits, mitigation and commitments that must be filed, approved, and completed prior to, during or upon completion of construction, or in some cases during design. A complete description of all permits, commitments and mitigation to be conducted as part of the proposed action, including those commitments developed in response to Public Hearing comments, is included in Chapter 4, Section 4.25 of this document.

At this time no jurisdictional wetlands were identified as being impacted by the project. Potential Waters of the U.S. were identified. Should the USACE determine that Jurisdictional Wetlands or Jurisdictional Waters of U.S. are impacted, Section 10/404 Permits, 401 Water Quality Certifications and Mitigation for wetlands impacts would be required.

Permit, Mitigation, or Commitment	Action and / or Review By
Section 10/404 Permit	USACE (if required)
401 Water Quality Certification	LDEQ (if required)
Storm Water General Permit	LDEQ
Mitigation for Impact to Jurisdictional Wetlands and/or Jurisdictional Waters of the U.S.	USACE, LDNR, LDEQ (If USACE determines later that Jurisdictional Wetlands or Jurisdictional Waters of the U.S. are impacted)
Residential and Commercial Relocations	LCG/FHWA/LADOTD
Phase 2 ESA Studies as Required	LCG/LDOTD/LDEQ
Use of BMPs during Construction	Contractor
Protection of Significant Trees	LCG/LADOTD
Letters of No Objection, Floodplains	Floodplain Administrator for LCG
Engineering “No Rise” Certificate	Floodplain Administrator for LCG

The Proposed Action provides for the widening of North University Avenue (LA 182) from Interstate I-10 to West Pont des Mouton Road. Should the widening of North University Avenue (LA 182) be extended to the northern logical termini limit at Gloria Switch Road, appropriate planning, engineering and environmental studies will be performed in accordance with all local, state and federal regulations in affect at the time of the widening.

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ENVIRONMENTAL DETERMINATION CHECKLIST

STATE PROJECT NO. H.009335
FEDERAL AID NO. H.009335
NORTH UNIVERSITY AVENUE (LA 182) WIDENING
INTERSTATE I-10 TO WEST PONT DES MOUTON ROAD
ROUTE LA 182
LAFAYETTE PARISH

1. General Information

Status: Conceptual Layout Plan-in-Hand
 Line and Grade Preliminary Plans (Advanced Check Prints)
 Survey Final Design

2. Class of Action

- Environmental Impact Statement (E.I.S.)
- Environmental Assessment (E.A.)
- Categorical Exclusion (C.E.)
- Programmatic C.E. (as defined in letter of agreement dated 03/15/95, does not require FHWA approval)

3. Project Description (use attachment if necessary)

See Environmental Assessment

4. Public Involvement

- Views were solicited on June 30, 2011.
Solicitation of Views and Response attached in Appendix 1 of Draft EA.
- No adverse comments were received.
- Comments are addressed in attachment.
- A public hearing (P/H)/Opportunity is not required.
- An opportunity for requesting a P/H will be afforded upon your concurrence.
- Opportunity was afforded, with no requests for P/H.
- A Public Hearing will was held on February 28, 2013 and comments were received until March 11, 2013. See Chapter 5 of the EA for details.
- A Public Meeting was held. See Chapter 5 of the EA for details.

5. Real Estate (If yes, use attachment)

- | | NO | YES |
|--|--------------------------|-------------------------------------|
| a. Will additional right-of-way be required?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Will any relocations be required?.....
(Conceptual Stage Relocation Plan
Attached as EA Appendix 2) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Are construction or drainage servitudes required?.....
(The LCG is acquiring a separate Public Utility Servitude
outside of LADOTD right-of-way. Impacts associated with
the LCG servitude are considered in the EA document.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

6. Cultural and 106 Impacts (If yes, use attachment)

	NO	YES
a. Section 4(f) or 6(f) lands		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	()	(X)
<i>The Wetlands Golf Course</i>		
b. Known Historic sites/structures		
Are any impacted by the project? (If so, list below).....	(X)	()
Are any adjacent to the project? (If so, list below).....	(X)	()
c. Known Archaeological sites		
Are any impacted by the project? (If so, list # below)	(X)	()
Are any adjacent to the project? (If so, list site # below)	(X)	()
d. Cemeteries		
Are any impacted by the project? (If so, list below)	()	(X)
<i>An administrative building at Greenlawn Memorial Gardens is relocated as a result of the project; no gravesites are affected.</i>		
Are any adjacent to the project? (If so, list below)	()	(X)
<i>Greenlawn Memorial Gardens</i>		
e. Historic Bridges	(X)	()

7. Wetlands (Attach wetlands finding, if applicable)

	NO	YES
a. Are wetlands being affected?.....	(X)	()
b. Are other waters of the U.S. being affected?	()	(X)
c. Can C.O.E. Nationwide Permit be used?.....	()	(X)
<i>(In association with potential impacts to Waters of U.S.)</i>		

8. Natural Environment (use attachment if necessary)

	NO	YES
a. Endangered/Threatened Species/Habitat.....	(X)	()
b. Within 100 Year Floodplain?.....	()	(X)
Is project a significant encroachment in Floodplain?	(X)	()
c. In Coastal Zone Management Area?	(X)	()
Is the project consistent with the Coastal Management Program?.....	()	()
d. Coastal Barrier Island (Grand Isle only)	(X)	()
e. Farmlands (use form AD 1006 or form NRCS-CPA-106 if necessary).....	(X)	()
f. Is project on Sole Source Aquifer?.....	()	(X)
Is coordination with EPA necessary?.....	(X)	()
g. Natural & Scenic Stream permit required?.....	(X)	()
h. Is project impacting a waterway?.....	(X)	()
Has navigability determination been made?.....	()	()
Will a US Coast Guard permit or amended permit be required?	()	()

9. Physical Impacts (use attachment if necessary)

	NO	YES
a. Is a noise analysis warranted? (Type I project)	()	(X)
Note: Noise analysis has been completed for the project.		
Are there noise impacts based on violation of the NAC?.....	()	(X)
Are there noise impacts based on the 10 dBA increase?.....	(X)	()
b. Is an air quality study warranted?.....	()	(X)
Do project level air quality levels exceed the NAAQS for CO?.....	(X)	()
c. Is project in a non-attainment area for Carbon Monoxide (CO), Ozone (O3), Nitrogen dioxide (NO2) or Particulates (PM-10)?.....	(X)	()
d. Is project in an approved Transportation Plan, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)?		
<i>The project is in the MPO TIP. In October 2012 LADOTD will update the STIP, and at that point the project will be incorporated into the STIP.</i>		
	()	(X)
e. Are construction air, noise, & water impacts major?	(X)	()
f. Are there any known waste sites or U.S.T.s?.....	()	(X)
<i>Note: Three sites with "recognized environmental conditions" were identified in the Phase 1 study.</i>		
Will these sites require further investigation prior to purchase?.....	()	(X)
<i>Note: The three sites will require further investigation prior to purchase of the right-of-way and construction.</i>		

10. Social Impacts (use attachment if necessary)

	NO	YES
a. Land Use Changes.....	(X)	()
b. Churches and Schools		
Are any impacted by the project? (If so, list below)....	()	(X)
<i>One private pre-school (ABC Daycare and Learning Center) is impacted as a relocation.</i>		
Are any adjacent to the project? (If so, list below).....	()	(X)
<i>One additional preschool (Christopher B Head Start Center) is located within the Proposed Action Corridor.</i>		
c. Title VI Considerations.....	(X)	()
d. Will any specific groups be adversely affected (i.e., minorities, low-income, elderly, disabled, etc.)?.....	(X)	()

	NO	YES
e. Hospitals, medical facilities, fire, police Are any impacted by the project? (If so, list below) <i>ROW is acquired from the Acadia Vermillion Hospital (Private Substance Abuse Hospital). The building is not affected.</i>	()	(X)
Are any adjacent to the project? (If so, list below)	(X)	()
f. Transportation pattern changes.....	(X)	()
g. Community cohesion.....	(X)	()
h. Are short-term social/economic impacts due to construction considered major?.....	(X)	()
i. Do conditions warrant special construction times? (i.e., school in session, congestion, tourist season, harvest?)	(X)	()
j. Were Context Sensitive Solutions considered?.....	()	(X)
k. Will the roadway/bridge be closed?..... (If yes, answer questions below)	(X)	()
Will a detour bridge be provided?.....	()	()
Will a detour route be signed?.....	()	()

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

5a.

**Preparer: Barry Brupbacher
Neel-Schaffer, Inc.**

Date: April 15, 2013

Attachments

- (X) S.O.V. and Responses – Appendix 1 of Final EA
- () Wetlands Finding – Available from LADOTD Environmental Section
- () Project Description Sheet
- (X) Conceptual Stage Relocation Plan –Attached as Appendix 2 of final EA
- () Noise Analysis – Available from LADOTD Environmental Section
- () Air Analysis – Available from LADOTD Environmental Section
- (X) Exhibits and/or Maps – Enclosed at part of Final EA
- () 4(f) Evaluation
- (X) Form NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor Type
Projects - See Attachment 1 of Final EA Chapter 5
- (X) 106 Documentation - Letter documenting State Historic Preservation Officer
review of Cultural Resources Survey Report be provided in Chapter 5 of the
Final Environmental Assessment.
- (X) Other - Final Environmental Assessment

1.0 Purpose and Need for the Proposed Action

1.1 Description of the Proposed Action

The proposed action upgrades the capacity of North University Avenue (LA 182) from Interstate I-10 to West Pont des Mouton Road in Lafayette, Louisiana. Planning for this project is supported by the Lafayette Consolidated Government (LCG) in conformance with Louisiana Department of Transportation and Development (LADOTD) Project Delivery.

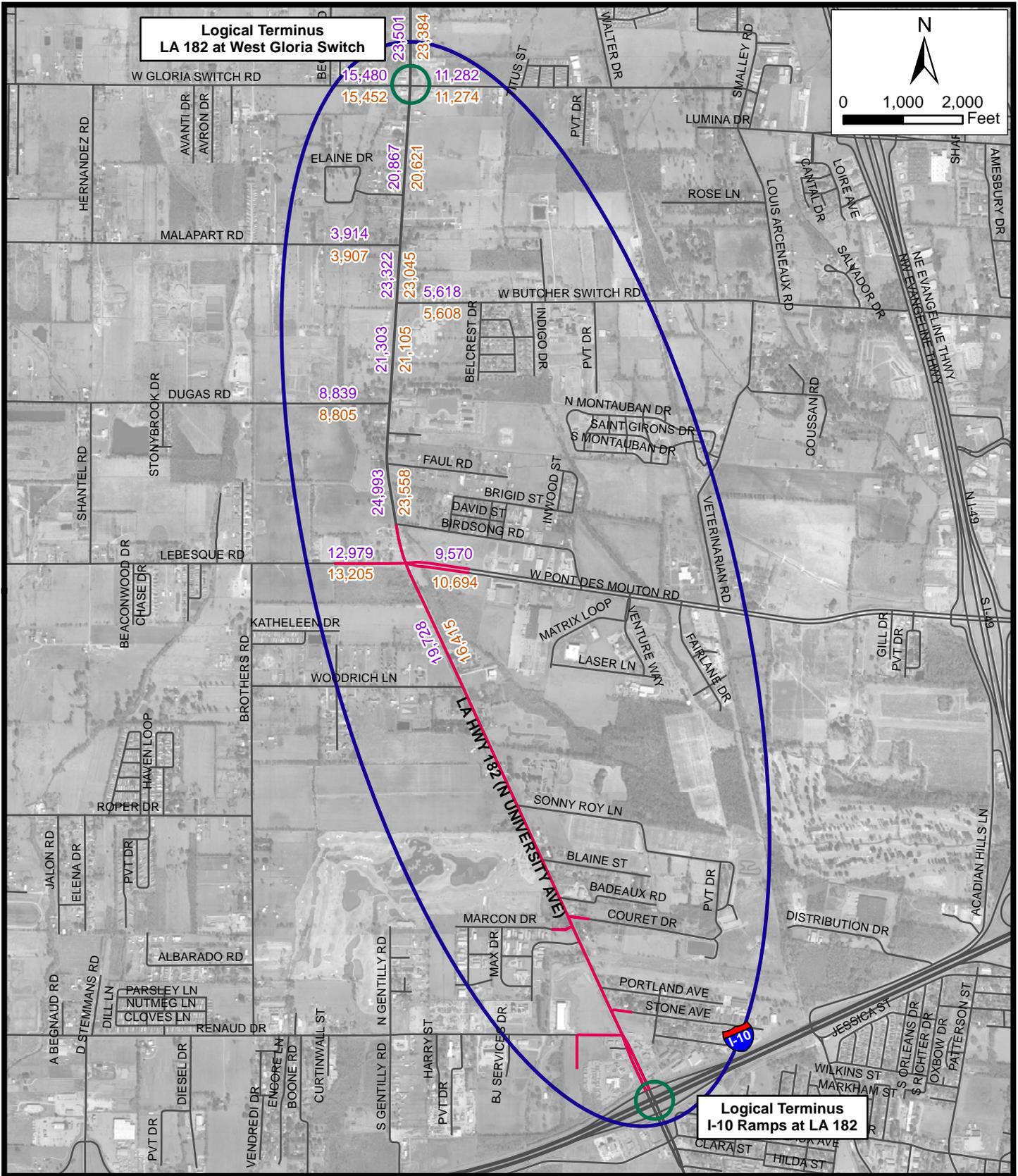
North University Avenue within the limits of the rural diamond interchange with I-10 is a four (4) lane rural arterial roadway with 10' paved shoulders and turning lanes as appropriate to accommodate access to/from I-10 and turning movement on to LA 723 (Renaud Drive). Proceeding north towards LA 723, North University Avenue transitions to a three (3) lane non-divided roadway with a turn lane provided for the approach to LA 723.

Proceeding north from LA 723, North University Avenue is a three (3) lane rural arterial roadway with two 12' travel lanes, a 14' continuous turning lane and 6' paved shoulders. At Cemetery Road, North University Avenue transitions to a two (2) lane rural arterial roadway with 12' travel lanes and 10' paved shoulders.

Through the limits of the Proposed Action as shown on Exhibit 1-1, the roadway is improved to a four lane capacity urban arterial roadway.

The proposed action provides for the realignment of LA 723 and Stone Avenue at their intersections with North University Avenue so that they form a 4-leg intersection with North University Avenue. Similarly, Couret Drive and Marcon Drive are realigned so that they form a 4-leg intersection. Roundabout geometry intersections are provided at these locations and at the intersection of North University Avenue and West Pont des Mouton Road. Access to the TA Travel Center (truck stop) is improved with the construction of a new access road to LA 723. The new access road supports the movement of trucks exiting the truck stop northbound on North University Avenue. Without the new local road, it would not be possible for trucks to exit the truck stop and proceed northbound on North University Avenue.

For planning purposes within the context of the Environmental Document, the Logical Terminus is extended beyond the limits of the Proposed Action as shown on Exhibit 1-1. The Southern Logical Terminus is the North University Avenue intersection with Interstate I-10. The northern Logical Terminus is the North University Avenue intersection with Gloria Switch Road. Exhibit 1-1 also shows future (Year 2035) Average Daily Traffic on North University Avenue and connecting routes within the Study Area as estimated by the Metropolitan Planning Organization (MPO) Travel Demand Model considering both the Build and No-Build conditions.



This Environmental Assessment considers project related impacts and mitigation associated with the Proposed Action, including improvements to North University Avenue (LA 182), improvements to connecting roads and the construction of a new local road providing access to the rear of the TA Travel Center. The document also considers environmental features associated with extending the North University Avenue improvements to the Gloria Switch Road Logical Termini. The analysis of this segment is limited to screening features, which might present fatal flaw concerns, should the four lane improvements be extended to Gloria Switch Road at some future time.

1.2 Need for the Project

Roadway capacity is generally defined as the ability of a street or highway to accommodate traffic for a specific period of time; typically during a peak hour of travel. Generalized values or 24 hour traffic volumes also are utilized to measure the anticipated congestion and delay of motorists. The main determinant of street capacity is the number and width of travel lanes. However, other factors such as on-street parking, area type (e.g., CBD, commercial, industrial), vehicle mix, traffic signal operation, and speed can also have major influences on roadway capacity.

As defined in the Highway Capacity Manual, the concept of levels of service is a qualitative measure describing operational conditions within a traffic stream for a specific time period. These conditions are generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service (LOS) are defined in the Manual and they are given letter designations from A to F, with LOS "A" representing the best operating conditions and LOS "F" the worst.

The various LOS were defined as follows for uninterrupted flow facilities:

- "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.
- "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
- "D" represents high-density, but still stable, flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult.
- "F" is used to define forced or breakdown flows. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable.

LADOTD guidance considers urban roadways performing at LOS "E" or worse as performing at an unacceptable LOS.

Table 1-1 shows the LOS for North University Avenue under existing (Year 2010) and projected no-build Year 2035 conditions.

**TABLE 1-1
NORTH UNIVERSITY AVENUE DIRECTIONAL PEAK HOUR LOS
EXISTING (YEAR 2010) AND NO-BUILD (YEAR 2035)**

Roadway			2010 Existing LOS	2035 No Build LOS
North University Avenue (LA 182) between LA 723 (Renaud Drive) and I-10	NB	AM Peak	B	B
		PM Peak	B	C
	SB	AM Peak	B	C
		PM Peak	B	B
North University Avenue (LA 182) between LA 723 (Renaud Drive) and Cemetery Road	NB	AM Peak	E	E
		PM Peak	E	E
	SB	AM Peak	E	E
		PM Peak	E	E
North University Avenue (LA 182) between Cemetery Road and W Pont des Mouton Road	NB	AM Peak	E	E
		PM Peak	E	E
	SB	AM Peak	E	E
		PM Peak	E	E

Source: Neel-Schaffer, Inc.

North of LA 723 (Renaud Drive) North University Avenue operates at LOS "E", which is an unacceptable LOS based on LADOTD guidance.

Table 1-2 presents the Existing Year 2010 and Year 2035 no-build peak period LOS for four intersections within the corridor currently experiencing delay. The roundabout intersection at Couret Drive / Marcon Drive and the roundabout intersection at LA 732 / Stone Road are new intersections. Couret Drive serves as the primary access to Moore Park. The traffic analysis associated with projection of LOS for the Couret Drive / Marcon Drive intersection was based on weekend peak period during park operations in lieu of weekday peak period operations.

**TABLE 1-2
INTERSECTION AM AND PM PEAK HOUR LOS
EXISTING (YEAR 2010) AND NO-BUILD (YEAR 2035)**

Intersection		2010 Existing LOS	2035 No Build LOS
North University Avenue (LA 182) at W Pont des Mouton / Lebesque Road (Roundabout)	AM Peak	D	F
	PM Peak	F	F
North University Avenue (LA 182) at Couret Drive / Marcon Drive (Roundabout)	Weekend Peak	n/a	n/a
North University Avenue (LA 182) at LA 723 (Renaud Drive) Stone Road (Roundabout)	AM Peak	n/a	n/a
	PM Peak	n/a	n/a
North University Avenue (LA 182) at I-10 WB Ramps	AM Peak	E	D
	PM Peak	B	B

n/a - Within the existing geometry, LA 723 (Renaud Drive), Stone Road, Couret Drive, and Marcon Drive terminate at North University Avenue (LA 182).

Source: Neel-Schaffer, Inc.

The North University Avenue (LA 182) intersection with West Pont des Mouton / Lebesque Road performs at LOS "F" during the existing Year 2010 PM Peak; and at LOS "F" during both the AM and PM peaks for the no-build Year 2035 condition, which is unacceptable LOS based on LADOTD guidance.

1.3 Purpose of the Project

The purpose of this project is to upgrade the capacity of the roadway to four lanes and to modify intersections as required to support traffic operation at LOS "C" or better for the design year, which is 2035. Table 1-3 compares the LOS for the roadway under existing Year 2010, no-build Year 2035 and Year 2035 under the build condition.

**TABLE 1-3
NORTH UNIVERSITY AVENUE DIRECTIONAL PEAK HOUR LOS
EXISTING (YEAR 2010), NO-BUILD (YEAR 2035) and Build (YEAR 2035)**

Roadway			2010 Existing LOS	2035 No Build LOS	2035 Build LOS
North University Avenue (LA 182) between LA 723 (Renaud Drive) and I-10	NB	AM Peak	B	B	B
		PM Peak	B	C	C
	SB	AM Peak	B	C	C
		PM Peak	B	B	B
North University Avenue (LA 182) between LA 723 (Renaud Drive) and Cemetery Road	NB	AM Peak	E	E	A
		PM Peak	E	E	B
	SB	AM Peak	E	E	B
		PM Peak	E	E	B
North University Avenue (LA 182) between Cemetery Road and W Pont des Mouton Road	NB	AM Peak	E	E	A
		PM Peak	E	E	B
	SB	AM Peak	E	E	B
		PM Peak	E	E	B

Source: Neel-Schaffer, Inc.

The roadway performs at LOS “C” or better for the entire North University Avenue route as improved by the Proposed Action.

Table 1-4 presents the existing Year 2010, Year 2035 no-build and build peak period LOS for four intersections within the corridor currently experiencing delay. The roundabout intersection at Couret Drive / Marcon Drive and the roundabout intersection at LA 732 / Stone Road are new intersections. Couret Drive serves as the primary access to Moore Park. The traffic analysis associated with projection of LOS for the Couret Drive / Marcon Drive intersection was based on weekend peak period during park operations in lieu of weekday peak period operations.

**TABLE 1-4
INTERSECTION AM AND PM PEAK HOUR LOS
EXISTING (YEAR 2010), NO-BUILD (YEAR 2035) and Build (YEAR 2035)**

Intersection		2010 Existing LOS	2035 No Build LOS	2035 Build LOS
North University Avenue (LA 182) at W Pont des Mouton / Lebesque Road (Roundabout)	AM Peak	D	F	B
	PM Peak	F	F	B
North University Avenue (LA 182) at Couret Drive / Marcon Drive (Roundabout)	Weekend Peak	n/a	n/a	B
North University Avenue (LA 182) at LA 723 (Renaud Drive) Stone Road (Roundabout)	AM Peak	n/a	n/a	A
	PM Peak	n/a	n/a	A
North University Avenue (LA 182) at I-10 WB Ramps	AM Peak	E	D	C
	PM Peak	B	B	C

n/a - Within the existing geometry, LA 723 (Renaud Drive), Stone Road, Couret Drive, and Marcon Drive terminate at North University Avenue (LA 182).

Source: Neel-Schaffer, Inc.

All four intersections perform at LOC “C” or better for both the AM and PM peak periods in conformance with LADOTD guidance.

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2.0 Alternatives Analysis

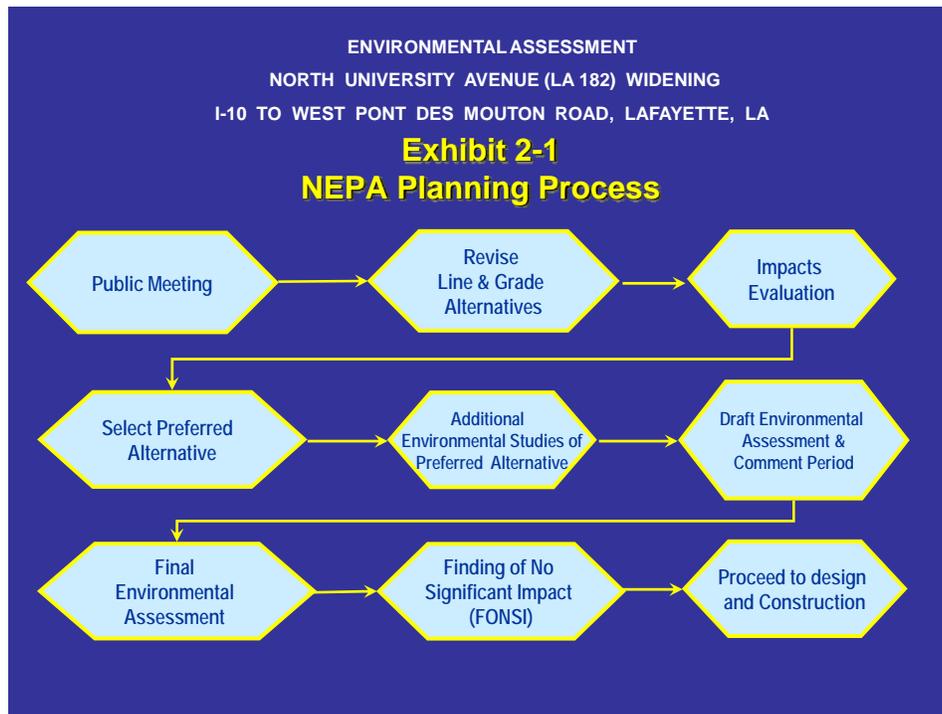
2.1 Planning Process

The planning of the project was undertaken to identify the engineering requirements and environmental constraints associated with the widening of North University Avenue (LA 182) from Interstate I-10 to West Pont des Mouton Road in Lafayette, Louisiana.

Within a structured public participation program, the development and examination of project alternates was undertaken as part of an iterative process which achieved the following:

- Identified engineering concepts which could be applied to meet the project purpose and need;
- Developed engineering alignments in conformance with appropriate design criteria; and,
- Modified alternates in response to environmental constraints and public comment.

The planning process followed to undertake the North University Avenue widening project is presented in Exhibit 2-1. Planning was accomplished in conformance with the National Environmental Policy Act (NEPA).



2.2 Issues of Influence

There are a number of issues influencing the development of alternative geometry concepts associated with the widening of North University Avenue.

- **Interstate I-10 to Renaud Drive (LA 723)** - This corridor contains numerous fast food outlets and other businesses which market to interstate travelers, including a Travel Centers of America truck stop. Within this corridor the existing five lane section is modified to include a boulevard section incorporating LADOTD access management guidance. The roundabout geometry proposed at the intersection of Renaud Drive (LA 723) / Stone Avenue supports the access management principals by allowing all vehicles to complete U-turns within the roundabout. A new local road is also provided linking Renaud Drive (LA 723) with the rear of the Travel Centers of America truck stop.
- **Intersection Geometry** - LADOTD provided guidance with regards to realigning roads and the placement of median openings. LADOTD required the removal of full median openings and allowance for directional lefts only from North University Avenue to the side streets. The side streets access North University Avenue by right out only turns with U-turns provided within the North University Avenue median to accommodate the desired direction of traffic flow.
- **The Wetlands Golf Course** - Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to historic sites, publicly owned parks, recreation areas, and wildlife or waterfowl refuges when USDOT funds are invested in a project. It has been determined that the Wetlands Golf Course is a 4(f) property. Consequently, engineering concepts were developed to avoid impacts to the protected property. See Exhibit 2-2.
- **Moore Park** - The North University Avenue widening does not directly affect Moore Park property, so there are no 4(f) impacts associated with the widening. However, Moore Park is principally accessed from Couret Drive, and access to the park was a consideration in the decision to realign Couret Drive and Marcon Drive so that they form a single point roundabout geometry intersection. Traffic analysis of the roundabout intersection considered peak weekend travel to the park, rather than weekday peak period traffic. See Exhibit 2-2.
- **Lafayette Consolidated Government (LCG) Public Utility Servitudes** - Although LADOTD permits the placement of public and private utilities within their rights-of-way, the LCG has determined that it is to their benefit to acquire additional 15' wide utility servitudes outside of LADOTD right-of-way. These LCG servitudes effectively widen the required right-of-way and easements necessary to complete the project by 30'. The proposed action eliminates the use of LCG servitudes at selected locations. This occurs on the

west side of the project corridor in proximity to the St. Christopher B Head Start Center, to avoid taking the preschool; and on the west side of the project corridor in proximity to the Wetlands Golf Course, to avoid impacts to the Section 4(f) property. See Exhibit 2-2.

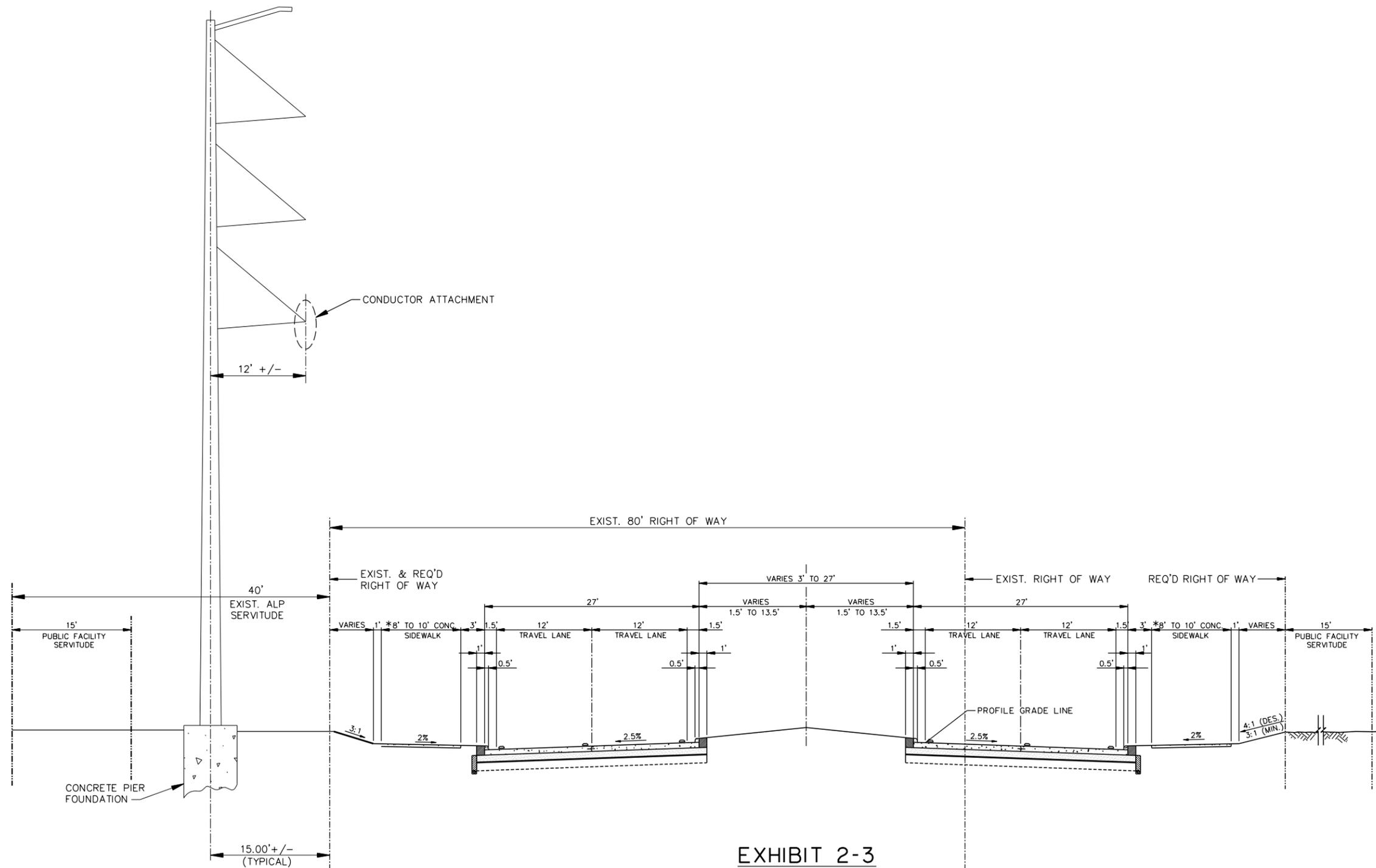
- **Acadiana Land Pocket (ALP) Servitude** - The Acadiana Land Pocket is a consortium of utilities. The ALP purchased a 40' wide servitude from properties located along the west side of the existing North University Avenue right-of-way as shown on Exhibit 2-2. LADOTD determined that no LADOTD improvements could be located within that servitude. This effectively forced the roadway widening to the east through the limits of the ALP servitude. See Exhibit 2-2.
- **Greenlawn Memorial Park** is a private cemetery located at the intersection of North University Avenue and Sonny Roy Lane. It was an important consideration that the North University Avenue widening not impact gravesites. See Exhibit 2-2.
- **Existing Residences and Businesses** - There are business and residences abutting the North University Avenue corridor proposed for widening. To the extent practicable, the roadway widening avoids impact to existing residences and businesses.
- **Significant Trees** - For the purposes of the LADOTD policy, a significant tree is a Live Oak, Red Oak, White Oak, Magnolia, or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4' to 6' above the ground), and having a form that separates it from the surrounding vegetation or is considered historic. Field screening of the North University Avenue corridor identified a number of significant trees that are located within the existing/proposed project right-of-way.

2.3 Conceptual Engineering

2.3.1 Stage 0 Study Findings

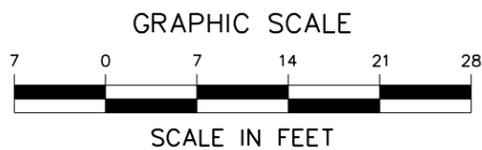
A Stage 0 Feasibility Study and Environmental Inventory (NSI 2010a) relating to the widening of North University Avenue (LA 182) from Interstate I-10 to West Pont des Mouton Road was completed in December 2010. The Stage 0 Study considered alternatives that located LCG and LADOTD facilities within the ALP servitude. Typical sections for Stage 0 Alternatives 1 and 2 are shown on Exhibits 2-3 and 2-4. Alternative 1 locates only the LCG public facility servitude in the ALP servitude. Alternative 2 locates a 10' sidewalk, subsurface drainage and the LCG servitude in the ALP servitude. The Stage 0 geometry allowed for full median openings at routes connecting with North University Avenue. Also, both signalized and roundabout geometry intersection alternatives were considered at West Pont des Mouton Road and at LA 723 / Stone Avenue.

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* NOTE:
FOR SIDEWALK/BIKE PATH COMBINATION
THE SIDEWALK WILL BE 10'.

EXHIBIT 2-3
TYPICAL SECTION
ALONG ALP SERVITUDE
STAGE 0 REPORT
ALTERNATIVE 1



PREPARED BY:
NEEL-SCHAFFER, INC.



DESIGNED	CHECKED	DATE	BY
RETAILED	CHECKED	DATE	BY
REVISION	DESCRIPTION	NO.	DATE
TYPICAL SECTIONS LA 182 (N. UNIVERSITY AVE.)			
LAFAYETTE CONSOLIDATED GOVERNMENT CONFILATÈ GOUVERNMAN CONFILATÈ GOUVERNMAN			

SHEET NUMBER	LAFAYETTE
FEDERAL PROJECT	H.009335
STATE PROJECT	H.009335

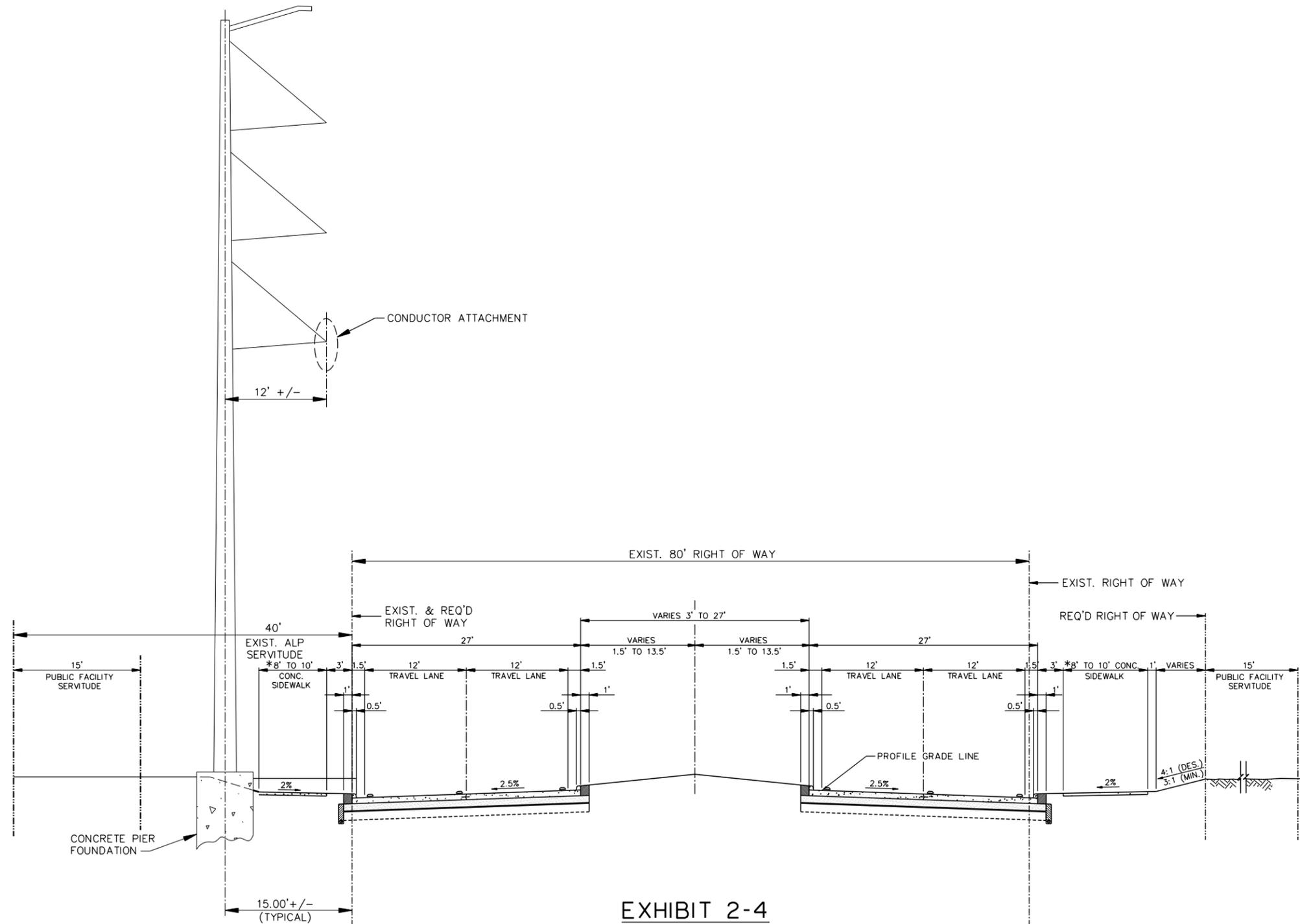
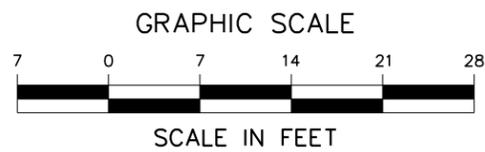


EXHIBIT 2-4
TYPICAL SECTION
ALONG ALP SERVITUDE
STAGE 0 REPORT
ALTERNATIVE 2

* NOTE:
 FOR SIDEWALK/BIKE PATH COMBINATION
 THE SIDEWALK WILL BE 10'.



PREPARED BY:
 NEEL-SCHAFFER, INC.



DESIGNED	CHECKED	DATE	BY
RETAILED	CHECKED	DATE	BY
NO.	DATE	REVISION DESCRIPTION	
TYPICAL SECTIONS LA 182 (N. UNIVERSITY AVE.)			
LAFAYETTE CONSOLIDATED GOVERNMENT			

SHEET NUMBER	
PARISH	LAFAYETTE
FEDERAL PROJECT	H.009335
STATE PROJECT	H.009335

2.3.2 Environmental Assessment Alternatives

2.3.2.1 Introduction

Subsequent to the completion of the Stage 0 documents and as the project progressed through the development of alternatives in support of the Environmental Assessment, LADOTD determined that its preference was not to locate any LADOTD facilities within the ALP servitude.

The Department also clarified its requirements for intersection geometry, indicating preference for intersection geometry with removal of full median openings and only allowance for directional lefts from North University Avenue to selected side streets. The side streets access North University Avenue by right out only turns with U-turns provided within the North University Avenue median to accommodate the desired direction of traffic flow.

Because roundabout geometry intersections support U-turn movements with enhanced fluidity when compared with U-turn movements through signalized intersections, the signalized intersection alternatives at West Pont des Mouton Road and LA 723 / Stone Avenue considered in the Stage 0 Report were not carried forward into the Environmental Assessment alternatives analysis.

Stage 0 Alternative 1 locates only the 15' LCG public facility servitude in the ALP servitude, and it is carried forward for consideration in the Environmental Assessment. Because Stage 0 Alternative 2 located LADOTD facilities in the ALP servitude, it was not carried forward into the Environmental Assessment.

The Federal Highway Administration (FHWA) was concerned that the location of the LCG servitude within the ALP servitude through the limits of the Wetlands Golf Course as shown in Alternative 1 would constitute a Section 4(f) impact. Alternative 3 was developed at the suggestion of FHWA to provide a 4(f) avoidance alternative. For Alternative 3, the LCG servitude west of the highway is located within existing LADOTD right-of-way.

Typical sections for Environmental Assessment Alternatives 1 and 3 are presented in Exhibits 2-5 and 2-6 respectively. Finally, the North University Avenue widening was developed in conformance with LADOTD criteria for Urban Arterial Roadways, UA-2 classification.

Pedestrian and bicycle facilities incorporated into the project include a 6' wide sidewalk along the west side of the right-of-way and a 10' wide multi-use path on the east side of the right-of-way.

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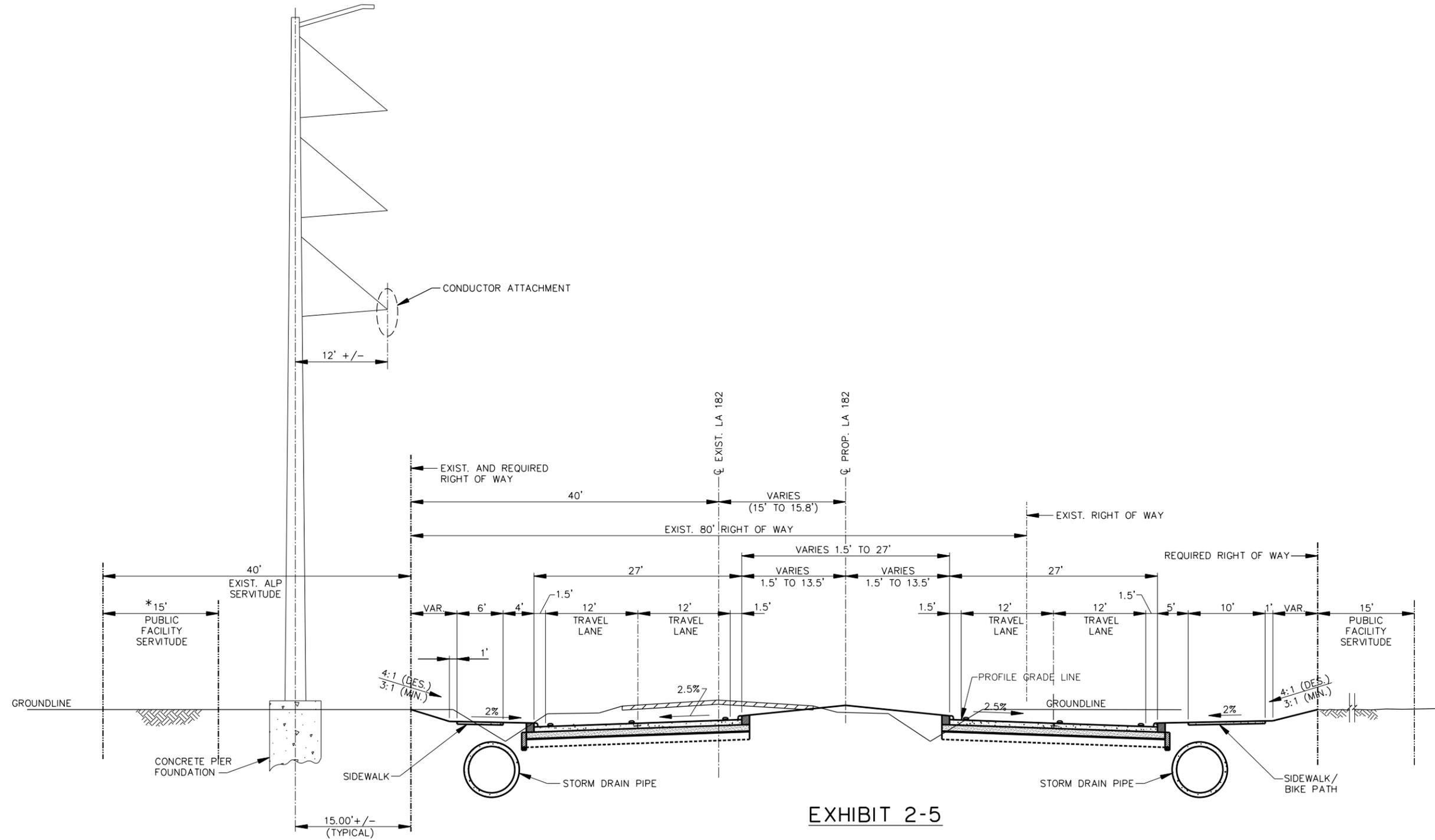
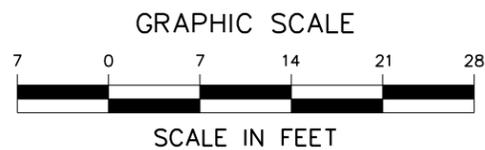


EXHIBIT 2-5
TYPICAL SECTION
ALONG ALP SERVITUDE
ENVIRONMENTAL ASSESSMENT
ALTERNATIVE I



*NOTE: SEE EXHIBIT 2-7 FOR LOCATION WHERE 15' PUBLIC FACILITY SERVITUDE WILL NOT BE OBTAINED.

PREPARED BY:
 NEEL-SCHAFFER, INC.



SHEET NUMBER	
DESIGNED	
CHECKED	
DATE	
BY	
REVISION DESCRIPTION	
NO.	
DATE	
 TYPICAL SECTIONS	
 DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	
PARISH	LAFAYETTE
FEDERAL PROJECT	H.009335
STATE PROJECT	H.009335

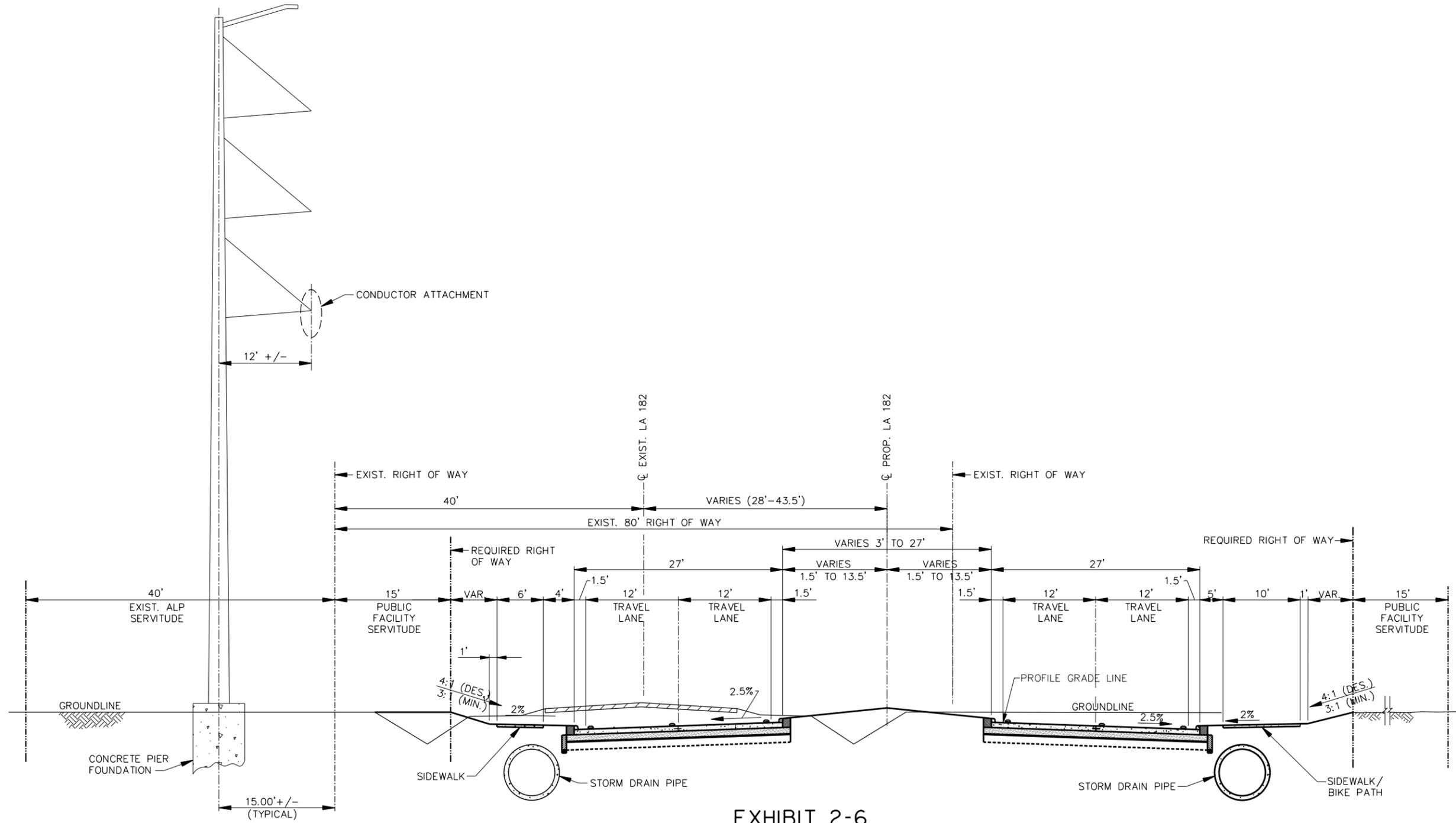
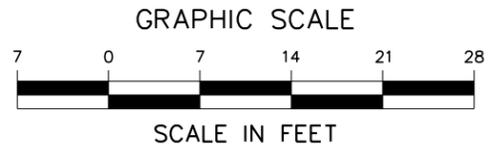


EXHIBIT 2-6
TYPICAL SECTION
ALONG ALP SERVITUDE
ENVIRONMENTAL ASSESSMENT
ALTERNATIVE 3



PREPARED BY:
 NEEL-SCHAFFER, INC.



