Table of Contents

1.0 Project Description and Scope

1.1 Background / Development of Project

Future I-49 South is the extension of Interstate Highway 49 (I-49) between I-10 in Lafayette and I-10 in New Orleans which would upgrade the existing United States Highway 90 (US 90) corridor. I-49 South would result in the improvement of access throughout the southern region of the state. It may relieve congestion on I-10 between Lafayette and New Orleans.

This project is proposed by the Louisiana Department of Transportation and Development (DOTD) in cooperation with the Federal Highway Administration (FHWA) and will be developed in coordination with federal and state resource agencies.

The subject of this Project Management Plan (PMP) is the development of the section of I-49 in the US 90 corridor between the LA 1 / LA 308 interchange at Bayou Lafourche near Raceland in Lafourche Parish and the existing completed portion of the elevated Westbank Expressway near Ames Boulevard in Jefferson Parish and, an extension of Interstate Highway 310 (I-310) from its current alignment to an interchange with I-49.

A Notice of Intent (NOI) was published in the *Federal Register* on March 3, 2006, advising the public of the initiation of the planning process leading to a combined EIS for the project as a single segment of independent utility in accord with the National Environmental Policy Act (NEPA).

Earlier, in March 2003, NOI's were published for two separate Sections of Independent Utility (SIU). SIU 1 extended from the LA 1/LA 308 interchange at Bayou Lafourche in Lafourche Parish to the Davis Pond Diversion in St. Charles Parish, a distance of approximately 23 miles. SIU 2 overlapped SIU 1, extending from LA 306 in St. Charles Parish to the completed portion of the elevated Westbank Expressway near Ames Boulevard in Jefferson Parish, a distance of approximately 20 miles.

The NEPA planning process was initiated in March 2003 to select an alignment for each SIU. Conceptual engineering design was undertaken, as were technical investigations of the affected environment and the environmental consequences of the alternatives. Three rounds of Public Information Meetings, three in each Parish for each SIU, twelve in all, plus numerous other meetings with public officials and residents, were held throughout 2003, 2004, and early 2005. In August 2005, the DEIS for SIU 1 was published. The comment period, extended in consideration of the disruption resulting from the hurricane season, ended on December 31, 2005, and included Public Hearings on November 10 and 15, 2005.

Based on comments received, it was determined that the separate planning processes for the two SIUs, should be combined into a single process. As a consequence, the Draft EIS for SIU 2 was not distributed.

In preparing the combined Draft EIS, the Purpose and Need, the Alternatives Analysis, and the data that describes the affected environment in the corridor and the

environmental consequences of the alternatives were compiled from the Draft EIS documents prepared originally for the separate SIUs. In some cases, additional conceptual design and technical investigation was undertaken to reflect conditions resulting from combining the SIUs and from a concurrent determination that the I-49 mainline should be elevated throughout the project.

The Selected Alternative included in the Final EIS, is presented in **Exhibit 1-1**. The 15 Segments defined in the Implementation Plan, which is Chapter 8 of the Final EIS found in **Appendix K,** are presented in **Exhibit 1-2**.

Appendix K does not include the schedule and budget appendices to Chapter 8 because the information presented in the Final EIS has been superseded by the alternative schedules and budgets presented in Appendices C and P of this PMP.

The segment numbers have been assigned in geographic sequence from Raceland to the Westbank Expressway. These Segments have been identified as portions of the project that can be constructed and placed into operation independently and prioritized based primarily on traffic demand for the purposes of phasing design and construction and of presenting the budget. As the project proceeds, the Implementation Plan will be reviewed annually and revised as appropriate.

Most of the data gathering and analysis for this project was undertaken prior to Hurricane Katrina. The regional effects of Katrina are still being studied by several regional and statewide planning groups. In the interim, FHWA and DOTD believe that the data and analysis results developed for this project are still valid planning tools considering the scope and location of the Selected Alternative. Regional and local needs for I-49 South remain as long-term growth and development patterns are expected to continue generally according to predicted trends, thereby exacerbating traffic demand and safety issues on existing roadways. The need for hurricane evacuation is greater since Katrina.

The data, assumptions, and findings in the design year impact analyses of the Selected and No-Build alternatives contained in the Draft EIS for the combined project, distributed on February 1, 2007, and the Final EIS, distributed on October 26, 2007, are considered reasonable given the expectation that pre-Katrina long-term trends will continue generally as projected.

The Record of Decision (ROD) was signed on January 24, 2008, and the NEPA process was concluded.

The work remaining in Stage 1 after the ROD included this PMP and the Scope and Budget Memorandum, an internal DOTD document that is prepared by the Stage 1 Project Manager and approved by the Chief Engineer to conclude Stage 1. Section 1.2 and its sub-sections define the scope of the project. Reference also is made to Sections 4.4 and 6.0 and Appendices C and P that discuss schedule and budget.

1.2 Project Description

As stated earlier, this project begins at the LA 1 / LA 308 interchange with US 90 at Bayou Lafourche near Raceland in Lafourche Parish and extends along the US 90 corridor to end at the existing completed portion of the elevated Westbank Expressway near Ames Boulevard in Jefferson Parish, a distance of 36.3 miles.

Exhibit 1-1
Selected Alternative

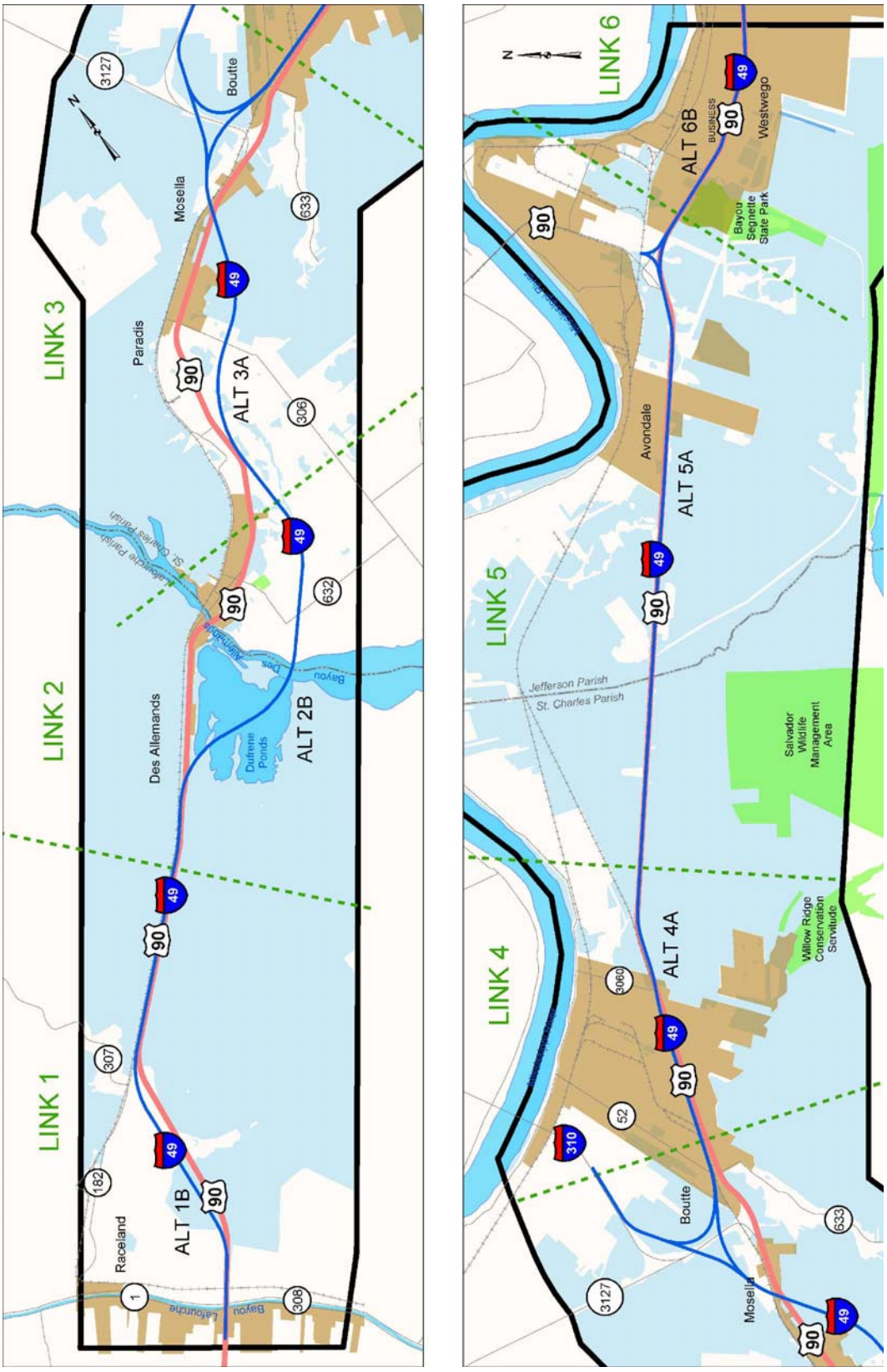
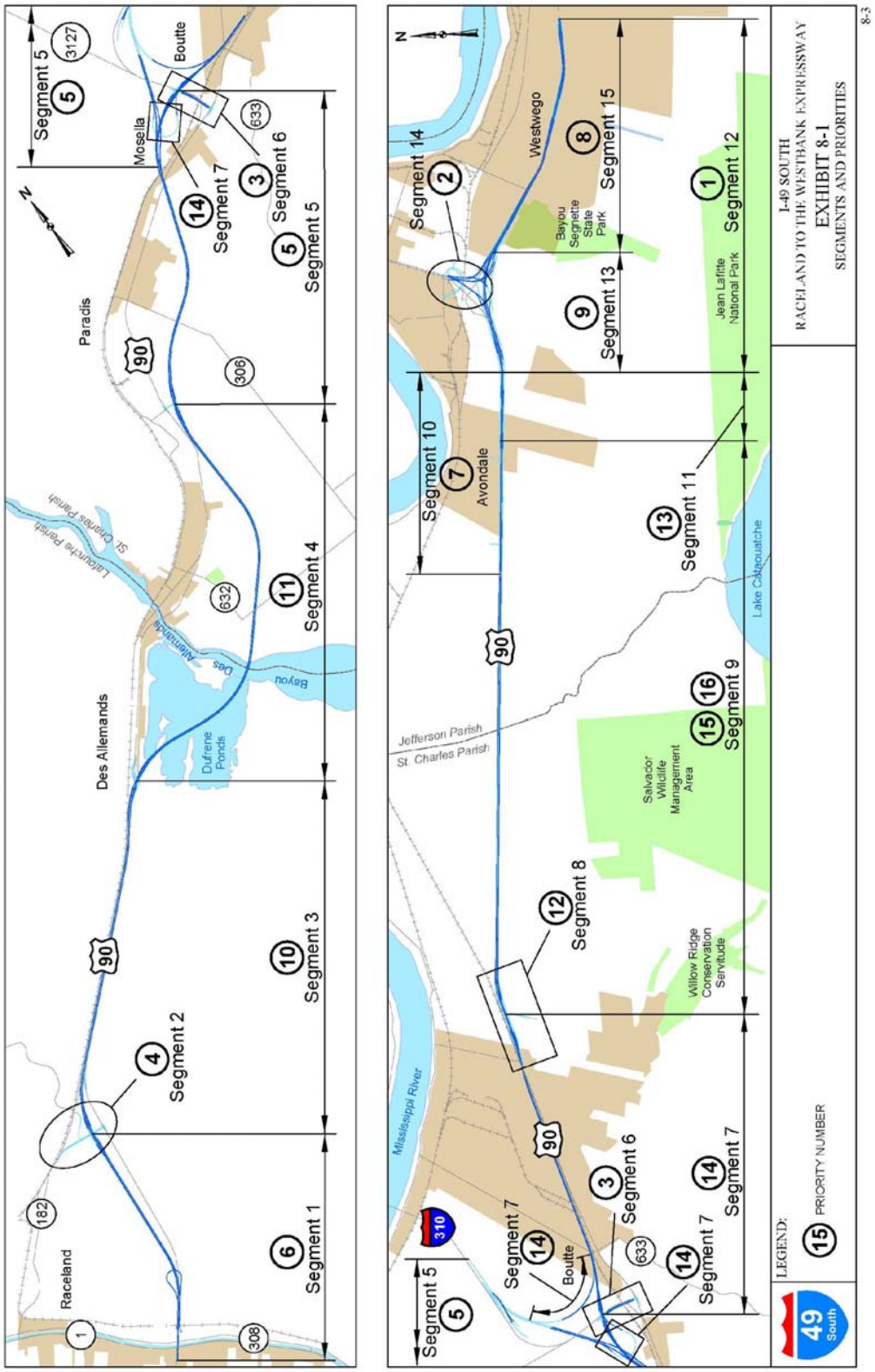


Exhibit 1-2
Implementation Plan Segments



It also includes an extension of I-310 from its current alignment to an interchange with I-49, a distance of approximately 2.3 miles. The total length of mainline interstate construction would be 38.6 miles. Although I-49 generally travels east and west in the project area, it is a north / south roadway on a national scale. Therefore, references to directions are given as northbound toward Raceland and southbound toward Jefferson Parish. US 90 is described as running westbound toward Raceland and eastbound toward Jefferson Parish. The mainline in this project is referred to as I-49, but, until it is connected to existing I-49 at I-10 in Lafayette, it will not be signed as such. This is the same circumstance that applies to the completed freeway section between Raceland and Morgan City.

The mainline of I-49 is elevated throughout, principally to minimize impact on wetlands and to provide an evacuation route during potential flood events. The I-49 / I-310 interchange is elevated except for the ramp connecting southbound I-310 to southbound I-49. Also, the mainline of I-310, and the ramp from northbound I-49 to northbound I-310 as it approaches the merge onto I-310, go to grade to connect to the existing at-grade section of I-310.