DESIGNED	CHECKED	DATE	BY
RETAILED	CHECKED	DATE	BY
REVISION DESCRIPTION			
NO.	DATE		
TYPICAL SECTIONS LA 182 (N. UNIVERSITY AVE.)			
SHEET NUMBER: LAFAYETTE FEDERAL PROJECT: H.009335 STATE PROJECT: H.009335			

2.4 Selection of a Preferred Alternative

2.4.1 Environmental Features Compared

Table 2-1 compares environmental features associated with Alternatives 1 and 3.

TABLE 2-1 NORTH UNIVERSITY AVENUE (LA 182) WIDENING ALTERNATES COMPARED		
Evaluation Criteria	Alternate 1	Alternate 3
Meets Purpose and Need	Yes	Yes
Project Features		
Length in miles	2.0	2.0
Additional LADOTD ROW and LCG Servitude ¹ (in acres)	16.5	18.6
100-Year Floodplains (length in feet)	500.0	500.0
Environmental, Community Impacts		
Relocations		
Residential	6	7
Private Pre-school	1	None
Private Substance Abuse Rehab Hospital	None	Note 2
Public / Non profit	None	None
Other Commercial	5	4
Potential for Environmental Justice Impacts	Low	Low
Potential for Community Cohesion Impacts	Low	Low
Environmental, Natural Environment		
Potential Impacts to Wetlands	Note 3	Note 3
Potential for Water Quality Impacts Resulting From Conversion to Subsurface Drainage	Moderate	Moderate
State Scenic Streams	None	None
Prime Farmland (in acres)	Note 4	Note 4
Significant Trees Within Proposed LADOTD ROW	5	6
Potential for impacts to Threatened and Endangered Species/Habitat	Low	Low
Potential for impacts to high quality terrestrial/aquatic wildlife habitats	Low	Low
Cultural Resources (probability of effecting standing structures or archeological sites)		
Standing Structures	Low	Low
Archeological Sites	Low	Low
Potential 4(f) Impacts		
LCG Utility Servitude Impacts Wetlands Golf Course	Yes	No

Source: Neel-Schaffer, Inc.

Note 1 Noted, quantities reflect both LADOTD ROW and LCG servitude.

Note 2 If the 15' LCG utility servitude was provided in proximity to the hospital, the hospital would be included as a taking, increasing the ROW cost by nearly \$5 million.

The LCG has agreed to forego the requirement for a servitude at this location and utilities would be routed within the LADOTD right-of-way.

Note 3 NSI biologist did not identify any jurisdictional wetlands within the corridor.

Note 4 Entire corridor consist of prime farmland soils. NRCS determined that the corridor is in an urban setting and that there are no Prime Farmland impacts.

2.4.2 Cost Compared

Table 2-2 compares costs associated with Alternatives 1 and 3.

TABLE 2-2 NORTH UNIVERSITY AVENUE (LA 182) WIDENING COSTS COMPARED		
Evaluation Criteria	Alternate 1	Alternate 3
Meets Purpose and Need	Yes	Yes
Project Features		
Length in miles	2.0	2.0
Additional LADOTD ROW and LCG Servitude ¹ (in acres)	16.5	18.6
Costs		
Engineering Design	\$1,147,076	\$1,148,776
Right-of-way Acquisition	\$7,579,825	\$9,055,408
Utility Relocations	\$5,000,000	\$5,000,000
Construction	\$22,552,600	\$22,588,130
Mitigation	Not Yet Determined	Not Yet Determined
Construction Engineering & Inspection	\$286,769	\$287,194
TOTAL	\$36,566,269	\$38,079,508

Source: Neel-Schaffer, Inc.

Note 1 Noted quantities reflect both LADOTD ROW and LCG servitude.

Acquisition of the 15' LCG Public Facility Servitude will be undertaken the LCG.

2.4.3 Selection of a Preferred Alternative

A project meeting was held on March 22, 2012 and the LCG representative in attendance expressed a preference for Alternative 1 because the estimated cost was \$1,513,238 less than estimated cost for Alternative 3. FHWA expressed a preference for Alternate 3 because it avoided impacts to the Wetlands Golf Course, a 4(f) property.

Considering Alternative 1, the LCG representative indicated that the LCG was prepared to route utilities within LADOTD right-of-way in proximity to the Wetlands Golf Course to avoid impacts to the 4(f) property.

Also in association with Alternative 1, the LCG agreed to minimize the width of its public utility servitude in proximity to the Christopher B Head Start Center (Pre-school sponsored by the SMILE Community Action Agency's Head Start Program) to avoid taking the school.

FHWA accepted these modifications and agreed with LADOTD to the determination of Alternative 1 as modified as the Preferred Alternate.

Exhibit 2-7 shows how Alternative 1 will be routed to avoid impacts to the Wetlands Golf Course.

The entire project will include the acquisition of approximately 17 acres of right-of-way. A total of 4 residences and 5 businesses will be relocated. Chapters 3 and 4 respectively discuss the Affected Environment and the Environmental Consequences associated with the Preferred Alternate.

The Draft Environmental Assessment for the North University Avenue (LA 182) Widening was made available to the public on January 29, 2013. A Public Hearing to receive comments on the Draft Environmental Assessment was held on February 28th, 2013 at the Clifton Chenier Center Town Hall Auditorium, 220 West Willow Street Lafayette, LA 70501. The public comment period extended to March 11, 2013. Chapter 5 presents a summary of the comments received and actions taken in response to comments received.

The preferred alternative geometry as shown in the Project Atlas, Section 2.5 is hereafter referenced as either the Proposed Action or the Build Alternative.

2.4.4 Project Phasing

Currently there is not a dedicated funding stream committed to the construction of the project. Depending on the availability of funds, the project may be constructed in phases as appropriate to meet standards of traffic safety.

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2.5 Project Atlas

2.5.1 Introduction

The Project Atlas consists of a series of 1"=100' scale aerial map plates, which provide aerial coverage of the entire corridor North University Avenue (LA 182) proposed for construction as the Build Alternative. The Atlas locates the right-of-way required for the North University Avenue and connecting roads. Existing land use is also identified on the plates. The Atlas also locates environmental features including:

- Potential residential and business relocations
- Potential Waters of the U.S.
- Significant Trees
- Selected Noise Receiver Locations as identified in Section 4.3.1

No properties listed on or potentially eligible for the listing on the National Register of Historic Places were identified in proximity to the project corridor.

2.5.2 Engineering Basis

The Final Traffic Study Report (NSI 2010b) supporting the widening of North University Avenue (LA182) was completed in December 2010. A supplemental Traffic Report (NSI 2012e) was prepared in support of the analysis of the roundabout at Couret Drive.

The scope of the traffic study included the identification of base year (2010) and design year (2015 & 2035) corridor and intersection volumes, intersection and roadway capacity analyses and Level-of-Service (LOS) determinations. The following data was collected to successfully perform these tasks:

- Existing twenty-four (24) hour Average Daily Traffic (ADT)
- Existing peak hour Turning Movement Counts (TMC)
- Traffic Signal Inventory (TSI) records
- Field inventories and observations

Existing year 2010 traffic data was collected at various locations within the study area including peak hour turning movement counts at eight (8) intersections along North University Avenue (LA 182). The 2010 data was supplemented in 2011 with collection of weekend traffic data associated with the operation of Moore Park.

Twenty-four (24) hour forecast volumes (2015 and 2035) were developed using the Lafayette Metropolitan Planning Organization's Regional Travel Demand Model.

The 2015 and 2035 roadway and intersection projected volumes were estimated based on growth rates ascertained from the Lafayette MPO's Regional Travel Demand Model for the years 2015 and 2035.

The Final Traffic Study Report supporting the Stage 0 Feasibility Study and Environmental Inventory considered full median openings at connecting roads. LADOTD subsequently determined that the Environmental Assessment geometry would only include allowance for directional lefts from LA 182 to the side streets. The side streets would access LA 182 by right out only with U-turns provided on LA 182 to accommodate desired direction of flow. This geometry will require waiver approval by the LADOTD Chief Engineer prior to construction.

U-turn movements are supported as shown on the conceptual plans at designated U-turn locations (passenger vehicle only), at directional left turns (passenger vehicles only) and at roundabouts (all vehicles). Turn lane lengths were determined utilizing existing movements forecast to the 2035 design year.

Bump-outs supporting U-turn movements by larger vehicles, including fire trucks and school busses, were evaluated at designated U-turns and directional left turns. However, the placement of bump-outs was not considered feasible because they would encroach into the ALP servitude. It was determined by LADOTD in consultation with FHWA that no roadway facilities could be located within the ALP servitude.

The Stage 0 Feasibility Report considered both signalized and roundabout intersections at North University Avenue intersection with Renaud (LA 723) and West Pont des Mouton Road. Only the roundabout geometry intersections were carried forwarded into the Environmental Assessment and these provide the opportunity for all vehicles to complete U-turns. Subsequent to the September 29, 2011 Public Meeting, the LCG requested that a roundabout geometry intersection also be provided at Couret Drive to accommodate weekend peak period traffic associated with Moore Park. The three roundabout intersections were designed conceptually in conformance with LADOTD guidance.

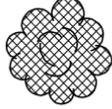
The Project Atlas follows.

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ABBREVIATIONS

¢	CENTERLINE
STA.	STATION
N	NORTH
LA	LOUISIANA
W	WEST
E	EAST
S	SOUTH
REQ'D	REQUIRED
EXIST.	EXISTING
ROW	RIGHT OF WAY
P.F.S.	PUBLIC FACILITY SERVITUDE
C of A	CONTROL OF ACCESS
SW	SIDEWALK
AVE.	AVENUE
SW/BK	SIDEWALK/BIKE PATH

LEGEND

	BUSINESS/PUBLIC TO BE RELOCATED
	RESIDENCE TO BE RELOCATED
	SIGNIFICANT TREE CALLOUT
	NOISE RECEIVER LOCATION
	PROPOSED CENTERLINE
	PROPOSED ROW LINE
	EXISTING ROW LINE
	PROPERTY LINE
	PUBLIC FACILITY SERVITUDE
	EXISTING/REQ'D ROW LINE
	CONTROL OF ACCESS
	OTHER WATERS OF THE U.S.
	ALP TRANSMISSION SERVITUDE
	REQ'D 15' PUBLIC FACILITY SERVITUDE
	REQ'D ROADWAY PAVEMENT
	RAISED MEDIANS
	SIDEWALKS OR COMBINATION SIDEWALK/BIKEPATHS
	ROUNDBOUT CENTER ISLAND
	SIGNIFICANT TREES (REMAINING)
	SIGNIFICANT TREES (REMOVED BY CLECO)

SIGNIFICANT TREE TABLE

TREE NUMBER	TREE TYPE	REMARKS
T-1	30"-35" MAGNOLIA TREE	ARBORIST RECOMMENDS PROTECTION DURING CONSTRUCTION
T-2	45"-50" LIVE OAK	REMOVED IN ROADWAY CONSTRUCTION
T-3	41" LIVE OAK	REMOVED IN ROADWAY CONSTRUCTION
T-4	48" LIVE OAK	ARBORIST RECOMMENDS PROTECTION DURING CONSTRUCTION
T-5	50" LIVE OAK	REMOVED BY CLECO
T-6	45" LIVE OAK	UNAFFECTED BY CONSTRUCTION
T-7	BALD CYPRESS	UNAFFECTED BY CONSTRUCTION
T-8	47" LIVE OAK	UNAFFECTED BY CONSTRUCTION
T-9	60" LIVE OAK	ARBORIST RECOMMENDS PROTECTION DURING CONSTRUCTION
T-10	LARGE LIVE OAK	REMOVED BY CLECO
T-11	35"-40" LIVE OAK	REMOVED BY CLECO
T-12	65" LIVE OAK	REMOVED IN ROADWAY CONSTRUCTION

POTENTIAL RELOCATIONS

RELOCATION NUMBER	TYPE	ADDRESS
R-1	RESIDENT	1904 N. UNIVERSITY AVE.
R-2	RESIDENT	100 PORTLAND AVE.
R-3	RESIDENT	101 PORTLAND AVE.
R-4	RESIDENT	2034 N. UNIVERSITY AVE.
B-1	BUSINESS	101 COURET ROAD
B-2	BUSINESS	2106 N. UNIVERSITY AVE.
B-3	BUSINESS	2110 N. UNIVERSITY AVE.
B-4	BUSINESS	2208 N. UNIVERSITY AVE.
B-5	BUSINESS	2300 N. UNIVERSITY AVE.

NOISE RECEIVER DETAILS

RECEIVER NO.	NORTHING	EASTING	ELEVATION	RECEIVER HEIGHT
NR-1	646,815.30	3,054,610.50	43.76	5.00
NR-2	645,340.10	3,055,242.20	36.26	5.00
NR-3	643,759.20	3,055,970.50	36.26	5.00
NR-4	642,291.90	3,056,622.80	44.40	5.00
NR-5	641,814.90	3,057,035.80	43.42	5.00
NR-6	640,351.40	3,057,515.00	43.12	5.00
NR-7	639,174.10	3,058,266.20	41.64	5.00
NR-8	638,534.60	3,058,646.00	43.50	5.00
NR-28	640,705.80	3,057,319.50	42.70	5.00
NR-30	639,891.90	3,057,637.50	43.10	5.00
NR-44	642,511.37	3,056,776.02	41.40	5.00

NOTE:
PUBLIC FACILITY SERVITUDE CONSIST BUT NOT LIMITED TO
THE USE FOR INFORMATION, GAS, ELECTRICAL, WATER, STORM WATER,
SANITARY SEWER, SIDEWALKS/BIKE PATHS & TRAFFIC SIGNALIZATION.

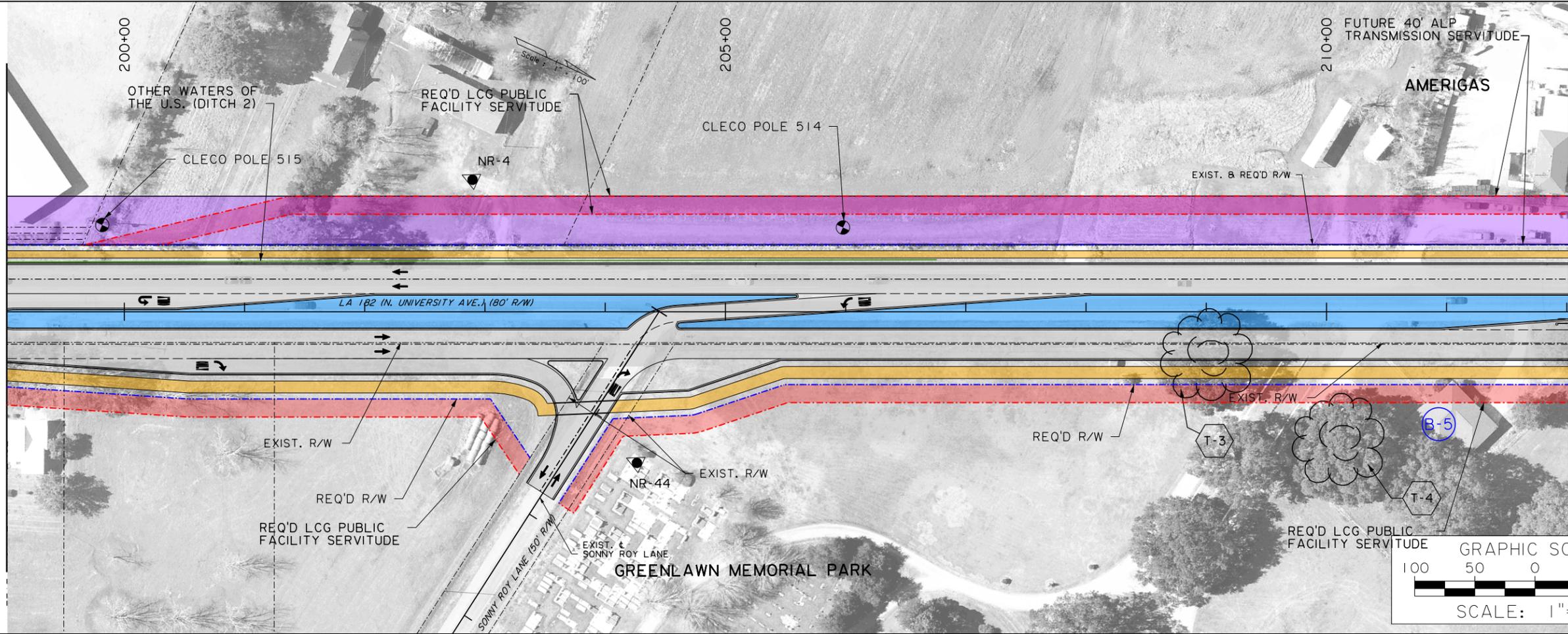
PREPARED BY:
NEEL-SCHAFFER, INC.



SHEET NUMBER	
LAFAYETTE	H.009335
PARISH	STATE PROJECT
H.009335	H.009335
DESIGNED CHECKED	DATE SHEET
DETAILED CHECKED	DATE SHEET
NO.	DATE
REVISION DESCRIPTION	
BY	
LA 182 WIDENING IMPROVEMENTS	
ALTERNATE 1 LEGEND & ABBREVIATIONS	
	
	
LEGEND ALT. 1	

PLATE 3-A

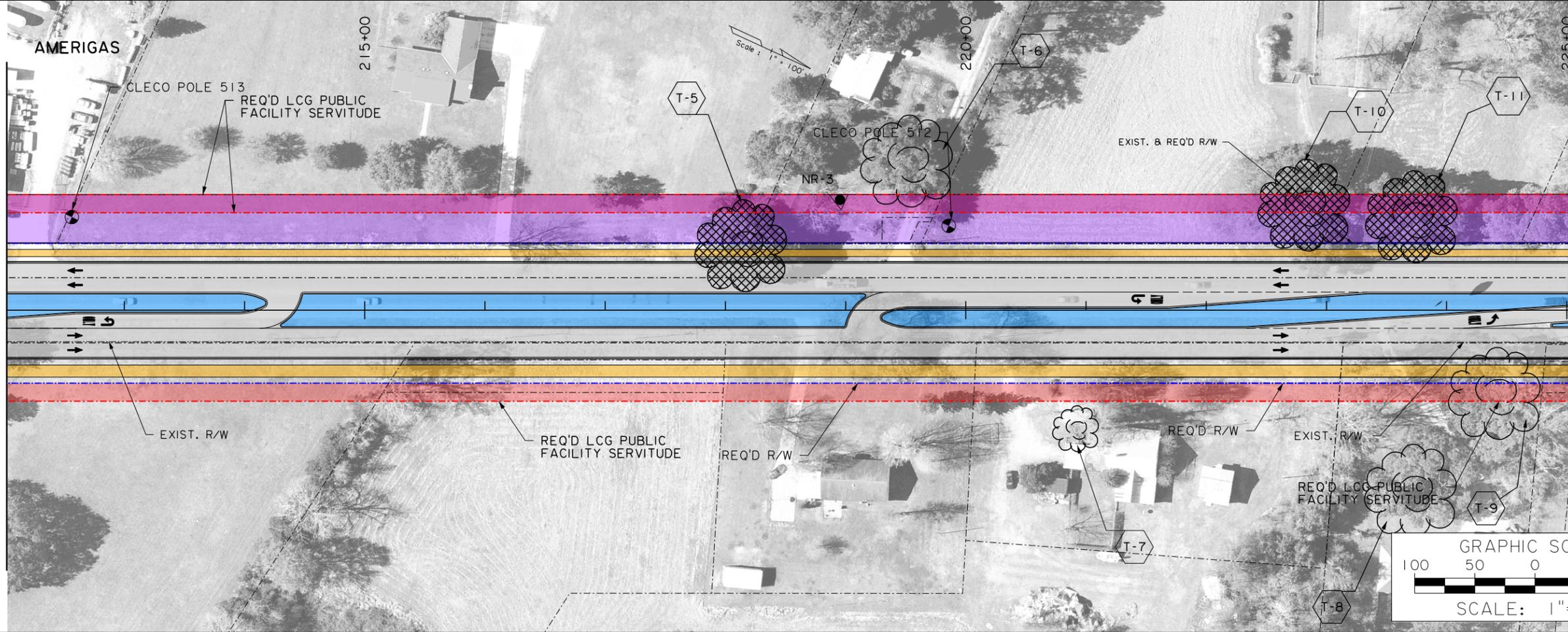
MATCH LINE - STA. 199+00



MATCH LINE - STA. 212+00

PLATE 3-B

MATCH LINE - STA. 212+00



MATCH LINE - STA. 225+00



PREPARED BY:
NEEL-SCHAFFER, INC.

DESIGNED	CHECKED	DATE	BY
RETAILED	CHECKED	DATE	BY
NO.	DATE	NO.	DATE
REVISION DESCRIPTION			
LA 182 WIDENING IMPROVEMENTS			
ALTERNATE 1 PROJECT LAYOUT			
PARISH: LAFAYETTE			
FEDERAL PROJECT: H.009335			
STATE PROJECT: H.009335			
SHEET NUMBER			

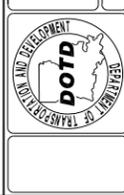
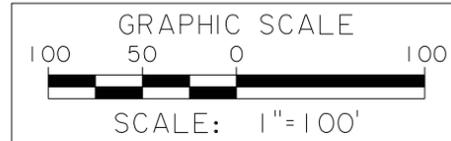


PLATE 5-A

MATCH LINE - STA. 251+00



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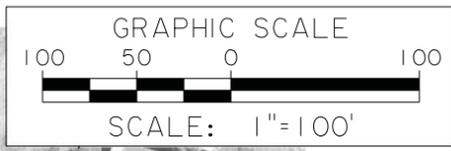
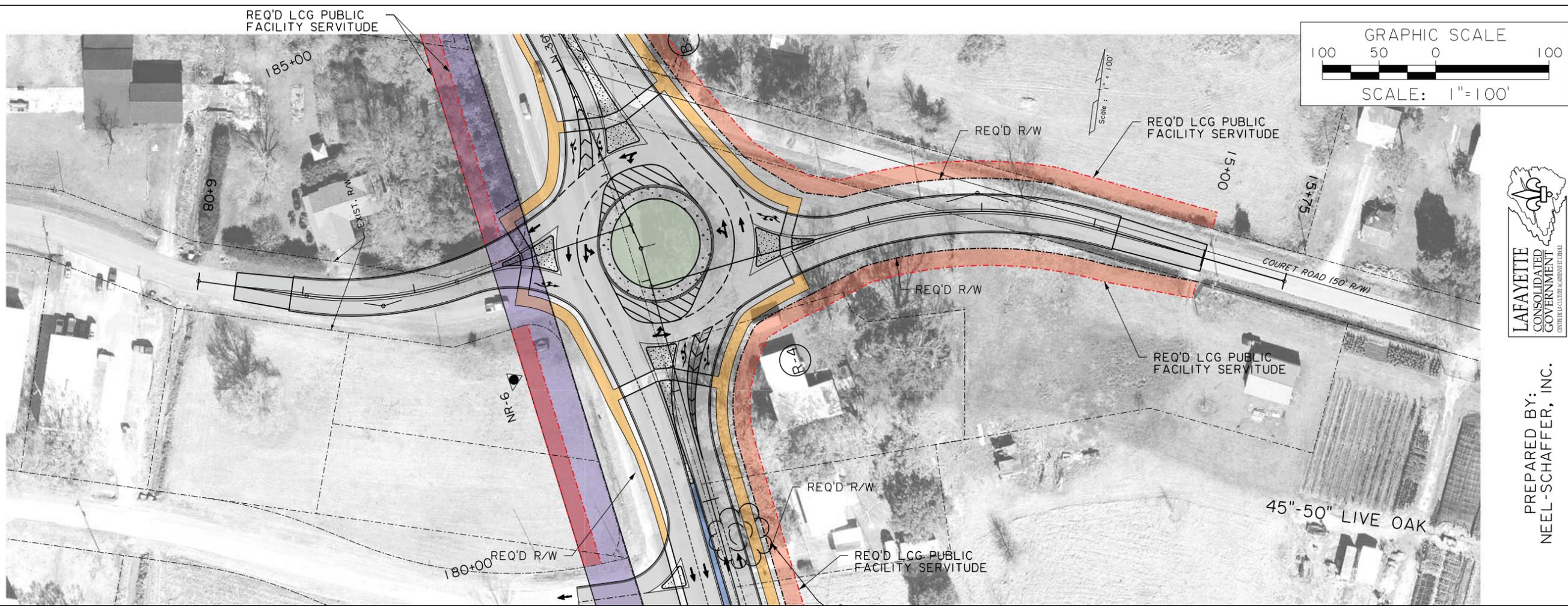
ALTERNATE 1
PROJECT LAYOUT

LA 182 WIDENING IMPROVEMENTS

DESIGNED	CHECKED	DATE	BY	REVISION DESCRIPTION	NO.	DATE

PARISH	LAFAYETTE	SHEET NUMBER	
FEDERAL PROJECT	H.009335		
STATE PROJECT	H.009335		

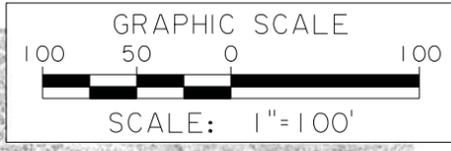
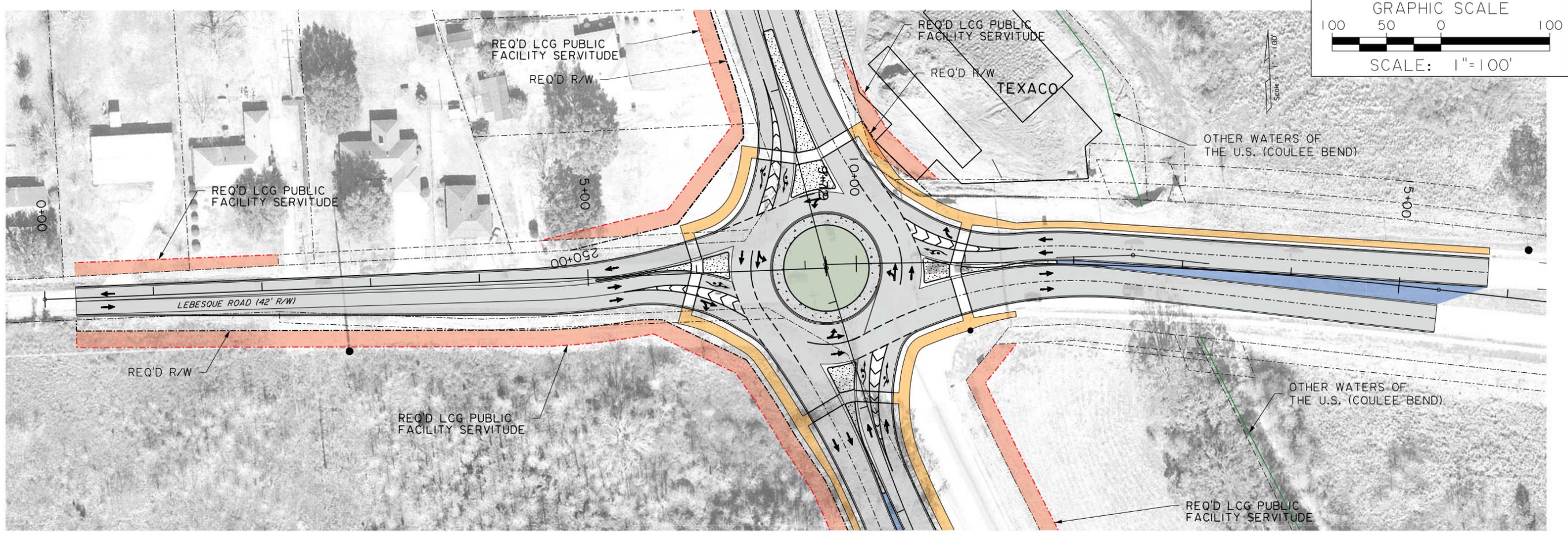
PLATE 7-A



PREPARED BY:
NEEL-SCHAFFER, INC.

DESIGNED	CHECKED	DATE	BY
DETAILED	CHECKED	DATE	BY
REVISION DESCRIPTION		NO.	DATE
PARISH	LAFAYETTE	FEDERAL PROJECT	H.009335
STATE PROJECT	H.009335		
SHEET NUMBER			

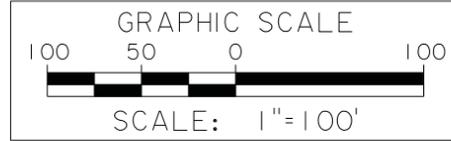
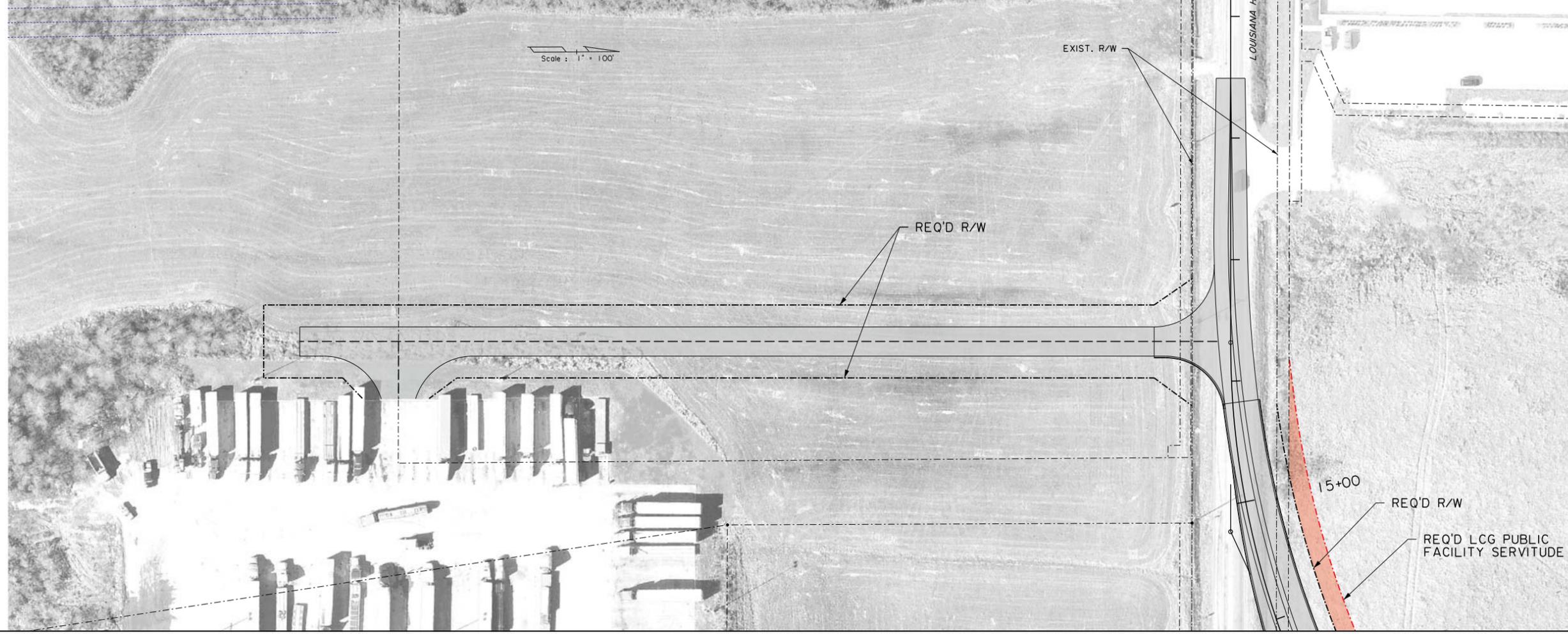
PLATE 7-B



ALTERNATE 1
PROJECT LAYOUT
LA 182 WIDENING IMPROVEMENTS



PLATE 8-A



PREPARED BY:
NEEL-SCHAFFER, INC.



ALTERNATE 1
PROJECT LAYOUT
LA 182 WIDENING IMPROVEMENTS

DESIGNED	CHECKED	DATE	BY	REVISION DESCRIPTION	NO.	DATE

PARISH	LAFAYETTE	SHEET NUMBER	
FEDERAL PROJECT	H.009335		
STATE PROJECT	H.009335		

3.0 Affected Environment

3.1 Demographics

Exhibit 3-1 presents the Census Block Groups for areas located along the North University Avenue corridor both within the limits of the Project Logical Termini and within areas located immediately north and south of the project logical termini.

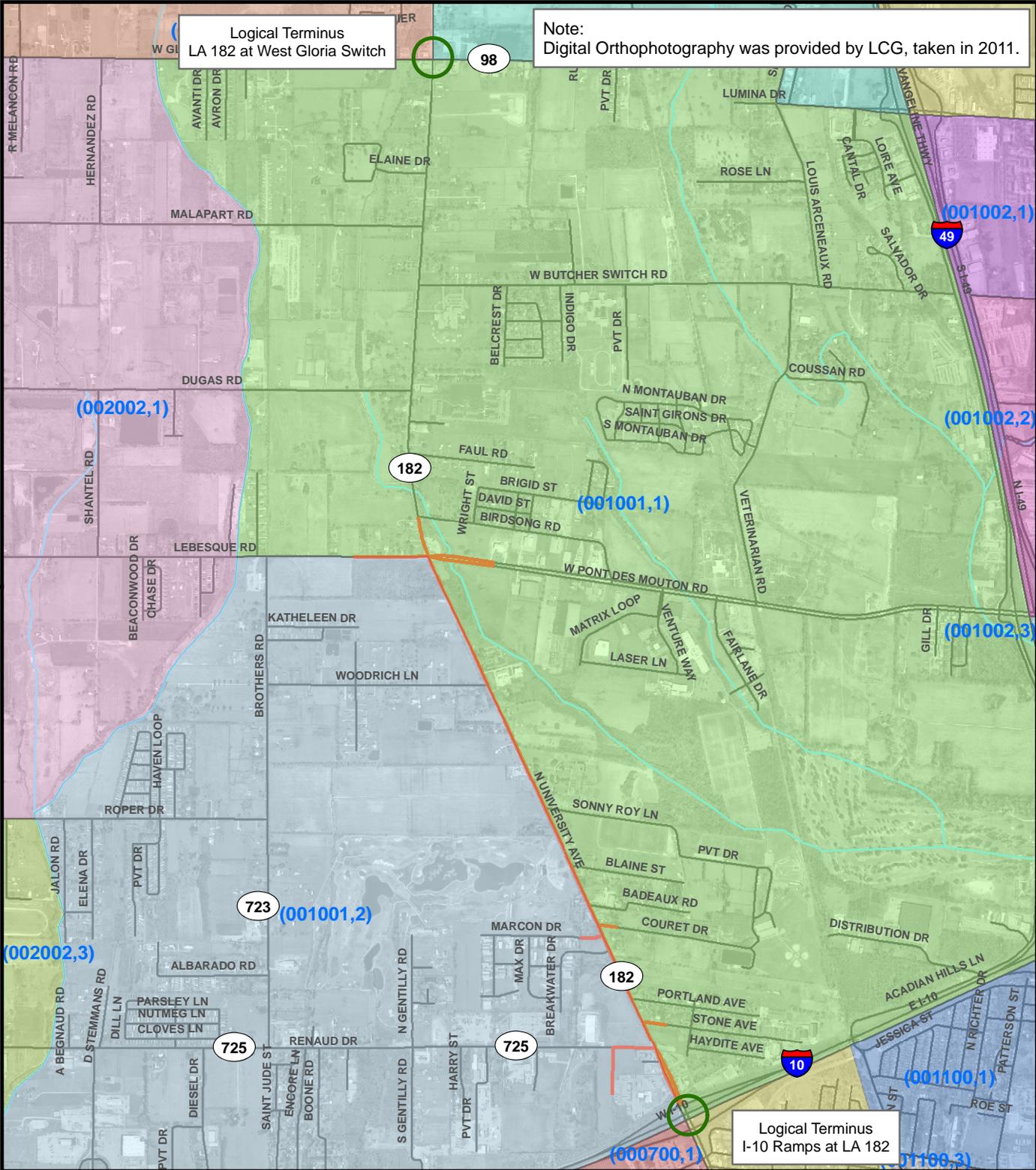
Table 3-1 provides a summary of population characteristics associated with the 2010 Census. The North University Avenue corridor south of the logical termini is 94.8% nonwhite. The logical termini corridor is 47.5% nonwhite and the area immediately north of the logical termini is 42.9% non white.

TABLE 3-1 NORTH UNIVERSITY AVENUE CORRIDOR YEAR 2010 POPULATION CHARACTERISTICS				
Block Groups	Total Population	White Population	Nonwhite Population	Percent Nonwhite
South of Logical Termini Corridor				
000700,1	2,312	155	2,157	93.3%
000900,1	<u>1,291</u>	<u>32</u>	<u>1,259</u>	97.5%
<i>Subtotal</i>	<i>3,603</i>	<i>187</i>	<i>3,416</i>	<i>94.8%</i>
Logical Termini Corridor				
000101,1	1,945	904	1,041	53.5%
000101,2	<u>1,406</u>	<u>856</u>	<u>550</u>	39.1%
<i>Subtotal</i>	<i>3,351</i>	<i>1,760</i>	<i>1,591</i>	<i>47.5%</i>
North of Logical Termini Corridor				
002101,3	1,204	658	546	45.3%
002103,4	<u>1,377</u>	<u>815</u>	<u>562</u>	40.8%
<i>Subtotal</i>	<i>2,581</i>	<i>1,473</i>	<i>1,108</i>	<i>42.9%</i>

Source: US Census

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



1,300 650 0 1,300 Feet

- Legend**
- Logical Termini (001001,1) (Tract, Block Group)
 - Proposed Action
 - Roadway Network
 - Rivers/Streams

EXHIBIT 3-1
Demographic and Economic Profiles
North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish

State Project No. H.009335
Federal Aid Project No. H.009335
LCG Contract No. 500-10-034

Prepared by: Neel-Schaffer, Inc.

The detailed characteristics relating to poverty status are not yet available from the 2010 Census, so the Year 2000 Census data is presented in Table 3-2 as the best available data.

TABLE 3-2 NORTH UNIVERSITY AVENUE CORRIDOR YEAR 2000 INCOME CHARACTERISTICS				
Block Groups	Total Population	Population Living Above Poverty Line	Population Living Below Poverty Line	Percent Living Below Poverty Line
South of Logical Termini Corridor				
000700,1	1,867	1,092	775	41.5%
000900,1	<u>1,283</u>	<u>706</u>	<u>577</u>	45.0%
<i>Subtotal</i>	<i>3,150</i>	<i>1,798</i>	<i>1,352</i>	<i>42.9%</i>
Logical Termini Corridor				
000101,1	913	623	290	31.8%
000101,2	<u>1,556</u>	<u>897</u>	<u>659</u>	42.4%
<i>Subtotal</i>	<i>2,469</i>	<i>1,520</i>	<i>949</i>	<i>38.4%</i>
North of Logical Termini Corridor				
002101,3	1,139	794	345	30.3%
002103,4	<u>704</u>	<u>504</u>	<u>200</u>	28.4%
<i>Subtotal</i>	<i>1,843</i>	<i>1,298</i>	<i>545</i>	<i>29.6%</i>

Source: Year 2000 Census

Approximately 43% of the population of the corridor south of the logical termini is living below poverty. Approximately 38% of the population south of the logical termini corridor is living below poverty and approximately 30% of the area immediately north of the logical termini is living below poverty.

3.2 Land Development in Project Area

3.2.1 Existing Land Use

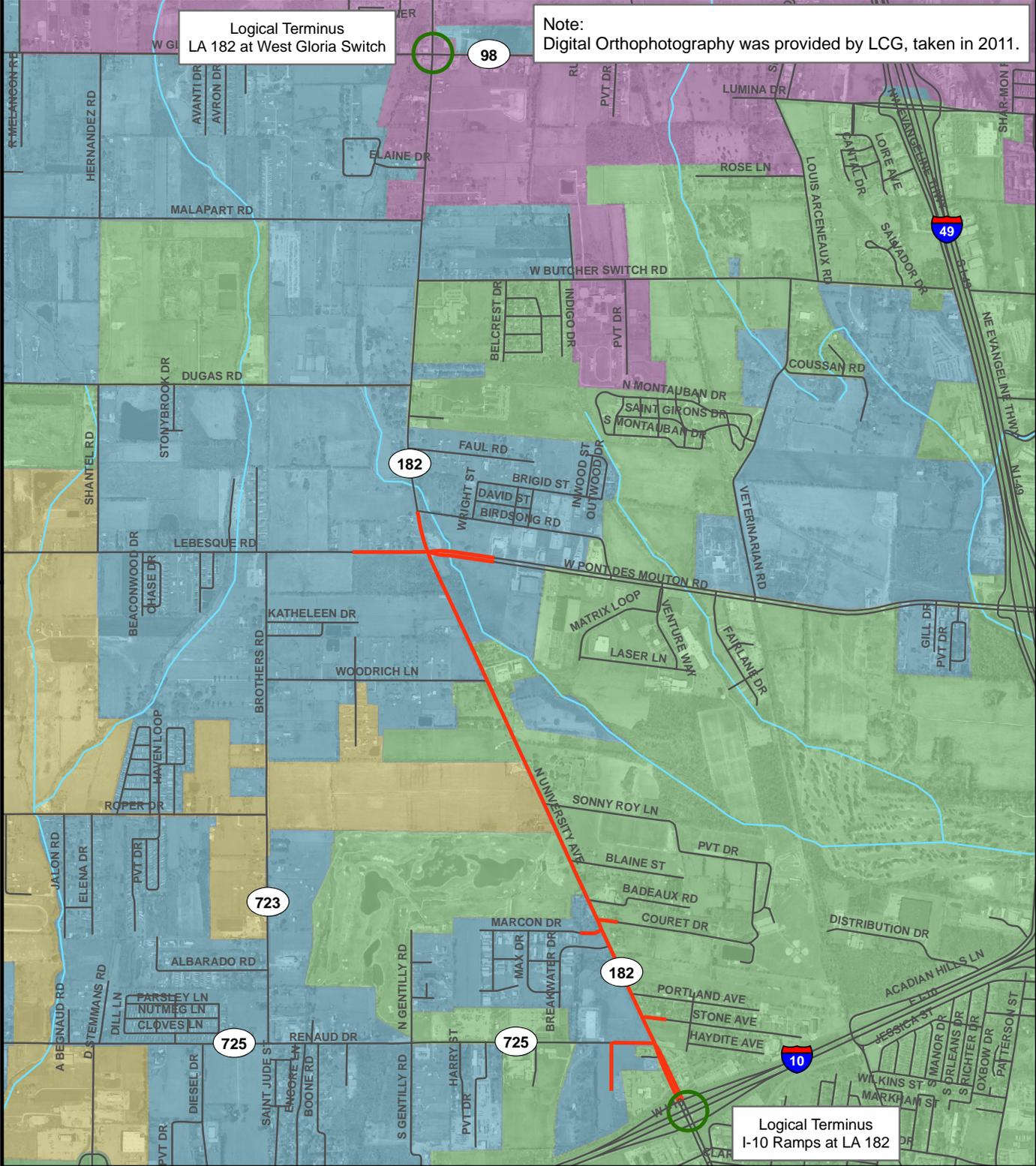
The Project Map Atlas (Section 2.5) details the land use adjacent to the North University Avenue corridor to be improved. Residences, businesses, parks, and other developed properties are located on the Atlas Plates. Also, the Atlas aerial imagery at 1"=100' scale clearly indicates other land features, including agricultural fields, forested areas, a cemetery, and vacant property.

3.2.2 Future Land Use

As shown on Exhibit 3-2, the corridor along the route of the Proposed Action includes areas within the corporate limits of the City of Lafayette, Louisiana, areas within unincorporated Lafayette Parish, Louisiana, and a land tract abutting the roadway located within the corporate limits of City of Scott, Louisiana. The City of Carencro corporate limits extend into the logical terminus corridor.

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



1,250 625 0 1,250 Feet

Legend

- Logical Termini
- Proposed Action
- Roadway Network
- Rivers/Streams
- City of Carencro
- City of Scott
- City of Lafayette ¹
- Unincorporated Lafayette Parish ¹

¹ Part of Lafayette Consolidated Government (LCG)

Prepared by: Neel-Schaffer, Inc.

**EXHIBIT 3-2
Local Jurisdictions
North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish**

**State Project No. H.009335
Federal Aid Project No. H.009335
LCG Contract No. 500-10-034**

Future land use along the North University Avenue corridor will be controlled by the local zoning and land use regulations. Exhibit 3-3 shows the local zoning classifications along the North University Avenue corridor.

The zoning districts shown are located within the corporate limits of the City of Lafayette. Neither the City of Scott, the City of Carencro, nor unincorporated Lafayette Parish has adopted zoning as a regulatory practice.

The City of Lafayette Zoning Districts keyed to Exhibit 3-3 follow:

- R-1-A Single-Family Residential District
- R-1-B Single-Family Residential District
- R-1-C Single & Two-Family Residential District
- R-2 Multifamily Residential District
- B-N Neighborhood Business District
- B-1-L Limited Business District
- B-T Transitional Business District
- B-G General Business District
- I-1 Light Industrial District
- I-2 Heavy Industrial District
- GAD Growth Area District

Those districts shown in underline about the North University Avenue corridor within the limits of the Proposed Action. A mixture of residential and commercial uses is permitted.