As I-49 and I-310 are both interstate highways and are entirely control of access freeways, local access is provided by existing, realigned, or new at-grade roadways. Access to the mainline is provided by twelve interchanges along I-49 including the interstate to interstate connection with I-310. Also, I-310 has a revised interchange with LA 3127, and LA 3127 has a new intersection with US 90. The section of LA 3127 between the I-310 interchange and US 90 will no longer be a freeway.

All geometry is in accord with current DOTD standards. The design criteria used in the conceptual design is found in **Appendix G**. The following descriptions review the physical and operational limits of the project by describing the length, local access, interchanges, and other characteristics for each of the 15 Segments in the Implementation Plan. An explanation of the cost estimating methodology is found in **Section 6.0** of this PMP, comparable cost estimates for each Segment by Schedule Alternative is found in **Exhibit 6-2,** the complete budgets including unit costs and quantities are found in **Appendix C**, and the alternative schedules are in **Appendix Q.**

1.2.1 Segment 1 – Priority 6

Segment 1 is approximately 3.34 miles in length. The mainline extends from the start of the project at Station 23+00 to Station 190+00.

This segment comprises:

- The mainline connection of the existing US 90 crossing of Bayou Lafourche with the I-49 elevated mainline structures;
- The elevated U-turn ramp serving trips from LA 308 to northbound I-49 and from southbound I-49 to LA 308;
- The ramps on the northbound side of the LA 182 interchange; and
- The demolition and reconstruction of portions of the bridge and US 90.

Segment 2, the at-grade realignments of LA 182 and LA 307 should be constructed prior to Segment 1. Those realignments will improve operational conditions, provide

for the construction of the LA 182 interchange, and provide a local access connection from US 90 to LA 308 and LA 1. As US 90 will become a dead-end roadway west of LA 182 after the project is completed, existing development on that section of US 90 will travel to Raceland via LA 182 or Via I-49 and the LA 182 interchange.

Construction of Segment 1 extends the portion of the I-49 corridor between Morgan City and Raceland that is completed to freeway standards, eliminates the operational concerns that exist at the at-grade U-turn in the median of US 90 and at the US 90/LA 182 intersection, and replaces the inadequate shoulders on the crossing of Bayou Lafourche. Application for an amendment to the USCG permit will be required.

1.2.2 Segment 2 – Priority 4

Segment 2 is approximately 0.77 miles in length along LA 182 and 0.42 miles in length along LA 307. It intersects I-49 at approximately Station 200+00.

This segment comprises:

- The realignment of both LA 182 and LA 307 to improve the intersection of LA 182 and US 90 in the short term and to provide in the longer term for the interchange with I-49, and
- The removal of existing LA 182 between US 90 and realigned LA 182. The portion of this removal between US 90 and LA 307 could remain in operation if Lafourche Parish assumes maintenance responsibility, but the cost estimate assumes removal of this portion.

1.2.3 Segment 3 – Priority 10

Segment 3 is approximately 4.81 miles in length. The mainline extends from Station 190+00 to Station 450+00; the northbound exit and southbound entrance ramps begin at LA 182; and the southbound exit and northbound entrance extend from the mainline to the interchange with realigned US 90 near Dufrene Ponds.

This segment comprises:

- The mainline I-49 between the LA 182 interchange and the interchange with realigned US 90 near Dufrene Ponds;
- A reduction in the capacity of US 90, serving as the frontage road, to 2 lanes for most of the distance between these interchanges; and
- A realignment of US 90 east of the US 90 interchange to provide a transition to the interchange.

Segment 3 has the higher priority of the two segments between LA 182 and LA 635 because it can be constructed at less cost more quickly than Segment 4, which includes the new crossing of Bayou Des Allemands.

1.2.4 Segment 4 – Priority 11

Segment 4 is approximately 6.03 miles in length. The mainline extends from Station 450+00 to Station 765+00; the northbound exit and southbound entrance ramps begin at realigned US 90 near Dufrene Ponds; and the southbound exit and northbound entrance extend from the mainline to the interchange with LA 635.

This segment comprises:
- Mainline I-49 between the interchange with realigned US 90 near Dufrene Ponds and the interchange with LA 635; and
- A new crossing of Bayou Des Allemands.

If the priorities proposed in the Implementation Plan are followed, this segment would complete the operational section of freeway extending from the existing section between Morgan City and Raceland to I-310 in St. Charles Parish.

The entire length of this mainline segment is comprised of elevated twin structures crossing Dufrene Ponds, Bayou Des Allemands, and the Paradis Mitigation Bank. The portion crossing the Ponds and the bayou are estimated at second level. There are no frontage roads. The only at-grade sections are the ramp terminals. Local access to developed areas remains on US 90.

Applications for a scenic river permit and for a Section 10 bridge permit will be required. The latter is expected require a navigation study.

In the event that the estimated cost is too great for a single segment, it could be built in two or more sections, but it cannot become operational until the entire segment is complete.

1.2.5 Segment 5 – Priority 5

Segment 5 is approximately 7.23 miles in length including:
- For I-49, 4.18 miles of mainline from Station 765+00 to Station 990+00; the extension of LA 635 across US 90; the northbound exit and southbound entrance ramps begin at the extension of LA 635; and the southbound exit and northbound entrance extend from the mainline to LA 3127; and
- For I-310, 2.3 miles of mainline that would be realigned and extended from existing I-310 on the riverside of the existing LA 3127/I-310 interchange to I-49 Station 965+00 northbound and I-49 Station 942+00 southbound.

On I-49 this segment comprises:
- Mainline connection from the LA 635 interchange to the LA 3127 interchange;
- The extension of LA 635 including intersection improvements at the US 90 intersection; and
- Ramps on the northbound side of the I-49 / LA 3127 interchange.

On I-310 this segment comprises:
- Interstate to interstate ramps connecting the southbound I-49 to northbound I-310 and southbound I-310 to northbound I-49;
- Elevated and at-grade mainline to join the existing at-grade I-310; and
- Realigned ramps, both elevated and at-grade at the LA 3127 / I-310 interchange.

The operation of Segment 5 would reduce the congestion along US 90 in the urbanized areas of St. Charles Parish west of LA 3127, and would provide for the removal of Control of Access along a portion of LA 3127.

1.2.6 Segment 6 – Priority 3

Segment 6 is approximately 0.62 miles in length. It extends from the existing elevated structures that carry LA 3127 across the BNSF railroad ROW in St. Charles Parish to connect with a new T intersection with US 90. This segment replaces the existing unsatisfactory connections between these roads that are comprised of ramps from an incomplete directional interchange.

This segment comprises:
- A widening of the existing ramp that provides for southbound traffic on LA 3127 to turn left, or eastbound, on US 90;
- Construction of a northbound ramp parallel to the widened ramp;
- Improvement of the traffic signal at the intersection of US 90; and
- Demolition of the unneeded portions of the existing interchange.