3.3 Community Facilities

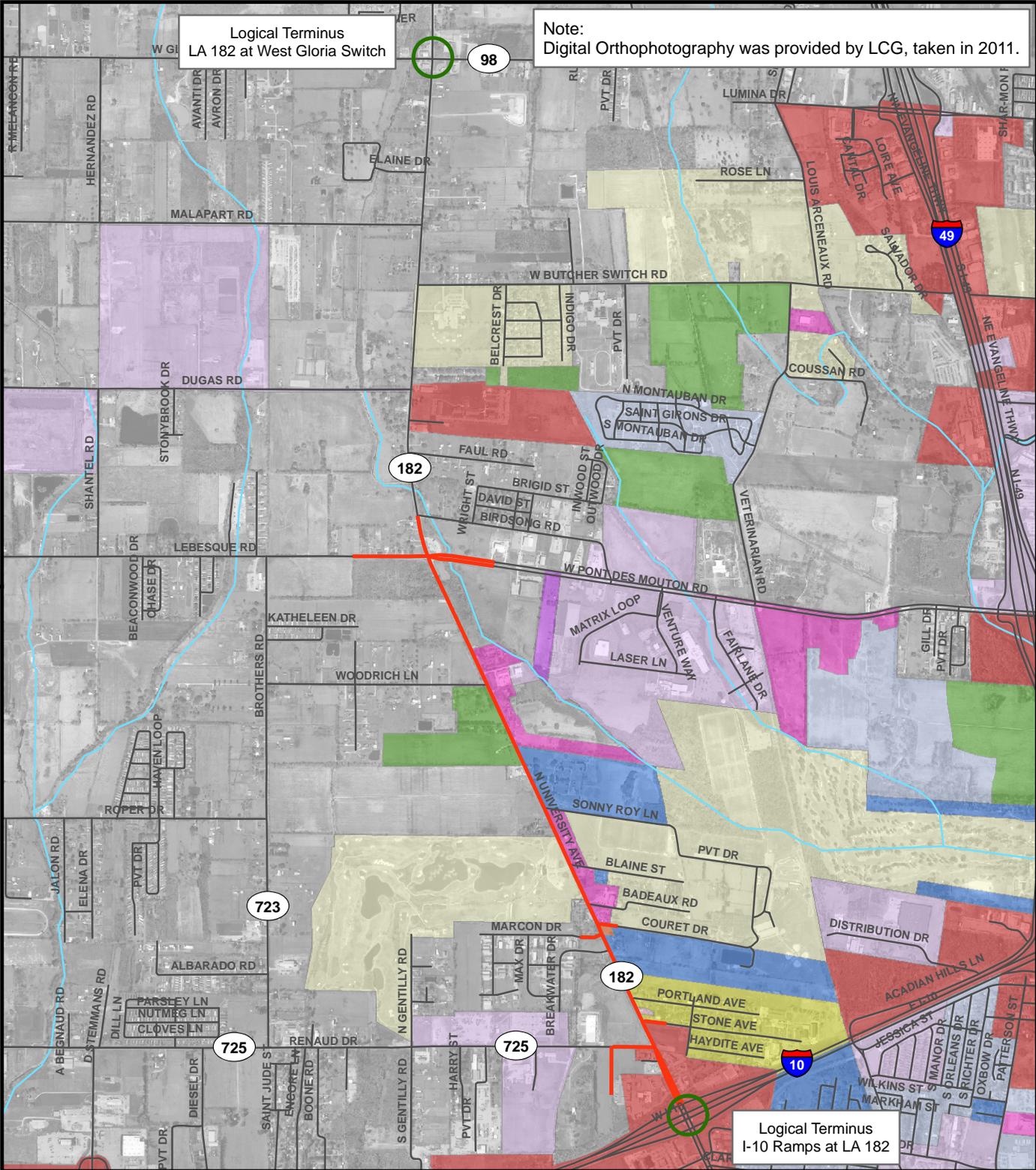
Exhibit 3-4 locates the community facilities identified within the limits of the Project Logical Termini. These include:

1. Christopher B Head Start Center (Pre-school sponsored by the SMILE Community Action Agency's Head Start Program)
2. ABC Daycare and Learning Center (Private Pre-school)
3. The Wetlands Golf Course (Public Park)
4. Moore Park (Public Park)
5. Greenlawn Memorial Gardens (Private Cemetery)
6. Acadia Vermillion Hospital (Private Substance Abuse Hospital)
7. National EMS Academy (Private Training Facility)
8. Live Oak Elementary School (Public School)

There are no sidewalks or bicycle facilities currently located within the limits of the Project Logical Termini.

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



1,300 650 0 1,300 Feet



Legend

- Logical Termini
- Proposed Action
- Roadway Network
- Rivers/Streams
- B-1-L
- B-G
- B-N
- B-T
- B-1-A
- GAD
- I-1
- I-2
- R-1-B
- R-1-C
- R-2

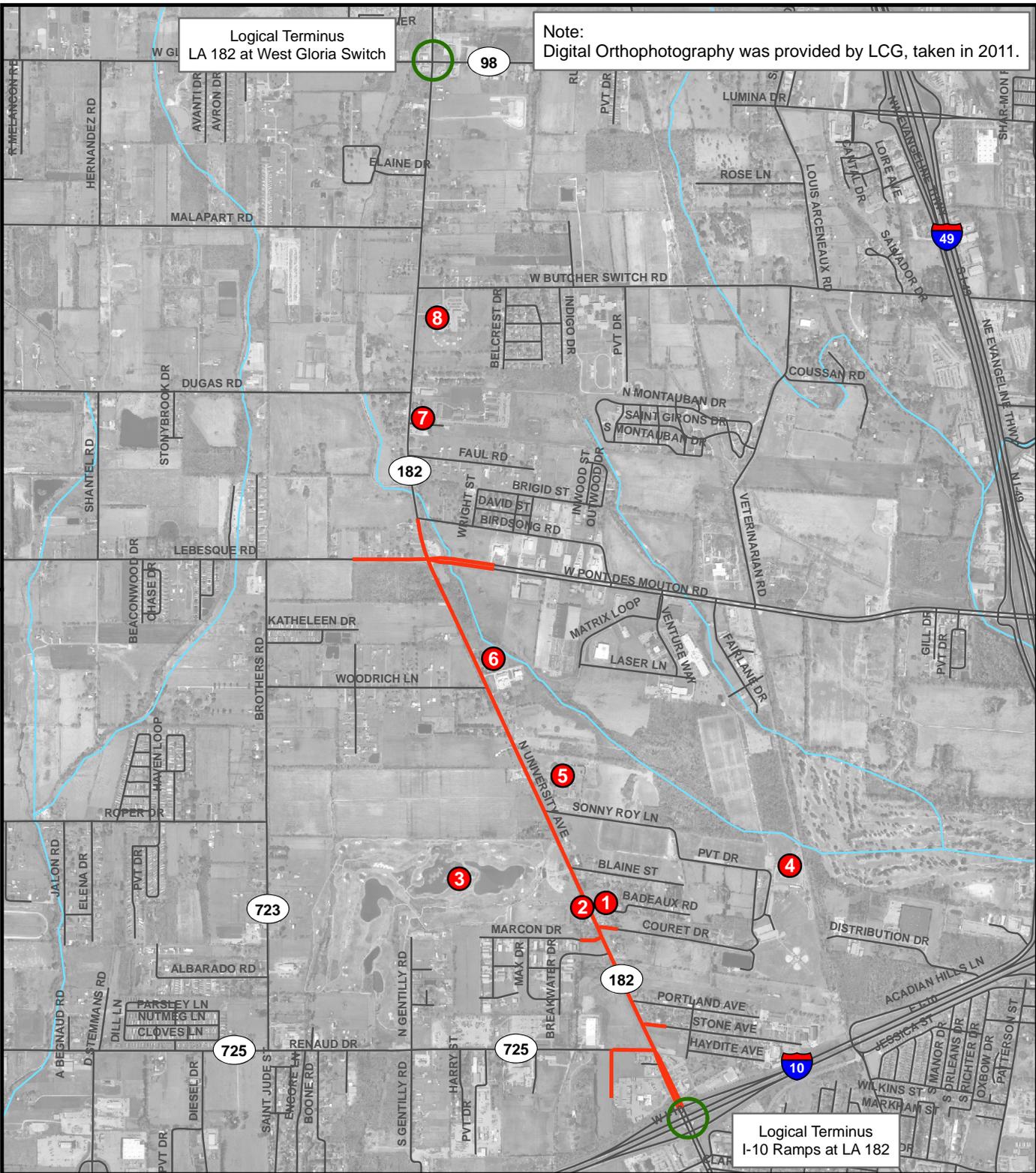
**EXHIBIT 3-3
LCG Zoning Classifications**

**North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish**

State Project No. H.009335
Federal Aid Project No. H.009335
LCG Contract No. 500-10-034

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



Logical Terminus
I-10 Ramps at LA 182



1,300 650 0 1,300 Feet

- Legend**
- Logical Termini
 - Proposed Action
 - Roadway Network
 - Rivers/Streams

- Community Facilities**
- 1 ABC Daycare and Learning Center
 - 2 St. Christopher B Head Start Center
 - 3 The Wetlands Golf Course
 - 4 Moore Park
 - 5 Greenlawn Memorial Gardens
 - 6 Acadia Vermillion Hospital
 - 7 National EMS Academy
 - 8 Live Oak Elementary School

**EXHIBIT 3-4
Community Facilities**
North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish

State Project No. H.009335
Federal Aid Project No. H.009335
LCG Contract No. 500-10-034

Prepared by: Neel-Schaffer, Inc.

3.4 Air Quality

Carbon monoxide (CO) is a colorless, odorless gas that interferes with the delivery of oxygen to a person's organs and tissues. The health effects of CO exposure depend on the duration and intensity of exposure as well as a person's general health. CO concentrations are usually higher during the winter months because vehicles emit more pollutants in cold weather due to the characteristics of internal combustion engines. The National Ambient Air Quality Standards (NAAQS) include a one-hour standard of 35 parts per million (ppm) and an eight-hour standard of 9 ppm for CO.

Transportation conformity is a process required of Metropolitan Planning Organizations (MPOs) pursuant to the Clean Air Act Amendments of 1990 (CAAA of 1990) to ensure that Federal funding and approval are given to those transportation activities that are consistent with air quality goals. CAAA requires that transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved by the Federal Highway Administration (FHWA) be in conformity with the State Implementation Plan (SIP) which represents the State's plan to either achieve or maintain the NAAQS for particular pollutants.

The Proposed Action is located in Lafayette Parish, which is not a nonattainment or maintenance area, so conformity does not apply to this project.

Transportation projects have the potential to affect air quality by changing the number of vehicles at specific locations. Tailpipe emissions from vehicles could result in increases in ambient concentrations of carbon monoxide (CO) near the project.

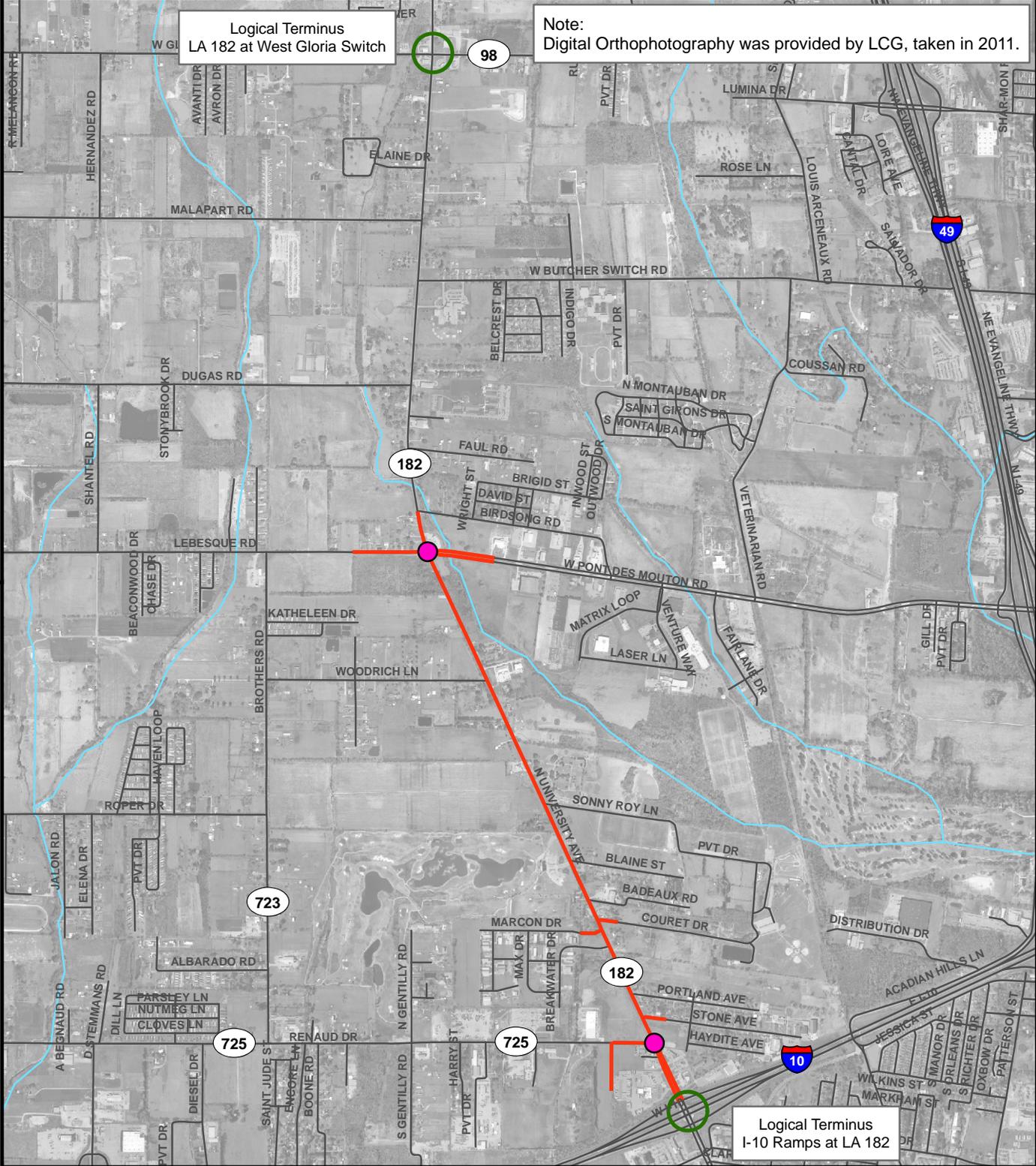
Air Quality Analysis (NSI 2012a) was performed at the North University Avenue intersection with LA 723 (Renaud Drive) and at the North University Avenue intersection with West Pont des Mouton Road. The Air Quality modeling locations are shown on Exhibit 3-5. The air quality modeling results for the existing Year 2010 are presented in Table 3-3.

TABLE 3-3	
YEAR 2010 NO-BUILD	
AIR QUALITY MODELING RESULTS	
Typical July PM Peak Hour Analysis of CO Emissions	
North University Avenue @ LA 723 (Renaud Drive)	
Total CO Emissions (grams)	grams / vehicle - mile
5,902	3.80
North University Ave. @ West Pont des Mouton Road	
Total CO Emissions (grams)	grams / vehicle - mile
7,664	4.80

Source: Neel-Schaffer, Inc.

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



Logical Terminus
I-10 Ramps at LA 182



1,300 650 0 1,300 Feet

- Legend**
- Logical Termini
 - Proposed Action
 - Roadway Network
 - Rivers/Streams
 - Air Quality Modeling Locations

EXHIBIT 3-5
Air Quality Modeling Locations
North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish

State Project No. H.009335
 Federal Aid Project No. H.009335
 LCG Contract No. 500-10-034

Prepared by: Neel-Schaffer, Inc.

3.5 Noise

Noise is defined as unwanted sound. Since highway traffic sound is normally unwanted, highway traffic sound is usually called highway traffic noise. Traffic noise levels are expressed in terms of the hourly A-weighted equivalent sound level in decibels (dBA). A sound level represents the level of the rapid air pressure fluctuations caused by sources such as traffic that are heard as noise. A decibel is a unit that relates the sound pressure of a noise to the faintest sound the young human ear can hear. The A-weighting refers to the amplification or attenuation of the different frequencies of the sound (subjectively, the pitch) to correspond to the way the human ear “hears” these frequencies. Generally, when the sound level exceeds the mid-60 dB range, outdoor conversation in normal tones at a distance of three feet becomes difficult. A 9-10 dBA increase in sound level is typically judged by the listener to be twice as loud as the original sound while a 9-10 dBA reduction is judged to be half as loud. Doubling the number of sources (i.e., vehicles) will increase the hourly equivalent sound level by approximately 3 dBA, which is usually the smallest change in hourly equivalent A-weighted traffic noise levels that people can detect without specifically listening for the change. Table 3-4 presents some common A-weighted noise levels.

**TABLE 3-4
COMMON INDOOR AND OUTDOOR NOISE LEVELS**

Common Outdoor Noise Levels	Noise Level (dBA)	Common Indoor Noise Levels
Jet Flyover at 1,000 ft.	110	Rock Band
Gas Lawnmower at 3 ft.	100	
Diesel Truck at 50 ft.	90	Inside Subway Train (New York)
Noisy Urban Daytime	80	Food Blender at 3 ft. Garbage Disposal at 3 ft. Shouting at 3 ft.
Gas Lawn Mower at 100 ft.	70	Vacuum Cleaner at 10 ft. Normal Speech at 3 ft.
Commercial Area Heavy Traffic at 300 ft.	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Small Theater, Large Conference Room (Background) Library
Quiet Suburban Nighttime	30	Bedroom at Night Concert Hall (Background)
Quiet Rural Nighttime	20	Broadcast and Recording Studio
	10	Threshold of hearing
	0	

Source: *Fundamentals and Abatement of Highway Traffic Noise*, Bolt Beranek and Newman Inc., June 1973

Because most environmental noise fluctuates from moment to moment, it is standard practice to condense data into a single level called the equivalent sound level (L_{eq}). The L_{eq} is a steady sound level that would contain the same amount of sound energy as the actual time-varying sound evaluated over the same time-period. The L_{eq} averages the louder and quieter moments, but gives much more weight to the louder moments in the averaging. For traffic noise assessment purposes, L_{eq} is typically evaluated over the worst one-hour period and is defined as $L_{eq}(h)$.

Neel-Schaffer, Inc. conducted a study (NSI 2012b) which considered potential noise impacts associated with the North University Avenue Widening Proposed Action. The study area primarily consists of undeveloped land with light residential and commercial development.

At present, the majority of development is concentrated near the I-10 interchange and consists of gas stations, fast food restaurants, and a motel. There is a small cluster of single family residences located north of Lebesque Road and west of North University Avenue. There is another cluster of single family residences located east of North University Avenue in proximity to Stone Avenue and Portland Avenue. Other properties include a public golf course, a private substance abuse hospital, scattered single family residences and two private pre-schools. There are no multifamily units located within 500' of the proposed action roadway centerline.

Noise level measurements were recorded at eight (8) sites in the vicinity of the Proposed Action corridor using a Quest-Model 2500 sound level meter during hours of maximum traffic volume. These sites are illustrated as Noise Receivers 1 through 8 as located on the Project Atlas, Section 2.5. Noise Receiver 3 was subsequently acquired as part of the ALP servitude and the residence no longer exists.

The sound level meter was checked with an acoustical calibrator before and after each noise level measurement was taken. In recording the noise measurement, it was noted that the project area had little prevalent non-traffic noise sources due to the immediate proximity to the roadway. Table 3-5 presents and compares the results of the field measurements with the level LADOTD has determined to warrant consideration of noise abatement, which are 66 dBAs for residential receivers and 71 dBAs for commercial receivers.

**TABLE 3-5
EXISTING EQUIVALENT SOUND LEVELS AT MEASUREMENT LOCATIONS**

Noise Receiver	Category and LADOTD Noise Abatement Level (Leq dBA)	Traffic Noise Source	Distance to Centerline (feet)	Field Measured	
				Noise Level (dBA)	Noise Impact
Receiver 1	Residential 66	LA 182	110	70.9	Yes
Receiver 2	Residential 66	LA 182	110	71.9	Yes

Noise Receiver	Category and LADOTD Noise Abatement Level (Leq dBA)	Traffic Noise Source	Distance to Centerline (feet)	Field Measured	
				Noise Level (dBA)	Noise Impact
Receiver 3	Residential 66	LA 182	95	70.1	Yes
Receiver 4	Residential 66	LA 182	120	69.8	Yes
Receiver 5	Residential 66	LA 182	115	69.9	Yes
Receiver 6	Residential 66	LA 182	100	69.9	Yes
Receiver 7	Residential 66	LA 182	85	68.5	Yes
Receiver 8	Commercial 71	LA 182	115	65.5	No

Source: Neel-Schaffer, Inc.

3.6 Water Resources

3.6.1 Water Quality

The Louisiana Water Quality Inventory: Integrated Report (LDEQ 2010) is prepared by the Division of Water Quality Assessment of the Louisiana Department of Environmental Quality (LDEQ) in order to meet the requirements of the Clean Water Act (CWA) of 1977. This report includes the Section 305(b) Water Quality Assessment Report and the Section 303(d) List of Impaired Waterbodies. The primary purpose of this report is to assess the water quality of the area's streams, lakes, and estuaries.

Section 303(d) of the CWA requires the state to list and develop a Total Maximum Daily Load for impaired waterbodies. Section 305(b) of the CWA requires the state to provide water quality information to the Administrator of the U.S. Environmental Protection Agency (USEPA). This includes describing the water quality of all navigable waters in the state; assessing the status of waters of the state with regard to their support of recreational activities and fish and wildlife propagation; assessing the state's water pollution control activities toward achieving the CWA goal of having water bodies that support recreational activities and fish and wildlife propagation; estimating the costs and benefits of implementing the CWA; and, describing the nature and extent of nonpoint sources of pollution and recommendations for programs to address nonpoint source pollution.

A search of LDEQ's Section 303(d) List of Impaired Waterways (LDEQ 2010) revealed no listed waterways near the Proposed Action project corridor.

3.6.2 Surface Water

The Proposed Action project corridor is located within the Vermilion Watershed, hydrologic unit code (HUC) 08080103 (USEPA 2012). Two streams, Coulee Bend

and Coulee Mine Branch, are located within or near the Proposed Action project corridor. There are three distinct drainage basins associated with the proposed project. The 73-acre basin drains west to Coulee Mine Branch. Water from this basin then flows into Coulee Mine Branch, the Coulee River, and eventually into the Vermilion River. The remaining two basins total 298 acres and drain east to Coulee Bend, then flow into Bayou Vermilion, and eventually into the Vermilion River.

Extension of the northern terminus to West Gloria Switch Road would incorporate an additional 709-acre drainage basin that appears to flow into Coulee Bend and Coulee Mine Branch. Both coulees eventually empty into the Vermilion River.

3.6.3 Ground Water

The Proposed Action project corridor is located within the limits of the Chicot aquifer system. The Chicot aquifer system is of Pleistocene age and consists of fining upward sequences of gravels, sands, silts, and clays of the Prairie, Intermediate, and High terrace deposits of southwestern Louisiana (LDEQ 1996).

The system is recharged by direct infiltration of rainfall, water movement from the Atchafalaya alluvium, downward infiltrations through clays south of the primary recharge outcrop area, upward from the underlying Evangeline aquifer, and by inflow from the Vermilion and Calcasieu Rivers. Ground water movement is toward pumping centers at Lake Charles and Eunice. The Chicot aquifer system is the most extensively pumped aquifer in the state and is used for irrigation and aquaculture. Range of thickness of fresh water interval is 50-1050 feet (LDEQ 1996).

A Sole Source Aquifer (SSA) is an aquifer designated by EPA as the "sole or principal source" of drinking water for a given service area; that is, an aquifer which is needed to supply 50% or more of the drinking water for that area and for which there are no reasonably available alternative sources should the aquifer become contaminated (USEPA 2007). The Chicot aquifer is designated by the USEPA as sole source aquifer (USEPA 1996).

3.7 Wetlands and Waters of the U.S.

Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredge-and-fill material into waters of the United States, including wetlands. Activities in waters of the United States that are regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry.

The basic premise of the program is that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. An applicant for a Section 404 Permit must demonstrate that they have:

- taken steps to avoid wetland impacts where practicable,
- minimized potential impacts to wetlands, and

- provided compensation for any remaining, unavoidable impacts through activities to restore or create wetlands.

The screening of the Proposed Action project corridor for potential impacts to wetlands was based on existing information including National Wetlands Inventory (NWI) mapping and floodplain data. A field effort was also conducted on the week of June 17, 2012 (NSI 2012c). The survey area boundaries were determined utilizing the conceptual plans as shown in Section 2.5. The area surveyed was roughly two miles long with an average right-of-way width of 200 feet. Aerial photographs and U. S. Geological Survey (USGS) topographic maps were studied before and during surveys in order to help identify potential wetlands and waters of the U.S.

No potential jurisdictional wetlands were identified within the survey area. NSI biologist identified two named streams (Coulee Bend and Coulee Mine Branch), two ponds, and four roadside ditches within or near the Proposed Action project corridor. The noted ponds and roadside ditches are shown on Project Map Atlas in Section 2.5. The Proposed Action right-of-way show impacts to only one of the streams (Coulee Mine Branch, which crosses under North University Avenue via an existing box culvert drainage structure) and all four roadside ditches.

3.8 Floodplains and Waterways

FEMA is in the process of revising floodplain limits with the limits of the Lafayette Consolidate Government. Exhibit 3-6 presents the current 100-year floodplain in the vicinity of North University Avenue Logical Termini corridor under study as well as the limits of the Revised Preliminary 100-year floodplains. The proposed action encroaches into the Zone “A” 100-year floodplains 350’ along North University Avenue and 500’ along West Pont des Mouton Road.

3.9 Wild and Scenic Rivers

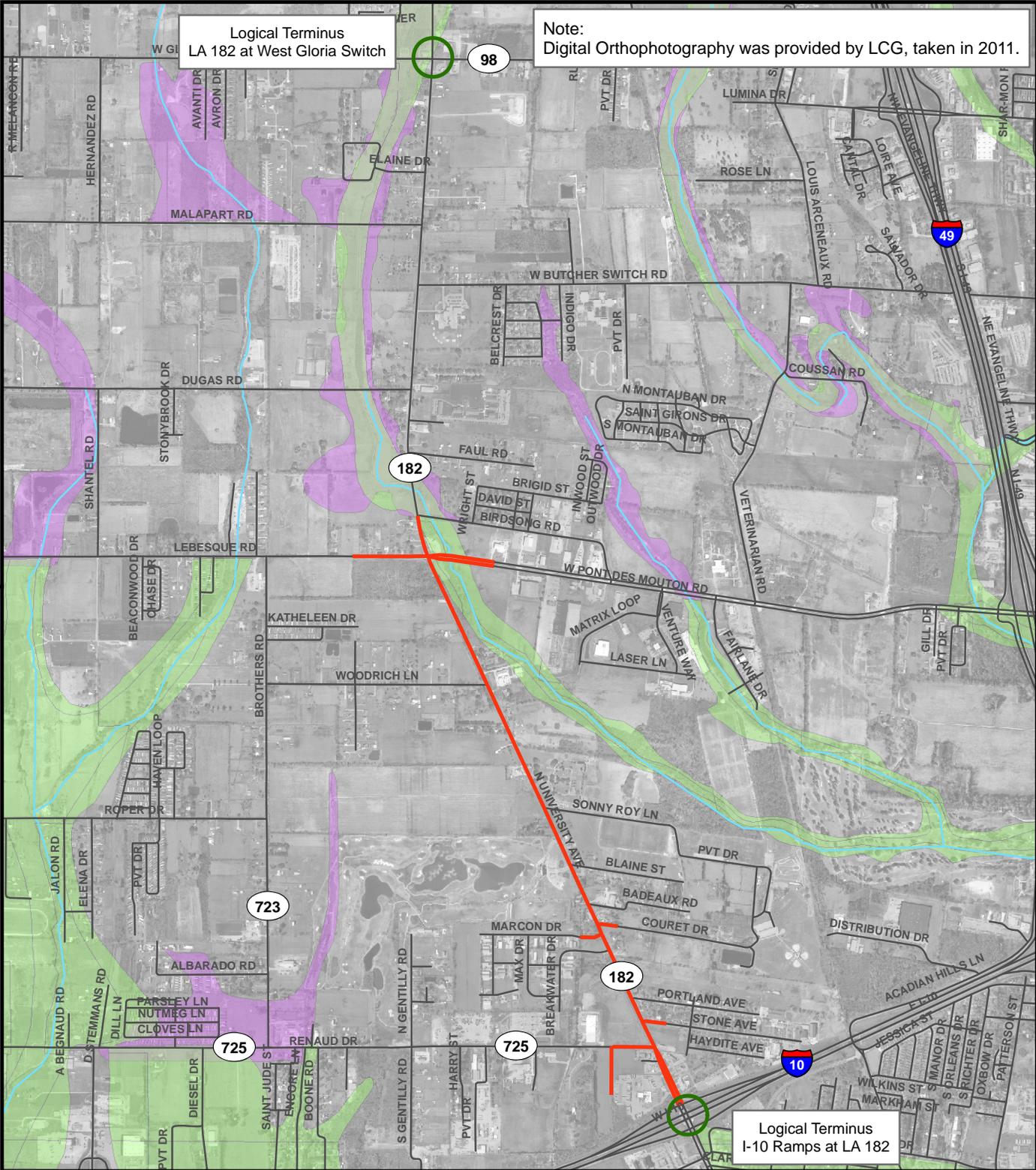
The Louisiana Scenic Rivers Act (Louisiana Legislature Acts 1970, No. 398, §1; Acts 1981, No. 736, §1; Acts 1982, No. 267, §1; Acts 1988, No. 947, §1, eff. July 27, 1988) states that, “there exist in Louisiana many unique and diverse free-flowing rivers, streams, and bayous which should be preserved, protected, and enhanced for the present and future benefit of Louisiana citizens.” The Louisiana Department of Wildlife and Fisheries (LDWF) is the administrator of the scenic rivers program. All rivers in the state are eligible for nomination. At the present time, there are no formally designated scenic rivers or streams in Lafayette Parish (LDWF 2012).

3.10 Coastal Zone and Coastal Barriers

Congress enacted the Coastal Zone Management Act (CZMA) (16 U.S.C. 1451 et seq.) to protect the coastal environment from growing demands associated with residential, recreational, commercial, and industrial uses (e.g., State and Federal offshore oil and gas development). CZMA provisions help states develop coastal management programs to manage and balance competing uses of the coastal zone. In Louisiana, LDNR is the agency responsible for regulating coastal use and development. Lafayette Parish is not located within the Louisiana Coastal Zone (LDNR 2012).

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



Logical Terminus
I-10 Ramps at LA 182

Legend

- Logical Termini
- Proposed Action
- Roadway Network
- Rivers/Streams
- Official 100-Year Floodplains
- Proposed Revision 100-Year Floodplains



1,300 650 0 1,300 Feet



Prepared by: Neel-Schaffer, Inc.

EXHIBIT 3-6
100-Year Floodplains
North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish

State Project No. H.009335
Federal Aid Project No. H.009335
LCG Contract No. 500-10-034

3.11 Aquatic Ecology

There is very little habitat to support aquatic species within the Proposed Action project corridor. The proposed right-of-way in the current design plans show impacts to one stream and four roadside ditches. While these aquatic communities lend diversity to the area, their overall contribution to wildlife habitat is diminished due to the fact that they are man-altered features. Anthropogenic trash and other debris occur within the water that flows in these systems. It is not anticipated that a large variety of fish or other aquatic species would utilize the stream or roadside ditches throughout the year.

3.12 Vegetation and Wildlife

3.12.1 Avian Species

The project corridor is located within the Lower Mississippi Riverine Forest Province (USDA 1994). Common avian fauna vary with the age of timber stands, percent of deciduous trees, proximity to openings, and presence of bottomland forest types. For this environmental document, existing conditions of wildlife communities were assessed and documented through a combination of limited field surveys, aerial photo interpretation, and a review of existing literature.

The wood duck (*Aix sponsa*), eastern wild turkey (*Meleagris gallopavo*), bobwhite (*Colinus virginianus*), and mourning dove (*Zenaida macroura*) are common throughout the province. Common bird species include the pine warbler (*Dendroica pinus*), cardinal (*Cardinalis cardinalis*), summer tanager (*Piranagra rubra*), Carolina wren (*Thryothorus ludovicianus*), ruby-throated hummingbird (*Archilochus colubris*), blue jay (*Cyanocitta cristata*), eastern towhee (*Pipilo erythrophthalmus*), and tufted titmouse (*Parus bicolor*).

3.12.2 Terrestrial Species

Common terrestrial fauna of the Lower Mississippi Riverine Forest Province vary with the age of timber stands, percent of deciduous trees, proximity to openings, and presence of bottomland forest types. For this environmental document, existing conditions of wildlife communities were assessed and documented through a combination of limited field surveys, aerial photo interpretation, and a review of existing literature.

Wildlife within the Proposed Action project corridor is highly influenced by the existing roadways and regional rural development of the area. Wildlife use includes permanent inhabitation, seasonal inhabitation, migratory routes, temporary shelter, or foraging. The Proposed Action project corridor also contains creeks and riparian areas that, due to their consistent source of water and structural habitat diversity, are used by a wide variety of wildlife. The Proposed Action project corridor is inhabited by common fauna, including small mammals, reptiles, and avian species.

Whitetail deer (*Odocoileus virginianus*), raccoon (*Pryonon lotor*), fox (*Vulpes vulpes* and *Urocyon cinereoargenteus*), opossum (*Didelphis virginiana*) and cottontail rabbit (*Sylvilagus floridanus*) are common. The fox squirrel (*Sciurus niger*) is common when deciduous trees are present on uplands and gray squirrels (*Sciurus carolinensis*) occur along drainages.

Common snakes include the cottonmouth (*Agkistrodon piscivorus*), copperhead (*Agkistrodon contortrix*), rough green snake (*Ophedrys aestivus*), rat snake (*Elaphe obsoleta*), and the speckled kingsnake (*Lampropeltis getula*). Fence lizards (*Sceloporus* sp.) and glass lizards (*Ophisaurus* spp.) are also common.

3.12.3 Vegetation

Vegetative communities along the Proposed Action corridor are shown in Table 3-6.

**TABLE 3-6
VEGETATION COMMUNITIES WITHIN THE
PROPOSED PROJECT CORRIDOR**

Community	Total (acres)
Agriculture	5.4
Upland Hardwood Forest	2.6
Residential/Commercial	8.5
Existing Road and Maintained right-of-way	24.6
TOTAL	41.1

Source: Neel-Schaffer, Inc.

Upland Hardwood Forest

This community is found in undeveloped wood lots along the Proposed Action project corridor. The overstory is typically dominated by red maple (*Acer rubrum*), water oak (*Quercus nigra*), willow oak (*Quercus phellos*), sugarberry (*Celtis laevigata*), American elm (*Ulmus americana*), sweetgum (*Liquidambar styraciflua*), green ash (*Fraxinus pennsylvanica*), and black willow (*Salix nigra*). The understory is often sparse because of reduced light and periods of inundation. Understory species includes small trees and shrubs of the overstory species along with palmetto (*Sabal minor*), fetterbush (*Leucothoe racemosa*), Chinese tallow (*Sapium sebiferum*), Chinese privet (*Ligustrum sinense*), blackberry (*Rubus* spp.), poison ivy (*Toxicodendron radicans*), and greenbrier (*Smilax* spp.).

Agriculture

This community consists of agricultural fields, pastures, and other areas where farming practices occur. Agricultural fields include row crops such as corn, rice, oats, wheat, soybeans, and ryegrass. Pastures for beef cattle are common and are dominated by bahiagrass (*Paspalum notatum*).

Residential/Commercial

These areas are best described as developed (e.g., building and homes) and where clearing of the natural vegetation previously occurred and lawn grasses now dominate. This community type includes mowed residential and commercial lawns with scattered native and ornamental trees and shrubs. Dominant species include Bermuda grass (*Cynodon dactylon*), ryegrass (*Lolium perenne*), and other common lawn grass species. These areas have not obtained a climax vegetation state because they are subject to periodic maintenance activities including mowing, leveling, clearing, or applications of herbicides to control plant growth.

Existing Road and Maintained Right-of-way

This category makes up the remainder of the Proposed Action project corridor and includes the existing roadways and their corresponding rights-of-way. Native grass species dominate this community type. Common species include Bermuda grass (*Cynodon dactylon*), ryegrass (*Lolium perenne*), bahia grass (*Paspalum notatum*), Johnson grass (*Sorghum halepense*), and various sedgess (*Carex* spp.). These areas have not obtained a climax vegetation state because they are subject to periodic maintenance activities including mowing and/or applications of herbicides to control plant growth.

3.12.4 Significant Trees

For the purposes of the LADOTD policy, a significant tree is a Live Oak, Red Oak, White Oak, Magnolia, or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4' to 6' above the ground), and having a form that separates it from the surrounding vegetation or is considered historic.

Field screening within the Proposed Action corridor located twelve (12) trees potentially identified as Significant Trees either within or in immediate proximity to the existing North University Avenue right-of-way. Subsequent to the field survey locating the trees, CLECO removed three of the trees. Significant Tree locations are noted on the Project Atlas Plates, Section 2.5.

3.13 Threatened and Endangered Species

3.13.1 Federally Listed Species

The Endangered Species Act (ESA) [16 U.S.C. 1531 et. seq.] of 1973, as amended, was enacted to provide a program for the preservation of endangered and threatened species and to provide protection for the ecosystems upon which these species depend for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species and to use their authorities to further the purposes of the act.

The USFWS and the National Marine Fisheries Service (NMFS) are the primary agencies responsible for implementing the ESA. The USFWS is responsible for birds and terrestrial and freshwater species, while the NMFS is responsible for non-bird marine species. The USFWS responsibilities under the ESA include: (1) the

identification of threatened and endangered species; (2) the identification of critical habitats for listed species; (3) implementation of research on, and recovery efforts for, these species; and, (4) consultation with other federal agencies concerning measures to avoid harm to listed species.

An endangered species is a species in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those which have been formally submitted to Congress for official listing as threatened or endangered. Species may be considered endangered or threatened when any of the five following criteria occurs: (1) The current/imminent destruction, modification, or curtailment of their habitat or range; (2) Overuse of the species for commercial, recreational, scientific, or educational purposes; (3) Disease or predation; (4) The inadequacy of existing regulatory mechanisms; and, (5) Other natural or human-induced factors affect continued existence.

In addition, the USFWS has identified species that are candidates for listing as a result of identified threats to their continued existence. The candidate (C) designation includes those species for which the USFWS has sufficient information on hand to support proposals to list as endangered or threatened under the ESA. However, proposed rules have not yet been issued because such actions are precluded at present by other listing activity.

The USFWS has identified two species (Table 3-7) with potential of occurrence in Lafayette Parish (USFWS 2012).

**TABLE 3-7
FEDERALLY LISTED SPECIES OF POTENTIAL
OCCURRENCE IN LAFAYETTE PARISH**

Common Name	Scientific Name	Status
Louisiana Black Bear	<i>Ursus americanus luteolus</i>	Threatened
Sprague's Pipit	<i>Anthus Spragueii</i>	Candidate

Source: USFWS 2012

Lafayette Parish is categorized as an area where bear sightings are “rare” according to the LDWF (LDWF 2006). The Louisiana black bear inhabits large, relatively remote blocks of bottomland hardwoods. No such habitat exists along the Logical Termini project corridor.

The Sprague's Pipit is a relatively small bird endemic to the North American grasslands. This species is closely tied with native prairie habitat and breeds in the north-central United States in Minnesota, Montana, North Dakota and South Dakota as well as south-central Canada. Wintering occurs in the southern States of Arizona, Texas, Oklahoma, Arkansas, Mississippi, Louisiana, and New Mexico (USFWS 2011).

The USFWS reviewed the conservation status of Sprague's Pipit to determine whether the species warrants protection under the Endangered Species Act. The status review found that listing Sprague's Pipit as threatened or endangered is warranted, but that listing the species at this time is precluded by the need to complete other listing actions of a higher priority.

No habitat (*i.e.* native grasslands) exists within the Logical Termini project corridor that could support the Sprague's Pipit.

3.13.2 State Listed Species

The Louisiana Natural Heritage Program (LNHP), part of the LDWF, maintains a list of state protected species, plant communities, and other natural features. State listed species of potential occurrence in Lafayette Parish are listed in Table 3-8.

**TABLE 3-8
STATE LISTED SPECIES OF POTENTIAL
OCCURRENCE IN LAFAYETTE PARISH**

Common Name	Scientific Name	State Rank
Rare Animal Species		
Alligator Snapping Turtle	<i>Macrolemys temminckii</i>	S3
Eastern harvest mouse	<i>Reithrodontomys humulis</i>	S3S4
Old Prairie Crawfish	<i>Fallicambarus macneesei</i>	S2
Ringtail	<i>Bassariscus astutus</i>	SR
Rare Plant Species		
Broad-leaved spiderwort	<i>Tradescantia subaspera</i>	S2
Cypress-knee sedge	<i>Carex decomposita</i>	S3
Evening Rainlily	<i>Cooperia drummondii</i>	S2
Flatsedge	<i>Cyperus cephalanthus</i>	S2
Long-sepaled False Dragon-head	<i>Physostegia longisepala</i>	S2S3
Powdery thalia	<i>Thalia dealbata</i>	S2S3
Southwest Bedstraw	<i>Galium virgatum</i>	S2
Three-lobed Coneflower	<i>Rudbeckia triloba</i>	S3
Water-purslane	<i>Didiplis diandra</i>	S2

Source: LNHP 2012

Legend:

S1 Critically imperiled in Louisiana because of extreme rarity

S2 Imperiled in Louisiana because of rarity

- S3 Rare and local throughout the state or found locally (even abundantly at some of its locations) in a restricted region of the state, or because of other factors making it vulnerable to extirpation*
- S4 Apparently secure in Louisiana with many occurrences*
- SR Reported from Louisiana, but without conclusive evidence to accept or reject report*

These species were not located in the field screening of the Proposed Action or limited screening of the Logical Termini limits.

3.14 Hazardous Waste Screening

A Modified Phase 1 Environmental Site Assessment (ESA) (NSI 2012d) was performed in order to identify any potential environmental constraints associated with the widening of North University Avenue as shown on the Project Atlas, Section 2.5.

The scope of this assessment was modified from the full ASTM scope due to the size of the study area and excessive number of landowners involved, and was limited to the following:

- Reporting of results of an inquiry by an environmental professional.
- Review of federal, state, and local government environmental records obtained from a commercial database, limited to the following:
 - NPL - National Priorities List
 - CERCLIS - Comprehensive Environmental Response Compensation and Liability Information System
 - FINDS - Facility Index System
 - RCRA - Resource Conservation and Recovery Act
 - Open Dump - Open Dump Inventory
 - ERNS - Emergency Response Notification System
 - USTs - Underground Storage Tanks
 - LUSTs - Leaking Underground Storage Tanks
 - SPL - State Equivalent Priority List
 - SWLF - Solid Waste Facility Information
- Review of water well logs for water wells located within 250 feet of the project corridor to determine possible water supply impacts. The well logs were obtained from the LDNR.
- Downloading of latitudes and longitudes of oil and gas within 250 feet of the North University Avenue from the LDNR database, Strategic Online Natural Resources Information System (SONRIS) 2000.
- Visual inspections of the property and adjoining properties from a driving reconnaissance along public roads, and in certain areas by a walking reconnaissance.

The findings of the Modified Phase 1 ESA Report are summarized as follows.

3.14.1 Regulatory Agency Records Review

Standard federal and state environmental record sources were researched by the environmental data retrieval firm, Environmental Data Resources, Inc. (EDR) EDR provided reports containing historical data on potential sources of contamination in proximity to the Logical Termini project corridor. Federal and state databases searched, the date of the most recent update and the search distance with respect to the Logical Termini right-of-way are presented in Table 3-9.

TABLE 3-9
SUMMARY OF DATABASE INFORMATION
OBTAINED DURING ESA PREPARATION
Summary of Database Information Obtained During ESA Preparation

Federal Databases	Date of Database*	Search Distance
National Priorities List (NPL)	5/18/12	1.0 mile
Proposed NPL	3/30/12	1.0 mile
Delisted NPL	3/30/12	1.0 mile
NPL Liens	10/15/91	Target Property
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)	12/27/11	0.5 mile
CERCLIS Federal Facility	12/27/11	1.0 mile
Comprehensive Environmental Response, Compensation, and Liability Information System/No Further Remedial Action Planned (CERCLIS-NFRAP)	12/28/11	0.5 mile
Resource Conservation and Recovery Information System – Corrective Action Sites (CORRACTS)	8/19/11	1.0 mile
Resource Conservation and Recovery Information System – Treatment, Storage, and Disposal Facilities (RCRA-TSDF)	3/15/12	0.5 mile
Resource Conservation and Recovery Act – Small or Large Quantity Generators (SQG or LQG or CESQG)	3/15/12	Target and adjoining properties
Open Dump Inventory (ODI)	6/30/85	0.5 mile
Emergency Response Notification System (ERNS)	10/2/11	Target Property
FINDS	10/23/11	Target property
State Databases	Date of Database	Search Distance
State Equivalent Priority List (SHWS)	1/24/12	1.0 mile
State Solid Waste Facility Information (SWLF)	3/19/12	0.5 mile
State Leaking Underground Storage Tanks (LUST)	1/24/12	0.5 mile
State Historic LUST	11/1/99	0.5 mile
State Underground Storage Tanks (UST)	1/24/12	0.25 mile
Indian Leaking Underground Storage Tanks (LUST)	9/12/11	0.50 mile
Indian Underground Storage Tanks	5/10/11	0.25 mile

*Corresponds to Date of Government Version of data

Source: (NSI 2012d) Modified Phase 1 Environmental Site Assessment EDR Radius Map™ Report
 Inquiry Number 3325930.1s, dated May 18, 2012, Appendix A

Note: Information provided by EDR is presented in English units, in accordance with ASTM E527-05 standards.

As part of the Phase 1 ESA, a site reconnaissance was performed on May 11, 2012 by a NSI representative meeting the qualifications of an Environmental Professional as defined by ASTM E 1527-05. The site reconnaissance was accomplished by driving roads accessible to the property and by walking in areas inaccessible by roadways.

3.14.2 Findings of the Modified Phase 1 ESA

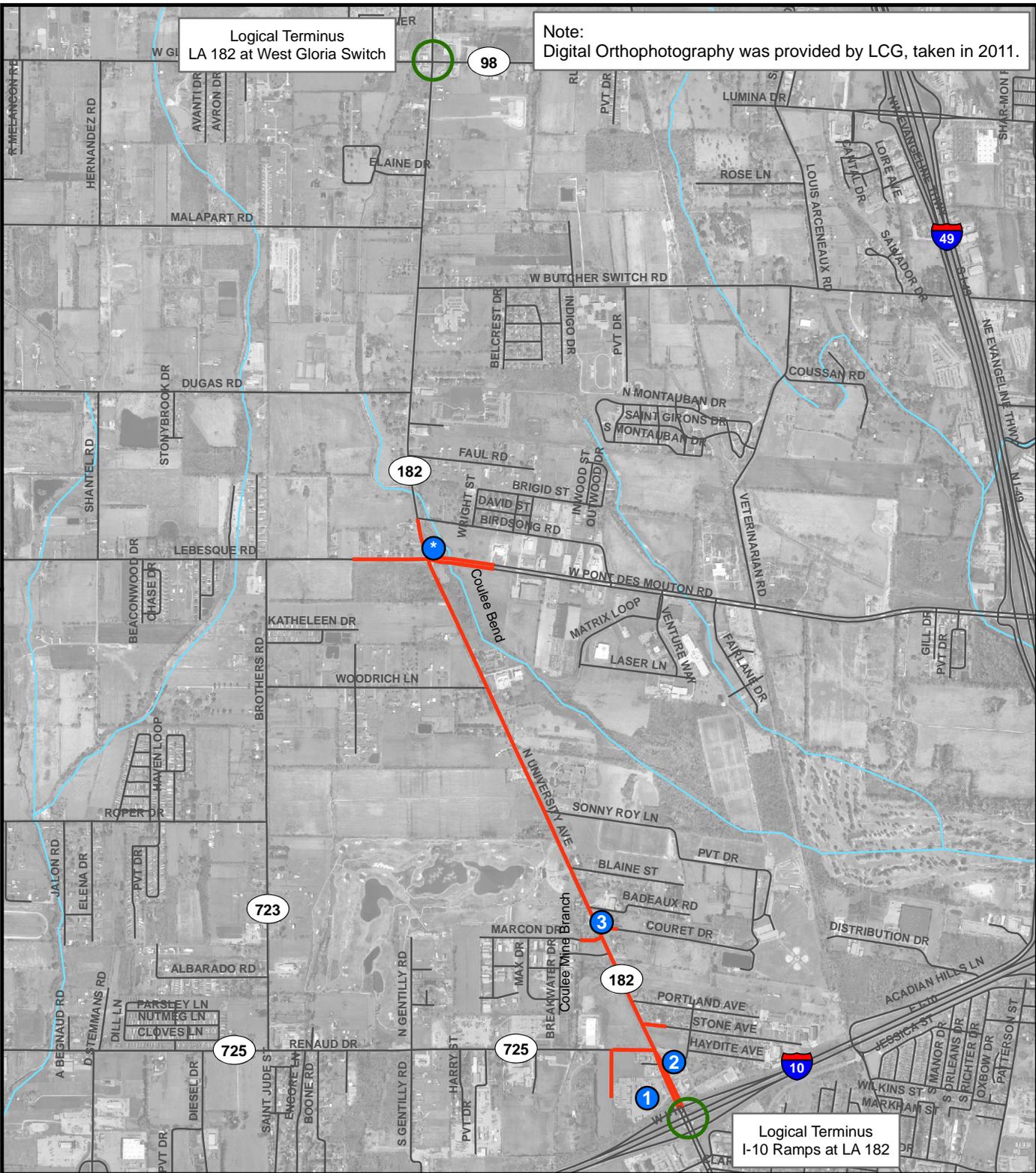
The Modified Phase 1 ESA identified the following “recognized environmental conditions” as shown on Exhibit 3-7.