This segment could be combined with Segment 5; however, as DOTD currently owns all required ROW, and congestion is considerable, there would be advantages to accelerating the completion of Segment 6 at an early date.

1.2.7 Segment 7 - Priority 14

Segment 7 is approximately 6.92 miles in length including:
- 4.23 miles of mainline I-49 from Station 990+00 to Station 1210+00; the northbound exit and southbound entrance ramps at LA 3127; and the southbound exit and northbound entrance extending from the mainline to the interchange with Willowdale Boulevard;
- 1.45 miles of the interstate-to-interstate ramp that connects southbound I-310 to southbound I-49; and
- 1.24 miles of the interstate-to-interstate ramp that connects northbound I-49 to northbound I-310. The estimated cost in YOE dollars is $570.6 million.

This segment comprises:
- The mainline connection between the LA 3127 interchange and the Willowdale Boulevard interchange; and
- The two interstate to interstate ramps.

Segment 7 is Priority 14. It is ranked after areas with higher traffic demand or greater operational concerns including the Segments from Raceland to I-310 and Segment 8, which must be constructed prior to Segment 7. Other activities that must be completed prior to construction of Segment 7, and in one case to Segment 8, include:
- The Infrastructure Relocation Study for the Monsanto site,
- Potentially the actual infrastructure relocation that may be included in Segment 7 or 8 as determined in the Study. Elements that may be relocated are the pipelines, rail line, drainage, roadways, and other infrastructure found in the ROW of I-49 mainline on the Monsanto property, and
- Prior to design and construction of Segment 8, a determination of the location of the interchange currently indicated at Willowdale Boulevard. The location may change as there is a commitment in the Final EIS to relocate it to the new alignment of LA 3060 if that alignment has been selected through a separate NEPA planning process.

Current projections indicate negligible traffic demand for the interstate-to-interstate ramps in 2030. Therefore, prior to construction of Segment 7, traffic analysis should be undertaken to phase the construction as may be appropriate.

1.2.8 Segment 8 – Priority 12

Segment 8 is approximately 1.36 miles in length. It realigns US 90 to serve as a frontage road for I-49 from Station 1188+00 near Barton Avenue and to Station 1260+00.

This segment comprises:

- Realignment of US 90 at-grade to provide for the construction of Segment 7, the elevated mainline of I-49 between the LA 3127 and Willowdale Boulevard; and
- Potentially the actual infrastructure relocation that may be included in Segment 7 or 8 as determined in the Study. Elements that may be relocated are the pipelines, rail line, drainage, roadways, and other infrastructure found in the ROW of I-49 mainline on the Monsanto property.

1.2.9 Segment 9 – Priorities 15 and 16

Segment 9 is approximately 8.06 miles in length. The mainline in this segment extends from Station 1210+00 to Station 1630+00 on the south side of the Avondale interchange. The associated frontage road would extend from Station 1260+00 to Station 1530+00.

Due to a very high estimate of construction cost, Segment 9 is proposed to be constructed in two phases:

- 9 A would include the elevated southbound mainline that can be constructed without removing the existing 4-lane US 90, and that can be operational as a stand alone facility once completed; and
- 9 B would include the elevated northbound mainline and the realignment of US 90 to provide local access.

9 A is Priority 15 and 9 B is Priority 16. This segment is assigned the lowest priority of any mainline segment because it is projected to have the lowest mainline traffic volumes after completion of the project.

The cost estimates in this PMP and the conceptual design in the Final EIS assume that the access road will be a 2 lane facility, but the ROW is adequate for the frontage road to be a 4-lane facility. A determination of the capacity would be made during Preliminary Design based on traffic studies and the development that may have occurred in the area.

1.2.10 Segment 10 – Priority 7

Segment 10 is approximately 2.72 miles in length. It extends from the point that the proposed frontage road realignment intersects with existing US 90 at approximately Station 1530+00 and extends through Avondale to the point of intersection with the frontage roads constructed in Segment 12, Priority 1, at the US 90 and Lapalco Boulevard intersection.

This segment comprises:

- The frontage roads as described above,
- The demolition of existing US 90 in this segment; and
- The relocation of major drainage structures currently found in the ROW. The contingency for this segment is estimated at 20% because of the unknown characteristics of this drainage relocation.

Segment 10 must be preceded by Segment 12. It completes the footprint of the project in urbanized Jefferson Parish. The acquisition of ROW for Segments 10 and 12 will provide ROW for Segments 11, 13, and 15 as well.

The cost presented in this PMP and the conceptual design in the Final EIS assume that the access road and the mainline will be a 4-lane facilities, but the ROW is adequate for either or both to be 6-lane facilities. A determination of the capacity would be made during Preliminary Design based on traffic studies.

1.2.11 Segment 11 – Priority 13

Segment 11 is approximately 0.76 miles in length. It extends from Station 1630+00 to Station 1690+00 just past the southbound exit and northbound entrance from the mainline at the Lapalco interchange in Jefferson Parish.

This segment comprises:
- The completion of the mainline between the southbound side of the Avondale interchange and the northbound side of the Lapalco interchange; and
- The ramps on the appropriate sides of the referenced interchanges. The frontage roads in this area would have been completed in Segments 10 and 12.

Segment 11 is Priority 13. It must be preceded by Segments 10 and 12 and could be constructed as part of Segment 13, which is Priority 9. The required ROW was purchased for Segments 10 and 12

The cost presented in this PMP, based on the conceptual design in the Final EIS, assumes that the mainline will be a 4-lane facility, but the ROW is adequate for 6 lanes. A determination of the capacity would be made during Preliminary Design. .

1.2.12 Segment 12 – Priority 1

Segment 12 is approximately 5.0 miles in length from Station 1677+00 at Lapalco Boulevard to the end of the project at Station 1941+00 at Ames Boulevard.

This segment comprises:
- New frontage roads (US 90 and US 90 Business) from Lapalco Boulevard to approximately Station 1799+00 near Wayne Avenue with the exception of the westbound US 90 Business from Station 1715+00 to Station 1744+00, and
- Realignment of US 90 Business, the Westbank Expressway frontage roads, as necessary, from Station 1799+00 to the end of the project.

Segment 12 is Priority 1. The near-term demand for capacity improvement in the Westbank Expressway corridor is generated by the Huey P. Long Bridge improvements in the US 90 corridor that are scheduled for completion in 2012. The actual connection of the two corridors requires new elevated ramps crossing the

railroad ROW, but these frontage roads must be realigned before or concurrently with construction of the ramps in Segment 14, which is Priority 2.

East of Segnette Park, no additional ROW is required.

1.2.13 Segment 13 – Priority 9

Segment 13 is approximately 1.42 miles in length along the mainline. It extends from the Lapalco Boulevard interchange at Station 1690+00 to Station 1765+00 near Segnette Boulevard where it joins the portion of the Westbank Expressway extended previously from Ames Boulevard.