1. Lafayette Travel Center/Travel America - Lafayette Travel Center/Travel America is an active UST facility located adjacent to the project corridor at 1701 North University Avenue, with numerous reported spills. There are five active 20,000-gallon USTs (four of which are thirty-five years old), one active 1,000-gallon used oil UST, and one closed 1,000-gallon used oil UST. During the site visit conducted on May 11, 2012, a strong petroleum hydrocarbon odor was noted in the vicinity of the detention basin which is connected to an oil/water separator. The detention and the UST bed both appear to be in close proximity to the right-of-way of North University Avenue. Based on these observations, the fact that three of the five active 20,000-gallon USTs are reportedly 35 years old, and the reports of numerous spills at the facility, this facility is considered to represent a recognized environmental condition.
2. Jubilee #8267 (Valero) – Valero, an active UST facility, is located adjacent to the project corridor at 1734 North University Avenue. According to information provided by Mr. Jason Efferson of the LDEQ on May 25, 2012, the Jubilee facility is under assessment and does not have a “No Further Action required” (NFA) status. Due to the numerous reported releases (five) at Jubilee #8267, and the fact that the LDEQ has not issued a NFA for this site, the Jubilee/Valero facility at 1734 North University Avenue is considered to represent a recognized environmental condition.
3. Former Camellia Cleaners - Based on the nature of chemicals associated with dry cleaning operations, the property at 101 Couret Drive at the intersection with North University Avenue (former Camellia Cleaners) is considered to represent a recognized environmental condition. Isabis Hair Salon is currently utilizing the building.

Also, University Avenue Food Mart Texaco is located adjacent to the project corridor at 2700 North University Avenue. It is a relatively new facility, with USTs installed in 2009 and no reports of releases or spills. It is not considered to represent a recognized environmental condition; however, the UST bed appears to be in close proximity to the right-of-way of North University Avenue, and potential conflicts should be evaluated prior to construction.

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



Logical Terminus
I-10 Ramps at LA 182



- Legend**
- Logical Termini
 - Proposed Action
 - Roadway Network
 - Rivers/Streams

- Potential Hazards**
- 1 Lafayette Travel Center/Travel America
 - 2 Jubilee #8267 (Valero)
 - 3 Isabis Hair Salon (Formerly Camellia Cleaners)
 - * University Avenue Food Mart Texaco

EXHIBIT 3-7
Recognized Environmental Conditions
North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish

State Project No. H.009335
Federal Aid Project No. H.009335
LCG Contract No. 500-10-034

3.15 Topography and Soils, Including Prime Farmland

3.15.1 Topography

Lafayette Parish lies within the Mississippi Alluvial Plain portion of the Coastal Plain Physiographic Province and is generally flat. Within Louisiana, this region encompasses all lands in the historic Mississippi River floodplain. Alluvial plains are lowland areas adjacent to major rivers, which receive periodic flooding and significant deposits of silt and clay material suspended in the flood waters (USGS 2003).

3.15.2 Soil Descriptions

Soils within the Logical Termini project corridor include Coteau Silt Loam, 0-1% slopes (CoA), Coteau Silt Loam, 1-3% slopes (CoB), Frost Silt Loam (FoA), Memphis Silt Loam, 0-1% slopes (MbA), Memphis Silt Loam, 1-5% slopes (MbC), and Patoutville Silt Loam (PaA). Mapped soils within the Logical Termini corridor are presented in Exhibit 3-8. Each soil type is described in the following paragraphs (USDA 2012).

Coteau Silt Loam (CoA) 0 to 1 percent slopes

The Coteau component makes up 90 percent of the map unit. Slopes are 0 to 1 percent. This component is on terraces on uplands. The parent material consists of loess. Depth to a root restrictive layer is greater than 60 inches.

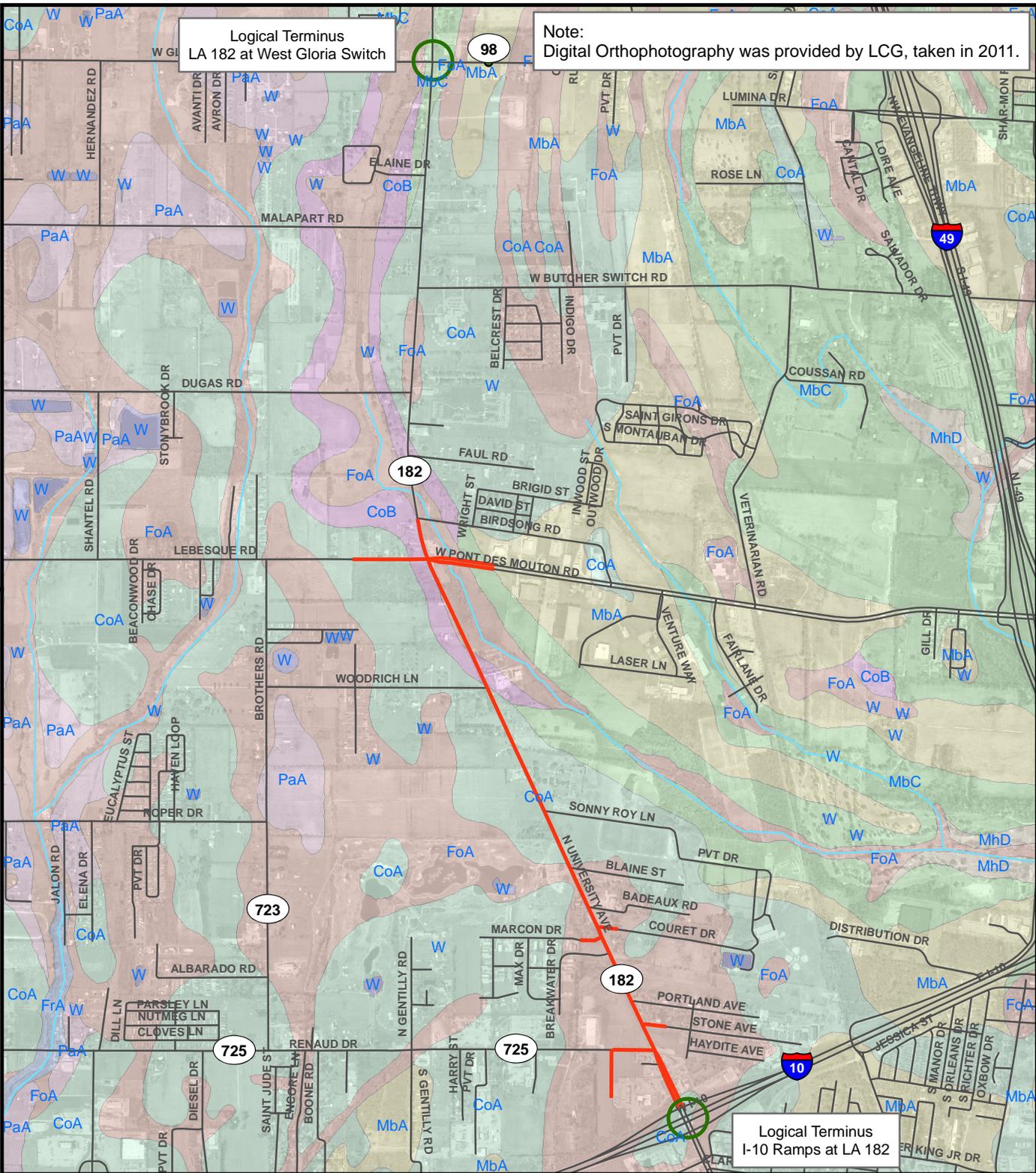
The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 27 inches during January, February, March, April, and December. Organic matter content in the surface horizon is about 2 percent. Non-irrigated land capability classification is 2w. This soil does not meet hydric criteria.

Coteau Silt Loam (CoB) 1 to 3 percent slopes

The Coteau component makes up 90 percent of the map unit. Slopes are 1 to 3 percent. This component is on terraces on uplands. The parent material consists of loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 27 inches during January, February, March, April, and December. Organic matter content in the surface horizon is about 2 percent. Non-irrigated land capability classification is 2e. This soil does not meet hydric criteria.

Logical Terminus
LA 182 at West Gloria Switch

Note:
Digital Orthophotography was provided by LCG, taken in 2011.



Legend

- Logical Termini
- Proposed Action
- Roadway Network
- Rivers/Streams

Soils

- | | | |
|--|--|--|
| CoA | FrA | MhD |
| CoB | MbA | PaA |
| FoA | MbC | W |



Prepared by: Neel-Schaffer, Inc.

EXHIBIT 3-8
Prime Farmland Soils
North University Avenue (LA 182) Widening
Interstate I-10 to West Pont des Mouton Road
Route LA 182
Lafayette Parish

State Project No. H.009335
Federal Aid Project No. H.009335
LCG Contract No. 500-10-034

Frost Silt Loam (FoA) Frost silt loam

The Frost component makes up 85 percent of the map unit. Slopes are 0 to 1 percent. This component is on terraces on uplands. The parent material consists of water reworked loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is very high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 9 inches during January, February, March, April, and December. Organic matter content in the surface horizon is about 2 percent. Non-irrigated land capability classification is 3w. This soil meets hydric criteria.

Memphis Silt Loam (MbA) 0 to 1 percent slopes

The Memphis component makes up 90 percent of the map unit. Slopes are 0 to 1 percent. This component is on terraces on uplands. The parent material consists of loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Non-irrigated land capability classification is 1. This soil does not meet hydric criteria.

Memphis Silt Loam (MbC) 1 to 5 percent slopes

The Memphis component makes up 90 percent of the map unit. Slopes are 1 to 5 percent. This component is on terraces on uplands. The parent material consists of loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Non-irrigated land capability classification is 2e. This soil does not meet hydric criteria.

Patoutville Silt Loam (PaA)

The Patoutville component makes up 90 percent of the map unit. Slopes are 0 to 1 percent. This component is on terraces on uplands. The parent material consists of loess. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is very high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 21 inches during January, February, March, April, May, and December. Organic matter content in the surface horizon is about 2 percent. Non-irrigated land capability classification is 2w. This soil does not meet hydric criteria.

3.15.3 Prime Farmlands

Prime farmlands are protected under the Farmland Protection Policy Act of 1980 and 1995. They are defined as “lands that have the best combinations of physical and chemical properties to be able to produce fiber, feed, or food, and are available for these uses.” The Farmland Protection Policy Act’s purpose is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses. As required by Section 1541(b) of the Act, 7 U.S.C. 4202(b), federal agencies are (a) to use the criteria to identify and take into account the adverse effects of their programs on the preservation of farmland; (b) to consider alternate actions, as appropriate, that could lessen adverse effects; and, (c) to ensure that their programs, to the extent practicable, are compatible with state and local government policies and private programs and policies adopted to protect farmland (USDA 2000). Although all of the soil types found within the Logical Termini project corridor are considered prime farmland soils the NRCS has determined that the project is located in an Urban Area, and is that the project is exempt from rules and regulations of the Farmland Protection Policy Act (FPPA)- Subtitle I of Section XV, Section 1539-1549.

3.16 Cultural Resources

3.16.1 Background Research

A cultural resources report supporting the preparation of this environmental document was prepared by Earth Search, Inc. (Earth Search 2012). Their investigation included a review of previously identified resources, an archeological survey within the area of the Proposed Action project corridor and a screening of the Logical Termini project corridor extending to West Gloria Switch Road.

3.16.2 Historical Background

The overall Logical Termini project corridor and study area for the North University Avenue widening is located in a geomorphic terrain called Prairie Terrace of the Mississippi River flood plain. This terrain consists of landscapes that have been shaped by a complex assemblage of natural processes that have changed in magnitude, frequency, and type over thousands of years. These changes have resulted in a complex geomorphic history that has likely influenced the resources available to the prehistoric inhabitants of southwestern Louisiana and the preservation of archaeological deposits. Tables 3-10 and 3-11 summarize the cultural history of the region.

TABLE 3-10 PREHISTORIC PERIODS IN SOUTH-CENTRAL LOUISIANA		
Period	Date Range	Culture/Traits
Paleo-Indian	10,000 B.C.- 8000 B.C.	Small bands of hunters and gathers adapted to river-edge environments; fluted and non-fluted lanceolate projectile points; hunting of megafauna.
Early Archaic	8000 B.C.- 6000 B.C.	Shift from hunting of megafauna to the exploitation of more specialized local resources; increase in population density; smaller, triangular projectile points.
Middle Archaic	6000 B.C.- 4000 B.C.	Hunters and gatherers seasonally occupying sites in various ecological zones; probable cultivation of bottle gourd; increased types of projectile points likely reflecting capture of more varied resources.
Late Archaic	4000 B.C.- 1000 B.C.	Hunters and gatherers becoming slightly more sedentary; continued domestication of local plants; large-scale trade in exotic goods.
Poverty Point	1500 B.C.- 500 B.C.	Florescence of long-distance trade; increased sedentism and construction of oval or horse-shoe shaped mound sites; distinctive baked clay objects; steatite and sandstone vessels; some fiber and sand tempered pottery; hunting and gathering supplemented by local domesticates.
Tchula	500 B.C.- A.D. 1	Tchefuncte culture; scattered sites especially in the coastal zone; some mound sites; continued hunting and gathering; continued sedentism and domestication of local plants; first wide-spread use of pottery.
Marksville	A.D. 1-A.D. 400	Continued sedentism, hunting and gathering supplemented by local crops; conical burial mounds with exotic grave goods; distinctive pottery types; part of the Hopewellian Interaction Sphere with culture groups in the Ohio and Illinois River Valleys; Issaquena culture during the late Marksville period.
Baytown	A.D. 400- A.D. 700	Troyville culture; large regional mound centers; possible increase in social status differentiation, although no evidence of hierarchy among sites; population growth; distinctive pottery types; hunting and gathering supplemented by local plants.
Coles Creek	A.D. 700- A.D. 1200	Small ceremonial centers surrounded by variously sized villages and hamlets; no evidence of hierarch among sites; mounds flat-topped and pyramidal rather than conical, and mounds supported religious or civic buildings; distinctive pottery types; continued hunting and gathering supplemented with local plants, some evidence for the use of squash and maize.
Mississippi	A.D. 1200- A.D. 1700	Definite evidence of ranked, chiefdom-level political organization; hierarchy among mound sites; palisaded sites; reliance on domesticated food crops such as maize, beans, and squash, supplemented by hunting and fishing; distinctive shell-tempered pottery; Plaquemine culture defined prior to contact with Europeans; Delta-Natchez phase sites include European trade goods.

Source: Earth Search, Inc.

Period	Date Range	Culture/Traits
Colonial	1699-1803	Louisiana founded in 1699; Lafayette Parish is part of the Atakapa Indian homelands; called Attakapas Territory/district; European settlement mainly limited to trading outposts; the Attakapas population was about 2,500.
	1720s	Bienville estimated Attakapas had about 200 warriors.
	1730s	The Attakapas made entreaties to trade pelts, bear oil, and horses for European goods.
	1760s	The Attakapas began to withdraw westward due to European encroachment.
	1763	France transfers Louisiana to Spain under the terms of the Treaty of Paris; Spanish encourage increased settlement in the Attakapas region.
	1764	First land grants issued to Jean-Antoine Bernard D'Hauterive and André Masses.
	1765	Land grants issued to François Ledée; with approximately 20,000 superficial arpents centered on present day Breaux Bridge. The first Acadians arrived in the area and begin participation in the local cattle industry.
	1766	Following the Treaty of Fontainebleau, Governor Don Alexandro O'Reilly had first census performed; population of 409 people in Attakapas region.
	1779	Attakapas warriors totaled 180.
	late 1700s	Due to their success and prosperity, Acadians begin moving farther west to the present-day Lafayette parish area and beyond.
	1800	Spain returns Louisiana to France.
	1803	Louisiana Purchase - Napoleon sells Louisiana to the United States of America.
Antebellum	1803-1860	
	1805	Attakapas District renamed the County of Attakapas (modern Vermillion, Iberia, Lafayette, St. Martin, and St. Mary parishes).
	1807	Louisiana legislature divides Louisiana into 19 parishes and Attakapas County became St. Martin Parish.
	1812	Louisiana becomes a state
	1821	Lafayette and Vermillion parishes created from St. Martin Parish.
	1830s	No Attakapas Indians left in their homelands.
	1832	Lafayette Parish divided into five slave patrol districts as a way to monitor and limit the communication between Free People of Color and slaves.
	1850s	Increase in overall population of Lafayette Parish; including Free People of Color. The parish saw an increase in cattle raiding, and in response, vigilante committees were formed.
	1859	Governor Robert Wickliffe ordered the committees disband.
	1860	Lafayette Parish is the third largest producer of rice in Louisiana.
Civil War	1861-1865	
	1861	Onset of the Civil War. Lafayette Parish was relatively quiet during the Civil War.
	1863	Vermilion "Pin Hook" Bridge skirmish took place on April 17, east of Vermilionville (present-day city of Lafayette). The bridge was ordered burned by Confederate officer, General Taylor, in order to slow Union forces, however, Union forces were too strong and forced the Confederate soldiers to retreat to Opelousas. The bridge was ordered rebuilt the rest day by Union officer, General Banks
Post Civil War	1865-1900	Devastating economic depression caused in part by the burning of bridges and homes, the destruction of steamboats, and virulent yellow fever outbreaks. Economic recovery with the expansion of railroads.
	1884	Vermilionville is renamed Lafayette.
Twentieth Century	1901-2000	Increase in sugar cane production; however, Lafayette Parish did not return to an agriculturally based economy. Major industries in the area included cattle, cotton, and timber. With the Great Depression of the 1920s, many farms were auctioned for payment of back taxes, and numerous industrial layoffs occurred. Lafayette becomes the center of operations for Louisiana's offshore oil industry in 1950s.

Source: Earth Search, Inc.

No cultural materials were encountered in the archeological surveys. Between Interstate I-10 and West Pont des Mouton Road there are no structures greater than 50 years of age. Between West Pont des Mouton Road and West Gloria Switch Road, there are 34 buildings greater than 50 years of age. These include 24 residential structures, five businesses, three barns, and two ancillary structures. Most of the structures appear to be from the 1940s or 1950s and are typical for the region, being mostly associated with farming or livestock. From the windshield survey, it appears that almost all of the structures have been altered and thus lack the quality of integrity required for nomination to the NRHP. None of the buildings approach the level of craft mastery or artistic interpretation required for nomination to the NRHP under Criterion C, or do they collectively meet the standards for NRHP eligibility as a district. The buildings are characteristic of their era and region but have no outstanding or unusual features.

3.17 Section 6(f) Resources

Section 6(f) of the federal Land and Water Conservation Fund Act (LWCF) requires coordination with and approval of federal undertakings by the U. S. Department of the Interior if land acquired and/or developed using LWCF funds is to be impacted by the undertaking.

There are no 6(f) resources impacted by the project.

3.18 Section 4(f) Resources

Section 4(f) has been part of Federal law since 1966. It was enacted as Section 4(f) of the Department of Transportation (DOT) Act of 1966. Section 4(f) (49 USC 303 and 23 USC 138) requires that an evaluation be prepared for any federally funded highway project that uses property that is part of a publicly owned park, recreation area, wildlife refuge, or historic site.

Although Moore Park is accessed from North University Avenue, the project does not impact the park property. The Proposed Action project corridor also does not affect the Wetlands Golf Course, which abuts the North University Avenue corridor on the west of the existing North University Avenue right-of-way. Exhibit 2-7 shows a detail of the Proposed Action project corridor in the area of the Wetlands Golf Course. The LCG routed utilities within the existing North University Avenue right-of-way in proximity to the Wetlands Golf Course to avoid any possible 4(f) project impacts.

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4.0 Environmental Consequences

4.1 Land Use and Socioeconomics

4.1.1 Demographics

4.1.1.1 No-Build Alternate, Demographics

The No-Build Alternate would have no effect on existing socioeconomic conditions.

4.1.1.2 Build Alternate, Demographics

By reducing vehicular congestion, the Build Alternate would support the continued growth of the study area and the region.

4.1.2 Environmental Justice

4.1.2.1 Executive Order 12898

An analysis of the potential project impact on nonwhite minority and low-income communities was undertaken in compliance with the implementing regulations of Executive Order 12898 – “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (February 11, 1994). The order specifies actions to be taken on a range of issues that are intended to promote nondiscrimination in federal actions, to provide minority and low-income communities equal access to public information regarding a federal action, and to provide an opportunity for public participation in the evaluation of a federal action in matters relating to human health and the environment. In particular, the order stipulates that:

To the greatest extent practicable and permitted by law... each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations... (Order Section I-101)

Each Federal Agency shall conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons...from participation in, denying persons the benefits of, or subject persons...to discriminations under such programs, policies, and activities, because of their race, color, or national origin (Order Section 2-2).

A demographic profile of the US Census units which contain the project area was compiled to address the following questions posed by Executive Order 12898:

- Does the potentially affected community include minority and/or low income populations?
- Are the environmental impacts likely to fall disproportionately on minority and/or low-income members of the community and/or tribal resources?

4.1.2.2 Demographic Profile, Environmental Justice

Census Block Groups are mapped on Exhibit 3-1. Table 4-1 shows the nonwhite population and poverty status for the logical termini corridor block groups.

TABLE 4-1 NORTH UNIVERSITY AVENUE CORRIDOR POPULATION AND INCOME CHARACTERISTICS				
Block Groups	Total Population	White Population	Nonwhite Population	Percent Nonwhite
Logical Termini Corridor (2010 Census)				
000101,1	1,945	904	1,041	53.5%
000101,2	<u>1,406</u>	<u>856</u>	<u>550</u>	39.1%
<i>Subtotal</i>	<i>3,351</i>	<i>1,760</i>	<i>1,591</i>	<i>47.5%</i>
Block Groups	Total Population	Population Living Above Poverty Line	Population Living Below Poverty Line	Percent Living Below Poverty Line
Logical Termini Corridor (2000 Census)				
000101,1	913	623	290	31.8%
000101,2	<u>1,556</u>	<u>897</u>	<u>659</u>	42.4%
<i>Subtotal</i>	<i>2,469</i>	<i>1,520</i>	<i>949</i>	<i>38.4%</i>

Source: US Census, Population (2010), Poverty (2000)

4.1.2.3 Project Effect Discussion, Environmental Justice

The North University Avenue widening has been configured such that its service benefits will be available to all affected communities along the corridor, regardless of community make-up or income level. The public involvement program has been implemented to inform all affected parties, establish a dialogue, and develop workable and reasonable design solutions.

4.1.2.3.1 No-Build Alternate, Environmental Justice

The No-Build Alternate would involve no new construction activity. No impact on minority or low-income communities or designated tribal resources would occur.

4.1.2.3.2 Build Alternate, Environmental Justice

The North University Avenue widening project has been configured such that its service benefits will be available to all affected communities along the corridor, regardless of community make-up or income level.

A visual inspection of the North University Avenue widening Proposed Action was conducted and the alignment does not affect areas of minority or low income concentration. The four residential relocations are of white households.

4.1.3 Land Development in Area

4.1.3.1 No-Build Alternate, Land Development

The No-Build Alternate would not change the general pattern of development in the project area which is shaped by local economic factors and the market-driven demand for industrial growth, additional housing, commercial services and community facilities to meet the needs of an increasing population.

When compared with the Build Alternate, the No-Build Alternate would result in increased congestion. This may result in localized impacts to businesses and residences.

4.1.3.2 Build Alternates, Land Development

Within the context of land development along the North University Avenue widening route, future development will be controlled by local zoning codes. Considering the local zoning regulations in Lafayette Parish, as well as patterns of development associated with existing roadways, it can be expected that residences and business may locate along the route.

4.1.4 Community Facilities

4.1.4.1 No-Build Alternate, Community Facilities

The No-Build Alternate will involve no change in the location of any existing community facility. However, those facilities which are transportation-dependent, (i.e. emergency services and transportation resources serving schools, parks and other public facilities) would be adversely affected by the gradual deterioration in the capacity of the existing roadway network.

4.1.4.2 Build Alternates, Community Facilities

Couret Drive serves as the primary access to Moore Park. Project planning within the limits of the Proposed Action specifically considered access to the park. The roundabout intersection integrating Couret Drive, Marcon Drive and North University

Avenue into a common intersection was designed to accommodate traffic generated by Moore Park during peak weekend operations.

A private pre-school, ABC Daycare and Learning Center, is relocated as a result of the requirements for additional right-of-way. The preschool is shown as site B-3 on Project Atlas Plate 2B.

Also, the LCG locates utilities within LADOTD right-of-way in proximity to the St. Christopher B Head Start Center to avoid taking the Center, and in proximity to the Wetlands Golf Course, to avoid impacts to this 4(f) property.

4.1.5 Relocations and Displacements

4.1.5.1 No-Build Alternate, Relocation Impacts

No right-of-way acquisition would be required under the No-Build Alternate. Consequently there would be no relocation impacts.

4.1.5.2 Build Alternates, Relocation Impacts

Acquisition of right-of-way for the North University Avenue widening will require the taking of four (4) residences and five (5) businesses as shown on Table 4-2.

**TABLE 4-2
RESIDENTIAL AND BUSINESS RELOCATIONS**

Site	Address	Atlas Plate No.	Site Number
Residence	1904 North University Ave	1-B	R-1
Residence	100 Portland Ave	1-B	R-2
Residence	101 Portland Ave.	1-B	R-3
Residence	2034 North University Ave	2-A	R-4
Isabis Naturals Beauty Boutique	101 Couret Road	2-A	B-1
Mi Tierra Tienda Y Restaurante	2106 North. University Ave	2-A	B-2
ABC Daycare and Learning Center	2110 North University Ave	2-A	B-3
Creole Flavors	2208 North University Ave	2-B	B-4
Greenlawn Memorial Gardens Administrative Building	2300 North University Ave.	3-A	B-5

Source: Neel-Schaffter, Inc.

A Conceptual Stage Relocation Plan was prepared, and a copy is enclosed as Appendix 2 to this document.

Owners and occupants of the residences, businesses and other facilities affected would be afforded all protections available federal and state requirements including the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act of 1970).

4.2 Air Quality

4.2.1 No-Build Alternate, Air Quality

The No-Build Alternate would leave all future traffic routed on the existing two lane roadway. Due to increasing congestion this would result in greater numbers of vehicle-hours of travel (VHT) and travel delay than would be experienced under the build condition.

4.2.2 Build Alternate, Air Quality

An Air Quality Technical Report was prepared by Neel-Schaffer, Inc. (2012a) to consider the potential air quality impacts associated with the Proposed Action.

As Lafayette Parish is not a nonattainment or maintenance area with respect to the National Ambient Air Quality Standards (NAAQS), regulations applying to transportation conformity with the State Implementation Plan do not apply to this project.

The United States Environmental Protection Agency (USEPA) has published procedures in Guideline for Modeling Carbon Monoxide from Roadway Intersections (U. S. Environmental Protection Agency 1992) for conducting project-level carbon monoxide (CO) "hot spot" analyses. USEPA has determined that intersections that operate at LOS A, B, or C probably do not require further analysis because the delay and congestion would not likely cause or contribute to a violation of the CO NAAQS. Furthermore, the State of Louisiana is in attainment status statewide for CO. Past project-level CO "hot spot" analyses on similar projects in Louisiana have revealed no violations of the NAAQS.

However, even though CO concentrations associated with the proposed widening of North University Avenue were not anticipated to cause or contribute to a violation of the CO standard, LADOTD required that detailed hot-spot analysis be completed at two locations. The locations are the North University Avenue intersections with Renaud Drive (LA 723) and West Pont des Mouton Road.

4.2.3 Traffic Volumes

This Air Quality Study utilized the existing and future traffic data presented in a report dated September 30, 2010 “Widening of North University Avenue (LA 182) I-10 to West Pont des Mouton Road” Stage 0 Feasibility Study and Environmental Inventory (2010). Table 4-3 shows the weekday PM peak hour volumes utilized in this study.

**TABLE 4-3
WEEKDAY PM PEAK HOUR VOLUMES**

Scenarios	Weekday PM Peak Hour Volumes							
	LA 182 @ Renaud Drive				LA 182 @ W Pont des Mouton Road			
	NB	SB	EB	WB	NB	SB	EB	WB
2010 NO BUILD	1,056	750	182	0	796	638	247	503
2015 NO BUILD	1,056	749	181	0	790	642	262	608
2015 BUILD	1,388	825	216	111	955	766	293	657
2035 NO BUILD	1,193	780	245	0	903	723	643	427
2035 BUILD	1,599	961	263	136	1,111	888	661	864

4.2.4 Air Quality Study Methodology

The proposed improvements to North University Avenue were evaluated to determine areas representing the worst CO impacts. This evaluation includes an assessment of design-hour traffic volumes (2010, 2015, and 2035), roadway geometry, and posted speeds for the proposed improvements. The analysis was performed for weekday PM peak of July of 2010, 2015, and 2035.

Neel-Schaffer, Inc. (NSI) used Motor Vehicle Emission Simulator (MOVES2010a) software to estimate CO emissions at the study intersections. MOVES2010a is a graphical user interface (GUI) software developed by the Environmental Protection Agency (EPA) for estimating emissions from highway vehicles.

The MOVES2010a model output provided a summary of typical July PM peak hour CO emissions in rate per distance (grams/vehicle mile). The output obtained from MOVES2010a was then multiplied with Vehicle Miles Travelled (VMT) to obtain total July PM peak hour intersection emissions.

Additionally the CAL3QHC dispersion model was utilized to assess whether CO emissions due to the proposed project will exceed 1-hour USEPA’s NAAQS of 35 parts per million (ppm) for carbon monoxide. Overall CO concentration includes project related emissions as well as background concentrations. Currently, the Louisiana Department of Environmental Quality (LADEQ) is not monitoring CO emissions at their Lafayette, Louisiana air monitoring station. This study used ambient 1-hour background CO concentration of 2.5 ppm which represents the second highest concentration recorded during the last two years at the nearby Baton Rouge, Louisiana station.

4.2.5 Air Quality Study Results and Conclusions

Table 4-4 summarizes CO emissions at the two study intersections.

**TABLE 4-4
SUMMARY OF CO EMISSION ANALYSIS**

Scenarios	Typical July PM Peak Hour Analysis of CO Emissions			
	LA 182 @ Renaud Drive		LA 182 @ W Pont des Mouton Road	
	Total CO Emissions (grams)	grams / vehicle - mile	Total CO Emissions (grams)	grams / vehicle - mile
2010 NO BUILD	5,902	3.80	7,664	4.80
2015 NO BUILD	4,058	2.61	5,340	3.20
2015 BUILD	4,853	2.47	4,783	2.46
2035 NO BUILD	2,822	1.64	3,643	1.87
2035 BUILD	3,372	1.47	3,696	1.47

LA 182 @ Renaud Drive:

In summary, total CO emissions for 2015 and 2035 No-Build scenarios are lower than 2015 and 2035 Build scenarios which are due to an additional leg to the east of the intersection and also due to the increase in traffic using this intersection during build conditions. To properly compare CO emissions of No-Build versus Build scenarios, weighted average CO emissions per vehicle mile were calculated and the results show a decrease in CO emissions at this intersection for Build scenarios over No-Build scenarios as shown Table 4-4.

LA 182 @ W Pont des Mouton Road:

In summary, total CO emissions for 2015 No-Build scenario is higher than 2015 Build scenarios which is due to the improvement in vehicle delay even though traffic using this intersection during build conditions is higher. For 2035, total CO emissions for the Build scenario are slightly higher over the No-Build scenario due to the increase in traffic. To properly compare CO emissions of No-Build versus Build scenarios, weighted average CO emissions per vehicle mile were calculated and the results show a decrease in CO emissions at this intersection for Build scenarios over No-Build scenarios as shown Table 4-4.

CAL3QHC dispersion model results indicate an overall 1-hour CO concentration of 2.6 ppm, which does not exceed NAAQS of 35 ppm, near the intersection of LA 182 @ Pont des Mouton Road for both 2035 Build and No-Build scenarios. Both scenarios resulted in 0.10 ppm of project related 1-hour CO concentration in addition to 2.5 ppm of background concentration. However, 0.10 ppm concentration was observed at three (3) receptors in 2035 No-Build scenario versus at one (1) receptor in the 2035 Build scenario.

4.3 Noise

Noise impact is determined by comparing future project sound levels:

1. to a set of Noise Abatement Criteria (NAC) for a particular land use category and
2. to existing sound levels.

Title 23 of the Code of Federal Regulations, Part 772 (23 CFR 772) defines traffic noise impacts as “impacts which occur when the predicted traffic noise levels approach or exceed the Noise Abatement Criteria (NAC) or when the predicted traffic noise levels substantially exceed the existing noise levels.”

LADOTD’s Highway Traffic Noise Policy, adopted July 2011, defines traffic noise levels as “approaching” when the noise level is at least 1 dBA below the federal Noise Abatement Criteria. Further, LADOTD has also defined that a 10 dBA increase over existing levels as a substantial increase. Receivers that have a noise level greater than 1 dBA less than the NAC or which will experience an increase of 10 dBA regardless of the NAC level are considered to experience traffic noise impacts. Table 4-5 summarizes the Louisiana NAC.

TABLE 4-5
NOISE ABATEMENT CRITERIA
HOURLY A-WEIGHTED SOUND LEVEL - DECIBELS (dBA)

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

Source: *Highway Traffic Noise Policy, Louisiana Department of Transportation and Development, 2011*

A Traffic Noise Technical Report was prepared by Neel-Schaffer, Inc. (2012b) to consider the potential noise impacts associated with the Proposed Action.

Estimates of the exterior noise levels were developed using the Federal Highway Administration's Traffic Noise Model (FHWA TNM) Version 2.5 program developed by U.S. Department of Transportation's John A. Volpe National Transportation Systems Center, Acoustics Facility. The overall differences between the eight field measurement receivers and the modeled receivers were below the 3 dBA investigative limit described in the LADOTD Highway Traffic Noise Policy. The FHWA TNM model was then used to model an additional 36 receivers within approximately 500 feet of the North University Avenue (LA 182) centerline. Models were developed for the existing conditions, design year no build conditions, and the proposed design alternative consider both AM and PM peak travel conditions.

4.3.1 Noise Modeling Results

The No-Build Alternate would leave all future traffic routed on the existing two-lane North University Avenue.

Under existing conditions, Receivers 1, 2, 3, 4, 5, 6, 7, and 44 experience traffic noise impacts. Of the forty-four evaluated noise receivers, these eight represent the noise receivers closest to the roadway. Additionally, Receivers 1 through 7 were also sites targeted for field data collection.

Under the no-build model, all eight of the previously impacted receivers continue to be experience impacts. Due to projected traffic volume increases that will occur regardless of the proposed project's construction, all receivers will experience some increase under projected no-build conditions when compared to existing conditions. However, the projected traffic volume increase will only cause one additional receiver, Receiver 30, to be impacted during the AM peak hour.

The proposed build model will decrease the total number of impacted receivers when compared to both the existing and no-build models. The reduction in impacted receivers is due to the displacement of the Receiver 5 (EA Relocation No B-3), the acquisition of Receiver 3 for utility servitude, and the reduction in traffic noise levels at Receiver 6 and Receiver 30 to below impact thresholds.

Considering abutting land use,

- Receivers 1, 9, 10, 11, 12 and 13 represent a cluster of residences located north of Lebesque Road and west of North University Avenue. Only Receiver 1, which is a noise measurement location, is impacted, and it is impacted under existing, no-build and build model conditions.
- Receivers 7, 32, 33, 34, 35 and 36 represent the cluster of residences in proximity to Stone Avenue and Portland Avenue. Only Receiver 7, which is a

noise measurement location, is impacted, and it is impacted under existing, no-build and build model conditions.

- Receiver 14 is a private substance abuse hospital, and it is not impacted.
- Receiver 43 is the 1st tee of the Wetlands Golf Course, and it is not impacted.
- Receiver 28 is the Christopher B Head Start Center preschool and it is not impacted.
- Receiver 30 is a residence and it is impacted in the no-build model.
- Receiver 44 is located in the Greenlawn Memorial Gardens Cemetery and it is impacted under existing, no-build, and build model conditions.

Receivers 1-8, Receiver 28, Receiver 30 and Receiver 44 are located on the Project Atlas Plates as shown in Section 2.5.

A copy of the entire Traffic Noise Technical Report will be available for viewing at the Environmental Assessment Public Hearing. The Noise Report provides additional detail regarding the Noise Receiver locations and modeling results.

4.3.2 Noise Mitigation Policy

Noise barriers are the primary form of traffic noise abatement that will be considered for the proposed project. Noise levels are reduced by noise barriers consisting of concrete, wood, metal, earth, or vegetation blocking the sound path between roadways and noise-sensitive areas. They are generally used on high-speed, limited-access facilities where noise levels are high and adequate room for barriers is available.

LADOTD's July 2011 *Highway Traffic Noise Policy* provides guidance for determining the feasibility and reasonableness of noise barrier installations. In addition to determining a noise barrier's benefit, it must also be evaluated based on elements such as safety, constructability, and cost. The following sections provide a summary of the noise policy's evaluation criteria.

4.3.2.1 Feasibility

The LADOTD *Highway Traffic Noise Policy* requires that a barrier provide at least a 5 dBA reduction in highway traffic noise for 75-percent of the first row of receptors adjacent to the barrier. Other factors that determine the feasibility of noise barriers are related to:

- Safety to the traveling public and/or adjacent properties
- Barrier height

- Topography of the site
- Drainage
- Utility impacts
- Access by LADOTD for noise barrier maintenance
- Maintenance of access to adjacent properties

4.3.2.2 Reasonableness

To consider a noise abatement measure reasonable, the LADOTD *Highway Traffic Noise Policy* requires that the measure achieve the noise reduction goal, be cost effective, and provide a concurrence of benefited receptors. LADOTD policy requires that all three of the following requirements be satisfied:

1. Provide a substantial noise reduction of at least 8 dBA at one or more receptors
2. The cost estimate should be equal to or less than \$35,000 (July 2011) per benefited receptor
3. Receives the support of 50-percent or more of the benefited receptors

4.3.3 Noise Abatement Measures

The Louisiana DOTD's Highway Traffic Noise Policy presents five noise abatement measures to be considered for reducing traffic noise impacts. These five measures are presented and discussed below:

4.3.3.1 Construction of noise barriers, including acquisition of property rights, either within or outside the highway right-of-way.

With the proposed project in place, it is projected that Receivers 1, 2, 5, 7, and 44 will be impacted by traffic noise levels resulting from the Proposed Action. All five receivers are currently impacted under existing conditions. In general, the proposed project will marginally decrease (<1.0 dBA) the noise levels when compared to the projected no build condition. However, the observed decrease is not significant enough to mitigate existing impacts.

Due to the random occurrence of the impacted sites through the study, groupings of multiple impacted receivers do not exist. As a result, each site must be considered individually and mitigation efforts cannot exceed \$35,000 per location.

Receiver 7 is the only location for which the construction of a noise barrier is technically feasible and will not impact property access. A barrier analysis revealed that, to achieve an 8 dBA reduction at Receiver 7, a 400 foot long barrier ranging in height from 8 feet to 10 feet would be required. The minimum surface area for the barrier was calculated to be 3,600 square feet. Exhibit 4-1 shows the location of the modeled barrier, and the location of adjacent receivers to the modeled barrier.

Exhibit 4-1

Receiver 7 is the only impacted receiver in a cluster of six receivers which include Receivers 7, 32, 33, 34, 35, and 36. Of these receivers, Receivers 32 and 35 will be relocated under the proposed project and therefore will not exist. All three of the remaining adjacent, non-impacted receivers have a noise reduction benefit below the 5 dBA threshold to qualify them as benefited receivers. As a result, Receiver 7 is the only benefited receiver.

Based on LADOTD's estimated unit price for noise barriers of this dimension (as of 11/15/2011), the estimated cost of the modeled noise barrier is \$93,600. This cost exceeds the \$35,000 per benefited receiver noise abatement limit.

Considering other potential location for noise barriers, Receivers 1, 2, and 5 are properties whose sole access is to LA 182. The construction of a noise barrier is not feasible at these locations since any constructed barrier would either eliminate access to the property or be rendered ineffective by providing an opening for access. Receiver 44 is a cemetery whose primary access is to LA 182, but alternative access may be provided to Cemetery Road along the south side of the property. If access concerns could be mitigated, it is anticipated that the barrier requirements and costs for Receivers 1, 2, 5, and 44 would be similar to those found for Receiver 7.

4.3.3.2 Traffic Management Measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits and exclusive lane designations)

Traffic management measures which limit speed, vehicle type, volume, and time of operations may aid in traffic noise reduction. A reduction in speed limit of 10 MPH would result in a noise level reduction of approximately 1 to 2 dBA, which is barely perceptible to the human ear. However, the implementation of such measures will increase travel time, reduce the operational level of service, increase user cost, and decrease roadway capacity.

4.3.3.3 Alteration of Horizontal and Vertical Alignments

The topography through which North University Avenue is routed is essentially flat. The only opportunity to adjust the vertical geometry of the roadway to reduce noise impacts would be to locate the roadway in a cut. This is impractical as it would substantially increase the cost of construction, create very complex requirements for roadway drainage and require acquisition of additional right-of-way.

LADOTD determined early on that they would not allow LADOTD facilities within the ALP servitude. Consequently, the roadway widening was forced to the east of existing North University Avenue. Horizontal geometrics are in conformance with minimum LADOTD guidance.

4.3.3.4 Acquisition of Property Rights (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise

Acquisition of property for use as buffer zones to minimize noise impacts is not considered a feasible abatement measure for this project. The cost to acquire impacted residences for buffer zones would exceed the abatement threshold of \$35,000 per residential unit. The use of buffer zones to minimize impacts to future sensitive areas is not recommended since this could be accomplished through land use controls.

4.3.3.5 Noise Insulation of Activity Category D Land Use Facilities as Listed Table 4.4

Category D activities evaluates the internal noise levels inside structures used for purposes similar to those identified in Table 2. The Louisiana Highway Traffic Noise Policy states that an indoor analysis shall only be done after outdoor analysis options have been exhausted. Receiver 28, a preschool, is an example of a location which could be considered for Category D analysis. However, the site was classified as a Category C since there were no issues associated with placing a modeled receptor on the property at a location of frequent human use. The receptor was placed on the preschool's playground at a point closest to the road, and did not experience a Category C impact. Further, the model indicates that the proposed project will decrease the noise level at this location from 65.3 dBA in the no build to down to 63.1 dBA in the build. The decrease is primarily attributable to the shifting of the roadway centerline away from the structure.

4.3.4 Construction Noise

Regarding construction noise, the construction contractor has the responsibility for protection of the general public in all aspects of construction throughout the life of the project. All construction equipment will be required to comply with OSHA regulations as they apply to the employees' safety and in accordance with the LADOTD Standard Specifications. All construction equipment used in the construction phase of the project should be properly muffled and all motor panels should be shut during operation. In order to minimize the potential for impacts of construction noise on local residents, the contractor should operate, whenever possible, only between the hours of 7:00 a.m. and 5:00 p.m.

4.4 Water Resources

4.4.1 Water Quality

4.4.1.1 No-Build Alternate, Water Quality

The No-Build Alternate would have no effect, either beneficial or adverse, upon water quality within the project corridor

4.4.1.2 Build Alternate, Water Quality

Erosion may occur during or after construction, which can contribute sediment and silt to runoff waters resulting in deteriorated water quality. Surface water runoff could increase turbidity, lower dissolved oxygen, and increase biological oxygen demand in receiving waterbodies. Heavy metals, oils, other toxic substances, and debris from construction traffic and spillage can be absorbed by soil at construction sites and carried with runoff water. Pesticides and fertilizers used along road rights-of-way can pollute surface waters when they filter into the soil or are blown by wind from the area where they are applied. Table 4-6 lists the pollutants commonly found in runoff from roads, highways, and bridges and their sources.

**TABLE 4-6
TYPICAL POLLUTANTS FOUND IN RUNOFF
FROM ROADS AND HIGHWAYS**

Pollutant	Primary Source
Particulates	Pavement wear, vehicles, maintenance
Nitrogen & Phosphorus	Roadside fertilizer application
Lead	Leaded gasoline (auto exhaust), tire wear (lead oxide filler material), lubricating oil and grease, bearing wear
Zinc	Tire wear (filler material), motor oil (stabilizing additive), grease
Iron	Auto body rust, steel highway structures (guard rails, bridges, etc.), moving engine parts
Copper	Metal plating, bearing and bushing wear, moving engine parts, brake lining wear, fungicides and insecticides
Cadmium	Tire wear (filler material), insecticide application
Chromium	Metal plating, moving engine parts, brake lining wear
Nickel	Diesel fuel and gasoline (exhaust), lubricating oil, metal plating, bushing wear, brake lining wear, asphalt paving
Manganese	Moving engine parts
Petroleum	Spills, leaks or blow-by of motor lubricants, antifreeze and hydraulic fluids, asphalt surface leachate

Source: USEPA 1993.

Additionally, pesticides and fertilizers used along roadways can pollute surface waters when they filter into the soil or are blown by wind from the area where they are applied.

There are no waterways near the proposed project corridor on the 2010 Louisiana 303(d) List of Impaired Waterbodies (LDEQ 2010). Therefore, no impacts to this resource area are anticipated.

No 303(d) listed streams would be impacted if the northern terminus is extended to Gloria Switch Road.

4.4.1.3 Mitigation Measures, Water Quality

All point source discharges are required under the Clean Water Act (CWA) to be covered by federally enforceable NPDES permits. NPDES stormwater permits are issued by an NPDES permitting authority, which may be an NPDES-authorized State or a U.S. EPA Region in non-authorized States. Stormwater discharges from municipal separate storm sewer systems are regulated utilizing the MS4 permit instrument. A MS4 conveyance is a conveyance or system of conveyances that is:

- Owned by a state, city, town, village, or other public entity that discharges to waters of the U.S.;
- Designed or used to collect or convey stormwater (including storm drains, pipes, ditches, etc.);
- Not a combined sewer; and
- Not part of a Publicly Owned Treatment Works (sewage treatment plant).

The current Lafayette Consolidate Government MS4 permit terminates in 2014. The LCG existing MS4 permit does not include discharge limits for total phosphorous (TP), total nitrogen (TN) or total suspended solids (TSS). Although EPA has not determined the new permit limits or reporting requirements, the LCG expects that the permit limits for TP, TN and TSS may be added to the MS4 permit, and this may potentially result in additional requirements for treating stormwater runoff.

The requirements for the stormwater facilities will be determined during the preliminary engineering phase of the project. The LCG will include appropriate water quality enhancements within the design of stormwater facilities as may be appropriate to remain in compliance with its MS4 permit. Any environmental impacts resulting from the construction of enhanced stormwater facilities will be addressed at that time.

There was support expressed in the Public Meeting held on September 8, 2011 for the use of “Green Infrastructure” concepts, including porous pavements and other types of improvements which enhance stormwater quality runoff. LADOTD establishes the standards for the construction of state routes and this project will be constructed in conformance with LADOTD guidance. The determination of whether porous pavement systems are appropriate would be made by LADOTD at the time of construction.

Project construction would strive to avoid adverse impacts to water quality by prohibiting construction activities in existing waterways except where culvert construction necessitates such activity. BMPs would be utilized to minimize the area of disturbance, create temporary diversion channels to maintain flows during construction, restore flow to the original channels following construction, and restore the pre-existing condition where temporary channels were created. Water areas will

be protected throughout the construction period by installing and maintaining soil erosion and sediment control protection mechanisms such as silt fencing and hay bales to stabilize slopes and exposed soils. All protective practices would be consistent with LADOTD's soil erosion control procedures.

4.4.2 Surface Water

4.4.2.1 No-Build Alternate, Surface Water

The No-Build Alternate would have no effect, either beneficial or adverse, upon surface water within the project corridor.

4.4.2.2 Build Alternate, Surface Water

Two streams (Coulee Bend and Coulee Mine Branch), four roadside ditches, and two ponds are located within or near the proposed project corridor. Stormwater in the proposed project corridor flows into Coulee Bend or Coulee Mine Branch and eventually into the Vermilion River. Impacts to surface waters are addressed in Section 4.6 (Wetlands and Waters of the U.S) below.

Extension of the northern terminus to Gloria Switch Road would incorporate an additional 709-acre drainage basin that appears to flow into Coulee Bend and Coulee Mine. Both Coulees eventually empty into the Vermilion River.

4.4.2.3 Mitigation Measures, Surface Waters

Refer to mitigation measures as described in Section 4.4.1.3 and Section 4.6.

4.4.3 Ground Water

4.4.3.1 No-Build Alternate, Ground Water

The No-Build Alternate would have no effect, either beneficial or adverse, upon ground water within the project corridor.

4.4.3.2 Build Alternate, Ground Water

The construction activities would have no direct adverse impacts on the groundwater supply in the project corridor. The depth of the Chicot aquifer and the thick, poorly permeable surface soils form an effective barrier against infiltration. Accidental spills of fluids used in construction equipment could potentially affect groundwater quality. Safe handling of hazardous construction materials, in accordance with all local, state, and federal regulations, and maintaining construction equipment in good working order, would minimize the potential for leaks and spills of hazardous materials and consequent water contamination. Given the measures outlined above, no significant impacts to groundwater as a result of the Build Alternate are anticipated.

In response to the Solicitation of View in correspondence dated July 6, 2010, USEPA determined that the project as proposed should not have any adverse impact effect on the quality of groundwater underlying the project site.

4.5 Floodplains

4.5.1 No-Build Alternate, Floodplains

No impacts to existing floodplains would occur under the No-Build Alternate.

4.5.2 Build Alternate, Floodplains

The Build Alternative is routed through the 100-year floodplain for approximately 350' along North University Avenue as North University Avenue approaches West Pont des Mouton Road, and for 500' along West Pont des Mouton Road. Access to properties located within the 100-year floodplain would not change as a result of the project.

4.5.3 Mitigation Measures, Floodplains

Under the Build Alternate, project design and construction would meet federal requirements to result in no adverse impacts on floodplains. In particular, finished roadway grades of the mainline roadway would be above the 50-year floodplain elevation so as to maintain passable roadway conditions during storm events. New or reconstructed culvert structures would be designed to convey normal drainage as well as storm flows.

4.6 Wetlands and Waters of the U. S.

4.6.1 No-Build Alternate, Wetlands and Waters of the U. S.

The No-Build Alternate would have no effect, either beneficial or adverse, upon jurisdictional wetlands or waters of the U. S. within the project corridor.

4.6.2 Build Alternate, Wetlands and Waters of the U. S.

A Wetlands Finding Report was prepared by Neel-Schaffer, Inc. (2012c) to consider the wetlands impacts associated with the Proposed Action.

No potential jurisdictional wetlands were identified within the survey area. The proposed right-of-way in the current design plans show impacts to one stream (Coulee Mine Branch) and four roadside ditches as shown on the Project Atlas Plates (Section 2.5). Construction of the proposed project would have direct impacts to approximately 3,256.00 linear feet (0.28 acres) of potential waters of the U.S. (Table 4-7).

It appears an additional stream (Coulee Bend) crossing would occur just north of Birdsong Road if the northern terminus is extended to Gloria Switch Road.

**TABLE 4-7
IMPACTS TO POTENTIAL WATERS OF THE U.S.
WITHIN THE PROPOSED PROJECT CORRIDOR**

Name	Type	Length (feet) / Acreage
Coulee Mine Branch	Stream (Box Culvert Crossing)	85.4 / 0.02
Ditch 1	Roadside Ditch	63.1 / 0.01
Ditch 2	Roadside Ditch	1,778.8 / 0.13
Ditch 3	Roadside Ditch	504.4 / 0.04
Ditch 4	Roadside Ditch	824.3 / 0.08
TOTAL		3,256.0 / 0.28

Source: Neel-Schaffer, Inc.

4.6.3 Mitigation Measures, Wetlands

The U.S. Army Corps of Engineers (USACE) has the authority to make the final decision regarding the jurisdictional status of a wetland and waters of the U.S. Therefore, a formal wetland delineation may be required prior to any construction activities to verify the preliminary findings presented in this report. An on-site investigation by USACE personnel to verify these preliminary findings may also be required. A jurisdictional determination by the USACE should be obtained prior to any construction activities.

4.7 Wild and Scenic Rivers

No scenic streams are located in Lafayette Parish; therefore, the Build Alternate would have no effect, either beneficial or adverse, upon wild and scenic rivers.

No scenic rivers or streams would be impacted if the northern terminus is extended to Gloria Switch Road.

4.8 Coastal Zone/Coastal Barriers

Lafayette Parish is not located in the Louisiana Coastal Zone and the project corridor contains no coastal barriers; therefore, the Build Alternate would have no effect, either beneficial or adverse, upon coastal zones or coastal barriers.

Extending the northern terminus to Gloria Switch Road would have no impact to the Louisiana Coastal Zone.

4.9 Aquatic Ecology

4.9.1 No-Build Alternate, Aquatic Ecology

The No-Build Alternate would have no effect, either beneficial or adverse, upon aquatic species within the project corridor.

4.9.2 Build Alternate, Aquatic Ecology

Implementation of the proposed project would include direct impact to one stream and four roadside ditches; however, these features provide very little habitat to support aquatic species because all have been altered. Short-term impacts to aquatic species may occur during construction; however, the proposed project would have no long-term effect, either beneficial or adverse, upon aquatic ecology within the project corridor.

It appears an additional stream (Coulee Bend) crossing would occur just north of Birdsong Road if the northern terminus is extended to Gloria Switch Road.

4.9.3 Mitigation Measures, Aquatic Ecology

Project construction would strive to avoid adverse impacts to aquatic ecology by prohibiting construction activities in existing waterways except where bridge and culvert construction necessitates such activity. BMPs would be utilized to minimize the area of disturbance. Water areas would be protected throughout the construction period by installing and maintaining soil erosion and sediment control protection mechanisms such as silt fencing and hay bales to stabilize slopes and exposed soils. All protective practices would be consistent with the LADOTD's soil erosion control procedures.

4.10 Vegetation and Wildlife

4.10.1 No-Build Alternate, Vegetation and Wildlife

The No-Build Alternate would have no effect, either beneficial or adverse, upon vegetation and wildlife within the project corridor.

4.10.2 Build Alternate, Vegetation and Wildlife

Implementation of the proposed project would include the direct loss of less than five acres of habitat including Upland Hardwood Forest and Agricultural Areas as described in Section 3.12.3 (Vegetation). Habitat loss and disturbance would be minor because of the linear nature of the proposed project corridor and proximity of similar habitat adjacent to the proposed project corridor.

Project components that would result in direct impacts to vegetation communities include clearing within the right-of-way, crossings of creeks and drainages, and interchange construction. These activities would result in removal and permanent loss of existing vegetation. Much of the proposed project corridor has been previously disturbed (e.g., rural, agriculture etc.) and does not contain historical naturally occurring vegetation communities. No unique or sensitive vegetation communities are present within the proposed project corridor.

The proposed project would disturb approximately 8.0 acres of vegetation communities as a result of construction (Table 4-8). However, impacts to vegetation are considered minimal based on the presence of similar vegetation communities adjacent to the proposed project corridor. Implementation of the proposed project would not affect vegetation communities on a regional basis.

**TABLE 4-8
IMPACTS TO VEGETATION COMMUNITIES
WITHIN THE PROPOSED PROJECT CORRIDOR**

Community	Total (acres)
Agriculture	5.4
Upland Hardwood Forest	2.6
TOTAL	8.0

Source: Neel-Schaffer, Inc.

Based on a review of existing aerial photography, extending the northern terminus to Gloria Switch Road would impact additional acres of the two vegetation communities described above. Exact acreage impacts would depend on road design and required right-of-way.

4.11 Significant Trees

4.11.1 No-Build Alternate, Significant Trees

The No-Build Alternate would have no effect, either beneficial or adverse, upon significant trees located within the project corridor.

4.11.2 Build Alternate, Significant Trees

EDSM I.1.1.21 Treatment of Significant Trees in LADOTD Right-of-Way is a general policy governing the treatment of significant trees by the Department within the highway right-of-way, zone of construction or operational influence. The EDSM contains a list of the five species that may be considered for implementation of a

context sensitive design (i.e. preservation, specified limited impact, or special treatment) where practical.

Any large trees to be removed by the Department or its contractors should be announced to the appropriate officials early enough in the project to allow for adequate time for them to respond.

LADOTD Landscape Architects were provided with the Concept Plans as shown in Section 2.5. These plans locate significant trees.

Trees T-2, T-3 and T-12 are situated such that they will be removed as part of the construction of proposed improvements.

After reviewing the plans LADOTD Landscape Architects found that trees T-1, T-4 and T-9 should be considered for possible root pruning and/or trimming and it is recommended that tree protection fencing be provided to protect these trees during construction. The remaining trees are set back a safe distance so they should not be affected by construction.

It is recommended that the design engineer work with an arborist in the development of the final engineering documents supporting the construction of the project to maintain tree health in areas where excavation takes place for such purposes as grade changes, utilities installation or foundation work.

Also, appropriate local officials should be contacted regarding decisions to remove any of the significant trees, and consultation should be undertaken with appropriate local officials regarding any proactive treatments of existing trees. Consultations should be completed early enough in the design process to allow appropriate response.

4.12 Threatened and Endangered Species

4.12.1 No-Build Alternate, Threatened and Endangered Species

The No-Build Alternate would have no effect, either beneficial or adverse, upon federal and state protected species and critical habitat.

4.12.2 Build Alternate, Threatened and Endangered Species

In response to the Solicitation of Views, a letter dated July 5, 2011 was received from the USFWS (Appendix 1). It states, "This project has been reviewed for effects to federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973. This project, as proposed, will have no effect on those resources." Again in Response to the Solicitation of Views, a letter dated July 8, 2011 was received from the Louisiana Natural Heritage Program (LNHP) (Appendix 1). It states, "After careful review of our database, no impacts to rare,

threatened, or endangered species or critical habitats are anticipated for the proposed project.”

Based on a review of existing aerial photography, extending the northern terminus to Gloria Switch Road should have no effect on the two federally listed species identified for Lafayette Parish.

4.13 Topography, Soils, and Prime Farmland

4.13.1 No-Build Alternate, Geology, Topography, Soils, and Prime Farmland

The No-Build Alternate would have no effect, either beneficial or adverse, on topography, soils, and prime farmlands in the project corridor.

4.13.2 Build Alternate, Geology, Topography, Soils, and Prime Farmland

The proposed project would involve standard construction activities to include leveling and grading for the roadway and associated right-of-way. As a result of clearing, grading, and paving, the soils in the project corridor would be removed from future biological and agricultural production. All construction activities (i.e. clearing, grading, and digging) would be limited to the proposed project corridor. The proposed project includes 16.6 acres of new right-of-way. Therefore, a total of 16.6 acres of soil would be removed from future biological and/or agricultural production.

All of the soil types found within the proposed project corridor are considered prime farmland soils. Based on the current concept design drawings, a total of 16.6 acres would be converted from its existing land use to roadway and/or right-of-way. Prime farmland is designated independently of current land use, but it should not include areas of water or urban or built-up land. Map units that are complexes or associations containing components of urban land or miscellaneous areas as part of the map unit name should not be designated as prime farmland (USDA 2000).

Form NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor Type Projects) was submitted to the Natural Resources Conservation Service (NRCS) Acting State Conservationist for completion. The completed form is incorporated at Attachment 1 to Chapter 5. The NRCS has determined that the project is located in an Urban Area, and is that the project is exempt from rules and regulations of the Farmland Protection Policy Act (FPPA)-Subtitle I of Section XV, Section 1539-1549.

4.13.3 Mitigation Measures, Geology, Topography, Soils, and Prime Farmland

Cut-and-fill operations will be minimized, as practicable, to meet grade and level requirements set forth by FHWA and LADOTD. Design and construction activities will incorporate BMPs to prevent future erosion. BMPs used during construction and development activities include temporary soil erosion control measures, permanent

control measures, and low-impact land use practices. During the design phase of the project, consideration will be given to limiting the amounts of impervious surfaces created, preservation of stream buffers and sensitive areas such as and riparian corridors, limiting disturbance of soil and vegetation, and maintaining the natural infiltrative capacity of an area.

In compliance with EPA's stormwater quality guidelines, BMPs for soil erosion and sediment control would be implemented to reduce impacts caused by construction of the project. These measures may include the use of sediment barriers, temporary and permanent vegetative cover for soil stabilization, dust control, and the use of riprap for the protection of soils from the erosive forces of water.

4.14 Hazardous Waste Sites

4.14.1 No-Build Alternate, Hazardous Waste Sites

The No-Build Alternate would have no effect, either beneficial or adverse, upon hazardous waste sites within the project corridor.

4.14.2 Build Alternate, Hazardous Waste Sites

4.14.2.1 Hazards Sites Identified as Part of the Phase 1 Site Assessment

NSI performed a Modified Phase I Environmental Site Assessment (NSI 2012d) in conformance with the scope and limitations of ASTM Practice E 1527-05.

This assessment identified the following "recognized environmental conditions" in connection with the project:

- Jubilee #8267 (Valero), an active Underground Storage Tank (UST) facility, is located adjacent to the project corridor at 1734 North University Avenue. According to information provided by Mr. Jason Efferson of the Louisiana Department of Environmental Quality (LDEQ) on May 25, 2012, the Jubilee facility is under assessment and does not have a "No Further Action required" (NFA) status. Due to the numerous reported releases (five) at Jubilee #8267, and the fact that the LDEQ has not issued a NFA for this site, the Jubilee/Valero facility at 1734 North University Avenue is considered to represent a recognized environmental condition.
- Lafayette Travel Center/Travel America is an active UST facility located adjacent to the project corridor at 1701 North University Avenue, with numerous reported spills. There are five active 20,000-gallon USTs (four of which are thirty-five years old), one active 1,000-gallon used oil UST, and one closed 1,000-gallon used oil UST. During the site visit conducted on May 11, 2012, a strong petroleum hydrocarbon odor was noted in the vicinity of the detention basin which is connected to an oil/water separator. The

detention and the UST bed both appear to be in close proximity to the right-of-way of North University Avenue. Based on these observations, the fact that three of the five active 20,000-gallon USTs are reportedly 35 years old, and the reports of numerous spills at the facility, this facility is considered to represent a recognized environmental condition.

- Based on the nature of chemicals associated with dry cleaning operations, the property at 101 Couret Drive at the intersection with North University Avenue (former Camellia Cleaners) is considered to represent a recognized environmental condition.

University Avenue Food Mart Texaco is located adjacent to the project corridor at 2700 North University Avenue. It is a relatively new facility, with USTs installed in 2009, and no reports of releases or spills. It is not considered to represent a recognized environmental condition; however, the UST bed appears to be in close proximity to the right-of-way of North University Avenue, and potential conflicts should be evaluated prior to construction.

4.14.2.2 Mitigation Measures

The following actions are recommended:

- Lafayette Travel Center/Travel America, 1701 North University Avenue: It is recommended that a Phase II Environmental Site Assessment, consisting of the collection and analysis of soil and groundwater samples, be conducted in order to assess for potential petroleum hydrocarbon impacts in the vicinity of the proposed action.
- Jubilee #8267 (Valero), 1734 North University Avenue. Owing to the fact that this site is currently under assessment by the Louisiana Department of Environmental Quality (LDEQ), it is recommended that a detailed file review be conducted prior to construction to obtain and evaluate the most recent data acquired by the LDEQ. It is likely that they will have defined the contaminant plume, if one exists, and that data can be used to determine whether or not a Phase II Environmental Site Assessment is warranted in the vicinity of the proposed action.
- Former Camellia Cleaners (101 Couret Drive, at the northeast corner of the intersection of Couret Drive and North University). It is recommended that a Phase II Environmental Site Assessment, consisting of the collection and analysis of soil and groundwater samples, be conducted in order to assess for potential petroleum-based solvents or chlorinated solvents (typically associated with dry cleaning operations) in the vicinity of the proposed action.
- University Avenue Food Mart Texaco is located adjacent to the project corridor at 2700 North University Avenue. The UST bed appears to be in

close proximity to the right-of-way of North University Avenue. It is recommended that potential construction conflicts should be evaluated prior to construction.

4.15 Aesthetics

Aesthetics is concerned with visual resources and the human value placed on the environment.

Visually sensitive receptors include residences, parks, natural areas, historic resources, and public facilities. These are places people utilize, and they are contextual visual environments in which the setting has import.

Viewer sensitivity to visual resources is highly subjective. People tend to become acclimated to existing visual conditions and place a subjective value on those conditions.

4.15.1 No-Build Alternate, Aesthetics

The No-Build Alternate would have no impact on existing views and aesthetic characteristics of the project corridor.

4.15.2 Build Alternate, Aesthetics

From I-10 to LA 723 (Renaud Drive) North University Avenue is a four lane capacity roadway with intense commercial land use abutting the corridor. To the north of LA 723 (Renaud Drive), North University Avenue maintains a rural to suburban character. From LA 723 to Cemetery Road North University Avenue is a three lane rural section roadway, and at Cemetery Road, the roadway transitions to rural two lane rural section. Land use north of LA 723 consists of intermittent residences, a number of businesses, a cemetery, a private substance abuse hospital, and the Wetlands Golf Course as well as fields and forested area.

The Build Alternate proposes an urban roadway section with curb and gutter and subsurface drainage. So there will be a change on the character of the roadway corridor from its existing condition. However, the urban roadway section will also provide a 6' wide sidewalk and a 10' wide bike path. The pedestrian and bicycle amenities will soften the streetscape and improve corridor aesthetics as it transitions from a rural to an urban setting. Specific issues of concern include:

- The Wetlands Golf Course - The Build Alternate avoids impacts to the Wetlands Golf Course, which is the only publically owned community facility located within the Proposed Action corridor.
- Significant Trees - There are Significant Trees located within and in proximity to the Build Alternate right-of-way. It is not possible to avoid three of the trees. Three trees located in proximity to the proposed right-of-way will be

protected. Protection to the Significant Trees located in proximity to the proposed right-of-way is identified in Section 4.11.2.

4.16 Cultural Resources

4.16.1 No-Build Alternate, Cultural Resources

The No-Build Alternate would involve no new construction or right-of-way acquisition. No impacts on cultural resources would occur.

4.16.2 Build Alternate, Cultural Resources

Prior to the commencement of field investigations, background research was undertaken for the overall project corridor/study area in the vicinity of North University Avenue project corridor.

The background research did not identify specific concerns associated with the Proposed Action.

4.16.2.1 Archaeological Survey

Introduction

Earth Search, Inc. (ESI), undertook a Phase I survey for the project including an archaeological and an architectural survey. For the purposes of the archaeological survey the investigations were limited to the proposed right-of-way of the Proposed Action.

Survey Methodology

The proposed right-of-way of the Proposed Action was subjected to shovel testing at 30 m (98.43 ft) intervals along either side of the existing roadway. Shovel tests measured 30 cm (11.81 in) in diameter and were excavated to sterile subsoil or a maximum depth of 50 cm below surface (cmbs) (19.69 inbs). Shovel tests were not excavated in areas of buried utilities or other disturbed areas.

Survey Results

No cultural materials were encountered during the survey of the area of the Proposed Action.

4.16.2.2 Architectural Survey

Survey Methodology

For the area of the Proposed Action, the architectural survey included a .25 mile (mi) (400 m) diameter buffer of the existing roadway. Thus, all buildings that are located within 200 m of the highway were examined and evaluated. In addition to this formal standing structure survey, a reconnaissance survey was undertaken between the northern end of the Proposed Action (at West Pont Des Mouton Road) and the northern “logical terminus” (at West Gloria Switch Road). The purpose of the reconnaissance survey was to identify properties that are potential “fatal flaw concerns.”

Survey Results

Between I-10 and West Pont Des Mouton Road (area of Proposed Action) there are no structures greater than 50 years of age. The reconnaissance survey between West Pont Des Mouton Road and West Gloria Switch Road identified 34 buildings greater than 50 years of age. None of these buildings approach the level of craft mastery or artistic interpretation required for nomination to the NRHP under Criterion C.

4.16.2.3 Recommendations, Cultural Resources

No historic resources will be impacted by the Project Action. No additional cultural resources investigations are recommended within the area of the Project Action. If future roadway expansion extends northward to the “logical terminus” at West Gloria Switch Road, a Phase I survey, including a formal architectural survey, is recommended.

4.17 Section 6(f) Resources

Section 6(f) of the federal Land and Water Conservation Fund Act (LWCF) requires coordination with and approval of federal undertakings by the U. S. Department of the Interior if land acquired and/or developed using LWCF funds is to be impacted by the undertaking.

4.17.1 No-Build Alternate, Section 6(f) Resources

The No-Build Alternate would have no impact on Section 6(f) resources.

4.17.2 Build Alternate, Section 6(f) Resources

No Section 6(f) properties are affected.

4.18 Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act (49 USC 303 and 23 USC 138) requires that a Section 4(f) evaluation be prepared for any federally funded highway project that uses property that is part of a publicly owned park, recreation area, wildlife refuge, or historic site.

4.18.1 No-Build Alternate, Section 4(f)

The No-Build Alternate would involve no construction or right-of-way acquisition. Consequently, no impacts to Section 4(f) properties would occur.

4.18.2 Build Alternate, Section 4(f)

Two 4(f) properties are located within the Build Alternate Corridor: The Wetlands Golf Course is adjacent to the Project. Moore Park is not contiguous to the project but is accessed by Court Drive. Neither property is impacted by the Build Alternate.

4.18.3 Commitments, Section 4(f) Resources

The LCG agreed to route utilities within LADOTD right-of-way in proximity to the Wetlands Golf Course as shown on Exhibit 2-7 to avoid impacts to the 4(f) property.

4.19 Impacts to Transportation Patterns

4.19.1 Vehicular Access to Businesses and Residences

4.19.1.1 No-Build Alternate, Vehicular Access to Businesses and Residences

The No-Build Alternate would involve no new construction or right-of-way acquisition and would not result in changes in vehicular access to businesses or residences.

4.19.1.2 Build Alternate, Vehicular Access to Businesses and Residences

From Interstate I-10 to LA 723 (Renaud Drive) the North University Avenue corridor contains numerous fast food outlets and other businesses which market to interstate travelers, including a Travel Centers of America truck stop. Within this corridor the existing five lane section is modified to include a boulevard section incorporating LADOTD access management guidance.

Extending north from Renaud Drive (LA 723) existing North University Avenue is a 3-lane roadway section which transitions to a 2-lane rural section. This geometry allows for continuous access from North University Avenue to all businesses and residences.

The Proposed Alternate through this area is a median section roadway. Although, all business and residences will continue to have access to North University Avenue, the median geometry limits the access and egress movements to/from businesses and residences to the direction of traffic flow (north or south) within the abutting travel lanes.

4.19.1.3 Mitigation Measures, Vehicular Access to Businesses and Residences

A roundabout geometry intersection is proposed at the intersection of Renaud Drive (LA 723) / Stone Avenue. The roundabout geometry supports the access management principals by allowing all vehicles to complete U-turns within the roundabout. A new local road is also provided linking Renaud Drive (LA 723) with the rear of the Travel Centers of America truck stop.

Roundabouts are also proposed at the Couret Road / Marcon Drive intersection with North University Avenue and at the North University Avenue intersection with West Pont des Mouton Road. These support seamless U-turn movements throughout the Build Alternate corridor.

Construction sequencing, traffic maintenance criteria, and plans would be developed as part of final design to coordinate construction activities and ensure continued access to all properties. Needs for special considerations would be identified and addressed during final design.

4.19.2 Traffic and Circulation

4.19.2.1 No-Build Alternate, Traffic and Circulation

The No-Build Alternate would involve no new construction or right-of-way acquisition and would not result in changes in traffic circulation patterns.

4.19.2.2 Build Alternate, Traffic and Circulation

There are two locations where existing roadways will be abandoned and rerouted. Proceeding south to north through the Project Atlas Plates:

- The proposed action provides for the realignment of LA 723 (Renaud Drive) and Stone Avenue at their intersections with North University Avenue so that they form a single point roundabout geometry intersection with North University Avenue (Plates 1B and 6A). Also, the existing Stone Avenue at its intersection with North University Avenue is truncated (Plate 6B), and the truncated segment is reconnected with re-aligned Stone Avenue outside of the limits of the roundabout to maintain access to three residences.
- The proposed action provides for the realignment of Couret Drive and Marcon Drive so that they form a single point roundabout geometry intersection Plates 2A and 7A). Access to the Moore Park was a consideration in the decision to realign Couret Drive and Marcon Drive so that they form a single point roundabout geometry intersection. Traffic analysis of the roundabout intersection considered peak weekend travel to the park, rather than weekday peak period traffic. The roundabout geometry does not directly affect Moore Park property, so there are no 4(f) impacts associated with the widening.

4.19.2.3 Mitigation Measures, Traffic and Circulation

Construction sequencing, traffic maintenance criteria, and plans would be developed as part of the final design to coordinate construction activities and ensure continued access between all affected roadways. Needs for special considerations would be identified and addressed during final design.

4.19.3 Bicycle and Pedestrian Facilities

4.19.3.1 No-Build, Bicycle and Pedestrian Facilities

The No-Build Alternate would involve no new construction or right-of-way acquisition. No change to existing bicycle and pedestrian facilities would occur.

4.19.3.2 Build Alternate, Bicycle and Pedestrian Facilities

The Build Alternate provides a 6' wide sidewalk located within the right-of-way west of the roadway travel lanes and a 10' wide multi-use path located within the right-of-way east of the roadway travel lanes.

4.20 Utilities

4.20.1.1 No-Build Alternate, Utilities

The No-Build Alternate would result in no impact to utilities, as it would involve no new construction or right-of-way acquisition.

4.20.1.2 Build Alternate, Utilities

The Build Alternate would require relocation of utilities within the entire route. The LCG will purchase 15' public utility servitudes in which the utilities will be relocated.

4.20.1.3 Mitigation Measures, Utilities

As part of the preferred alternative deliberations, the LCG agreed to route utilities within LADOTD right-of-way in proximity to the Wetlands Golf Course to avoid impacts to the 4(f) property.

Also the LCG agreed to minimize the width of its public utility servitude in proximity to the Christopher B Head Start Center to avoid taking the pre-school.

Specific relocation plans would be developed during the final design phase of the Proposed Action alternative and would be completed prior to construction of the improvements. Functional or financial responsibility for relocation of a specific facility or line may differ depending on prior agreements between the utility providers, current landowners, local government, and LADOTD. The determination of responsibility would be in accordance with LADOTD policies and procedures.

4.21 Energy

4.21.1 No-Build Alternate, Energy

The No-Build alternate would result in increased congestion within the North University Avenue corridor. Delays associated with the increasing congestion will affect vehicular energy consumption.

4.21.2 Build Alternate, Energy

The Build Alternate improves the operational level of service throughout the North University Avenue corridor, thus reducing travel time delays and vehicular energy consumption.

4.22 Construction Impacts

4.22.1 No-Build Alternate, Construction Impacts

There would be no construction impacts associated with the No-Build Alternate.

4.22.2 Build Alternate, Construction Impacts

4.22.2.1 Construction Noise

The construction of the project would result in temporary noise increases for the residences and businesses in the immediate vicinity of the alignment. The noise would be generated primarily from heavy equipment used in hauling materials and building the roadway.

The following construction noise abatement measures are recommended for incorporation in the contract plans and specifications to prevent construction noise in the vicinity of the proposed project:

- a The contractor shall comply with all state and local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the contract.
- b Each internal combustion engine used for any purpose on work related to the project shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without such a muffler.
- c Motor panels of construction equipment shall be shut while equipment is in operation.
- d In order to minimize the potential for impacts of construction noise on local residents and businesses, the contractor should operate, whenever possible, only between the hours of 7:00 a.m. and 5:00 p.m.

4.22.2.2 Construction Impacts, Water Quality

Impacts to water quality are possible during and after construction. Erosion during construction of the proposed bypass can contribute sediment and silt to runoff waters, resulting in deteriorated water quality. Surface water runoff during construction could increase turbidity, lower dissolved oxygen, and increase biological oxygen demand in receiving waterbodies. Heavy metals, oils, other toxic substances, and debris from construction traffic and spillage can be absorbed by soil at construction sites and carried with runoff water.

Runoff control measures can be installed at the time of construction to reduce runoff pollution both during and after construction. Such measures can effectively limit the entry of pollutants into surface waters and protect their quality, fish habitats, and public health. These control measures are termed Best Management Practices (BMPs). With the proper use of BMPs, impacts to water quality from the Build Alternate would be short-term and minimal.

4.23 Cumulative Impacts and Indirect Impacts

4.23.1 Cumulative Impacts

Cumulative impact is defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7).

Indirect impacts are “caused by the action and are later in time or farther removed in distance, but still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in patterns of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR 1508.8).

4.23.1.1 No-Build Alternate, Cumulative Impacts

The No-Build Alternate would have no incremental impact with respect to cumulative effects of past, current and future projects on most environmental resources. However, expected degradation in intersection levels of service (LOS) along North University Avenue in the design year may adversely affect localized air quality due to increased emissions from vehicle queuing and delays. Excess emissions resulting from congestion and idling at these locations would increase localized levels of carbon monoxide, volatile organic compounds, and nitrogen oxides, although no predicted emissions levels would exceed ambient air quality standards.

4.23.1.2 Build Alternate, Cumulative Impacts

This impact analysis determined that the project, in the context of other transportation and development projects, would have an incremental adverse impact in terms of water quality, vegetation, and wildlife due to the addition of new pavement and unavoidable fill.

4.23.1.3 Mitigation Measures, Cumulative Impacts

Efforts to avoid or minimize cumulative impacts, as well as the use of mitigation strategies, have been undertaken and would be re-examined during design to reduce the project contribution to cumulative impacts.

4.23.2 Indirect Impacts

4.23.2.1 No-Build Alternate, Indirect Impacts

The No-Build Alternate would have no impact on the potential for inducing changes in patterns of land use, population density or growth rate. When compared with the Build Alternate, the No-Build Alternate would result in increased congestion. This may result in localized impacts to businesses and residences.

4.23.2.2 Build Alternate, Indirect Impacts

The Build Alternate would not change the general pattern of development in the project area as the pattern results from the local economy that drives the market demands for industrial growth, additional housing, commercial services and community facilities to meet the needs of an increasing population.

Because there are no wetlands adjacent to the project corridor, indirect impacts to wetlands are not anticipated.

The North University Avenue corridor is located in proximity to 100-year floodplain as it approaches West Pont des Mouton Road, and development with this floodplain is of concern.

4.23.2.3 Mitigation Measures, Indirect Impacts

Indirect impacts may result from the location of business and residences in proximity to the new roadway. Mitigation associated with indirect impact may be undertaken by local, state and federal agencies in association with the permitting of that construction.

If warranted, mitigation associated with development within floodplains would be controlled by City and Parish ordinances.

Best management practices may be undertaken when Louisiana Discharge Elimination System (LPDES) Storm Water General Permit for Construction is required.

4.24 Permits and Approvals

4.24.1 No-Build Alternate, Permits and Approvals

The No-Build Alternate would involve no activities requiring acquisition of permits and approvals.

4.24.2 Build Alternate, Permits and Approvals

Implementation of the Build Alternate would likely require the following permits and approvals:

- Federal Permit Requirements - US Army Corps of Engineers (USACE) permit under the authority of 33USC 401, Section 10; 1413, Section 404. No impacts to jurisdictional wetlands were identified. However, if the Corps of Engineers takes jurisdiction over areas of wetlands affected by the project, permits and certifications would be required for unavoidable impacts to the wetlands. Specifically, any dredge or fill activity that would impact jurisdictional wetlands, directly or indirectly, would require a Section 404 permit from the USACE.
- State of Louisiana Department of Environmental Quality – Should the USACE take jurisdiction over areas of wetlands in areas impacted by the project, commensurate with the USACE permitting, a Water Quality Certification would be required under the authority contained in the Louisiana Revised Statutes of 1950, Title 30, Chapter 11, Part IV, Section 2074 A(3) and provisions of Section 401 of the Clean Water Act (PL 95 217).
- The Louisiana Department of Environmental Quality (LDEQ) regulates the discharge of storm water from constructions sites as defined in the Louisiana Administrative Code (LAC) (LAC 33IX.2511.B.14.j) A Louisiana Discharge Elimination System (LPDES) Storm Water General Permit for Construction Activities is required if the disturbance is greater than one acre.
- Lafayette Parish - Regarding floodplain impacts, for that portion of the route located within the unincorporated portion of Lafayette Parish, a letter of “No Objection” will be requested for the proposed project under the authority of parish ordinances.
- City of Lafayette - Regarding floodplain impacts, for that portion of the route located within the City of Lafayette, a letter of “No Objection” will be requested for the proposed project under the authority of city ordinances.
- City of Scott - Regarding floodplain impacts, for that portion of the route located within the City of Scott, a letter of “No Objection” will be requested for the proposed project under the authority of city ordinances.

4.25 Summary of Environmental Commitments

The following listing summarizes the environmental commitments proposed for the North University Avenue Widening (LA 182), Interstate I-10 to West Pont des Mouton Road, Lafayette Parish, Louisiana:

The Proposed Action provides for the widening of North University Avenue (LA 182) from Interstate I-10 to West Pont des Mouton Road. Should the widening of North University Avenue (LA 182) be extended to the northern logical termini limit at Gloria Switch Road, appropriate planning, engineering and environmental studies will be performed in accordance with all local, state and federal regulations in affect at the time of the widening.

Permit Process

1. Obtain federal and state agency permits, and local floodplain approvals as identified in Section 4.22.
2. Should the USACE determine that areas of jurisdictional wetlands or jurisdictional water of the U.S. are impacted by the project, wetlands mitigation will be accomplished in concert with the USACE with the purchase of credits in a Mitigation Bank acceptable to the USACE.
3. As may be required by permits, return areas of construction to their pre-construction condition.
4. As may be required by permits, utilize best management practices (BMPs) during the design and construction of proposed improvements.
5. The current Lafayette Consolidate Government MS4 permit terminates in 2014. The LCG existing MS4 permit does not include discharge limits for total phosphorous (TP), total nitrogen (TN) or total suspended solids (TSS). Although EPA has not determined the new permit limits or reporting requirements, the LCG expects that the permit limits for TP, TN and TSS may be added to the MS4 permit, and this may potentially result in additional requirements for treating stormwater runoff.

The requirements for the stormwater facilities will be determined during the preliminary engineering phase of the project. The LCG will include appropriate water quality enhancements within the design of stormwater facilities as may be appropriate to remain in compliance with its MS4 permit. Any environmental impacts resulting from the construction of enhanced stormwater facilities will be addressed at that time.

Design

1. The North University Avenue design will provide a road grade above the 50-year floodplain.
2. Construction sequencing plans will be developed as part of the final design to coordinate construction activities and ensure continued access between all affected roadways and the new route.
3. After reviewing the concept plans as presented in Section 2.5, LADOTD Landscape Architects found that three significant trees along the route may require some degree of protection during construction. Trees T-1, T-4 and T-9 should be considered for possible root pruning and/or trimming and is recommended that tree protection fencing be utilized during construction. The remaining trees as shown have either been removed or are set back a safe distance so they should not be affected by construction.

The design engineer will work with an arborist in the development of the final engineering documents supporting the construction of the project to maintain tree health in areas where excavation takes place for such purposes as grade changes, utilities installation or foundation work.

Also, appropriate local officials will be contacted regarding decisions to remove any of the significant trees, and consultation will be undertaken with appropriate local officials regarding any proactive treatments of existing trees. Consultations will be completed early enough in the design process to allow appropriate response.

Right-of-way Acquisition

1. LCG utilities will be routed within the LADOTD right of way in proximity to the St. Christopher B Head Start Center so as to avoid taking the Center, and in proximity to the Wetlands Golf Course, to avoid impacts to this 4(f) property.
2. The Modified Phases 1 Environmental Assessment identified “recognized environmental conditions” and concerns in connection with the project.

The following actions will be accomplished prior to acquisition of right-of-way:

- Lafayette Travel Center/Travel America, 1701 North University Avenue: A Phase II Environmental Site Assessment, consisting of the collection and analysis of soil and groundwater samples, will be conducted in order to assess for potential petroleum hydrocarbon impacts in the vicinity of the proposed action.

- Jubilee #8267 (Valero), 1734 North University Avenue. Owing to the fact that this site is currently under assessment by the Louisiana Department of Environmental Quality (LDEQ), a detailed file review be conducted prior to construction to obtain and evaluate the most recent data acquired by the LDEQ. If a contaminant plume is determined to exist, a Phase II Environmental Site Assessment, consisting of the collection and analysis of soil and groundwater samples, will be conducted in order to assess for potential petroleum hydrocarbon impacts in the vicinity of the proposed action.
 - Former Camellia Cleaners (101 Couret Drive, at the northeast corner of the intersection of Couret Drive and North University). A Phase II Environmental Site Assessment, consisting of the collection and analysis of soil and groundwater samples, will be conducted in order to assess for potential petroleum-based solvents or chlorinated solvents (typically associated with dry cleaning operations) in the vicinity of the proposed action.
 - University Avenue Food Mart Texaco is located adjacent to the project corridor at 2700 North University Avenue. The UST bed appears to be in close proximity to the right-of-way of North University Avenue. It is recommended that potential construction conflicts should be evaluated prior to construction.
3. Residential and commercial relocations will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act of 1970).

Construction

1. Project construction will be undertaken in a way that avoids adverse impacts to aquatic ecology by prohibiting construction activities in existing waterways except where bridge and culvert construction necessitates such activity. BMPs will be utilized to minimize the area of disturbance.
2. BMPs will be followed to mitigate non-point-source pollution during construction.

Commitments Developed in Response to Public Hearing Comments

1. Comment by Fritz Trappey - Mr. Trappey owns the property abutting the existing LA 182 right-of-way on the east as LA 182 approaches West Pont des Mouton Road. As proposed within the Draft Environmental Assessment, the alignment of LA 182 is shifted slightly to the west as it approaches the roundabout intersection with West Pont des Mouton Road. The proposed LCG servitude is located immediately east of the existing LDOTD right-of-

way. Mr. Trappey suggested that the LCG servitude should be located within existing LDOTD right-of-way and he requests that the remaining portion of the existing LDOTD right-of-way, not required either for future LDOTD right-of-way or LCG servitude, be vacated and returned to his ownership.

Draft Environmental Assessment Project Atlas Plate 4-B located the LCG Public Utility servitude within Mr. Trappey's property to the east of the existing LDOTD right-of-way. Plate 4-B has been revised in the Final Environmental Assessment in response to Mr. Trappy's comments to locate the LCG servitude within existing LDOTD right-of way. Once final right-of-way requirements and requirements for the LCG servitude are established in Preliminary Engineering, LDOTD will consider vacating that portion of the existing LDOTD right-of-way not required for either public purpose.

2. Comment by Gene Walters - Mr. Walters represented the interest of Green Lawn Memorial Park (2300 North University) and Walters Funeral Home (2424 North University) at the Public Hearing. The widening will impact the Green Lawn Memorial Park welcome and administration building. However, Mr. Walter was not concerned about the required taking. His did express concern to the consultant team at the Public Hearing regarding access to both properties during funerals.

The Walter's Funeral Home was constructed after the project aerial photography was flown, so it does not appear in the photography. However, its location is shown on Project Atlas Plate 4-A. Funerals departing the funeral home will be required to travel north on North University Avenue and use the roundabout intersection with West Pont des Mouton Road to U-turn to the south. Funerals utilizing Green Lawn Memorial Park as the site of burial will perform a U-turn at Sonny Roy Lane. The geometry of the J-turn from North University to Sonny Roy Lane was modified on Final Environmental Assessment Plate 4-A in response to Mr. Walter's Public Hearing comments to support the U-turn movements associated with limo type vehicles common to funerals.

Future design documents developed by the LCG and LDOTD will provide for limo vehicle turning movements at that location.

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5.0 Comments and Coordination

5.1 Public Communication Program Elements

Appropriate local, state, and federal agencies and the general public have been provided with the opportunity to comment on the proposed North University Avenue (LA 182) Widening, Lafayette Parish, which is the subject of this draft Environmental Assessment. Coordination efforts have included the following:

- Louisiana Department of Transportation and Development (LADOTD) Solicitation of Views (SOV)
- Public Information Meeting

The North University Avenue (LA 182) Widening project may be constructed with local funds and with the aid of federal funds; therefore, the Federal Highway Administration (FHWA) is the lead federal agency. Upon approval of the Draft Environmental Assessment for public distribution by the FHWA, a Public Hearing will be scheduled in Lafayette, Louisiana.

5.2 LADOTD Solicitation of Views (SOV)

In compliance with FHWA procedures, views were solicited regarding the proposed North University Avenue (LA 182) Widening by the LADOTD on June 30, 2011. In all 81 letters were sent, and 20 responses were received. Copies of the SOV and responses are found in Appendix 1 of this document. Table 5-1 summarizes the Solicitation of Views responses.

TABLE 5-1		
NORTH UNIVERSITY AVENUE (LA 182) WIDENING		
SOV RESPONSES		
Response By:	SOV and Responses Page	Comments Noted
USACE	9	Notes possible occurrence of Waters of US and/or wetlands. Wetlands finding completed as part of Environmental Assessment documents.
USF&WS	11	No affect on T&E Resources, may affect wetlands.
USEPA	12	No adverse affect on groundwater.
SHPO	13	Requirements noted for Section 106 review. Section 106 process completed.
LADNR, Office of Conservation	15	No active oil, gas or injection wells; no registered water wells located in proximity to the project.
Lafayette MPO	17	Comments provide LCG guidance regarding traffic and roadway geometry. Comments were addressed in preparation of EA documents.
FEMA	19	Direction to coordinate with Lafayette Parish Floodplain Administrator.
LADOTD Floodplain Management Program Coordinator	20	Direction to coordinate with Lafayette Parish Floodplain Administrator to provide a No-Rise Certification. This will be completed during preliminary engineering.
Choctaw Nation of Oklahoma	24	Notes that the project is out of the Choctaw Nation of Oklahoma interest.
LA Department of Wildlife and Fisheries, Natural Heritage Program	26	Notes that no T&E species or critical habitats are know to be affected; Also, if any tracked Natural Heritage species are encountered in field surveys, to contact the LNHP data manager, No Natural Heritage species were encountered in the Environmental As
LDEQ, Business and Community outreach Division	27	Notes that Lafayette Parish is classified as an attainment area with the National Ambient Air Quality Standards, and has no general conformity determination obligations.
Floodplain Administrator, LCG	29	Notes that the northern portion of the project would be within the 500- year flood zone created by Gaston Coulee
LADOTD Environmental Section	30	Notes that EPA letter is forthcoming.
LA Department of Health and Hospitals	31	Provides letter of No Objection
LA Department of Culture, Recreation and Tourism	33	Provides letter of No Objection
LA Department of Children and Family Services		Provides letter of No Objection
Natural Resources Conservation Services	35	Identifies prime Farmland Soils. NRCS subsequently determined that the project is located with an urban area, and that Prime Farmlands would not be impacted by the project.

Source: Neel-Schaffer, Inc.

Agency Coordination

5.2.1 Consultation with the Natural Resources Conservation Service

Form NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor Type Projects) was submitted to the Natural Resources Conservation Service (NRCS), Acting State Conservationist.

The completed form is incorporated as Attachment 1 to this Chapter. The NRCS has determined that the project is located in an Urban Area, and is exempt from rules and regulations of the Farmland Protection Policy Act (FPPA)-Subtitle I of Section XV, Section 1539-1549.

5.2.2 Consultation with State Historic Preservation Officer (SHPO)

The *Negative Findings Report for the Phase 1 of the Proposed Expansion of North University Avenue, Lafayette Parish Louisiana*, prepared by Earth Search Inc. was reviewed and approved by the SHPO. A copy of the SHPO concurrence letter is provided as Attachment 2 to this Chapter.

5.2.3 Consultation with Floodplain Administrators

5.2.3.1 State of Louisiana Floodplain Program Management Coordinator

The SOV was distributed to Susan Veillon, Floodplain Management Coordinator for the State of Louisiana. Her response letter is provided on Page 20 of the SOV and Responses as presented in Appendix 1 of this document. An “Engineering No. Rise Certification“ will be provided during the preliminary engineering phase of the project.

5.2.3.2 Lafayette Consolidated Government

The SOV was distributed to Kerwin Woodard, Floodplain Administrator for the LCG. Her response letter is provided on Page 29 of the SOV and Responses as presented in Appendix 1 of this document. Her response notes that the northern portion of the project would be within the 500-year flood zone created by Gaston Coulee.

5.2.3.3 City of Scott

The City of Scott was not included in the initial SOV distribution. It was later determined that the City of Scott corporate limits extend east to the North University Avenue. A copy of the SOV was subsequently sent to the City of Scott floodplains administrator. No response was received to date.

5.3 Public Information Meetings

5.3.1 September 8, 2011 Public Meeting

One Public Information Meeting was announced through local media and conducted.

Public Meeting

Open House 4:30 PM to 6:30 PM

Thursday, September 8, 2011

Clifton Chenier Center

Town Hall Auditorium

220 West Willow Street

Lafayette, LA 70501

The meeting was structured in an open-house format. In this format, the facility housing the meeting was parsed into separate stations as follows:

1. A Handout Table where participants received a meeting handout and a Statement Card. The handout included an overview of the project, a copy of the *PowerPoint* presentation in notes-page format and a comment sheet.
2. A continuous play *PowerPoint* presentation with voice-over narrative describing the proposed project.
3. A map display area where participants reviewed the alternative routes and asked questions of project staff.
4. A Real Estate Table and staffed with LADOTD Real Estate Staff.
5. A GIS Station where participants were able to see details of the conceptual routes, as well as related environmental features.
6. An area set aside for public comment including:
 - A Comment Table where written comments could be deposited.
 - A Court Reporter was available to record directly participant comments.

Written comments were received at the meeting and throughout the 10-day comment period that followed. Major issues presented and discussed at the meeting are described below.

A complete geometry for each alternative was developed based on the determinations as documented in Section 2.3.2 and maps detailing each alternative at 1"=100' scale were presented at the meeting. A meeting summary was prepared and distributed by LADOTD. A representative listing of comments received at the meeting follow:

- It was suggested that the LCG was not legally empowered to support the project financially or otherwise.
- There was concern expressed regarding the intersection geometry, particularly the routing of traffic through U-turns.

- There was concern expressed for the capacity of roundabout geometry intersections.
- There was support expressed for bike facilities.
- There was support for the use of “Green Infrastructure” concepts, including porous pavements and other types of improvements which enhance stormwater quality runoff.
- There is a need for improved access to Moore Park and the Wetlands Golf Course.

5.3.2 Activities Undertaken in Response to the Public Meeting

Responding to comments made relating to LCG participation in the project, the LCG determined that they have the authority to financially and otherwise support the planning for widening North University Avenue undertaken to date; and to support the project financially and otherwise through design and construction for the improvements as documented in this Environmental Assessment. Additional support may be provided by LADOTD if funds become available.

The following actions were taken in response to the Public Meeting.