This segment comprises:
- The elevated mainline through the Huey P. Long / US 90 interchange;
- The exit from southbound I-49 to eastbound US 90;
- The entrance from westbound US 90 to northbound I-49; and
- The northbound exit and southbound entrance ramps connecting the frontage road to I-49 at the Lapalco interchange.

Segment 13 is Priority 9. This completes the segments needed to relieve existing or foreseeable short term congestion resulting from the Huey P. Long Bridge widening.

No additional ROW is required as it was purchased in association with Segment 12. The costs assume that the mainline is 4-lanes, but the ROW would allow 6-lanes.

1.2.14 Segment 14 – Priority 2

Segment 14 includes two elevated sections of US 90 that each are approximately 1.0 mile in length, and a realignment of LA 18 that is approximately 0.77 miles in length.

This segment comprises:
- Elevated westbound US 90 (Huey P. Long Bridge Approach) with ramp connecting to US 90 Business east (southbound frontage road);
- Elevated eastbound US 90 (Huey P. Long Bridge Approach);
- Elevated ramp from westbound US 90 Business to eastbound US 90 (Huey P. Long Bridge Approach);
- Realigned westbound US 90 from Station 1715+00 to Station 1744+00; and
- The realignment of LA 18 as it connects with US 90 to eliminate the signal at that intersection.

Segment 14 is Priority 2. It is the second step in addressing the congestion that is anticipated after completion of the US 90 improvements associated with the widening of the Huey P. Long Bridge. Although Segment 14 could be scheduled as part of the Segment 12 if funding is available, this may delay completion as the design of Segment 14 is anticipated to take longer than Segment 12. It is desirable to complete Segments 12 and 14 in 2012 to coordinate with the bridge widening project.

1.2.15 Segment 15 – Priority 8

Segment 15 is approximately 3.3 miles in length along the mainline. The mainline portion extends from Station 1765+00 near Segnette Boulevard to join the existing completed section of the elevated Westbank Expressway at Station 1941+00. The

frontage roads in this segment would be resurfaced, as necessary, after completion of the mainline construction. For cost estimating purposes, it is assumed that the entire 3.3 miles would be resurfaced.

This segment comprises:

- The mainline of I-49 throughout the extent of the segment.
- The ramp connecting westbound US 90 (Huey P. Long Bridge Approach) to southbound I-49;
- The ramp connecting northbound I-49 to eastbound US 90 (Huey P. Long Bridge Approach);
- The southbound entrance and northbound exit at the Segnette Boulevard interchange;
- The northbound and southbound exits and northbound and southbound entrances at the Victory Drive interchange; and
- The northbound entrance and southbound exit at Ames Boulevard.

Traffic projections indicate that once the Westbank Expressway corridor is connected to US 90 (Huey P. Long Bridge approach) with directional ramps in Priorities 1 and 2, there would be a period during which segments of the project elsewhere in the corridor can be constructed to eliminate imminent congestion in those areas before it is necessary to complete the mainline Westbank Expressway. If costs are a major limitation on the extent of construction, Segment 15 could be divided into three subsegments.

No additional ROW is required as it was purchased in association with Segment 12.

1.3 Project Management Plan

Section 1904(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the preparation of a PMP for Major Projects receiving Federal Funding. A Major Project is defined as a project with an estimated total cost of $500,000,000 or more.

This PMP describes the management system designed to oversee the design, construction, and related tasks required to complete this project. It is based on the DOTD Project Delivery Manual found in **Appendix M**.

The primary audience for this PMP is the DOTD senior management and project staff, FHWA, and the consulting engineers, planners, and other professionals engaged to perform various services during the implementation of this project. The PMP follows the outline of the FHWA Louisiana Division PMP Guidelines and the FHWA Guidance issued in February 2007. The PMP is intended to be a living document to be updated throughout the life of the project as new information is developed. As a minimum, the PMP will be updated annually by the DOTD Project Manager. The annual updates will be submitted to the FHWA division office for approval.

1.4 Financial Plan

As required by section 1305 of the Transportation Equity Act for the 21st century (TEA-21) and amended by section 1904(a)(2) of SAFETEA-LU, recipients of federal funding for Major Projects are required to submit Financial Plans to FHWA for approval. The financial plan can be submitted by DOTD to FHWA at any time

during the development of the project, but it must be submitted prior to authorization of construction. The Financial Plan will be reviewed and approved by the FHWA Louisiana Division office with concurrence from the FHWA Major Projects Team in headquarters. After the initial financial plan is approved, the DOTD Project Manager will submit annual financial plan updates to FHWA for approval.

As of January 2008, no funding has been identified for Preliminary or Final Design, ROW acquisition, construction, or related tasks such as Program Management, Construction Management, Preparation of Permit Applications, or acquisition of credits for compensatory acres as wetland mitigation.

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2.0 Goals and Objectives

The goals and objectives of this project are centered on the management of the design and construction of I-49 from Raceland to the Westbank Expressway in as efficient a manner as possible.

2.1 Purpose and Need

The Purpose and Need for the project were defined in the Final EIS as follows:

- Connect I-49 South to north Louisiana and the nation (system linkage);
- Facilitate hurricane evacuation;
- Increase capacity to meet the design year demand;
- Improve safety and efficiency through higher roadway design standards;
- Enhance the economic potential of Louisiana through improved access to ports, airports, industrial sectors, and tourist attractions; and
- Achieve these goals while maintaining consistency with flood control plans and with *Louisiana's Comprehensive Master Plan for a Sustainable Coast* and other programs that provide for the protection of the natural environment.

2.2 Goals for Implementation

The budget and schedule alternatives discussed in this PMP, are subject to continuing revision and refinement as funding becomes available and design and construction are initiated, but represent a probable range of alternative scenarios for project development given current information.

The Project Manager and the entire DOTD team will seek to:

- Establish achievable schedules for the phases of design, ROW acquisition, and construction as the funding is identified, and take reasonable measures to meet these schedules;
- Control expenditures to match available funding;
- Take all steps possible, within industry standards, to assure quality in both design and construction;
- Take all steps possible, within industry standards, to assure safety on the construction site;
- Control the scope of each phase of design and construction;
- Satisfy all Federal and state regulatory requirements and commitments made in the Final EIS; and
- Earn and retain public trust and confidence based on the performance of all team members including consultants and contractors.

Specific to this project, there are goals identified in the Final EIS to:

- Maintain public involvement, especially with
  - Environmental Justice communities during the Preliminary Design and ROW Acquisition processes, and with
  - Property owners potentially affected by Control of Access during Preliminary Design;
- Maintain four lanes of traffic in the corridor at all times; and
- Complete Segments 12 and 14 in coordination with the completion of the project to widen the Huey P. Long Bridge. This may require fast-track design and

construction and/or the advancement of the LA 18 improvements and of the ramps between US 90 (the Bridge) and US 90 Business eastbound (I-49 Frontage Roads/Westbank Expressway) prior to those between US 90 (the Bridge) and US 90 westbound.