- Intersection Geometry - The LCG requested that LADOTD consider the placement of U-turn bulb-outs at proposed U-turns to provide enhanced vehicle turning radius at these locations. Because the bulb-outs would encroach into the ALP servitude, LADOTD determined that their application was not feasible for this project.
- Access to Moore Park and the Wetlands Golf Course - The initial traffic analysis performed in association with the operation of the Couret Drive intersection with North University Avenue considered peak period weekday traffic. Additional traffic studies were performed utilizing the traffic associated with peak period weekend park activities. As a result of this analysis, Couret Drive and Marcon Drive were realigned at North University Avenue to form a single point intersection and a roundabout geometry was provided to accommodate the turning movements required in association with park operations. The roundabout geometry will also support north bound traffic flows exiting from the Wetlands Golf Course.
- Roundabout Capacity - Based on traffic analysis undertaken in support of the project, the roundabout intersections will perform as follows at Year 2035.
 - Roundabout at LA 723 / Stone Avenue intersection with North University Avenue - LOS A
 - Roundabout at Couret Drive / Marcon Drive intersection with North University Avenue - LOS B

- Roundabout at West Pont des Mouton Road intersection with North University Avenue - LOS B

To further address the public's concern for the operation of the roundabouts and U-turns, a Year 2035 microsimulation traffic model of the build alternative was prepared using VISSIM. The un-calibrated VISSIM simulation appropriately animates all traffic flows and movements at intersections, specifically roundabouts and U-turns. The animation of the build alternative was developed as a visualization tool and it will be presented at the Environmental Assessment public hearing. The traffic operations analysis determining the LOS performance of the build alternative was not completed using VISSIM.

- Green Infrastructure - LADOTD establishes the standards for the construction of state routes and this project will be constructed in conformance with LADOTD guidance. The determination of whether porous pavement systems are appropriate would be made by LADOTD at the time of construction.

A Meeting Summary was prepared and copies of the Summary may be obtained from the LADOTD Environmental Section, 1201 Capital Access Road, Room 201E, Baton Rouge, Louisiana 70804.

5.4 Public Hearing

5.4.1 September 8, 2011 Public Meeting

The Draft Environmental Assessment for the North University Avenue (LA 182) Widening was made available to the public on January 29, 2013. A Public Hearing to receive comments on the Draft Environmental Assessment was held on February 28th, 2013 at the Clifton Chenier Center Town Hall Auditorium, 220 West Willow Street Lafayette, LA 70501. The public comment period extended to March 11, 2013.

Table 5-2 provides a listing and brief summary of all comments received. These are referenced to the Public Hearing Meeting Summary, which is enclosed as Appendix 3. Each comment is referenced to a numbered response, which is provided in Table 5-3. No comments were received by mail, or by email.

TABLE 5-2 PUBLIC HEARING COMMENT SUMMARY						
Commenter	Meeting Summary Page/s	Comment From			Comment Summary	Response Number
		CFCR	WCFH	EDAH		
Dan Savoie 220 Portland Avenue Lafayette, LA 70507	15/16	X			Mr. Savoie is Principal of Lafayette Christian Academy. He asked that the construction be limited to summer months and that lane closures be restricted during peak travel times to and from the school.	Number 1
Jolee Von Aspern 107 Woodrich Lane Lafayette, LA 70507	16/17	X			Concerns expressed as follows: 1. Availability of U-turns 2. Median surface should not be concrete, prefers trees. 3. Emergency Access 4. Trash along the roadway	Number 2 Number 3 Number 4 Number 5
Dan Savoie 220 Portland Avenue Lafayette, LA 70507	17/18	X			Comments as follows: 1. Supports corridor amenities 2. Request Signage for School 3. Request addition of left turn	Number 3 Number 6 Number 2
Fritz Trappey 2118 West University Lafayette, LA 70507	18/19/20	X		X	Mr. Trappey owns the property abutting the existing LA 182 right-of-way (ROW) on the east as LA 182 approaches West Pont des Mouton Road. As proposed within the Draft EA, the alignment of LA 182 is shifted slightly to the west as it approaches the roundabout intersection with West Pont des Mouton Road. The proposed LCG servitude is located immediately east of the existing LDOTD ROW. Mr. Trappey suggests that the LCG servitude be located within existing LDOTD ROW and he requests that the remaining portion of the existing LDOTD ROW not required either for future LDOTD ROW or LCG servitude be vacated and returned to his ownership.	Number 7
Dan Savoie 220 Portland Avenue Lafayette, LA 70507	23		X		Mr. Savoie is Principal of Lafayette Christian Academy (LCA). Again, he asked that the construction be limited to summer months and that lane closures be restricted during peak travel times as documented in his written comments.	Number 1
Dan Savoie 220 Portland Avenue Lafayette, LA 70507	24		X		1. Request that roundabouts to have brick pavers, not grass 2. Request proper signage for Church 3. Request left turn from LA 182 to LCA property	Number 3 Number 6 Number 2
Jolee Von Aspern 107 Woodrich Lane Lafayette, LA 70507	25		X		Concerns expressed as follows: 1. Median surface should not be concrete, prefers trees. 2. Concerned about access to his business. 3. Emergency Access 4. Trash along the roadway Supports sidewalks.	Number 3 Number 2 Number 4 Number 5 Number 5
<p>Comment from: CFCR Comment from Court Reporter WCAH Written comment received at Public Hearing EDAH Extensive discussion at Public Hearing</p>						

Source: Neel-Schaffer, Inc.

<p style="text-align: center;">TABLE 5-2 PUBLIC HEARING COMMENT SUMMARY (CONTINUED)</p>						
<p style="text-align: center;">Commenter</p>	<p style="text-align: center;">Meeting Summary Page/s</p>	<p style="text-align: center;">Comment From</p>			<p style="text-align: center;">Comment Summary</p>	<p style="text-align: center;">Response Number</p>
		<p style="text-align: center;">CFCR</p>	<p style="text-align: center;">WCFH</p>	<p style="text-align: center;">EDAH</p>		
<p>Gene Walters Lafayette, LA 70507 2300 - 2424 North University</p>				X	<p>Mr. Walters represented the interest of Green Lawn Memorial Park (2300 North University) and Walters Funeral Home (2424 North University) at the Public Hearing. The widening will impact the Green Lawn Memorial Park welcome and administration building.</p>	<p>Number 8</p>
<p style="text-align: center;">Comment from: CFCR Comment from Court Reporter WCAH Written comment received at Public Hearing EDAH Extensive discussion at Public Hearing</p>						

Source: Neel-Schaffer, Inc.

**TABLE 5-3
PUBLIC HEARING RESPONSES**

Response Reference Number	Response
1	The LCG and LADOTD are sensitive to issues associated with providing access during construction. When the project is let for construction, appropriate coordination will be accomplished to assure access is provided to residences, businesses and public facilities. This may include the limitation of lane closures during peak periods of traffic flow.
2	Traffic studies supporting the planning for the project gave consideration to the requirements for and location of J-turns and roundabouts which support left turn and U-turn movements throughout the corridor. The preferred alternate geometry provides for required turning movements.
3	There were a number of comments addressing concerns for inclusion of landscaping and other aesthetic amenities in the corridor design. The final design will address various aesthetic concerns. It is expected that the roadway medians will be surfaced with grass, not paved. Regarding roundabouts, the LCG has included surface treatments, lighting and grassed areas in previous roundabout designs. LDOTD typically provides water and electrical service to the roundabout interiors to support landscaping and lighting treatments. The LCG will work with LDOTD during the design of the roadway to include landscaping and other amenities as appropriate considering maintenance and roadway safety.
4	The addition of travel lanes throughout the corridor will improve emergency vehicle access when compared with the existing 2-lane / 3 lane roadway.
5	Comment noted.
6	LDOTD controls signage with state rights-of-way and these are typically limited to public signs as described in the Manual of Uniform Traffic Control Devices (MUTCD). The LCG may consider the location of signs within the right-of-way for local streets such that the signs serve a public purpose. Signage plans will be developed during the design phase of the project.
7	Draft Environmental Assessment Project Atlas Plate 4B locates the LCG Public Utility servitude within Mr. Trappey's property to the east of the existing LDOTD right-of-way. Plate 4B has been revised in the Final Environmental Assessment in response to Mr. Trappy's comments to locate the LCG servitude location within existing LDOTD right-of way. Once final right-of-way requirements and requirements for the LCG servitude are established in Preliminary Engineering, LDOTD will consider vacating that portion of the existing right-of-way not required for either public purpose.
8	The Walter's Funeral Home was constructed after the project aerial photography was flown, so it does not appear in the photography. However, its location is shown on Project Atlas Plate 4A. Funerals departing the funeral home will be required to travel north on North University Avenue and use the roundabout intersection with West Pont des Mouton Road to U-turn to the south. Funerals utilizing Green Lawn Memorial Park as the site of burial will perform a U-turn at Sonny Roy Lane. The geometry of the J-turn from North University to Sonny Roy Lane was modified in response to Mr. Walter's Public Hearing comments to support the U-turn movements associated with limo type vehicles common to funerals.

Source: Neel-Schaffer, Inc.

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Attachment 1

Farmland Conversion Impact Rating For Corridor Type Projects

Form NRCS-CPA-106

United States Department of Agriculture



Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

(318) 473-7751
Fax: (318) 473-7626

June 4, 2012

Barry Brupbacher
Neel-Schaffer, Inc.
800 Jackson Ave, Suite A
Mandeville, Louisiana 70448

RE: Lafayette Parish_North University Ave. Widening: I-49 to W. Pont des Mouton Rd (FHWA)

Dear Mr. Brupbacher:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resource Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The project map submitted with your request indicates that the proposed construction areas are within urban areas and are therefore exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549.

Please find attached an NRCS-CPA-106 'Farmland Conversion Impact Rating for Corridor Type Projects' with our agencies information completed.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov/>

Please direct all future correspondence to me at the address shown above.

Respectfully,

A handwritten signature in black ink, appearing to read "W. M." followed by a stylized flourish.

ACTING FOR

Sarah Haymaker
Acting State Conservationist

Attachment

Helping People Help the Land

An Equal Opportunity Provider and Employer

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Attachment 2

SHPO Letter of Concurrence Regarding

*Negative Findings Report for the Phase 1 of the
Proposed Expansion of North University Avenue,
Lafayette Parish Louisiana*



BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov
(225) 242-4502



SHERRI H. LEBAS, P.E.
SECRETARY

July 30, 2012

STATE PROJECT NO.: H.009335
F.A.P. NO. H009335
NAME: LA 182:I-10 TO WEST PONT DES MOUTON
PARISH: LAFAYETTE

Ms. Pam Breaux
State Historic Preservation Officer
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247, Capitol Station
Baton Rouge, LA 70804

SUBJECT: Final Negative Finding Report (Report No. 22-4047)

Dear Ms. Breaux:

Enclosed for your library are two hard copies and one pdf version of the final report titled "*Negative Findings Report for the Phase I Cultural Resources Survey of the Proposed Expansion of North University Avenue, Lafayette Parish, Louisiana,*" prepared by Earth Search, Incorporated.

If you have any questions please contact Ms. Stacie Palmer at (225) 242-4517.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

The Final Report has been reviewed and accepted. 22-4047	
	7 Aug 2012
Pam Breaux State Historic Preservation Officer	Date

Enclosures

NA/sp

cc: Wayne Nguyen
FHWA (w/one copy)
SHPO File



6.0 List of Preparers

Studies and production of this Draft Environmental Assessment have been conducted jointly by the Federal Highway Administration (FHWA), Louisiana Department of Transportation and Development (LADOTD), and the North University Avenue (LA 182) Study Team of consultant engineers and planners retained specifically for this project. As referenced throughout this Draft Environmental Assessment report, the Study Team consists of the following corporate members:

- Neel-Schaffer, Inc. – Lead Consultant, Civil Engineering, Traffic Engineering, Transportation Planning, NEPA Studies including Natural Environment, Assessment of Potential Hazards, Air Quality and Noise Analysis.
- Earth Search, Inc. – Cultural Resources

The following Individuals had primary responsibility for the preparation and review of this Draft Environmental Assessment:

U.S. Department of Transportation, Federal Highway Administration (FHWA)

- **Robert Mahoney**
Environmental Coordinator
B.S. Civil Engineering 1961
M.S. Transportation Engineering, 1964
46 Years
- **Lismary Gavillan, P.E.**
Area Engineer
Bachelor of Science in Civil Engineering
7 Years
- **Carl M. Highsmith**
Project Delivery Team Leader
Bachelor of Science in Engineering
21 Years
- **James R. Hall**
Realty Officer, LA Division FHWA
B.S. Chemistry
M.S. Human Resources

Completed FHWA's Professional Development Program in Realty

Twelve Years experience in realty in the States of Louisiana, Texas, South Carolina, Oregon and Ohio.

Louisiana Department of Transportation and Development (LA DOTD)

- **Quang “Wayne” Nguyen, P.E.**

Engineer 4

BS Chemical Engineering, MBA

Mr. Nguyen has over 15 years of coordinating/managing environmental projects, including NEPA compliance/documentation.

Lafayette Consolidated Government

- **Jessica Cornay, P.E.**

Engineer III

BS/1998-2000 University of Louisiana, Civil Engineering

Chi Epsilon

BA/1993-1997 University of Southwestern Louisiana, Political Science

Phi Kappa Phi, Alpha Lambda Delta

LCG 2009-present

Engineer III, responsible for development review, design, project management for drainage, bridge replacement, roadway and building projects

Neel-Schaffer, Inc.

- **Jerry Trumps – Officer-in-Charge (Project Principal)**

BS Business Administration, University of Southwestern Louisiana, 1976

Mr. Trumps is Senior Vice-President and Area Manager for Neel-Schaffer with over 31 years of experience in project and transportation planning, environmental studies, traffic engineering, public works and public participation. He served as Director of Public Works for the City of Lafayette from 1980-1992 and is very experienced in developing and managing large public works/transportation/capital improvement programs and working with federal, state and local officials.

- **Barry Brupbacher –Project Manager**

B.A. Political Science, Louisiana State University in New Orleans, 1972

M.S. Urban Studies, University of New Orleans, 1990

Mr. Brupbacher has over 37 years of diversified planning experience in public and private sector consulting. His experience includes project management and development, transportation planning, passenger rail planning, economic development planning, zoning and land use planning, roadway alignment studies, and the preparation of related NEPA documents.

- **Daniel Thornhill, P.E.**

B.S. Civil Engineering, Louisiana State University, 1997

Mr. Thornhill re-joined Neel-Schaffer in 2006, having previously been with the firm from 1997-2004. From 2004-2006 he was a principal owner and Project Engineer for design projects for ALDOT & other clients for Solid Civil Design. During his career, he has served as Project Manager for roadway design projects for LADOTD, ALDOT and other clients.

- **Nick Ferlito, P.E., PTOE**

B.S., Civil Engineering, Louisiana State University, 1993

M.S., Civil Engineering, Louisiana State University, 1996

Mr. Ferlito joined Neel-Schaffer, Inc. in 1996. He is a traffic/transportation engineer who manages a range of traffic and transportation projects. Mr. Ferlito serves as a project manager for Stage 0 studies, local and regional traffic impact studies, intersection studies, corridor studies, signal timing studies, traffic signal inventories, signal design projects and other traffic engineering related projects for both public and private projects. Mr. Ferlito is experienced with numerous traffic engineering software packages include HCS, CORSIM, SYNCHRO, Tru-Traffic (TSPPDraft), and SIDRA.

- **Vijay Kunada, P.E., PTOE, PTP**

B.S., Civil Engineering, 1999

M.S., Civil Engineering, 2001

M.S., Computer Science, 2002

Mr. Kunada joined Neel-Schaffer, Inc. in 2006. Mr. Kunada serves as a project manager for local and regional transportation plans, travel demand models, various GIS projects, safety studies, traffic signal timing plans, corridor analysis, traffic impact studies, traffic simulation models, demographic forecasting, and other traffic engineering related projects for both public and private developments. He has extensive experience in traffic modeling including census data analysis, travel demand model development using TransCAD and developing scenario managers using GISDK software, demographic forecasting, region wide safety data analysis, external travel surveys, Highway Capacity Software, Synchro, TransModeler, DynaSmart-P,

Trip Generation, traffic studies for Environmental Impact Statement projects, intersection studies and corridor analysis. His experience with traffic operational analysis includes freeway mainlines, ramp merge/diverge areas, weaving segments and intersection operations.

- **Alane Young, RPG, Environmental Science Project Manager**

B.S. Geology, Tulane University, 1983

M.S. Geology, Mississippi State University, 1986

Ms. Young has 24 years of experience in managing hydro-geological and environmental projects in the Gulf Coast Region. For the past five years, the focus of her experience has been assisting local government and non-profit agencies in Hurricane Katrina recovery projects. These projects include all phases of environmental site assessments, investigation and remediation as well as NEPA environmental assessments to satisfy federal funding requirements.

- **Mark Sorrel, P.E., P.T.O.E.**

Bachelor of Science, 2004, Civil Engineering, Mississippi State University

Master of Science, 2006, Civil Engineering, Clemson University

Completed the FHWA Traffic Noise Model 2.5 Training Course conducted by Bowlby & Associates, Inc., February, 2010.

Since joining Neel-Schaffer, Mr. Sorrell has worked on a variety of traffic engineering and transportation engineering projects including: traffic impact analyses, *traffic noise analyses*, travel demand forecasting, the development of traffic signal timing plans, travel time analyses, and numerous traffic analysis and capacity studies.

- **Scott Andrepont, P.E.**

B.S., Civil Engineering, Louisiana State University, 2005

M.S., Civil Engineering, Louisiana State University, 2007

Mr. Andrepont joined Neel-Schaffer in 2009. He is a design engineer and has been assigned to a variety of foundation design, highway design and other civil engineering projects. His duties include design, analysis, and preparation of construction plans and specifications.

- **Nicholas Broussard, E.I.**

B.S., Civil Engineering, 2009

Mr. Broussard joined Neel-Schaffer in May of 2009. He spent a year prior to that working for the Louisiana Department of Transportation and Development

(LADOTD) at District 03 in the traffic department. He is proficient in the use of ESRI software in the form of ArcGIS. His work consisted of locating speed zones and creating a map of the locations. He also has experience in crash analyses and crash related problems at intersections. During that time, Mr. Broussard also worked on the US-90 widening project from May 2008 to May 2009 (state project 424-02-0088) with LADOTD.

- **Jerry Bolton**

B.S., Wildlife Managements, Northwestern State University, 1985
Graduate Studies, Biology, University of Southwestern Louisiana, 1986

Mr. Bolton has over 25 years of experience in a wide range of environmental studies and investigations. His main responsibilities include overall project management, planning and supervising field studies, and preparing biological/environmental reports.

- **Steve Smith**

B.S., Wildlife Management, Texas Tech University, 1994

Mr. Smith is a professional biologist with a variety of experience in field ecology and survey methods. His main responsibilities include overall project management, planning and supervising field studies, and preparing biological/environmental reports.

- **Tonya Smith**

B.S., Wildlife Management, Northwestern State University, 1998

Mrs. Smith is a professional biologist with a wide variety of experience in environmental planning projects and investigations. Her main responsibilities include overall project management, planning and participating in field studies, and preparing biological/environmental reports.

- **Cori Gavin, Biologist II**

The University of Southern Mississippi, 2008
Hattiesburg, MS
B.S. Environmental Biology
Minor: Chemistry

Ms. Gavin has five years of experience in environmental biology, including serving as a natural resource advisor during clean-up operations associated with Deepwater Horizon oil spill, and conducting residential and commercial pollution studies of

Central Mississippi streams, creeks, and rivers. Ms. Gavin's expertise includes wetland delineation and permitting and conducting threatened and endangered species surveys. She is currently assisting with research and data collection and compilation for the MC-252 Natural Resource Damage Assessment.

- **Rebecca Werner, Engineer Intern**

B.S. Civil Engineering, University of Mississippi, 2011

M.S. Engineering Science to be completed 2013.

Ms. Werner has spent several summers interning for Neel-Schaffer, Inc. and also for the City of Gulfport Engineering Department, thereby developing experience by participating in a wide variety of engineering and environmental science projects.

- **Emily Hudson**

B.S. Bachelor of Arts, Art / Photography, Minor Mathematics, Elon University, 2005

Ms Hudson has been with Neel-Schaffer for 3 years. Her position includes administrative responsibilities, GIS applications, and IT technical support. While at Neel-Schaffer, she has been involved with the public outreach in support of environmental documents and Metropolitan Transportation Plans as well as the preparation of GIS maps supporting planning documents.

Earth Search, Inc.

- **Jill-Karen Yakubik, Ph.D., RPA**

President and Principal Investigator

Dr. Jill-Karen Yakubik, President and sole owner of Earth Search, Inc. (ESI) has over 27 years of experience in cultural resources consulting and is a Registered Professional Archeologist (RPA). Dr. Yakubik is author or co-author of over 200 technical reports. In 1990, Dr. Yakubik completed her doctorate in Anthropology at Tulane University. Her dissertation, *Ceramic Use in Late-Eighteenth and Early-Nineteenth-Century Southeastern Louisiana*, included the analysis of over 20,000 sherds from 12 rural and urban sites from six parishes. As part of this research, Dr. Yakubik developed a detailed typology for tin-enameled and coarse earthenwares found in southeastern Louisiana. Dr. Yakubik has had field experience at prehistoric and historic sites in New Jersey, Louisiana, Florida, New Mexico, Arkansas and Honduras. She has served as Principal Investigator and Project Manager on intensive survey site testing, and data recovery operations. Dr. Yakubik has analyzed more than 120 collections of eighteenth, nineteenth and twentieth-century ceramics and other historic materials from Louisiana, Florida, Arkansas and New Jersey.

-
- **Rhonda L. Smith, M.A., RPA**
Senior Project Manager/Zooarchaeologist
B.A., 1990, Anthropology, Tulane University
M.A., 1996, Anthropology, University of Georgia

Rhonda L. Smith holds a B.A. in Anthropology from Tulane University and a M.A. in Anthropology from the University of Georgia in 1996. Ms. Smith was originally employed by ESI in 1990 and served as Crew Chief. Since receiving her M.A., Ms. Smith has served as Project Manager for numerous Phase I surveys, Phase II testing, and Data Recovery excavations. She has authored or co-authored more than 165 cultural resources reports and papers. Ms. Smith has served as a Project Manager/Zooarchaeologist at ESI for more than 15 years. For ten of those years she has served as a Senior Project Manager. Ms. Smith has extensive survey and NRHP testing experience, particularly at sites across the Gulf Coastal Plain.

- **Jason L. Parrish, M.A., RPA**
Project Manager
B.A., 2003, Department of Anthropology, Mississippi State University
M.A., 2006, Applied Anthropology, Mississippi State University.

Mr. Jason L. Parrish holds a B.A. in anthropology and a M.A. in Applied Anthropology from Mississippi State University (MSU). He is a Registered Professional Archaeologist. In May 2006, Mr. Parrish accepted a position as Project Manager for ESI. In the six years that he has been employed at ESI, Mr. Parrish has served as Project Manager on over 40 Phase I cultural resource surveys in MS, LA, TX, AR, and AL. Mr. Parrish has also conducted Phase II investigations on 12 prehistoric sites located within the Red River Army Depot (RRAD) and the Lone Star Army Ammunition Plant (LSAAP), in Bowie County, TX, under contract to the USACE, Mobile District.

- **Eylene L. Echazabal Parrish**
Cultural Resources Research Assistant
B.A., 2006, Department of Anthropology, Mississippi State University (MSU)

Upon receiving her Bachelor of Arts in Anthropology from MSU in 2006, Mrs. Parrish was employed by Earth Search, Inc. (ESI), New Orleans, as a Cultural Resources Research Assistant. While employed at ESI, Mrs. Parrish has worked on over 30 Phase I archaeological surveys in Arkansas, Louisiana, Mississippi and Texas, four Phase II investigations in Louisiana, and Texas, and two Phase III in New Orleans, Louisiana. Mrs. Parrish's versatility allows her to also carry out the duties Geomorphological Researcher and GIS Specialist.

- **Tegan M. Hanson**
Cultural Resources Research Assistant
B.A., 2007, Anthropology, Louisiana State University

Ms. Tegan Hanson received her Bachelor of Arts in Anthropology from LSU in 2007. Upon graduation, Ms. Hanson was employed by Earth Search, Inc. (ESI), New Orleans, as a Cultural Resources Research Assistant. During her time at ESI, Ms Hanson has worked as a Field Technician on numerous archaeological surveys and investigations. Due to Ms. Hanson's versatility, she has also served as Previous Investigations/Background Researcher and Laboratory Technician on over 30 different projects.

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-
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DRAFT ENVIRONMENTAL ASSESSMENT

NORTH UNIVERSITY AVENUE (LA 182) WIDENING

APPENDIX 1 SOLICITATION OF VIEWS (SOV) AND RESPONSES

NORTH UNIVERSITY AVENUE
(LA 182) WIDENING

SOLICITATION OF VIEWS
DISTRIBUTION LETTER

June 30, 2011

Lafayette Consolidated Government (LCG) Contract No. 500-10-034
Widening of North University Avenue (LA 182)
I-10 to West Pont des Mouton Road
Lafayette, Louisiana
Lafayette Parish

RE: SOLICITATION OF VIEWS

Early in the planning stages of a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the earliness of this request for your views, limited data concerning the proposed project exists. We have, however, attached a sketch map (Exhibit 1) showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by August 3, 2011

Replies should be addressed to: Cheryl Trumps
Neel-Schaffer, Inc.
PO Box 52565
314 Audubon Blvd
Lafayette, LA 70503

Please reference the project name in your reply. If you have any questions or need additional information, please call Barry Brupbacher at 985-674-9820

Sincerely,



Cheryl Trumps

Attachments: Preliminary Project Description
Referenced Exhibit 1

**PRELIMINARY PROJECT DATA
LAFAYETTE CONSOLIDATED GOVERNMENT (LCG) CONTRACT NO. 500-10-034
LA 182 (NORTH UNIVERSITY AVENUE) WIDENING
INTERSTATE I-10 TO WEST PONT DES MOUTON ROAD
LAFAYETTE PARISH**

Proposed Action:

In association with the Louisiana Department of Transportation and Development (LADOTD), the Lafayette Consolidated Government (LCG) proposes to provide for the widening of LA 182 (North University Avenue) to four lane capacity from Interstate I-10 to the intersection of West Pont des Mouton Road / Lebesque Road, Lafayette Parish, Louisiana. The area in the vicinity of this study is shown in the enclosed vicinity map (Exhibit 1). Start Project: (Lat, Long) (30.251674, -92.036560). End Project: (Lat, Long) (30.277663, -92.050009).

Existing Conditions:

LA 182 (North University Avenue), I-10 to LA 723 (Renaud Drive)

LA 182 within the limits of the rural diamond interchange with I-10 is a four (4) lane rural arterial roadway with 10' paved shoulders and turning lanes as appropriate to accommodate access to / from I-10 and turning movement on to LA 723. Proceeding north towards LA 723, LA 182 transitions to a three (3) lane non-divided roadway with a turn lane provided for LA 723. Average Daily Traffic (ADT) (April 2010) is 23,267. Projected Year 2035 Average Daily Traffic is 28,242 vehicles.

LA 182 (North University Avenue), LA 723 (Renaud Drive) to Cemetery Road

Proceeding north from LA 723, North University Avenue is a three (3) lane rural arterial roadway with two 12' travel lanes, a 14' continuous turning lane and 6' paved shoulders. Average Daily Traffic (April 2010) is 18,699. Projected Year 2035 Average Daily Traffic is 20,514 vehicles.

LA 182 (North University Avenue), Cemetery Road to West Pont des Mouton Road

At Cemetery Road, LA 182 transitions to a two (2) lane rural arterial roadway with 12' travel lanes and 10' paved shoulders. Average Daily Traffic (April 2010) is 16,470. Projected Year 2035 Average Daily Traffic is 18,155 vehicles.

A Stage 0 Engineering Feasibility and Environmental Inventory Study of the project was completed in December 2010. The analysis undertaken as part of that work included a traffic study, which documented the need for capacity improvements, an engineering feasibility analysis, which considered the requirements and costs associated with the roadway widening, requirements for additional right-of-way, and a screening of potential impacts to environmental resources. A digital Stage 0 Report is available by request on CD, or by download from the consultant, Neel Schaffer, Inc. at:

<https://neel-schaffer.sharefile.com/d/s57cba864ed644f7b>

Additional right-of-way will be required along the entire route and it is anticipated that the project may displace residences and businesses.

This project is being processed as an Environmental Assessment.

Four geometric concepts for widening LA 182 to four lanes have been developed to date. Although these geometric concepts will serve as a point of departure for the Environmental Assessment alternatives analysis, additional geometric concepts will be developed and brought forward for consideration by resource agencies and the public.

The environmental inventory component of the project utilized published data and a limited field screening to identify potential impacts to the natural and physical environment, cultural resources, and the human environment. Key findings of the inventory follow:

- Wetlands - There is a possibility that wetlands may be impacted. Consultations will be undertaken with the Corps of Engineers regarding the requirements of Section 404 of the Clean Water Act. Once a preferred alternative is identified a Wetlands Finding associated with the preferred route will be undertaken to document potential wetland impacts.
- Cultural Resources - The cultural resource screening included research at the Louisiana Division of Historic Preservation and research at the Louisiana Division of Archaeology. No properties of concern were indicated within the potential area of project affect.
- Threatened and Endangered Species - There are no threatened or endangered species listed for Lafayette Parish according to the Louisiana Department of Wildlife and Fisheries Natural Heritage Program. The Natural Heritage Program tracks thirteen species in Lafayette Parish as well as one plant community. The field screening did not identify any occurrences of the tracked species.
- Section 4(f) properties - Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to historic sites, publicly owned parks, recreation areas, and wildlife or waterfowl refuges when USDOT funds are invested in a project. The Wetlands Golf Course might be impacted.
- Executive Order 12898 (Environmental Justice) - Executive Order 12898 requires that federal actions undertake an analysis of the potential project impact on nonwhite minority and low-income communities. The analysis considers whether the project disproportionately affects these communities. A statistical analysis of census data was undertaken which did not indicate Environmental Justice concerns. A field screening of the corridor noted a number of residences that may be occupied by low to moderate-income persons in proximity to the corridor, and the forthcoming environmental assessment will consider the effects to these properties.
- Hazards - The field reconnaissance and data base searches located Underground Storage Tanks containing petroleum products in proximity to the corridor. No unusual hazards issues were noted.

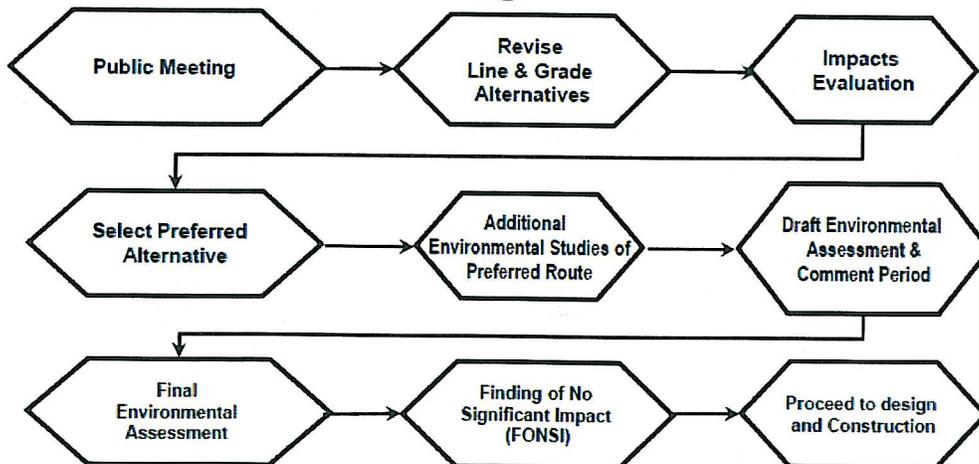
- The Study Area contains flood Zone A (areas of 100-year flood) properties.
- Significant Trees - For the purposes of the LADOTD policy, a significant tree is a Live Oak, Red Oak, White Oak, Magnolia, or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4' to 6' above the ground), and having a form that separates it from the surrounding vegetation or is considered historic. Field screening of the LA 182 corridor identified a number of potentially significant trees that are located within the existing/proposed project right-of-way. The Environmental Assessment will include work to confirm status of candidate trees.
- Potential Noise Impacts - A preliminary Noise Analysis screening was undertaken as part of the Stage 0 Study. The screening modeled future traffic to assess the potential for noise impacts. The Environmental Assessment will provide a noise study assessing the noise impact associated with the preferred alternative. A noise barrier analysis will also be completed at that time. The analysis will evaluate the placement of noise barriers and test their effectiveness to mitigate potential noise impacts. The study will also determine whether proposed noise barriers are reasonable and feasible within the context of the LADOTD noise policy.

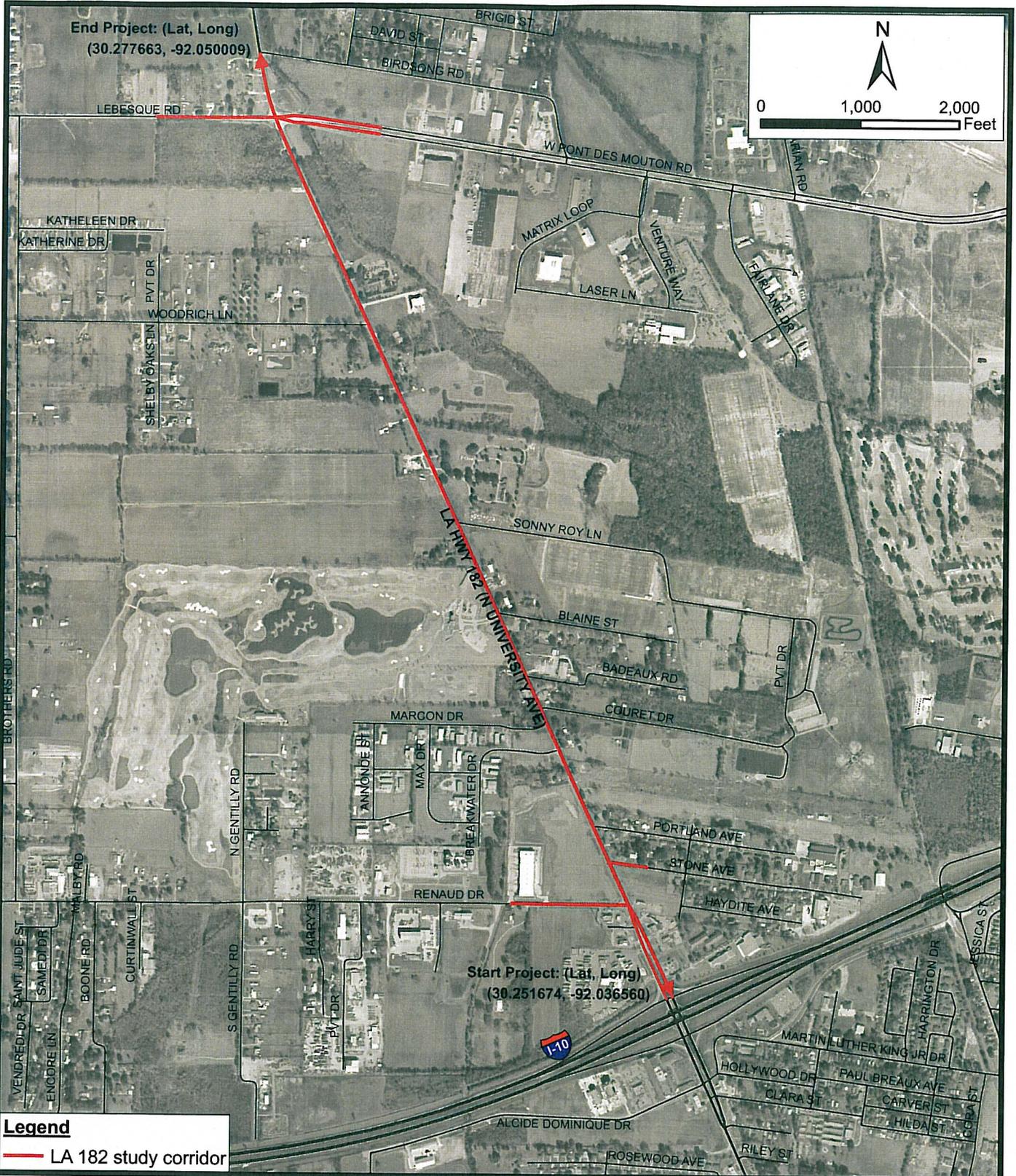
These findings will be verified in subsequent discussions with the appropriate agencies.

Schedule:

Figure 1 outlines the planning process which will be undertaken as part of the Environmental Assessment NEPA documentation. The initial public involvement meeting will be in August 2011. The line and grade alternatives may be revised in response to comments received in association with the Solicitation of Views, and/or comments received at the initial public meeting. It is anticipated that the project will take 12 months to complete.

**FIGURE 1
Planning Process**





Lafayette Consolidated Government Contract No. 500-10-034
North University Widening
I-10 to West Pont des Mouton Road

Exhibit 1
Vicinity Map

NORTH UNIVERSITY AVENUE
(LA 182) WIDENING

SOLICITATION OF VIEWS DISTRIBUTION
SOV RESPONSES RECEIVED



DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P. O. BOX 60267
NEW ORLEANS, LOUISIANA 701600267

JUL 29 2011

REPLY TO
ATTENTION OF

Operations Division
Operations Manager,
Completed Works

Ms. Cheryl Trumps
Neel-Schaffer, Inc.
Post Office Box 52565
314 Audubon Boulevard
Lafayette, Louisiana 70503

Dear Ms. Trumps:

This is in response to your Solicitation of Views request dated June 30, 2011, on behalf of Louisiana Department of Transportation and Development and Lafayette Consolidated Government, concerning the widening of LA 182 from I-10 to the intersection of West Pont des Mouton Road and Lebesque Road at Lafayette, Louisiana, in Lafayette Parish.

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

Information and signatures obtained from recent maps, aerial photography, and local soil surveys concerning this site are indicative of the occurrence of waters of the United States, including wetlands. Department of the Army (DA) permits are required prior to the deposition or redistribution of dredged or fill material into jurisdictional wetlands or waters.

This preliminary determination is advisory in nature. If an approved delineation is needed, please furnish us with the detailed field data concerning vegetation, soils, and hydrology that we require for all jurisdictional decisions. The fact that a field wetland delineation/determination has not been completed does not alleviate your responsibility to obtain the proper DA permits prior to working in jurisdictional wetlands or waters occurring on this property.

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to Department of the Army regulatory requirements and may have an impact on a Department of the Army project.

See 8/1/11

-2-

You should apply for said permit well in advance of the work to be performed. The application should include sufficiently detailed maps, drawings, photographs, and descriptive text for accurate evaluation of the proposal.

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-1288, or by e-mail at Robert.A.Heffner@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Ronnie Duke by telephone at (504) 862-2261 or by e-mail at Ronnie.W.Duke@usace.army.mil.

Future correspondence concerning this matter should reference our account number MVN-2011-01800-SY. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,



Karen L. Oberlies
Solicitation of Views Manager

engineers
planners
surveyors
environmental
scientists
landscape
architects

June 30, 2011



Lafayette Consolidated Government (LCG) Contract No. 500-10-034
Widening of North University Avenue (LA 182)
I-10 to West Pont des Mouton Road
Lafayette, Louisiana
Lafayette Parish

RE: SOLICITATION OF VIEWS

Early in the planning stages of a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the earliness of this request for your views, limited data concerning the proposed project exists. We have, however, attached a sketch map (Exhibit 1) showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by August 3, 2011

Replies should be addressed to: Cheryl Trumps
Neel-Schaffer, Inc.
PO Box 52565
314 Audubon Blvd
Lafayette, LA 70503

Please reference the project name in your reply. If you have any questions or need additional information, please call Barry Brupbacher at 985-674-9820

Sincerely,

Cheryl Trumps

Cheryl Trumps

Attachments: Preliminary Project Description
Referenced Exhibit 1

This project has been reviewed for effects to Federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973 (Act). The project, as proposed,
() Will have no effect on those resources
() Is not likely to adversely affect those resources.
This finding fulfills the requirements under Section 7(a)(2) of the Act.

[Signature]
Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

7/17/11
Date

SITE MAY CONTAIN WETLANDS
Contact the U.S. Army Corps of Engineers
for a jurisdictional determination.

District: NEW ORLEANS

Telephone No. 504-862-2274

Rec 7/11/11 [Signature]



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

July 6, 2011

Ms. Cheryl Trumps
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70503

Dear Ms. Trumps:

We have received your June 30, 2011, email requesting our evaluation of the potential environmental impacts which might result from the following project:

**Widening of North University
Avenue
LA 182
LCG No. 500-10-034
Start 30.251674/-92.036560
End 30.277663/-92.050009
Lafayette Parish
Lafayette, Louisiana**

The project, proposed for financial assistance through the Federal Highway Association is located on the Chicot aquifer system which has been designated a sole source aquifer by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the project site.

This approval of the proposed projects does not relieve the applicant from adhering to other State and Federal requirements, which may apply. This approval is based solely upon the potential impact to the quality of ground water as it relates to the EPA's authority pursuant to Section 1424(e) of the Safe Drinking Water Act.

If you did not include the Parish/County; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence.

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

A handwritten signature in blue ink that reads "Michael Bechdol".

Michael Bechdol, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Jesse Means, LDEQ

Noel Ardoin, LADOTD

Internet Address (URL) • <http://www.epa.gov/region6>



JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT

CHARLES R. DAVIS
DEPUTY SECRETARY

PAM BREUX
ASSISTANT SECRETARY

July 18, 2011

Cheryl Trumps
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70503

Re: Widening of North University Avenue
Lafayette, Lafayette Parish, LA

Dear Ms. Trumps:

Thank you for your letter of June 30, 2011, concerning the above-referenced undertaking. We are unable to complete the Section 106 review at this time due to the submittal of insufficient documentation. We will need the following information to complete our review for the aforementioned project:

- Name of federal agency, agency involvement (Funding, license\permit, etc. and description of the undertaking (Detailed description of project).
- Applicant contact information (Name, address, phone number and email address).
- Agency contact information (Name, address, phone number and email address).
- Description of the Area of Potential Effects (APE). The APE can be direct or indirect. It is defined as "the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist." (Include the latitude\longitude of the undertaking location and APE)
- Description of all historic properties within and adjacent to the APE. The historic standing structure is any structure fifty years of age and older. Under Section 106, it is the responsibility of the federal agency or its designee to identify all structures listed or eligible for listing in the National Register of Historic Places.
- Detailed project scope of work including design plans.
- Map and site plan showing APE and exact location of project undertaking.

Rec 8/2/11

Cheryl Trumps

July 18, 2011

Page 2

- Photographs of the entire APE and project location. Photographs of all historic (fifty years of age and older) within the APE. Buildings should be documented showing diagonal views of front and side and rear and opposite side of the building. All photos should be keyed to a site map and project plans if applicable.

If you have any questions, please contact Mike Varnado in the Division of Historic Preservation at (225) 219-4596 or mvarnado@crt.state.la.us.

Sincerely,



Pam Breaux
State Historic Preservation Officer

PB:MV:s



BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF CONSERVATION

SCOTT A. ANGELLE
SECRETARY
JAMES H. WELSH
COMMISSIONER OF CONSERVATION

August 3, 2011

TO: Ms. Cheryl Trumps
Neel-Schaffer, Inc.
P. O. Box 52565
314 Audubon Blvd.
Lafayette, LA 70503

RE: Solicitation of Views
Lafayette Consolidated Government (LCG) Contract No. 500-10-034
Widening of North University Avenue (LA 182)
I-10 to West Pont des Mouton Road
Lafayette, Louisiana
Lafayette Parish

Dear Ms. Trumps:

In response to your letter dated June 30, 2011, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

<http://www.dnr.louisiana.gov>

A review of our computer records for the referenced project area indicates no active oil, gas or injection wells located in the proposed project area. Furthermore, the DNR water well database indicates that there are no registered water wells in the project area. However, there may be unregistered water wells located in the area.

rec 8/8/11

LCG Contract No. 500-10-034

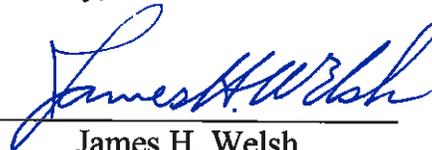
Page Two

The Office of Conservation maintains records of all activities within its jurisdiction in paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

<u>Division</u>	<u>Contact</u>	<u>Phone No.</u>	<u>E-mail Address</u>
Engineering	Jeff Wells	225-342-5638	jeff.wells@la.gov
Pipeline	Steven Giambrone	225-342-2989	steven.giambrone@la.gov
Injection & Mining	Laurence Bland	225-342-5515	laurence.bland@la.gov
Geological	Mike Kline	225-342-3335	mike.kline@la.gov
Environmental	Jeffrey Jones	225-342-5562	jeffrey.jones@la.gov

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting Help on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,



James H. Welsh

JHW Commissioner of Conservation

JHW:MBK

**LAFAYETTE
CONSOLIDATED
GOVERNMENT**



METROPOLITAN PLANNING ORGANIZATION

P. O. BOX 4017-C
LAFAYETTE, LOUISIANA 70502
TEL: (337) 291-8016

August 3, 2011
3184/11 MPO-10

Ms. Cheryl Trumps
Neel-Schaffer, Inc.
P. O. Box 52565
314 Audubon Blvd.
Lafayette, LA 70503

**RE: Lafayette Consolidated Government (LCG) Contract No. 500-10-034
Widening of North University Avenue (LA 182)
Solicitation of Views**

Dear Ms. Trumps:

The Lafayette Metropolitan Planning Organization (MPO) has reviewed the Stage 0 study and associated Traffic Study Report on the above referenced project. We have the following comments:

- The proposed typical section provides for a raised median, 12 foot travel lanes and an 8 – 10 foot pedestrian/bike path on both sides of the roadway. This configuration is consistent with the MPO Functional Classification Plan adopted in 2006.
- The Lafayette MPO feels that the proposed raised median will improve access management along the corridor as well as improve safety.
- The proposed 8-10 foot sidewalk on both sides of the roadway complies with the LaDOTD Complete Streets Policy.
- While the proposed ALP Transmission Servitude is shown on the plan sheets, it should also be shown on the typical sections. This will provide a better idea of the relationship between the proposed 8-10 foot sidewalk, Public Facility Servitude and the ALP Transmission Servitude.
- The Lafayette MPO is in agreement with the proposed roadway/intersection realignments of LA 723 (Renaud Drive) and Stone Avenue, and Couret Drive and Marcon Drive to form single point intersections.
- In accordance with the Lafayette MPO Roundabout Policy, Alternatives 1-B and 2-B with roundabouts at the intersections of North University at Renaud Drive/Stone Avenue and at West Pont des Mouton Road/Lebesque Road include the preferred intersection treatments. The Lafayette MPO Roundabout Policy states that “When a transportation improvement project includes reconstructing or constructing new intersections, a roundabout alternative is to be analyzed to determine if it is a feasible solution based on

see 8/15/11

site constraints, including ROW, environmental factors and other design constraints. When the analysis shows that a roundabout is a feasible alternative, it should be considered the preferred alternative due to the proven substantial safety benefits and other operational benefits.”

- A table identifying existing and forecasted traffic volumes used to determine the directional peak hour Level of Service for the various roadway segments should be included in both the Stage 0 and Traffic Study.
- On page 1-5 of the Stage 0 study it is stated that the LADOTD Environmental Section suggested that the follow-up Environmental Assessment should consider alternatives that widen LA 182 to the west of the existing right-of-way. Before proceeding with an alternative widening LA 182 to the west, please be aware that the Lafayette MPO is currently making major revisions to the Ambassador Caffery Parkway North Environmental Assessment to comply with LADOTD concerns about a CLECO originally proposed to be located in the roadway median.
- Based off of projected 2035 Volumes for the AM and PM peaks (Figure 35 for Renaud @ University and Figure 8 for Pont Des Mouton/Lebesque @ University, Traffic Study) for the cross streets, only one circulating lane is needed on the East and West quadrants for both roundabouts. This might reduce right of way constraints.
- If realignment of Couret to Marcon at University is being considered, then a roundabout should be considered as traffic control. If not warranted as traffic control, then as a potential safety measure. During high traffic generating times such as sporting events, crashes could occur at the full median opening. Congestion will also occur during these times if some sort of traffic control isn't present. Also, the distance North and South from centerline to centerline between Marcon and Couret is approximately 160'. A roundabout could offset this difference, therefore being a feasible solution for realignment.
- The transmission pole located in the proposed roundabout at the intersection of Pont Des Mouton and Lebesque needs to be addressed. Current location is right off of the truck apron.

Thank you for the opportunity to comment on the proposed North University Avenue (LA 182) widening project. If you have any questions, please feel free to contact me at 291-8016.

Sincerely,



Michael Hollier
Planning Manager

U. S. Department of Homeland Security
FEMA Region 6
800 North Loop 288
Denton, TX 76209-3698



FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

PUBLIC NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

We have no comments to offer. We offer the following comments:

WE WOULD REQUEST THAT THE PARISH FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT.

Kevin Woodard
Floodplain Administrator
Lafayette Parish
P O Box 4017-C
Lafayette, LA 70502
(337) 291-8468

REVIEWER:

Mayra G. Diaz
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5541

DATE: July 5, 2011

F ✓
EV ✓

Received 7/8/11
CWP



BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov
225-274-4354

August 11, 2011



SHERRI H. LEBAS, P.E.
SECRETARY

NAME: WIDENING OF NORTH UNIVERSITY AVENUE (LA 182)
FROM I-10 TO WEST PONT DES MOUTON ROAD

LOCATION: LAFAYETTE, LA

PARISH: LAFAYETTE

LCG CONTRACT NO.: 500-10-034

Ms. Cheryl Trumps
Neel-Schaffer, Inc.
P.O. Box 52565
314 Audubon Blvd.
Lafayette, LA 70503

Subject: Solicitation of Views

Dear Ms. Trumps:

According to your drawings, a portion of the proposed project appears to be located in a special flood hazard area. Pont Des Mouton Road appears to cross over Gaston Coulee, which is a designated *floodway*.

Section 60.3(d)(3) of National Flood Insurance Program Regulations states: "Prohibit encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory *floodway*, unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice, that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge;"

If a person wishes to build in a floodway and can show through technical analysis that the construction would have no adverse effect on the floodway and provide a "No-Rise Certification" (copy enclosed), then the floodplain administrator has the authority to grant the permit.

During construction, there must be allowance for the adequate flow of water and assurance that there will be no back up of water. There must be no instance of the creation of flooding where there was no flooding prior to construction. At this time, consideration must also be given to the responsibility for clearing debris and keeping the surrounding area clear in order to allow for the accumulation and flow of flood water.

See 8/12/11

Ms. Cheryl Trumps
August 11, 2011
Page 2

Our office cautions that development in the floodway fringe area may alter drainage patterns, reduce the natural storage of flood waters, and/or compound the damages caused by smaller floods.

In order to assure compliance with the City of Lafayette/ Lafayette Parish requirements for the National Flood Insurance Program (NFIP), and ensure that appropriate permits are obtained, please contact the floodplain administrator for the City of Lafayette/ Lafayette Parish. The contact person is: Mr. Kerwin Woodard, 220 W. Willow St., Bldg. E, Lafayette, LA, 70501 and telephone no. 337-291-8468.

We thank you for the opportunity to comment on this project. If you need additional information, please contact our office, (225) 274-4354.

Sincerely,



Susan Veillon, CFM
Floodplain Management Program Coordinator

pc: Mr. Kerwin Woodard

Engineering "No Rise" Certification

This is to certify that I am a duly qualified registered professional engineer licensed to practice in the State of Louisiana.

It is further to certify that the attached technical data supports the fact that proposed

(Name of Development)

will not impact (0.000 foot rise) the base (100-year) flood elevations, floodway elevations and floodway widths on

(Name of Stream)

at published sections in the Flood Insurance Study for _____
(Name of Community)

dated _____ and will not impact (0.000 foot rise) the base (100-year) flood elevations, floodway elevations, and floodway widths at unpublished cross sections in the vicinity of the proposed development.

(Date)

(Signature)

(Title)

SEAL:

(Address)

(License number)



Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle
Chief

Gary Batton
Assistant Chief

August 11, 2011

Neel-Schaffer
PO Box 52565
Lafayette, LA 70505

Dear: Cheryl Trumps

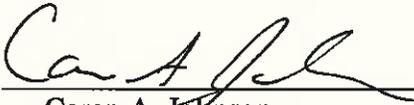
We have reviewed the following proposed project (s) as to its effect regarding religious and/or cultural significance to historic properties that may be affected by an undertaking of the projects area of potential effect.

**RE: *Lafayette Consolidated Government (LCG) Contract No. 500-10-034
Widening of North University Avenue (LA 182)
I-10 to West Pont des Mouton Rd
Lafayette, Louisiana
Lafayette Parish***

Comments: After further review of the above mentioned project (s), and based on the information provided it has come to our attention that the project *is out of the Choctaw Nation of Oklahoma areas of interest*. A list of states and counties has been provided. If we can further assistance please contacted our office at 1-800-6170 ext. 2137.

Sincerely,

Terry D. Cole
Tribal Historic Preservation Officer
Choctaw Nation of Oklahoma

By: 
Caren A. Johnson
Administrative Assistant

Acc 8/26/11

The Choctaw Nation of Oklahoma takes pride in answering all Section 106 request. And we are in the process of asking that all agencies only send request that are in our areas of interest. This will help us better serve agencies in a timely manner. A list of States and Counties are listed below. However if you have a request that you feel needs to be brought to our attention please feel free to send it to us.

	Alabama				Kentucky	46	Terrebonne
1	Baldwin	20	Lincoln	1	Scott	47	Tensas
2	Choctaw	21	Little River			48	Union
3	Clarke	22	Logan			49	Washington
4	Coffee	23	Lonoke	1	Louisiana	50	Webster
5	Conecuh	24	Monroe	2	Ascension	51	West Baton Rouge
6	Covington	25	Newton	3	Assumption	52	West Feliciana
7	Dale	26	Nevada	4	Avoyelles	53	Winn
8	Fayette	27	Ouachita	5	Bienville		
9	Geneva	28	Perry	6	Bossier		Mississippi
10	Greene	29	Phillips	7	Caddo		Entire State
11	Hale	30	Polk	8	Caldwell		
12	Houston	31	Pope	9	Catahoula		Oklahoma
13	Lamar	32	Prairie	10	Claiborne	1	Atoka
14	Marengo	33	Pulaski	11	Concordia	2	Bryan
15	Mobile	34	Saline	12	East Baton Rouge	3	Choctaw
16	Monroe	35	Sebastian	13	East Carroll	4	Coal
17	Pickens	36	Sevier	14	East Feliciana	5	Haskell
18	Sumter	37	St. Francis	15	Evangeline	6	Hughes
19	Tuscaloosa	38	Union	16	Franklin	7	Latimer
20	Walker	39	Yell	17	Grant	8	LeFlore
21	Washington			18	Iberia	9	McCurtain
				19	Iberville	10	Pittsburg
			Florida	20	Jackson	11	Pushmataha
		1	Bay	21	Jefferson		
		2	Calhoun	22	La Salle		Tennessee
		3	Columbia	23	Lafourche	1	Shelby
		4	Dixie	24	Lincoln		
	Arkansas	5	Escambia	25	Livingston		Texas
1	Arkansas	6	Franklin	26	Madison	1	Bowie
2	Ashley	7	Gadsden	27	Morehouse	2	Clay
3	Bradley	8	Gilchrist	28	Natchitoches	3	Cooke
4	Calhoun	9	Gulf	29	Orleans	4	Fannin
5	Chicot	10	Hamilton	30	Ouachita	5	Grayson
6	Clark	11	Holmes	31	Plaquemines	6	Hardeman
7	Conway	12	Jackson	32	Pointe Coupee	7	Lamar
8	Crawford	13	Jefferson	33	Rapides	8	Montague
9	Crittenden	14	Lafayette	34	Red River	9	Red River
10	Desha	15	Leon	35	Richland	10	Rusk
11	Drew	16	Liberty	36	St. Bernard	11	Smith
12	Faulkner	17	Madison	37	St. Charles	12	Wichita
13	Franklin	18	Okaloosa	38	St. Helena		
14	Hempstead	19	Santa Rosa	39	St. James		
15	Hot Springs	20	Suwannee	40	St. John the Baptist		
16	Howard	21	Taylor	41	St. Landry		
17	Jefferson	22	Wakulla	42	St. Martin		
18	Johnson	23	Walton	43	St. Mary		
19	Lee	24	Washington	44	St. Tammany		
				45	Tangipahoa		

Updated Friday, July 15, 2011



BOBBY JINDAL
GOVERNOR

State of Louisiana
DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY
JIMMY L. ANTHONY
ASSISTANT SECRETARY

Date July 8, 2011
Name Cheryl Trumps
Company Neel-Schaffer, Inc.
Street Address P.O. Box 52565
City, State, Zip Lafayette, LA 70503
Project Widening of N. University Ave
Project ID 3402011
Invoice Number 11070816

Personnel of the Habitat Section of the Coastal & Non-Game Resources Division have reviewed the preliminary data for the captioned project. After careful review of our database, no impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed project. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

for 
Amity Bass, Coordinator
Natural Heritage Program

Received 7/14/11
CMR

Cheryl Trumps

From: Beth Altazan-Dixon [Beth.Dixon@LA.GOV]
Sent: Friday, July 15, 2011 10:41 AM
To: cheryl.trumps@neel-schaffer.com
Subject: DEQ SOV 110712/1860 LCG-Widening of N. University Ave -LA 182

July 15, 2011

Cheryl Trumps
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70503
cheryl.trumps@neel-schaffer.com

RE: 110712/1860
LCG-Widening of N. University Ave -LA
182
LADOTD Funding
Lafayette Parish

Dear Ms. Trumps:

The Department of Environmental Quality (LDEQ), Business and Community Outreach Division has received your request for comments on the above referenced project.

After reviewing your request, the department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact the LDEQ Water Permits Division at (225) 219-3181 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit application or Notice of Intent must be submitted no later than June 1, 2011. Additional information may be obtained on the LDEQ website at <http://www.deq.louisiana.gov/portal/tabid/2296/Default.aspx> or by contacting the LDEQ Water Permits Division at (225) 219- 3181.
- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Any renovation or remodeling must comply with LAC 33:III.Chapter 28, Lead-Based Paint Activities; LAC 33:III.Chapter 27, Asbestos-Containing Materials in Schools and State Buildings (includes all training and accreditation); and LAC 33:III.5151, Emission Standard for Asbestos for any renovations or demolitions.

see 7/15/11

- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.

Currently, Lafayette Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.

Please send all future requests to my attention. If you have any questions, please feel free to contact me at (225) 219-3958 or by email at beth.dixon@la.gov.

Sincerely,



Beth Altazan-Dixon
Performance Management
LDEQ/Business and Community Outreach Division
Office of the Secretary
P.O. Box 4301 (602 N. 5th Street)
Baton Rouge, LA 70821-4301
Phone: 225-219-3958
Fx: 225-325-8148
Email: beth.dixon@la.gov

Received 7/7/11

Cheryl Trumps

From: Kerwin Woodard [kwoodard@LafayetteLA.gov]
Sent: Thursday, July 07, 2011 8:42 AM
To: cheryl.trumps@neel-schaffer.com
Subject: solicitation of views LCG contract # 500-10-034

Cheryl,

Thank you for the opportunity to comment on the project to widen North University Avenue from I-10 to West Pont des Mouton Road. The LCG is currently enforcing the FIRM panel 22055C0025 G, dated January 19, 1996, for this location. According to this panel, only the northern-most part of project would be in the 500 year flood zone created by the Gaston Coulee. As such, I don't have any issues or further comment on this project as it moves forward. Please contact me if you have any questions or if I can be of any assistance.

*KERWIN WOODARD, CFM
FLOODPLAIN ADMINISTRATOR
LAFAYETTE CONSOLIDATED GOVERNMENT
PLANNING, ZONING, AND CODES
220 WEST WILLOW STREET BLDG B
LAFAYETTE, LA 70501
Ph. 337-291-8468*



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Lafayette Parish Consolidated Government
705 W. University Avenue
Lafayette, LA 70506
<http://www.lafayettela.gov>

AKed PV
EL

Cheryl Trumps

From: Barry Brupbacher [barry.brupbacher@neel-schaffer.com]
Sent: Wednesday, July 06, 2011 1:17 PM
To: 'Cheryl Trumps'
Subject: FW: STP H.005683(804-25-0009) & STP H.001669
Attachments: 0227_11.pdf

From: Quang Nguyen [mailto:Quang.Nguyen@LA.GOV]
Sent: Wednesday, July 06, 2011 1:07 PM
To: 'Barry Brupbacher'
Subject: FW: STP H.005683(804-25-0009) & STP H.001669

See attached.

From: Noel Ardoin
Sent: Wednesday, July 06, 2011 11:05 AM
To: Quang Nguyen; Robin Spain; Sharon Gage
Subject: FW: STP H.005683(804-25-0009) & STP H.001669

Yours

From: Minnie Howard [mailto:Howard.Minnie@epamail.epa.gov]
Sent: Wednesday, July 06, 2011 10:50 AM
To: Noel Ardoin
Subject: STP H.005683(804-25-0009) & STP H.001669

Original in the mail for the above

Minnie M. Howard (6WQ-SG)
EPS
US EPA
1445 Ross Ave.
Dallas, TX 75202-2733
(214) 665-7189
howard.minnie@epa.gov

Nothing is more beautiful than the love that has weathered the storms of life.

Bobby Jindal
GOVERNOR



Alan Levine
SECRETARY

State of Louisiana
Department of Health and Hospitals
Office of Public Health

July 5, 2011

*Received 7/6/11
cmt*

Cheryl Trumps
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70505

Re: Lafayette Consolidated Government Contract No. 500-10-034: Widening of North University Avenue (LA 182), I-10 to West Pont des Mouton Road, Lafayette, Louisiana.

This office is in receipt of a Solicitation of View regarding the above referenced project(s).

Based upon the information received from the applicant we have no objection to the referenced project(s) at this time. The applicant shall be aware of and comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). Furthermore, should additional project data become available to this office that in any way amend the information upon which this office's response has been based, we reserve the right of additional comment on the referenced project(s).

In the event of any future discovery of evidence of non-compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any applicable public health laws or statutes which may have escaped our awareness during the course of this cursory review, please be advised that this office's preliminary determination on this Solicitation of View of the project(s) shall not be construed as absolving the applicant of responsibility, if any, with respect to compliance with the Louisiana Administrative Code Title 51 (Public Health-Sanitary Code) and the Title 48 (Public Health-General) regulations or any other applicable public health laws or statutes.

Respectfully,

A handwritten signature in black ink, appearing to read "Johan Forsman".

Johan Forsman
Geologist
Engineering Services Section
Center for Environmental Health Services
Telephone: (225) 342-7309
Electronic mail: johan.forsman@la.gov

*Attd EL
PL*

June 30, 2011

RECEIVED FROM MAIL ROOM
FEMA, REGION VI

2011 JUL -5 A 11: 30

Lafayette Consolidated Government (LCG) Contract No. 500-10-034
Widening of North University Avenue (LA 182)
I-10 to West Pont des Mouton Road
Lafayette, Louisiana
Lafayette Parish

RE: SOLICITATION OF VIEWS

Early in the planning stages of a transportation facility, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist us with the early identification of possible adverse economic, social, or environmental effects or concerns. Your assistance in this regard will be appreciated.

Due to the earliness of this request for your views, limited data concerning the proposed project exists. We have, however, attached a sketch map (Exhibit 1) showing the general location of the project, along with a preliminary project description.

It is requested that you review the attached information and furnish us with your views and comments by August 3, 2011

Replies should be addressed to: Cheryl Trumps
Neel-Schaffer, Inc.
PO Box 52565
314 Audubon Blvd
Lafayette, LA 70503

Please reference the project name in your reply. If you have any questions or need additional information, please call Barry Brupbacher at 985-674-9820

Sincerely,



Cheryl Trumps

Attachments: Preliminary Project Description
Referenced Exhibit 1



JAY DARDENNE
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

CHARLES R. DAVIS
DEPUTY SECRETARY
STUART JOHNSON, PH.D.
ASSISTANT SECRETARY

July 18, 2011

Neel-Schaffer, Inc.
314 Audubon Blvd
Lafayette, LA 70503

Re: Widening of North University Avenue (LA 182)

Dear Cheryl Trumps:

The Office of State Parks has reviewed your proposed project for widening North University Avenue from I-10 to West Pont des Mouton Road.

We have no parks, sites or other recreational areas located near this project and have no objections or concerns.

Best regards,

A handwritten signature in blue ink, appearing to read "Britt Evans".

Britt Evans
Forestry Program Specialist

BE: be



Undersecretary
Division of Management
and Finance
627 North 4th Street
Baton Rouge, LA 70802

(O) 225.342.0805
(F) 225.342.8636
www.dcfslouisiana.gov

Bobby Jindal, Governor
Ruth Johnson,
Secretary

July 25, 2011

Ms Cheryl Trumps
Neel-Schaffer, Inc.
Post Office Box 52565
Lafayette, Louisiana 70503

Re: Widening of North University Avenue (LA 182)
Contract # 500-10-034
Lafayette Parish

Dear Ms. Trumps:

The Department of Children and Family Services has reviewed the proposed project information supplied in the solicitation of Views. We have determined that the project will not adversely impact the operations of our agency or the delivery of services to our consumers who reside in the affected area.

We offer no objection to this undertaking and look forward to its successful completion.

Sincerely,



Richard Howze
Undersecretary

RH: sg

Rec 7/29/11





Natural Resources Conservation Service
3737 Government Street
Alexandria, LA 71302

(318) 473-7751
Fax: (318) 473-7626

September 27, 2011

Cheryl Trumps
Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, Louisiana 70503

RE: Hwy 182 Widening - I-10 to W Pont des Mouton Rd

Dear Cheryl:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resource Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

Proposed construction areas that are within urban areas, existing right-of-ways, or land that has not already been converted, is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549.

However, all construction outside these urban areas, existing right-of-ways, or land that has not already been converted, will impact prime or unique farmland soils.

The project map submitted with your request indicates that the following prime or unique farmland soils are found in the proposed construction areas: **CoA, CoB, and FoA**

For more information on FPPA requirements or the process to receive a Farmland Conversion Impact Rating (Form AD-1006) please visit the following location: <http://www.nrcs.usda.gov/programs/fppa/>

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov>

Please direct all future correspondence to me at the address shown above.

Respectfully,

A handwritten signature in blue ink that reads "W. Britt Paul".

W. Britt Paul
Acting State Conservationist

ACTING FOR

NORTH UNIVERSITY AVENUE
(LA 182) WIDENING

SOLICITATION OF VIEWS DISTRIBUTION
LISTING OF STATE AND FEDERAL AGENCIES

STATE MAILING LIST
UPDATED June 24, 2011

HONORABLE JEFF LANDRY
US HOUSE OF REPRESENTATIVE
(DISTRICT) 3
301 EAST PETER STREET, SUITE 102
NEW IBERIA, LA 70560

DEPT ECONOMIC DEVELOPMENT
OFFICE OF BUSINESS DEVELOPMENT
PO BOX 94185
BATON ROUGE, LA 70804-9185

EXECUTIVE DIRECTOR
LA FORESTRY ASSOC
PO DRAWER 5067
ALEXANDRIA, LA 71301

HONORABLE JOHN FLEMING
US HOUSE OF REPRESENTATIVES
(DISTRICT) 4
6425 YOUREE DRIVE, SUITE 350
SHREVEPORT, LA 71105

DEPT OF AGRI & FORESTRY
OFFICE OF FORESTRY
PO BOX 1628
BATON ROUGE, LA 70821

HONORABLE CHARLES BOUSTANY
US HOUSE OF REPRESENTATIVES
(DISTRICT) 7
800 LAFAYETTE STREET
LAFAYETTE, LA 70501

FEDERAL ACTIVITIES BR (6E-F)
US ENVIRONMENTAL PROTECTION AGENCY
1445 ROSS AVE, STE 1200
DALLAS, TX 75202-2733

DEPT OF AGRICULTURE & FORESTRY
OFFICE OF SOIL/WATER CONSERV
5825 FLORIDA BLVD
BATONROUGE, LA 70806-4248

HONORABLE RODNEY ALEXANDER

US HOUSE OF REPRESENTATIVES
(DISTRICT) 5
1412 CENTRE COURT, SUITE 402
ALEXANDRIA, LA 71301

HONORABLE STEVE SCALISE
US HOUSE OF REPRESENTATIVES
110 VETERANS BOULEVARD, SUITE 500
(DISTRICT) 1
METAIRIE, LA 70005

DEPT OF CULTURE RECREATION &
TOURISM
DIVISION OF ARCHAEOLOGY
P O BOX 44247
CAPITOL ANNEX 3RD
BATON ROUGE, LA 70804

DEPT OF PUBLIC SAFETY
HIGHWAY SAFETY COMMISSION
PO BOX 66336
BATON ROUGE, LA 70896

HONORABLE WILLIAM CASSIDY
US HOUSE OF REPRESENTATIVES
(DISTRICT) 6
5555 HILTON AVENUE, SUITE 100
BATON ROUGE, LA 70808

MS RUTH JOHNSON
OFFICE OF MANAGEMENT & FINANCE
P O BOX 3776
BATON ROUGE, LA 70821

HONORABLE CEDRIC RICHMOND
US HOUSE OF REPRESENTATIVES
2021 LAKESHORE DRIVE, SUITE 309
(DISTRICT) 2
NEW ORLEANS, LA 70122

LA DEPT OF NATURAL RESOURCES
OFFICE OF CONSERVATION
617 N 3RD STREET
BATON ROUGE, LA 70802

LA GOOD ROADS ASSOCIATION
ATTN: PRESTON EGGERS
646 NORTH ST
BATON ROUGE, LA 70802

KEVIN D NORTON
NATURAL RESOURCES CONS SERVICE
3737 GOVERNMENT ST
ALEXANDRIA, LA 71302

REGION ENVIRONMENTAL OFFICER
SHEILA HOUSTON-PERINE
500 POYDRAS STREET
HALLE BOGGS BLDG. 9TH FLOOR
NEW ORLEANS, LA 70130

LA NATURAL HERITAGE PROGRAM
LA DEPT OF WILDLIFE & FISHERIES
P O BOX 98000
BATON ROUGE, LA 70898

MR MICHAEL BECHDOL
SOURCE WATER PROTECTION (6WQ-S)
ENVIRONMENTAL PROTECTION AGCY
1445 ROSS AVE
DALLAS, TX 75202-2733

US DEPT OF INTERIOR
NATIONAL PARK SERVICE
100 ALABAMA STREET, SW
NPS/ATLANTA FEDERAL CENTER
ATLANTA, GA 30303

LA STATE MINERAL BOARD
P O BOX 2827
BATON ROUGE, LA 70821-2827

DIVISION OF ADMINISTRATION
STATE LAND OFFICE
P O BOX 44124
BATON ROUGE, LA 70804

US DEPT OF THE INTERIOR
OFFICE OF ENVIRONMENTAL
POLICY & COMPLIANCE
1001 INDIAN SCHOOL NW, SUITE 348
ALBUQUERQUE, NM 87104

DEPT OF THE INTERIOR
GEOLOGICAL SURVEY
3535 SOUTH SHERWOOD FOREST, SUITE 120
BATON ROUGE, LA 70806

HONORABLE BUDDY CALDWELL

LA STATE ATTORNEY GENERAL
PO BOX 94005
BATON ROUGE, LA 70804-9095

SENATOR MARY LANDRIEU
UNITED STATES SENATE
707 FLORIDA BLVD
BATON ROUGE, LA 70801

US FISH & WILDLIFE SERVICE
646 CAJUNDOME BLVD, SUITE 400
LAFAYETTE, LA 70506

MR GREG SOLVEY
FEMA REGION VI
800 NORTH LOOP 288
DENTON, TX 76201

SENATOR DAVID VITTER
UNITED STATES SENATE
2800 VETERANS MEMORIAL BLVD
SUITE 201
METAIRIE, LA 70002

ENVIRONMENTAL ASSESSMENT
SIERRA CLUB / DELTA CLUB
PO BOX 19469
NEW ORLEANS, LA 70179-0469

OFFICE OF STATE PARKS
DEPT OF CULTURE REC & TOURISM
PO BOX 44426
BATON ROUGE, LA 70804

US DEPT OF COMMERCE
ECONOMIC DEVELOPMENT ADMN
504 LAVACA STREET, SUITE 1100
AUSTIN, TX 78701-2858

TENNEY SIBLEY
DHH / OPH/ SANITARIAN
PO BOX 4489
BATON ROUGE, LA 70821

DISTRICT COMMANDER
8TH COAST GUARD DISTRICT
HALE BOGGS FEDERAL BUILDING
500 POYDRAS
NEW ORLEANS, LA 70130

DEPT OF HEALTH & HOSPITALS
DIVISION OF ENVIRONMENTAL HEALTH
ATTN: DOUG VINCENT, CHIEF ENGINEER
P O BOX 4489
BATON ROUGE, LA 70821

STEVEN PEYRONNIN, EXECUTIVE DIR.
COALITION TO RESTORE COASTAL LA
P O BOX 1827
BATON ROUGE, LA 70821

MS JOANNA GARDNER
OFFICE OF THE SECRETARY
LA DEPT OF ENVIRONMENTAL QUALITY
P O BOX 4301
BATON ROUGE, LA 70821

CHARLES ST ROMAIN
DIVISION OF ADMINISTRATION
STATE LAND OFFICE
PO BOX 44124
BATON ROUGE, LA 70804

JAMES G WILKINS
SEA GRANT LEAGAL ADVISORY
SERVICE
LOUISIANA STATE UNIVERSITY
227B SEA GRANT BUILDING
BATON ROUGE, LA 70803

FLOODPLAIN MANAGEMENT PGM
DOTD – SANDRA BATTEN
8900 JIMMY WEDELL
BATON ROUGE, LA 70807

MR MARK S DAVIS. DIRECTOR
TULANE INSTITUTE ON WATER
6329 FRERET ST. SUITE 355 F
NEW ORLEANS, LA 70118

OFFICE OF INDIAN AFFAIRS
MARK FORD, DIRECTOR
PO BOX 94004
BATON ROUGE, LA 70804-9004

INTER-TRIBAL COUNCIL OF LA, INC
KEVIN BILLIOT, DIRECTOR
8281 GOODWOOD BLVD. SUITE I-2
BATON ROUGE, LA 70808

MR RANDY THIGPEN
3247 EMILY DRIVE
PORT ALLEN, LA 70767

FEDERAL TRANSIT ADM
819 TAYLOR STREET
ROOM: 8A36
FORT WORTH, TX 76102

STATE PLANNING OFFICE
CAPITOL ANNEX BLDG. 2ND FLOOR
PO BOX 94095
BATON ROUGE, LA 70804

CHITIMACHE TRIBE OF LOUISIANA
P.O. BOX 661
CHARENTON, LA 70523

COUSHATTA TRIBE OF LOUISIANA
P.O. BOX 818
ELTON, LA 70532

JENA BAND OF CHOCTAW INDIANS
P.O. BOX 14
JENA, LA 71342

MS BAND OF CHOCTAW INDIANS
P.O. BOX 6257
PHILADELPHIA, MS 39350

TUNICA –BILOXI TRIBE OF LOUISIANA
P.O. BOX 1589
MARKSVILLE, LA 71351

CHOCTAW NATION OF OKLAHOMA
P.O DRAWER 1210
DURANT, OK 74702

NORTH UNIVERSITY AVENUE
(LA 182) WIDENING

SOLICITATION OF VIEWS DISTRIBUTION
LISTING OF LOCAL AGENCIES

LAFAYETTE PARISH MAILING LIST
UPDATED June 20, 2011

LAFAYETTE PARISH SHERIFF
916 LAFAYETTE STREET
LAFAYETTE, LA 70501

HONORABLE RICKEY HARDY
LA HOUSE OF REPRESENTATIVES
(DISTRICT 44)
P O BOX 93751
LAFAYETTE, LA 70509

LAFAYETTE SOIL & WATER
CONSERVATION DIST OF LA
905 JEFFERSON BLVD SUITE 310
WHITNEY NATIONAL BANK BLDG
LAFAYETTE, LA 70505

LAFAYETTE CONSOLIDATED GOVERNMENT
METROPOLITAN PLANNING ORG
705 W. UNIVERSITY AVENUE
LAFAYETTE, LA 70506

HONORABLE ELBERT L. GUILLORY
THE STATE SENATE
(DISTRICT 24)
633 E. LANDRY STREET
OPELOUSAS, LA 70570

LAFAYETTE PARISH CIVIL DEFENSE
DIRECTOR
P O BOX 3286
LAFAYETTE, LA 70502

HONORABLE JOEL C ROBIDEAUX
LA HOUSE OF REPRESENTATIVES
(DISTRICT 45)
102 WOODVALE AVENUE, SUITE B
LAFAYETTE, LA 70503

HONORABLE MIKE MICHOT
LA STATE SENATE
(DISTRICT 23)
PO BOX 80372
LAFAYETTE, LA 70598

LAFAYETTE CITY-PARISH COUNCIL
9 DISTRICTS

P O BOX 4017-C
LAFAYETTE, LA 70502

HONORABLE BOBBY G. BADON
LA HOUSE OF REPRESENTATIVES
(DISTRICT 39)
203 E. ST. PETERS STREET
CARENCRO, LA 70520

ST MARTIN, IBERIA, LAFAYETTE
SMILE COMMUNITY ACTION AGCY
P O BOX 3343
LAFAYETTE, LA 70538

REPRESENTATIVE JACK MONTOUCET
LA HOUSE OF REPRESENTATIVES
(DISTRICT 42)
110 EAST 4TH STREET
CROWLEY, LA 70527-0495

MS. KAREN OBERLIES
DEPT OF THE ARMY – TECH SUPPORT
P O BOX 60267
NEW ORLEANS, LA 70538

FLOODPLAIN ADMINISTRATOR
CHARLENE PICARD
705 WEST UNIVERSITY AVE.
LAFAYETTE, LA 70506

MR MIKE MITCHELL
TRANSIT MANAGER
LAFAYETTE TRANSIT SYSTEM
P O BOX 4017-C
LAFAYETTE, LA 70502

CHITIMACHA TRIBE
155 CHITIMACHA LOOP ROAD
CHARENTON, LA 70523

HONORABLE JOEY DUREL
CITY PARISH PRESIDENT
P O BOX 4017-C
LAFAYETTE, LA 70502

OPELOUSAS-ST LANDRY
CHAMBER OF COMMERCE

3 SENATORS

109 W VINE STREET
OPELOUSAS, LA 70570

HONORABLE PATRICK PAGE CORTEZ
LA HOUSE OF REPRESENTATIVES
(DISTRICT 43)
1720 KALISTE SALOOM RD, SUITE D-4
LAFAYETTE, LA 70508

HONORABLE JONATHAN PERRY
THE STATE SENATE
(DISTRICT 26)
209 E ST VICTOR STREET
ABBEVILLE, LA 70510

MR. GREGG GOTHREUX
LEDA
211 DEVALCOURT STREET
LAFAYETTE, LA 70506

LAFAYETTE CHAMBER OF COMMERCE
MR ROB GUIDRY
P O BOX 51307
LAFAYETTE, LA 70505-1307

CHAIRMAN
LAFAYETTE AIRPORT COMMISSION
200 TERMINAL DRIVE
LAFAYETTE, LA 70508-2159

LAFAYETTE CONVENTION &
VISITORS COMMISSION
P O BOX 52066
LAFAYETTE, LA 70505

MR STAN MCGEE
PROGRAM MANAGER
ACADIANA REGIONAL DEVELOPMENT
DISTRICT
P O BOX 90070
LAFAYETTE, LA 70501

LAFAYETTE PARISH SCHOOL BOARD
PO DRAWER 2158
LAFAYETTE, LA 70502

DEPT OF ENVIRONMENTAL QUALITY
UST DIVISION

602 N. FIFTH STREET
BATON ROUGE, LA 70802

LOUISIANA STATE POLICE
TROOP I
121 EAST PONT DS MOUTON
LAFAYETTE, LA 70507

HONORABLE NANCY LANDRY
LA HOUSE OF REPRESENTATIVES
(DISTRICT 31)
109 SOUTH COLLEGE RD
LAFAYETTE, LA 70503

DRAFT ENVIRONMENTAL ASSESSMENT

NORTH UNIVERSITY AVENUE
(LA 182) WIDENING

APPENDIX 2
CONCEPTUAL STAGE
RELOCATION PLAN

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CONCEPTUAL STAGE RELOCATION PLAN As of May 2012

**STATE PROJECT NO. H.009335
FEDERAL AID NO. H.009335
NORTH UNIVERSITY AVENUE WIDENING
ROUTE LA 182
LAFAYETTE PARISH**

Estimated relocations are four (4) residential and five (5) business. Indications are that four (4) families may be middle income. None of the families are of minority race. It is believed that three (3) of the families displaced are owner occupants while one (1) family is a tenant. All of the affected residences are considered to meet the decent, safe and sanitary standard.

Listed below are the businesses and the type of structures

B-1 is a beauty shop that is a wooden framed building on slab construction. The sole worker at this business is minority and assumed to be a tenant at this location.

B-2 is an ethnic grocery store that is a prefab metal structure on a concrete slab. The business is assumed to be a tenant at this location and currently has four (4) employees that are of Spanish race.

B-3 is a daycare center that is located in a wooden framed building that is sitting on a pier foundation. The building appears that it could possibly be moved to another site. It is undetermined if the site is owned by the occupant of the building but the business currently has seven (7) employees, of which three (3) are minority.

B-4 is a SnoCone business that is located in a small accessory building (approximately 6'x12') on a residential lot. The building could be relocated to another site. It is assumed that the resident property owner owns the business but employs five (5) people, of which four (4) are minority.

B-5 is a cemetery office that is brick veneer on slab construction.

There is one (1) additional residence (2212 N. University Avenue) that would be impacted by the widening with damages estimated to be \$25,000. There also is one business, a propane supplier (2317 N. University Avenue), which would be impacted with damages estimated to be \$15,000. Neither of these properties would be acquired.

Additional detail regarding the affected businesses is provided in Table 1, Conceptual Stage Relocation Inventory.

All of the residences are brick veneer on slab construction with estimated value in the range of \$70,000 - \$200,000.

All the residences appear to be well maintained, and it is believed that they meet the decent, safe and sanitary standard. Additional detail regarding the affected residences is provided in Table 1, Conceptual Stage Relocation Inventory.

The widening of LA 182 follows closely to the existing centerline and there should be no divisive or disruptive effect on the community. There should be no impact on surrounding neighborhoods or housing where the relocation is likely to take place, as historically the majority of displaces in rural or semi-rural areas choose to relocate on the remainder of their property, or in the general vicinity of the displacement.

There are no vacant commercial structures located within the corridor proposed for improvement and an internet search for available properties in the 70507 zip code did not show results for available comparable properties.

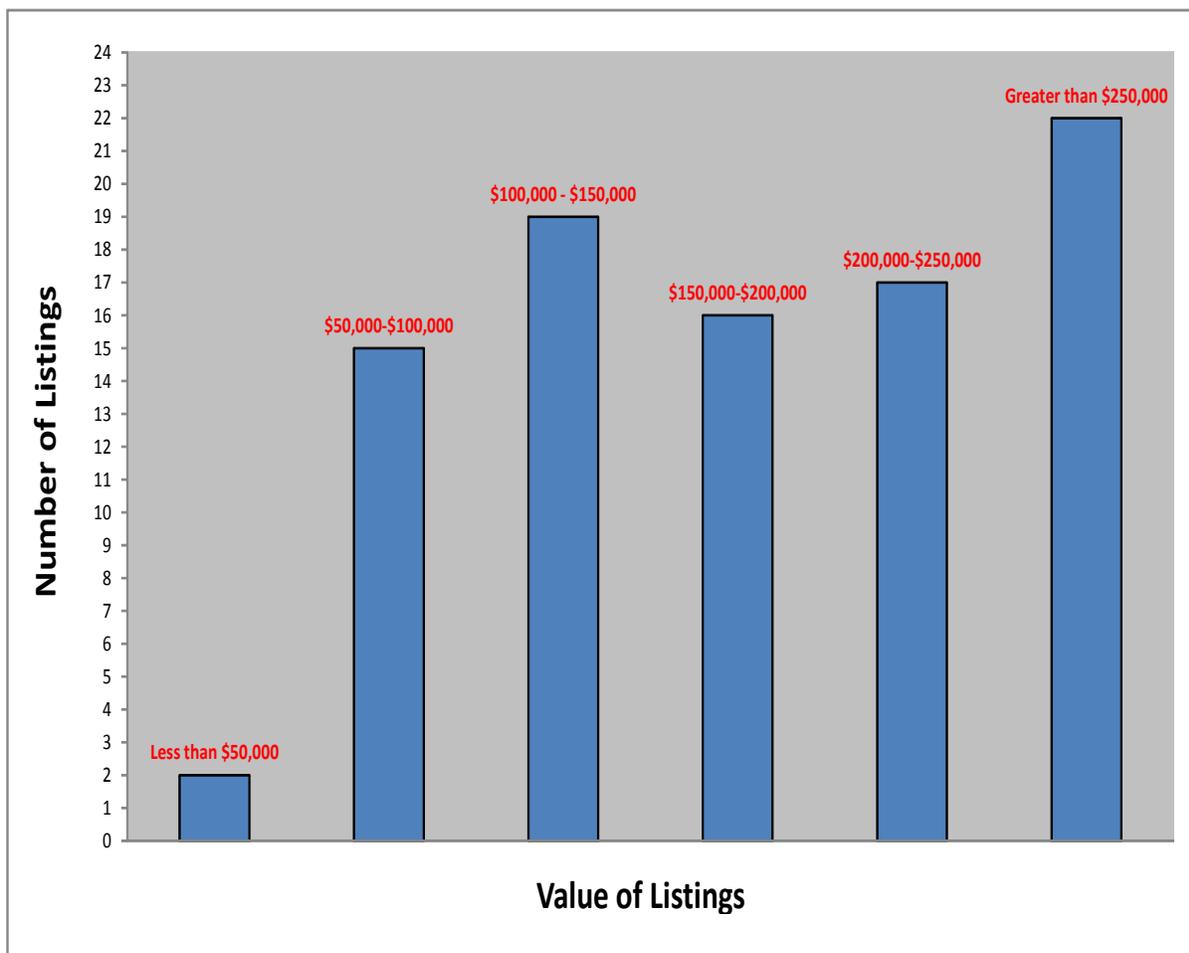
TABLE 1 CONCEPTUAL STAGE RELOCATION INVENTORY											
STATE PROJECT NO.	H.009335										
F.A.P	H.009335										
HIGHWAY	LA 182 (N. University Ave.)										
ROUTE	Route LA 182										
PARISH	Lafayette										
LOCATION / ADDRESS	STYLE / TYPE	CLASS / RACE	RESIDENTIAL					NON RESIDENTIAL			
			VALUE / MO. RENT	EST INCOME	# BRS	RHP	MOVING	TYPE ACTIVITY	WORKERS BY RACE	MOVING	REESTAB
RELOCATIONS											
R-1: 1904 N. University Ave.	S/B	T/W	\$70,000	M	2	\$30,000	\$35,000				
R-2: 100 Portland Ave.	S/B	O/W	\$120,000	M	3	\$25,000	\$50,000				
R-3: 101 Portland Ave.	S/B	O/W	\$200,000	M	3		\$50,000				
R-4: 2034 N. University Ave.	S/B	O/W	\$180,000	M	3		\$50,000				
B-1: 101 Couret Road Isabis Naturals Beauty Boutique	B/V		\$250,000					Beauty	1 B	\$65,000	\$20,000
B-2: 2106 N. University Ave. Mi Tierra Tienda Y Restaurante	B/W		\$300,000					Food	4 S	\$65,000	\$30,000
B-3 2110 N. University Ave. ABC Daycare and Learning Center	B/W		\$300,000					Daycare	3 B, 4 W	\$65,000	\$25,000
B-4: 2208 N. University Ave. Creole Flavors	B/A		\$50,000					SnoCone	1 W 4 B	\$5,000	\$5,000
B-5: 2300 N. University Ave. Greenlawn Memorial Gardens Administrative Building	B/B		\$100,000					Admin Building for Cemetary	2B, 4W, 1 Oth	\$25,000	N/A
IMPACTED PROPERTIES											
Residence, 2212 N. University Avenue	S/B	O/W	\$25,000	M	3						
B-5: 2317 N. University Ave. AmeriGas	B/F		\$15,000					Gas	8 W, 1 B, 1 S/B 1 Indian	N/A	N/A
NOTE: information listed herein is based on estimates and secondary sources											
STYLE	TYPE	CLASS				RACE	INCOME				
S single family	B brick veneer	O owner				B black	L low				
D duplex	M masonry	T tenant				S spanish	M middle				
M multi-family	F wood frame					O oriental	U upper				
R sleeping room	C combination					I native american					
T mobile home	A metal					W white					
B business	O other					Oth Other					
F farm											
N non profit											
C combination of business - residential											

Source: Neel-Schaffer, Inc.

Available Replacement Housing

Referencing Figure 1, in May 2012, there were fifty-six (56) residential properties listed for sale in the 70507 zip code area in relationship to the project vicinity. This constitutes a range of available replacement housing. All of the listed properties appear to meet the decent, safe and sanitary standard. Please refer to Table 2, Conceptual Stage Replacement Property Inventory, for a complete listing of the available property.

Figure 1
Lafayette Parish and Vicinity Real Estate Listings
May 2012



Source: Neel-Schaffer, Inc.

**TABLE 2
CONCEPTUAL STAGE REPLACEMENT PROPERTY INVENTORY
RESIDENTIAL PROPERTIES; ZIP CODE 70507, AVAILABLE MAY 15, 2012**

STATE PROJECT NO. H.009335
F.A.P H.009335
HIGHWAY LA 182 (N. University Ave.)
ROUTE Route LA 182
PARISH LAFAYETTE

LOCATION/ ADDRESS	STYLE	TYPE	# of BEDROOMS	VALUE / MO. RENT
11 Clematis Corner	M	F	3	\$ 65,000
114 Lita Dr	S	B	3	\$ 65,000
14 Trillium Triangle	M	F	2	\$ 70,000
180 McBridge St	S	B	3	\$ 72,100
201 High Meadows Blvd 157	M	F	2	\$ 72,900
7 Bluebell Ct	M	F	3	\$ 80,000
201 High Meadows Blvd 142	M	F	2	\$ 85,000
100 Teal Lane 45	M	F/B	3	\$ 85,500
309 Bell North Dr	S	B	3	\$ 89,000
100 Teal Lane 23	M	F/B	2	\$ 89,900
4 Philox Dr	M	F	2	\$ 95,000
301 St. Hilary Dr	S	B	3	\$ 95,000
126 Amber St	S	B	4	\$ 99,900
110 Swedish Dr	S	F	3	\$ 110,000
204 Norton St	S	B	3	\$ 110,000
107 Claire St	S	F	4	\$ 110,000
205 Country Living Dr	S	F	3	\$ 115,000
400 Rim Rd	S	F	3	\$ 115,000
301 Nottingham Cir	S	F	3	\$ 116,500
104 St. Bernadette Dr	S	B	3	\$ 118,500
206 Common Pointes	S	F	3	\$ 122,000
215 Montreal Dr	S	B	3	\$ 124,300
104 Common Pointes	S	F	3	\$ 124,500
544 E Pont Des Mouton	S	B	3	\$ 125,000
105 Mulligan Way	S	F/B	3	\$ 127,900
123 Country Living Dr	S	F	3	\$ 129,500
112 Norton St	S	B	3	\$ 130,900
226 Country Living Dr	S	F	3	\$ 139,900
228 Country Living Dr	S	F	3	\$ 142,500
103 Verbena Cir	S	F	3	\$ 145,000
100 Verbena Cir	S	F	3	\$ 145,000
205 Morlean Dr	S	F	3	\$ 145,500
100 Horizon Lane	S	B	3	\$ 163,500
102 Horizon Lane	S	B	3	\$ 164,900
102 Kevin	S	F/B	3	\$ 165,000
200 Beaconwood Dr	S	B	3	\$ 165,000
300 Amanda Dr	S	B	4	\$ 166,000
814 E Gloria Switch Rd	S	B	3	\$ 169,000
305 Arbor Dr	S	B	3	\$ 169,000
437 Walter St.	S	B	3	\$ 169,500
109 Sweet Bay Ln	S	B	4	\$ 169,900
401 Lexington Pkwy	S	B	3	\$ 175,000
124 Rue Du Jardin	S	B	3	\$ 175,000
218 Beaconwood Dr	S	B	3	\$ 176,000
114 Leonard Dr	S	B	3	\$ 179,500
2511 Mills	S	F	3	\$ 183,000
120 Zoie	S	B	3	\$ 184,221
104 Dupre Rd	S	B	4	\$ 184,900
135 Timberland Ridge Blvd	S	B	4	\$ 204,900
113 Timberland Ridge Blvd	S	B	4	\$ 204,900
211 Zoie	S	B	3	\$ 205,000
141 Timberland Ridge Blvd	S	B	4	\$ 205,900
201 Timberland Ridge Blvd	S	B	4	\$ 205,900
127 Timberland Ridge Blvd	S	B	3	\$ 211,500
117 Timberland Ridge Blvd	S	B	4	\$ 211,900
131 Timberland Ridge Blvd	S	B	3	\$ 229,900

NOTE: information listed herein is based on estimates and secondary sources

STYLE	TYPE
S single family	B brick veneer
D duplex	M masonry
M multi-family	F wood frame
R sleeping room	C combination
T mobile home	A metal
B business	O other
F farm	
N non profit	
C combination of business - residential	

Source: Neel-Schaffer, Inc.

Summary

Prior to the publication of the Draft Environmental Assessment, a public meeting was held September 8, 2011 at the Clifton Chenier Center, Town Hall Auditorium, 220 West Willow Street, Lafayette, LA 70501. Representatives of LADOTD Real Estate staff attended the meeting and were available throughout the course of the meetings to provide information on LADOTD Real Estate Policy, to answer questions and address public concern. No special or unusual conditions were identified.

Subsequent to the publication of the Draft environmental Assessment, a Public Hearing will be held on the project; LADOTD Real Estate Staff will be in attendance to provide information, answer questions and address public concerns.

In conclusion, based on the availability of replacement housing, the Department does not anticipate any unusual problems in providing replacement housing under our normal procedures. However, should it become necessary, we would employ housing of last resort.

Approximately 17 acres of additional right-of-way are required. Estimated cost for the right-of-way (including land and structure) is \$7,580,000. Relocation costs (including costs for replacement housing payments, moving expenses, business re-establishment expenses and services relating to property acquisition) are expected to be \$625,000. Since all affected properties are residential or commercial properties, there are no properties that qualify for functional replacement.