During the preparation of this initial PMP, and through the discussion of the alternative schedules, additional project specific goals have been defined. These concepts were originally recognized in the Implementation Plan in **Appendix K** and led to the proposal to accelerate the acquisition of ROW in certain locations. These goals include:

- Acquisition of ROW as soon as possible
  - In the Environmental Justice neighborhoods of Mosella and Boutte and
  - In the Paradis Mitigation bank
- Resolve, in association with the foregoing, the relocation issues in the neighborhoods, especially those relative to the Honor Family
- Be prepared to purchase wetland mitigation credits as soon as a permit identifying the appropriate number has been issued.

Each year as the PMP is updated and the budget and schedule, and, if construction has begun, the Financial Plan, is updated, the Project Manager will apply performance indicators to measure the degree to which the project met financial and schedule expectations. A statement of items that came in below or above budget and ahead or behind schedule will be included.

2.3 Performance Indicators

The performance indicators currently used by DOTD agency-wide and reported on the website are listed below. The first four are applicable to a construction project. The fifth more appropriately applies to operation of the system.

- Bid when Scheduled;
- Bid within 10% of Estimate;
- Completed on Time;
- Completed for less than 10% over Bid; and
- Fatalities Year-to-Date compared to Five Year Average

It is essential that the key indicators selected to measure budget and schedule compliance by I-49 be established at the beginning of the project and maintained unchanged throughout. The project delivery manual calls for this to be completed at the conclusion of Stage 3. In this project, where Stage 3 may be repeated up to fifteen times, the first set of performance indicators should be maintained for the subsequent segments.

While additional indicators may be added, the first four of the current indicators also should be used to facilitate comparison with the overall DOTD program.

In addition to schedule and budget indicators, there may be some that reflect other attributes. Examples include:

- Acquisition of ROW in Environmental Justice neighborhoods within a selected period relative to NEPA commitments, and

- Securing financing for each segment in a timely manner relative to an overall desirable schedule relative to timely completion of construction.

Finally there are the performance indicators for the measurement of the Stage 5 Construction process presented in Chapter 9 of the Project Delivery Manual:

- Percentage of projects completed within contract time that is one of the indicators reported on the website,
- Percentage of partial estimates processed on time,
- Percentage of final estimates processed on time which would be within 60 calendar days for this project , and
- Time to process a plan change by the Project Engineer.

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3.0 Project Organization Chart, Roles, and Responsibilities

3.1 Background of Systems

Several sections within DOTD have active roles in the development of this project. The general relationships of one to another are best shown in **Exhibit 3-1 DOTD Organization Chart.**

Over the last several years, DOTD has developed an increasingly sophisticated and user friendly management system to support the completion of all projects. The best known aspects of this system outside of DOTD are the Stages of project development from 0 to 6 that are documented in the Project Delivery Manual.

More recently, DOTD has begun to roll out the Program and Project Management System (PPMS) that is an automated toolset based on Primavera. The basic primary module of this system provides the Project Managers with the ability to assign responsibilities for the completion of activities through all Stages and to monitor the completion against a baseline schedule and budget. Supporting this basic set of tools are three other modules designed to give specific support to certain activities. These include:

- AARS (Appraisal, Acquisition and Relocation System) that assists Real Estate in tracking the numerous steps in the ROW Acquisition and Relocation activities;
- URTS (Utilities Relocation Tracking System) that assists in monitoring the utility relocation processes; and
- ETS (Environmental Tracking System) that supports the processes of obtaining permits and assuring the satisfaction of commitments before, during, and after construction.

All modules of PPMS are not fully functional throughout DOTD as of March 2008. This PMP assumes that implementation of the program will continue and that I-49 will utilize it as it becomes available. An outline of the PPMS is found in **Appendix L.**

One important aspect of the system is that at the inception of a project, the Project Manager enters the activities that are specific to the project. This results in a Responsibility Matrix / Checklist similar to the example found on page 7-9 in the Project Delivery Manual that includes all activities.

This assigns specific responsible Task Managers to each section within DOTD that is expected to have a role in the project. This step has not yet been taken for I-49 as currently PPMS is being employed when a project reaches Stage 2 as demonstrated by approval of the Scope and Budget Memo by the Chief Engineer and of this PMP by FHWA.

As the system develops further, certain modules will be made available for the use of consultants that will allow the DOTD Project Manager to monitor the consultant Project Manager in the same manner as he monitors internal Task Managers.

3.2 Stage 1

Stage 1 Planning and Environmental Process was initiated in 2002 with traffic counts and aerial photography; the NEPA process began in 2003. PPMS was not available at

that time. The Stage 1 DOTD Project Manager was Mike Aghayan of Transportation Planning assisted by Coan Bueche. The DOTD discipline specific staff that participated in meetings and reviewed documents primarily included:

- Environmental led by Noel Ardoin (Vincent Russo was the Environmental Engineer at the initiation of the project.) with Quang Nguyen and Jim Yates;
- Traffic Engineering Development led by Nick Kalivoda;
- Project Development led by Vince Russo with Guy Leonard and others;
- ROW represented by Paul Charron, and later by Jerome Ryan, of District 02; and
- Project Management led by Tony Ducote assisted by Ryan Reviere who is slated to become the Project manager when the project enters Stage 2.

Deputy Secretary Cedric Grant and Assistant Secretary Eric Kalivoda also participated in the review of the project.

The primary responsibilities of Stage 1 included:

- Coordination with FHWA, the Cooperating Agencies, the other participating agencies, and state and local elected officials and agencies; and
- Supervision of the consultant in the preparation of the Line & Grade and the conduct of the NEPA process.

The goal was to obtain the Record of Decision (ROD) that demonstrates the successful completion of the NEPA process and to obtain approval of the Scope and Budget Memo from the Chief Engineer and of this PMP from the FHWA.

3.3 Stages 2 and 3, and implementation of PPMS

Following completion of Stage 1, the project moves first into Stage 2 Funding and then into Stage 3 Final Design Process. As this is a DEMO project that was funded through Stage 1 by earmarked funds, funding has not been identified through the Regular Priority Program. It is possible that various activities or Segments will move into Stage 3 on an incremental basis. If tolls are included in the funding arrangements for the project, DOTD and FHWA would revisit NEPA.

Beginning with Stage 2, primary responsibility for day-to-day project activity shifts to Project Management under the leadership of Tony Ducote, Project Management Director, reporting to the Chief Engineer. The new Project Manager will be Ryan Reviere, P.E. The new Project Manager will initiate the PPMS for each activity foreseen for the project. To the extent that this is appropriate, it can be done by Segment. He also will revise the recommended schedule and cost estimates as appropriate at that time and will update the cost estimate as required. Completion of these tasks by the Project Manager will create the organizational chart and assign roles and responsibilities to individual DOTD staff, and, potentially, to consultants.

A generalized organization chart for Stage 3 is shown on **Exhibit 3-2 I-49 Stage 3 Organizational Chart.** This has not been created through PPMS, but was developed as an estimate of the organization of the project. A Stage 2 Organization Chart is difficult to present as any aspect of the project that progresses beyond the search for funding actually enters Stage 3.

The activities to be undertaken in Stages 2 and 3, as well as the other Stages, are described more fully in Section 4.0.

Exhibit 3-1
Louisiana Department of Transportation and Development
Organization Chart

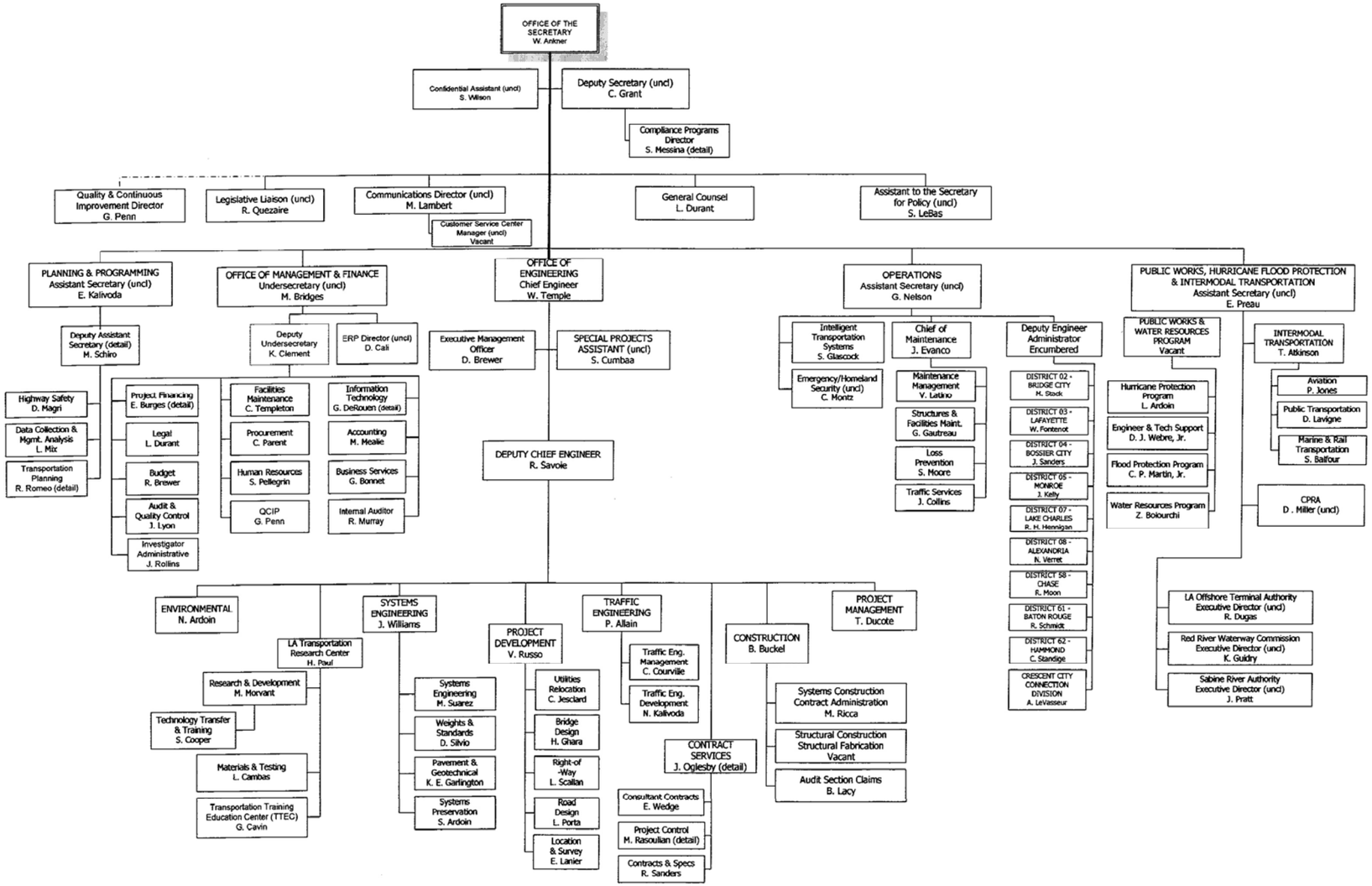

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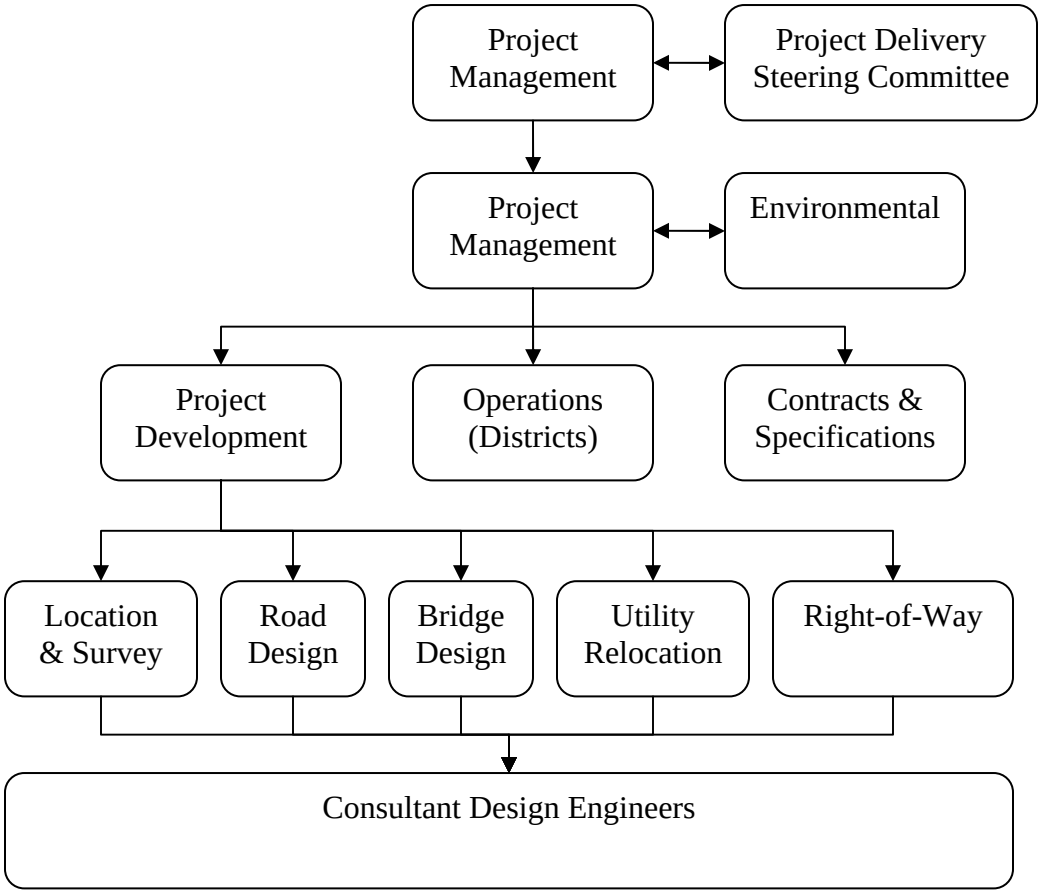
Exhibit 3-2
I-49 Stage 3 Project Organization Chart



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4.0 Project Stages

All DOTD projects are developed and managed through their phases by following the sequences of Stages 0 through 6 as established in the Project Delivery Manual **Appendix M** that is the basic reference for this section. The Standard Specifications, **Appendix T**, also provides information relevant to the topics discussed in this section. Due to the complexity of the I-49 project and to the expectation that it will take a considerable period to be completed, different segments of the project may progress from one Stage to another and, within Stage 3, from one milestone to another, at different rates. This section briefly describes each Stage and details the project specific actions that have occurred or that will be required in future Stages.