NORTH UNIVERSITY AVENUE
(LA 182) WIDENING

APPENDIX 3

DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING MEETING SUMMARY

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MEETING SUMMARY

FOR

PUBLIC HEARING

**STATE PROJECT NUMBER H.009335
FEDERAL AID PROJECT NO. H.009335
LA 182 (NORTH UNIVERSITY AVENUE) WIDENING
INTERSTATE I-10 TO WEST PONT DES MOUTON ROAD
LAFAYETTE PARISH**

Open House 4:30 – 6:30 PM

**Thursday, February 28, 2013
Clifton Chenier Center – Town Hall Auditorium
220 West Willow Street
Lafayette, LA 70501**

TABLE OF CONTENTS

Official Meeting Transcript	Section 1
Sign-in Sheets	Section 1A
Statement Cards	Section 1B
Oral Statements Received at Public Meeting	Section 1C
Written Comments Received:	Section 1D
At the Meeting	
By Email	None
By Mail	None
Meeting Handout	Section 2
Power Point Presentation Handout	Section 3
Real Estate Handout	Section 4
Legal Advertisement	Section 5

SECTION 1
OFFICIAL MEETING TRANSCRIPT

SECTION 1A
OFFICIAL MEETING TRANSCRIPT
Sign-in Sheets

PUBLIC			
NAME	ADDRESS	PHONE	EMAIL
Marcie Jaquet	204 Portland Ave - Laf, LA 70507	(337) 288-8659	
Phillip Bourgeois	2115 N. University Laf	261-1949	
Joseph Condours	100 MARCON	836-3446	
Bill Flanagan	1515 E. University Laf 70501	337-280-8375	edupont@lafayette.la.gov
Cindy Dupont	" "	337-2915653	atnatt@ynhoo.com
Anthony Thibault	2514 N. University Laf 70507	337 326 6455	
Ernest P. Amoye	102 Kenwood Pk. East 70507	337-871 6320	
Raymond A. Davis	511 E. Pass Des Mouton Laf. LA 70507	337-234-3477	
Camie Begnaud	117 Portland Park LA 70507	337-235-8048	
Stanley Begnaud	117 Portland Park LA 70507	337-235-8048	spegsaad@the-familychurch.c
MACE LONDON	804 E. P. MARCON Laf 70505	337-278-2145	MACE.LONDON@LA.FACULTY.ACAD.EMY.LA
Cecile W. Hebert	2424 N. University 70507	706-8941	
Lafayette Christian	220 Portland Ave.	234-9860	Ratnie dsavoie@lafayettechristia
Greg Norris	116 Portland Ave	282 0064	gregnorris@cox.net academy.c
Josée von Spera	107 Woodruff Lane	209-256-4445	jochar2@msn.com
Lena Hudroz	2401 N. University	235-8641	
Jack Hudroz	" "	235-8641	

PROJECT TEAM					
NAME	ADDRESS	PHONE	EMAIL	REPRESENTING	
Robert Loft	BR, LA	725-742-4504	Robert.Loft@LA.gov	LA DOTD	
Reekiel Dymopoulos	BR, LA	225-242-4516	rekiel.dymopoulos@la.gov	LA DOTD	
Daniel Thornhill	BR, CA	225-924-0235	daniel.thornhill@neel-schaffer.com	Neel-Schaffer	
Kimberly Foreman	LA DOTD / Right of Way	337-262-6257	Kimberly.Foreman@la.gov	LA DOTD	
Jessica Cornay	LCG - PW	291-8353	j.cornay@lafayette.la.gov	LCG	
Jerry Trumps	Neel-Schaffer/314 Audubon Blvd	232-6011	Jerry.Trumps@neel-schaffer.com	Neel-Schaffer	
Cheryl Trumps	314 Audubon Blvd / Laf, LA	232-6011	cheryl.trumps@neel-schaffer.com	Neel-Schaffer	
Bill Oliver	LA FAYETTE, LA	337-262-6101	bill.oliver@la.gov	LA DOTD - Dist B	
Tom Carroll	Laf	337-241-8502	tomcarroll@lafayette.la.gov	LCG	
Tommy Davis	Laf	278-7898	tdavis@pelicanwater.esmte.com	esmte.com	
Melanie Bardeen	LCG	291-8170	mbardeen@lafayette.la.gov	LCG	
Vijay Kurada	Laf, LA	232-6011	vijay.kurada@neel-schaffer.com	Neel-Schaffer	
Barry Brubacher	Mordeville, LA	985-674-9820	barry.brubacher@neel-schaffer.com	Neel-Schaffer	

SECTION 1B
OFFICIAL MEETING TRANSCRIPT
Statement Cards

	STATEMENT CARD	
PLEASE PRINT CLEARLY		
NAME	<u>Dan Savore</u>	
STREET OR BOX	<u>220 Portland Ave</u>	
CITY	<u>Lafayette</u>	STATE <u>LA</u> ZIP CODE <u>70507</u>
		CARD NO. _____




STATEMENT CARD

PLEASE PRINT CLEARLY

NAME Jolee vonAspern

STREET OR BOX 107 Woodrich Lane

CITY Lafayette STATE LA ZIP CODE 70507

FORM NO. _____

	
STATEMENT CARD	
PLEASE PRINT CLEARLY	
NAME <u>Fritz Trappey</u>	
STREET OR BOX <u>2118 W. University</u>	
CITY <u>Lafayette</u>	STATE <u>LA</u> ZIP CODE _____
CARD NO. _____	

SECTION 1C
OFFICIAL MEETING TRANSCRIPT
Oral Statements Received at Public Meeting

PUBLIC HEARING

**LAFAYETTE CONSOLIDATED GOVERNMENT (LCG)
LCG CONTRACT NO. 500-10-034
WIDENING OF NORTH UNIVERSITY AVENUE (LA 182)
I-10 TO WEST PONT DES MOUTON ROAD
LAFAYETTE PARISH**

Open House 4:30 P.M. TO 6:30 P.M.

**Thursday, February 28, 2013
Clifton Chenier Center
Town Hall Auditorium
220 West Willow Street
Lafayette, LA 70501**

PUBLIC HEARING

2

VERBAL COMMENT BY:

Dan Savoie

220 Portland Avenue

Lafayette, Louisiana 70507

MR. SAVOIE:

All right. My name is Dan Savoie. I'm the principal of Lafayette Christian Academy. We're at 220 Portland Avenue. One of our major concerns is the time frame of the construction project. We are -- we have no public transportation for our students, and our -- so all of the parents drop off their students with their own personal vehicles. We have 850 students. Every day, approximately in the mornings, right at 800 vehicles come in and out of that neighborhood, Stone Avenue and Portland Avenue. We are concerned about the construction being done. We are requesting that the construction primarily take place during the summer months, late May, and ending in August, at those two particular intersections. If it has to be done during the school year, we're asking that no construction or lane closures be done during the hours of 7:00 a.m. in the morning to 8:30, Monday

PUBLIC HEARING

3

through Friday on a normal school day, as well as in the afternoon on Monday through Thursday, 2:30 p.m. to 3:30 p.m. And on Friday, we have an early dismissal, so we're asking that no construction or lane closures be done from 11:30 a.m. to 12:30 p.m.

* * * * *

VERBAL COMMENT BY:

Jolee Von Aspern
107 Woodrich Lane
Lafayette, Louisiana 70507

MS. VON ASPERN:

My name is Jolee Von Aspern, a resident on Woodrich Lane. And I like the overall concept. I like the sidewalks. However, I'm a little concerned with the amount of turnarounds and I would like to see more, I guess, U-turns -- dual U-turn lanes. And then my other concerns are the fact that I will be building a business on University near Woodrich Lane and how the traffic will be impacted by that and visibility and access to our future restaurant. The other thing, I would like to see -- make sure that the medians aren't just solid concrete, that they're actually pretty. I'd hate to have just

PUBLIC HEARING

4

like a freeway looking thing out there. I'd prefer something like cypress trees along the median or something like that -- or grass would be nice. I'm concerned a little bit about how the emergency services are going to be accessed. I know that in times of traffic, it gets backed up and emergency services are delayed because of that and the more trash that's generated from more traffic. I guess that's it.

* * * * *

VERBAL COMMENT BY:

Dan Savoie
220 Portland Avenue
Lafayette, Louisiana 70507

MR. SAVOIE:

Dan Savoie, representing Lafayette Christian Academy and The Family Church. We are requesting consideration that the roundabouts, the medians in the middle of the roundabouts not be grass, as indicated, but that consideration for brick pavers or something else cosmetic would be placed there, for various reasons. There is a maintenance issue in this vicinity. The grass rarely gets

PUBLIC HEARING

5

1 cut. And additional grass areas, we feel,
2 would be less attractive to upper Lafayette in
3 this area. Also, we feel that this would be
4 cosmetically attractive for our place of
5 businesses. We're also considering asking and
6 requesting consideration for proper signage for
7 Lafayette Christian and The Family Church at
8 the roundabouts for Stone Avenue and Portland,
9 as well as certain cut-across streets in the
10 neighborhood, which would be Armor Street and
11 Haydite Street, as well. We also ask --
12 Lafayette Christian Academy and The Family
13 Church recently purchased and had some property
14 rezoned, and we're requesting a left-hand turn
15 coming from Carencro on University, heading
16 towards I-10, a left-hand turn into a recently
17 zoned commercial property of five acres.

18 * * * * *

19 VERBAL COMMENT BY:
20 Fritz Trappey
21 2118 West University
22 Lafayette, Louisiana
23 102 Oak Forest
24 Acme
25 Lafayette, Louisiana

PUBLIC HEARING

6

1 MR. TRAPPEY:

2 I'm a driver. They need to -- at the
3 corner of Pont Des Mouton and University, they
4 need to move the right-of-way within the
5 right-a-way of the natural -- they need to move
6 it over. Okay. I don't -- how do you explain
7 that. Okay. Where do I say it? I'm saying
8 you all need to move it over to where the
9 natural right-of-way is supposed to be. You
10 don't have to acquire that right-of-way. Okay,
11 it's already there. Since you're moving the
12 road, just move it over alongside with the
13 road. Okay. Thank you. You acquire a
14 right-of-way. Okay.

15 KIMBERLY FOREMAN (DOTD):

16 For clarification, this gentleman
17 would like for the existing right-of-way to
18 remain as it is and there to be no required
19 right-of-way.

20 MR. TRAPPEY:

21 No. That's -- no, no, no. That's not what
22 I'm saying. I want it moved along with the
23 road, rather than acquiring a right-of-way. In
24 other words, take the right-of-way and move it
25 to where the road is.

PUBLIC HEARING

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KIMBERLY FOREMAN (DOTD):

Yeah. He's saying with an existing right-of-way.

MR. TRAPPEY:

It's not an existing right-of-way. It's new. They're taking property and they're acquiring it on the other side and they're moving it. But, you see, what's going to happen, the State is going to end up with a piece of property like that, you see. Now, either this reverts back to us because we donated it to start with -- you see what I'm saying? That's why I need to see an attorney because this property right here is going to be owned by the State because they're buying this right here. Right or wrong?

KIMBERLY FOREMAN (DOTD):

Well, on the other side, we're not acquiring anything. There's already a forty-foot servitude.

THE PROCEEDINGS CONCLUDED.

PUBLIC HEARING

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C-E-R-T-I-F-I-C-A-T-E

This certification is valid only for a transcript accompanied by my seal stamped in blue ink on this page.

I, Sylvia Molbert, Certified Court Reporter in and for the State of Louisiana, do hereby certify that a public meeting regarding the widening of North University Avenue (LA 182) from I-10 to West Pont des Mouton Road, Lafayette, Louisiana was held on Thursday, February 28, 2013 at the Clifton Chenier Center, Town Hall Auditorium, 220 West Willow Street, Lafayette, Louisiana, beginning at 4:30 p.m. and concluding at 6:30 p.m.; verbal comments were given by the public as hereinbefore set forth in the foregoing seven (7) pages; said proceedings were reported by me in the voice writing reporting method, were prepared and transcribed by me or under my personal supervision, and are true and correct to the best of my ability and understanding.

This 6th day of March 2013, Lafayette, Louisiana.

Sylvia Molbert
SYLVIA C. MOLBERT
Certificate Number 26003
OFFICIAL SEAL
SYLVIA C. MOLBERT
Court Reporter
in and for the State of Louisiana
Certificate Number 26003
Certificate expires 12-31-13

SECTION 1D
OFFICIAL MEETING TRANSCRIPT

Written Comments Received
At the Meeting

PUBLIC HEARING COMMENT FORM

LAFAYETTE CONSOLIDATED GOVERNMENT (LCG)
LCG CONTRACT NO. 500-10-034
STATE PROJECT NUMBER H.009335
FEDERAL AID PROJECT NUMBER H.009335
LA 182 (NORTH UNIVERSITY AVENUE) WIDENING
INTERSTATE I-10 TO WEST PONT DES MOUTON ROAD
LAFAYETTE PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN MARCH 11, 2013.

Mail to: LA 182 Widening
c/o Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70505-2565

- E-Mail Comment to LA182widening@neel-schaffer.com

PLEASE CONSIDER THE FOLLOWING COMMENTS:

No construction or lane closures can be done during the hours of 7am-8:30am & 2:30-3:30pm daily during a normal school day. Fridays from 11:30am-12:30pm is a dismissal time as well. We run approximately 750 cars through Stone Ave & Portland Avenue each day during the above times for LCA - Lafayette Christian Academy. We strongly suggest summer construction, LATE May to early Aug.

NAME: Dan Savoir LCA DATE: Feb. 28
ADDRESS: 220 Portland Avenue

PUBLIC HEARING COMMENT FORM

LAFAYETTE CONSOLIDATED GOVERNMENT (LCG)
LCG CONTRACT NO. 500-10-034
STATE PROJECT NUMBER H.009335
FEDERAL AID PROJECT NUMBER H.009335
LA 182 (NORTH UNIVERSITY AVENUE) WIDENING
INTERSTATE I-10 TO WEST PONT DES MOUTON ROAD
LAFAYETTE PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN MARCH 11, 2013.

Mail to: LA 182 Widening
c/o Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70505-2565

- E-Mail Comment to LA182widening@neel-schaffer.com

PLEASE CONSIDER THE FOLLOWING COMMENTS:

① We need the Roundabouts to have brick pavers in the middle, NOT Grass.

The city can't maintain the grass in any of the medians in this area. Pavers would be life-time and maintenance free, Cosmetically Attractive

② Proper Signage for CCA & TFC (Lafayette Christian & The Family Church)

③ Consider a left hand turn coming from Carencro onto the Lafayette Christian Academy property. (5 acres recently zoned commercial)

NAME: Dan Savore (CCA) DATE: Feb. 28 '13
ADDRESS: 220 Portland Ave
Laf. LA 70507

PUBLIC HEARING COMMENT FORM

LAFAYETTE CONSOLIDATED GOVERNMENT (LCG)
LCG CONTRACT NO. 500-10-034
STATE PROJECT NUMBER H.009335
FEDERAL AID PROJECT NUMBER H.009335
LA 182 (NORTH UNIVERSITY AVENUE) WIDENING
INTERSTATE I-10 TO WEST PONT DES MOUTON ROAD
LAFAYETTE PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE SENT TO ONE OF THE FOLLOWING ADDRESSES, POSTMARKED, OR RECEIVED ELECTRONICALLY, NO LATER THAN MARCH 11, 2013.

Mail to: LA 182 Widening
c/o Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70505-2565

- E-Mail Comment to LA182widening@neel-schaffer.com

PLEASE CONSIDER THE FOLLOWING COMMENTS:

As a resident (Woodrich lane), & future Restaurant Owner (on University) I would like you to take in the following:
1 - We would not like Concrete Raised Medians (cones) would prefer to have Grass Medians &/ or Cypress trees in Medians
2 - Concerned about how my Business will be impacted by Ingress & Egress to my Business
3. Concerned about how emergency services will be delayed due to Traffic
4. How will trash generated from more traffic be handled?

* I do like the sidewalks & concept!! Just want to be more turn around Areas (Dual, future etc.)
NAME: Jolee von Aspern DATE: 2-28
ADDRESS: 107 Woodrich lane, Lafayette 70507

Handwritten scribbles and numbers at the bottom right of the page.

SECTION 1D
OFFICIAL MEETING TRANSCRIPT

Written Comments Received
By Email

NONE

SECTION 1D
OFFICIAL MEETING TRANSCRIPT

Written Comments Received
By Mail

NONE

SECTION 2 MEETING HANDOUT

PUBLIC HEARING

**LAFAYETTE CONSOLIDATED GOVERNMENT (LCG)
LCG CONTRACT NO. 500-10-034
STATE PROJECT NUMBER H.009335
FEDERAL AID PROJECT NUMBER H.009335
LA 182 (NORTH UNIVERSITY AVENUE) WIDENING
INTERSTATE I-10 TO WEST PONT DES MOUTON ROAD
LAFAYETTE PARISH**

Open House 4:30 PM to 6:30 PM

**Thursday, February 28, 2013
Clifton Chenier Center
Town Hall Auditorium
220 West Willow Street
Lafayette, LA 70501**

TABLE OF CONTENTS

Open House Format	1
Meeting Site Diagram	2
Example of Statement Card	3
General Project Information	4
Purpose and Need	4
Existing Conditions	4
Project Features	6
Alternatives	6
Schedule	11
Written Comment Form	12

OPEN HOUSE FORMAT

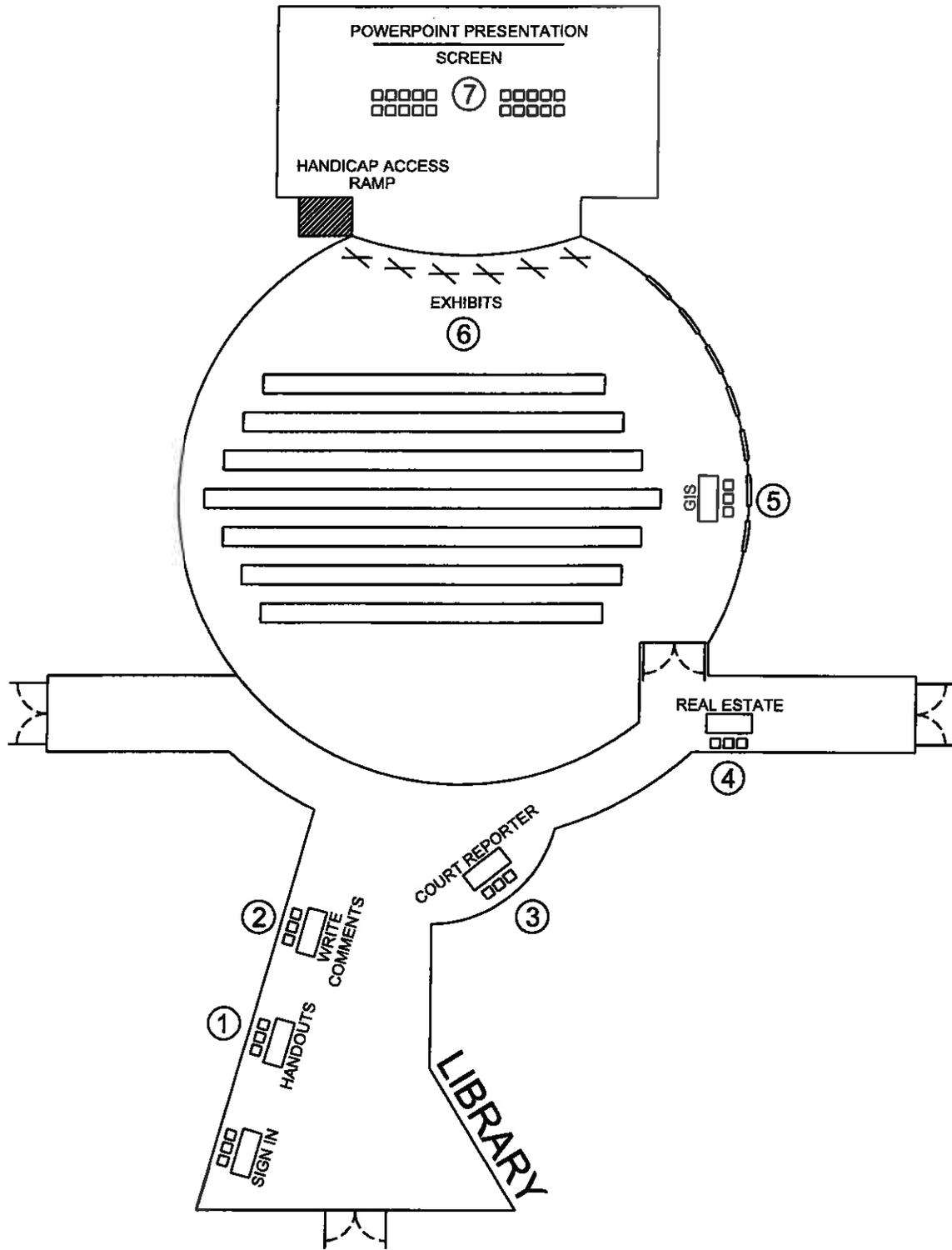
The Public Hearing for the LA 182 widening is being conducted as an Open House. Local residents and other interested parties are welcome at any time during the hours of 4:30 PM and 6:30 PM. As you enter the building you will be asked to sign-in so that a record of your participation can be maintained.

Throughout the Open House the following Stations will be available (See Layout Plan on the following page):

1. A Handout Table where you receive a Handout and a Statement Card if you wish to make an oral comment;
2. Comment Table - A Comment Table seating space for participants to write their comments and a place where written comments can be deposited;
3. A Court Reporter will be available to directly record your comments;
4. Real Estate Table - Additional right-of-way will be required along the entire bypass route and it is anticipated that the project may displace some residences and businesses. You may speak to representatives of LCG Real Estate professionals who are familiar with relocation procedures;
5. Project Exhibits - Exhibits showing conceptual plans for the proposed improvements. Staff is available to answer questions;
6. A continuous recorded presentation describing the proposed project. The start times for the presentation are:
4:40 5:10 5:40 6:10
7. and a GIS Station where you can see detailed routing and environmental information;

The next page is a plan of the Meeting site with each of these areas shown. To get the most from your visit to the Meeting, it is recommended that you visit all Stations.

MEETING SITE DIAGRAM



CLIFTON CHENIER CENTER AUDITORIUM

The image shows a 'STATEMENT CARD' form. At the top left is the State of Louisiana seal with the motto 'UNION JUSTICE CONFIDENCE'. At the top right is the Louisiana Department of Transportation and Development (DOTD) logo with the text 'DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT'. The title 'STATEMENT CARD' is centered in a box. Below the title, it says 'PLEASE PRINT CLEARLY'. The form has several lines for text entry: 'NAME _____', 'STREET OR BOX _____', 'CITY _____ STATE _____ ZIP CODE _____', and 'CARD NO. _____'.

EXAMPLE OF STATEMENT CARD

If you wish to present your views orally at this Public Meeting, please fill out and submit a Statement Card to the Project Team staff member at the Comment Table. Statement Cards are available at both the Comment Table and the Sign-in Tables at the entrance.

The staff member at the Comment Table will assign you a number to indicate your turn to present your views to a Court Reporter.

Whether or not you present an oral statement at this Meeting, you may present your views in writing. The last page of this handout is a written statement form, which we suggest you use for this purpose.

Written statements may be submitted as follows:

- By hand tonight to the Comment Table,
- Mailed to the address given on the form, or
- Sent electronically directly to LA182widening@neel-schaffer.com.

All comments must include your name, address, and the date to become part of the official transcript.

All written statements must be postmarked or received electronically no later than **March 11, 2013**.

PROJECT INFORMATION

In association with the Louisiana Department of Transportation and Development (LADOTD), the Lafayette Consolidated Government (LCG) proposes to provide for the widening of LA 182 (North University Avenue) to four (4) lane capacity from Interstate I-10 to the intersection of West Pont des Mouton Road / Lebesque Road, Lafayette Parish, Louisiana. See Exhibit 1 which follows this page.

Additional right-of-way will be required along the entire route and it is anticipated that the project may displace residences and businesses.

This project is being processed as an Environmental Assessment. For planning purposes within the context of the Environmental Document, the Logical Terminus is extended beyond the limits of the Proposed Action as shown on Exhibit 1-1. The Southern Logical Terminus is the North University Avenue intersection with Interstate I-10. The northern Logical Terminus is the North University Avenue intersection with Gloria Switch Road. Exhibit 1 also shows future (Year 2035) Average Daily Traffic on North University Avenue and connecting routes within the Study Area as estimated by the Metropolitan Planning Organization (MPO) Travel Demand Model considering both the Build and No-Build conditions.

This Environmental Assessment considers project related impacts and mitigation associated with the Proposed Action, including improvements to North University Avenue (LA 182), improvements to connecting roads and the construction of a new local road providing access to the rear of the TA Travel Center. The document also considers environmental features associated with extending the North University Avenue improvements to the Gloria Switch Road Logical Termini. The analysis of this segment is limited to screening features, which might present fatal flaw concerns, should the four lane improvements be extended to Gloria Switch Road at some future time.

Purpose and Need:

LA 182 (North University Avenue) initially was designed as a two (2) lane rural arterial roadway. The geometry was later modified to incorporate a center turning lane from LA 723 (Renaud Drive) to Cemetery Road. However, the entire route between LA 723 and West Pont des Mouton Road continues to operate at Level of Service (LOS) "E". The purpose of this project is to upgrade the capacity of the roadway to four (4) lanes and to modify intersections as required to support traffic operation at LOS "C" or better for the design year, which is 2035.

Existing Conditions:

LA 182 (North University Avenue), I-10 to LA 723 (Renaud Drive)

LA 182, within the limits of the rural diamond interchange with I-10, is a four (4) lane rural arterial roadway with 10' paved shoulders and turning lanes as appropriate to accommodate access to / from I-10 and turning movement on to LA 723. Proceeding north towards LA 723, LA 182 transitions to a three (3) lane non-divided roadway with a turn lane for LA 723. Average Daily Traffic (April 2010) is 23,267.



Legend

- Logical_Termini
- Proposed Action
- Study Area

**State and Federal Aid Project Number H.009335
North University Avenue Widening (LA 182)**

Traffic Volumes
2035 Build
2035 No-Build

**Exhibit 1-1
Logical Termini**

LA 182 (North University Avenue), LA 723 (Renaud Drive) to Cemetery Road

Proceeding north from LA 723, LA 182 is a three (3) lane rural arterial roadway with two 12' travel lanes, a 14' continuous turning lane, and 6' paved shoulders. Average Daily Traffic (April 2010) is 18,699.

LA 182 (North University Avenue), Cemetery Road to West Pont des Mouton Road

At Cemetery Road, LA 182 transitions to a two (2) lane rural arterial roadway with 12' travel lanes and 10' paved shoulders. Average Daily Traffic (April 2010) is 16,470.

Project Features

Through the limits of the proposed action as shown, the roadway is improved to a four lane capacity urban arterial roadway. The proposed action provides for the realignment of LA 723 (Renaud Drive) and Stone Avenue at their intersections with North University Avenue so that they form a 4-leg intersection with North University Avenue. Similarly, Couret Drive and Marcon Drive are realigned so that they form a 4-leg intersection. Roundabout geometry intersections are provided at these locations, and at the intersection of North University Avenue and West Pont des Mouton Road. Access to the TA Travel Center (truck stop) is improved with the construction of a new access road to LA 723.

Other project features include:

- Consideration of turning lanes as required;
- Geometric improvements at other local road intersections with LA 182;
- Consideration of pedestrian / bicycle facilities;

Also, the Lafayette Consolidated Government proposes to acquire 15' wide utility servitudes which, except as noted in the EA document, will be located outside of the proposed LADOTD right-of-way.

The widening of LA 182 to four (4) through travel lanes was impacted by a forty (40) foot wide Transmission Servitude acquired along the west right-of-way of LA 182 by a consortium of utilities dba the Acadiana Land Pocket (ALP). LADOTD determined that no LADOTD facilities could be located within the ALP servitude.

Alternatives

Geometric concepts for two alternatives (Alternatives 1 and 3) are presented this evening. Typical Sections for both alternatives are provided in the handout and additional information regarding the project alternatives is shown in the Exhibits and the power point presentation. In Alternative 1 the west LCG servitude is located within the ALP servitude. In Alternative 3 the west LCG servitude is located within existing LADOTD ROW. As a result the required ROW is extended east 15' on Alternative 3.

A project meeting including representatives of the consultant team, the LCG, LADOTD and FHWA was held on March 22, 2012 and the LCG representative in attendance expressed a preference for Alternative 1 because the estimated cost was \$1.5 million less than estimated cost for Alternative 3.

TABLE 1		
NORTH UNIVERSITY AVENUE (LA 182) WIDENING		
COSTS COMPARED		
Evaluation Criteria	Alternate 1	Alternate 3
Costs		
Engineering Design	\$1,147,076	\$1,148,776
Right-of-way Acquisition	\$7,579,825	\$9,055,408
Utility Relocations	\$5,000,000	\$5,000,000
Construction	\$22,552,600	\$22,588,130
Mitigation	Not Yet Determined	Not Yet Determined
Construction Engineering & Inspection	\$286,769	\$287,194
TOTAL	\$36,566,269	\$38,079,508

Source: Neel-Schaffer, Inc.

FHWA expressed a preference for Alternate 3 because it avoided impacts to the Wetlands Golf Course, a 4(f) property.

Considering Alternative 1, the LCG representative indicated that the LCG was prepared to route utilities within LADOTD right-of-way in proximity to the Wetlands Golf Course to avoid impacts to the 4(f) property.

Also in association with Alternative 1, the LCG agreed to minimize the width of its public utility servitude in proximity to the Christopher B Head Start Center (Pre-school sponsored by the SMILE Community Action Agency's Head Start Program) to avoid taking the school.

FHWA accepted these modifications and agreed with LADOTD to the determination of Alternative 1 as modified as the Preferred Alternate.

Table 2 compares impacts associated with Alternative 1 as modified and Alternative 3.

TABLE 2		
NORTH UNIVERSITY AVENUE (LA 182) WIDENING		
ALTERNATES COMPARED		
Evaluation Criteria	Alternate 1 (Preferred)	Alternate 3
Meets Purpose and Need	Yes	Yes
Project Features		
Length in miles	2.0	2.0
Additional LADOTD ROW and LCG Servitude ¹ (in acres)	16.5	18.6
100-Year Floodplains (length in feet)	500.0	500.0
Environmental, Community Impacts		
Relocations		
Residential	4	6
Private Pre-school	None	None
Private Substance Abuse Rehab Hospital	None	Note 2
Public / Non profit	None	None
Other Commercial	5	4
Potential for Environmental Justice Impacts	Low	Low
Potential for Community Cohesion Impacts	Low	Low
Environmental, Natural Environment		
Potential Impacts to Wetlands	Note 3	Note 3
Potential for Water Quality Impacts Resulting From Conversion to Subsurface Drainage	Moderate	Moderate
State Scenic Streams	None	None
Prime Farmland (in acres)	Note 4	Note 4
Significant Trees Removed Within Proposed ROW/Servitude	3	6
Potential for impacts to Threatened and Endangered Species/Habitat	Low	Low
Potential for impacts to high quality terrestrial/aquatic wildlife habitats	Low	Low
Cultural Resources (probability of effecting standing structures or archeological sites)		
Standing Structures	Low	Low
Archeological Sites	Low	Low
Potential 4(f) Impacts		
LCG Utility Servitude Impacts Wetlands Golf Course	No	No

Source: Neel-Schaffer, Inc.

Note 1 Noted, quantities reflect both LADOTD ROW and LCG servitude.

Note 2 If the 15' LCG utility servitude was provided in proximity to the hospital, the hospital would be included as a taking, increasing the ROW cost by nearly \$5 million.

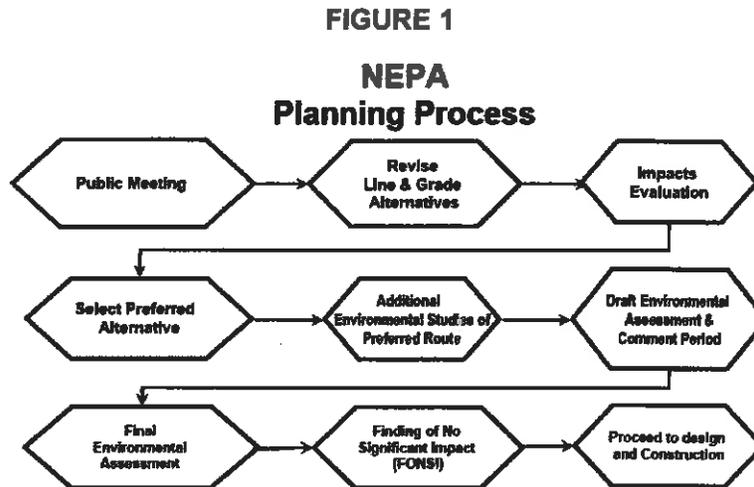
The LCG has agreed to forego the requirement for a servitude at this location and utilities would be routed within the LADOTD right-of-way.

Note 3 NSI biologist did not identify any jurisdictional wetlands within the corridor.

Note 4 Entire corridor consist of prime farmland soils. NRCS determined that the corridor is ina an urban setting and that there are no Prime Farmland impacts.

Schedule:

Figure 1 outlines the steps in the Planning Process undertaken as part of the National Environmental Policy Act (NEPA) that governs the planning for widening LA 182.



Tonight is the Draft EA Public Hearing. After the Public Hearing comment period, a Final Environmental Assessment will be prepared. The Final EA will include written responses to all comments received regarding the Draft EA either verbally at the tonight’s hearing or in writing, either at the hearing or throughout the comment period, which extends to March 11, 2013. The final step is the Finding of No Significant Impact issued by the Federal Highway Administration when they believe that the NEPA process has been satisfied.

Once the FONSI is issued, the project becomes eligible to proceed with engineering, right-of-way acquisition, and construction. Currently there is not a dedicated funding stream committed to the construction of the project. Depending on the availability of funds, the project may be constructed in phases as appropriate to meet standards of traffic safety.

SECTION 3 POWERPOINT PRESENTATION

Project Presentation

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 162) WIDENING
I-10 TO WEST PONT DES MOULTON ROAD, LAFAYETTE, LA

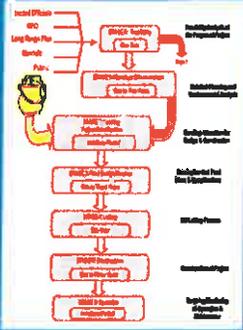
**NORTH UNIVERSITY AVENUE (LA 162) WIDENING
I-10 TO WEST PONT DES MOULTON ROAD,
LAFAYETTE, LOUISIANA**

**DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING
FEBRUARY 28, 2013**



ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 162) WIDENING
I-10 TO WEST PONT DES MOULTON ROAD, LAFAYETTE, LA

**LADOTD
Project Delivery Process**



ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 162) WIDENING
I-10 TO WEST PONT DES MOULTON ROAD, LAFAYETTE, LA

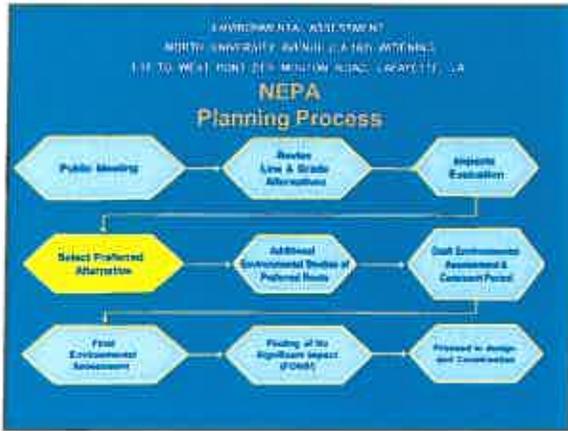
**NEPA
Planning Process**





















ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 182) WIDENING
FROM TO WEST POINT DES MOINES ROAD, LAFAYETTE, LA



Project Features

Renaud Drive (LA 723) and Stone Avenue are realigned at their intersections with LA 182 so that they form a 4-leg intersection with LA 182

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 182) WIDENING
FROM TO WEST POINT DES MOINES ROAD, LAFAYETTE, LA



Project Features

Couret Drive and Marcon Drive are realigned at their intersections with LA 182 so that they form a 4-leg intersection with LA 182.

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 182) WIDENING
FROM TO WEST POINT DES MOINES ROAD, LAFAYETTE, LA



Project Features

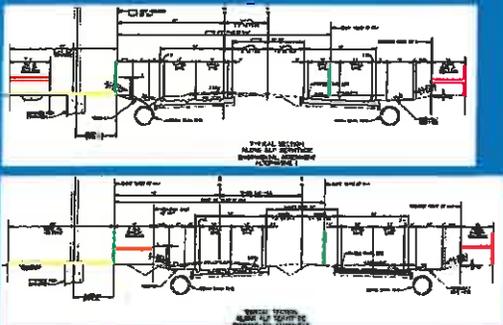
- Roundabout intersections are provided at the realigned Renaud Drive / Stone Avenue intersection with LA 182, at the realigned Couret Drive / Marcon Drive intersection with LA 182 and at the LA 182 intersection with West Point des Moines Road / Lebesque Road.

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 182) ADDRESS
FROM WEST POINT DE LA MOULIN ROAD, LAFAYETTE, LA

Other Project Features

- Consideration of turning lanes as required.
- Geometric improvements at other local road intersections with LA 182.
- Consideration of pedestrian / bicycle facilities.
- Also, the Lafayette Consolidated Government proposed to acquire 15' wide utility servitudes which, except as noted in this I.A. document, will be located outside of the proposed LADOTD right of way.

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 182) ADDRESS
FROM WEST POINT DE LA MOULIN ROAD, LAFAYETTE, LA

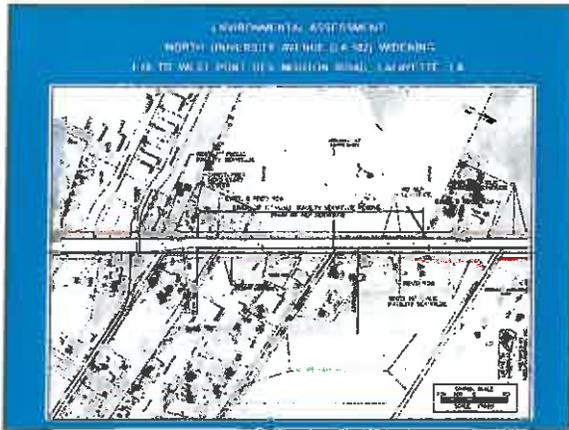


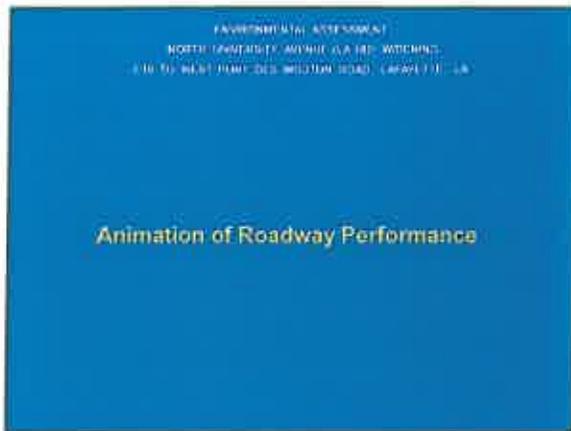
ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 182) ADDRESS
FROM WEST POINT DE LA MOULIN ROAD, LAFAYETTE, LA

Issues of Concern

4(f) properties







ENVIRONMENTAL ASSESSMENT
 NORTH UNIVERSITY AVENUE (LA 182) WIDENING
 FROM WEST POINT DE LA MISSION ROAD, LAFALETTE LA

Wetlands

Impacts To Essential Wetlands of The U.S.
 Within The Proposed Project Corridor

Name	Type	Permitted Area	Acres
Lower Main Branch	Stream/Run/Channel/Creek	054-001	
Run 1	Bayou/Creek	051-001	
Run 2	Bayou/Creek	078-003	
Run 3	Bayou/Creek	011-001	
Run 4	Bayou/Creek	022-001	
TOTAL			1248.00

ENVIRONMENTAL ASSESSMENT
 NORTH UNIVERSITY AVENUE (LA 107) WIDENING
 FROM WEST POINT DEL MONTE ROAD, LAHAINA, HI

Project Features		
	All 1	All 2
Residential Takings	4	0
Commercial Takings	5	2
Preschool Takings	0	0
LCG Service Impacts Wellness Golf Course	No	No
Significant Trees Impacted / Imposed	3	0
Estimated Cost (in millions \$)	\$30.5	\$38.0

ENVIRONMENTAL ASSESSMENT
 NORTH UNIVERSITY AVENUE (LA 107) WIDENING
 FROM WEST POINT DEL MONTE ROAD, LAHAINA, HI

Right-of-Way Acquisition and Relocation Information

Representative of the LCG and LADOTD Real Estate Sections have a table here tonight and are available to answer any questions pertaining to the Right of Way Acquisition and Relocation Assistance Program.

ENVIRONMENTAL ASSESSMENT
 NORTH UNIVERSITY AVENUE (LA 107) WIDENING
 FROM WEST POINT DEL MONTE ROAD, LAHAINA, HI

**Thank you for your interest
in tonight's meeting**

Please take the time to visit the various exhibits available for viewing this evening and ask representatives of Project Team if you have questions regarding the project.

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 48) WESTWIND
110 TO WEST POINT BOY MILTON ROAD LAFAYETTE, LA

**Thank you for your interest
in tonight's meeting**

If you wish to make a comment, verbal or
written, please see a staff member at the
Comment Table.

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 48) WESTWIND
110 TO WEST POINT BOY MILTON ROAD LAFAYETTE, LA

Public Comments

You can submit your comments:
By speaking to the Court Reporter this evening.

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA 48) WESTWIND
110 TO WEST POINT BOY MILTON ROAD LAFAYETTE, LA

Public Comments

You can submit your comments:
In writing this evening by filling out the comment
sheet provided as the last page of your meeting
handout.

ENVIRONMENTAL ASSESSMENT
 NORTH WIDENING AVENUE (LA 182) WIDENING
 4.18 TO WEST PORT (US HIGHWAY ROAD) LAFAYETTE, LA

Public Comments

You can submit your comments:

Electronically, by March 11, 2013 by sending an email to:
LA182widening@neel-schaffer.com

ENVIRONMENTAL ASSESSMENT
 NORTH WIDENING AVENUE (LA 182) WIDENING
 4.18 TO WEST PORT (US HIGHWAY ROAD) LAFAYETTE, LA

Public Comments

You can submit your comments in writing, postmarked no later than March 11, 2013 to:

LA 182 Widening
 Neel-Schaffer, Inc.
 P.O. Box 52565
 Lafayette, LA 70505-2565

ENVIRONMENTAL ASSESSMENT
 NORTH WIDENING AVENUE (LA 182) WIDENING
 4.18 TO WEST PORT (US HIGHWAY ROAD) LAFAYETTE, LA

Public Comments

Comments received tonight or submitted by March 11, 2013 will become part of the official transcript of the Meeting.

For your comment to be accepted as part of the transcript, your name and address should be provided with the comment as well as the date submitted.

ENVIRONMENTAL ASSESSMENT
NORTH UNIVERSITY AVENUE (LA-182) WIDENING
I-10 TO WEST PONT DES MOULTON ROAD, LAFAYETTE, LA

**NORTH UNIVERSITY AVENUE (LA-182)
WIDENING
I-10 TO WEST PONT DES MOULTON ROAD,
LAFAYETTE, LOUISIANA**

FEBRUARY 28, 2013

This Presentation will repeat every 30 minutes



SECTION 4

REAL ESTATE HANDOUT

LDOTD Louisiana Department of Transportation and Development

ROW Acquisition and Relocation Information



ACQUISITION OF RIGHT OF WAY
AND
RELOCATION ASSISTANCE

Detailed information may be found in this brochure. Copies are available tonight at the Real Estate Table or by contacting

Mr. Robert Richard
DOTD District 03
Real Estate Office
P.O. Box 3648
Lafayette, LA 70502-3648
337-262-6100

LDOTD Louisiana Department of Transportation and Development

Steps in 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 appraisers 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.

LDOTD Louisiana Department of Transportation and Development

Relocation Process

- 1. DOTD will have an Agent contact all families and businesses being displaced by this project to explain Relocation Assistance.**
- 2. Relocation Assistance includes:**
 - **Advisory Services and**
 - **Payments.**

ADDPD Louisiana Department of Transportation and Development

Relocation Advisory Services

Advisory services shall include current and continuing information on the availability and prices

- Of comparable, decent, safe and sanitary dwellings for displaced residents,
- Of comparable commercial properties and locations for displaced businesses;

Supplying information concerning

- finance charges, and
- Federal and State programs offering assistance to displaced persons.

ADDPD Louisiana Department of Transportation and Development

Relocation Payments

- Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made
 - for moving expenses and replacement housing, or
 - 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.

ADDPD Louisiana Department of Transportation and Development

Relocated Residents

- The amount of the payment to residential displacees will depend on
 - actual costs supported by receipts, or
 - a fixed cost based on room count.
- More detailed information is available beginning on Page 29 of the brochure.

LDOTD Louisiana Department of Transportation and Development

Replacement Housing Payments

Payments are available to qualifying owners and tenants meeting three basic requirements:

1. you must be occupying the property at the start of negotiations;
2. you must have been there at least 90 days; and
3. 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 49 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. There are two basic requirements:

1. you must have been in occupancy at the time the property was acquired by DOTD and
2. you must move into decent, safe, and sanitary replacement housing

LDOTD Louisiana Department of Transportation and Development

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 \$20,000.00.
- Moving payment information for businesses may be found beginning on Page 33 of the brochure.

LDOTD Louisiana Department of Transportation and Development

Appeals

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 52 of the brochure.

LA DOTD Louisiana Department of Transportation and Development

Other Terms & 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.

LA DOTD Louisiana Department of Transportation and Development

Other Terms & 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.

LA DOTD Louisiana Department of Transportation and Development

Representatives of the DOTD Real Estate Section have a table here tonight, and they are available to answer any questions pertaining to Right of Way Acquisition or Relocation.

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

Department of Transportation and Development
 Mr. Robert Richard
 DOTD District 03
 Real Estate Office
 P.O. Box 3648
 Lafayette, LA 70502-3648
 337-262-6100

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

SECTION 5
LEGAL ADVERTISEMENTS

OPEN HOUSE PUBLIC HEARING

**Lafayette Consolidated Government (LCG) Contract No. 500-10-034
State Project Number H.009335
Widening of North University Avenue (LA 182)
I-10 to West Pont des Mouton Road
Lafayette, Louisiana
Lafayette Parish**

The Lafayette Consolidated Government (LCG) in association with the Louisiana Department of Transportation and Development (LADOTD) and the Federal Highway Administration (FHWA) will conduct a Public Hearing at the following time and place:

The Public Hearing will be an Open House event; interested citizens are invited to arrive at any time during the times on the date and at the location listed below.

**4:30 pm to 6:30 pm
Thursday, February 28, 2013
Clifton Chenier Center
Town Hall Auditorium
220 West Willow Street
Lafayette, LA 70501**

The project provides for the widening of North University Avenue (LA 182) to four lane capacity from I-10 to West Pont des Mouton Road as shown on the project location map, The proposed action provides for the realignment of LA 723 (Renaud Drive) and Stone Avenue at their intersections with North University Avenue so that they form a 4-leg intersection with North University Avenue. Similarly, Couret Drive and Marcon Drive are realigned so that they form a 4-leg intersection. Roundabout geometry intersections are provided at these locations, and at the intersection of North University Avenue and West Pont des Mouton Road. Access to the TA Travel Center (truck stop) is improved with the construction of a new access road to LA 723. Additional right-of-way will be acquired along the entire route resulting in the taking of residences and businesses.

The Hearing will include a continuously playing recorded presentation of the project information. A court reporter will be available to provide an opportunity for interested citizens to make verbal comments on the record. Representatives of the LCG, the LADOTD, and the project team will be present to provide information relative to the general location and design features of the roadway, information on relocation assistance and any other matters of interest. All interested citizens are invited and encouraged to attend.

Detailed information about the project is available in the Draft Environmental Assessment (EA). Copies are available for public review at the following locations: Lafayette Public Library, Chenier Branch, 220 West Willow Street, Bldg. C, Lafayette; LADOTD Environmental Section Office, 1201 Capitol Access Road, Room 502P, Baton Rouge; and FHWA Office at 5304 Flanders Drive, Suite A, Baton Rouge. The EA is also available for review on the LADOTD website at <http://www.dotd.la.gov/planning/environ/home.aspx>. The EA can be reviewed and/or purchased at the LADOTD District 03 Office, 428 Hugh Wallis Road, Lafayette, LA.

Should anyone require special assistance due to a disability to participate in this Public Hearing, please contact Jessica Cornay of the LCG Department of Public Works - Capital Improvements Division, 1515 E. University Avenue, P.O. Box 4017-C, Lafayette, Louisiana 70501, or by telephone at 337.291.8553, or by email at jcornay@lafayettegov.com.

Written statements and other exhibits in lieu of, or in addition to, verbal statements made at the Public Hearing must be submitted to the address below and postmarked by **March 11, 2013**. Written statements also may be submitted through that date by electronic mail directly to LA182widening@neel-schaffer.com. All comments must include the name and address of the person commenting.

LA 182 Widening
c/o Neel-Schaffer, Inc.
P.O. Box 52565
Lafayette, LA 70505-2565