4.1 Stage 0 – Feasibility Analysis of the Proposed Project

The purpose of Stage 0 is to determine whether or not a project is feasible and has an identifiable Purpose and Need. I-49 South, Raceland to the Westbank Expressway, has advanced through Stage 0 to Stage 1.

The completion of Stage 0 for this project was grandfathered as the Stage 0 practice had not officially begun in 2002. Rather, a "Go/No Go" decision was made by the Planning and Environmental Sections.

4.2 Stage 1 - Planning and Environmental Analysis

With the completion of this PMP, the I-49 project completes the documents required in Stage 1 including:

- Conceptual Line & Grade;
- The NEPA process, as demonstrated by the issuance of a Record of Decision (ROD) on January 24, 2008, including a definition of required mitigation commitments;
- Cost estimates for design fees, ROW acquisition including relocation and professional fees, and construction including utility relocation and fees for professional services during construction;
- Scope and Budget Memorandum, found in **Appendix R** prepared as a recommendation by the Project Manager for the Project management Section, Ryan Reviere, P.E. and by Quang Nguyen, the project representative from the Environmental Section and approved by the Chief Engineer on March 10, 2008; and
- This Project Management Plan (PMP).

Typically, applications for permits are made during Stage 3 concurrent with Final Design and after completion of 30% Preliminary Design drawings. In the case of this project, however, the USACE has stated that the conceptual design drawings in the Final EIS and the data in the Wetland Reports are adequate for the jurisdictional determination. Further, the level of design found in the Final EIS closely approaches the information needed to prepare the Plan View maps that would accompany the application for the 404 Permit. Quantities of dredge and fill material will have to be estimated for the Coastal Zone application.

A Pre-application meeting for the USACE Section 404 and LDNR Coastal Use Permits was held on January 29, 2008. The application and issues related to ROW

acquisition and acquisition of compensatory acres for wetland mitigation were discussed. Of special interest were ROW acquisitions in the Paradis Mitigation Bank and in Environmental Justice neighborhoods. Decisions regarding these activities may advance during the last weeks of Stage 1.

4.3 Stage 2 – Funding Allocation for Design and Construction

I-49 South did not originate in the regular Priority Program. It is considered by DOTD to be a Megaproject, which is a project that cannot be funded by only the Highway Priority Program, and it will need dedicated funding from one or more other sources. The December 2003 Louisiana Statewide Transportation Plan identifies the I-49 South project under Scenario 3, Enhanced State and Federal Funding, Priority "B" and "C" Megaprojects. This scenario provides state generated funding at $250 million per year and $150 million in federal highway funds with inflation adjustments in 2011 and 2021.

As discussed in Section 6.0 Budget and Schedule, the long range plan should be amended to advance some tasks of this project to Priority A and to reorganize all I-49 tasks among the priorities in the long range plan to more closely reflect project priorities in the Implementation Plan. During Stage 2, consideration should be given by DOTD to the addition of the earlier priority activities, such as ROW acquisition in sensitive areas and permit applications, to the regular Priority Program.

Given the scale of the I-49 project and the magnitude of the required $5 billion funding, the use of traditional funding methods alone is expected to prove insufficient. The choices to be considered include

- incremental funding of some Segments through the Priority Program,
- earmarks, and/or
- innovative financing.

It is possible that a combination of these funding methods will be used unless an innovative funding plan is devised, or earmarks received, to fund the entire project.

The Stage 2 Standard Operating Procedure Checklist and Responsibility Matrix indicates that for projects outside the Priority Program, the Project Manager has seven tasks in Stage 2 under line 3. These include:

B. Review status of funding to determine amount available to proceed. In this task the Project Manager is joined by the Program Manager;
C. Identify activities that can be accomplished with available funds;
D. Develop a Preliminary project plan if there is funding to proceed;
E. Coordinate with discipline managers to insure manpower is available and program activities in STIP and Highway program;
F. Proceed with Stage 3 activities as far as funds allow;
G. Inform sponsors, congressmen, and legislators of funding needs; and
H. Establish Project Delivery Date only if construction funding is available.

Innovative financing options are listed below that may be considered to supplement traditional funding methods, such as the regular Priority Program or an earmark. In general, DOTD, in conjunction with FHWA, is responsible for developing a financing package capable of funding the project to completion.

The FHWA has grouped innovative financing options into four categories:

1. Under the category of the Innovative Management of Federal Funds, FHWA suggests the following techniques and explanations of the benefit each provides:
   - Advance Construction (AC) allows a state to begin a project even if the state currently does not have sufficient Federal-aid obligation authority to cover the Federal share of project costs.
   - Partial Conversion of Advance Construction (PCAC) allows a state to obligate funds for an advance-constructed project in stages.
   - Tapered Match provides that the non-Federal matching requirement applies to the aggregate cost of a project rather than on a payment-by-payment basis
   - Flexible Match allows states to substitute private and other donations of funds, materials, land, and services for the non-Federal share of funding for highway projects
   - Toll Credits allows states to use revenue from toll facilities as a credit toward the non-Federal matching share of certain highway projects
2. Debt Financing
   - Grant Anticipation Revenue Vehicles (GARVEEs)
   - Municipal bonds
3. Credit Assistance
   - Section 129 Loans
   - State Infrastructure Banks
   - Transportation Infrastructure Finance and Innovation Act (TIFIA) See Section 9.12.
4. Tolling, which would require that DOTD and FHWA revisit NEPA, includes:
   - Tolling Federal-Aid Highways
   - Interstate Reconstruction and Rehabilitation Pilot Program

As these are some of the potential ways of funding the entire I-49 project, each one needs further evaluation during Stage 2 by DOTD in consultation with the FHWA.

Two other courses of action that would not attempt to fund the entire project immediately would include funding through earmarks and/or innovative financing the following :

1. All accelerated activities proposed in the Implementation Plan including:
   a. Survey and design work adequate to purchase the ROW within the Environmental Justice neighborhoods, the Paradis Mitigation Bank, and urban Jefferson Parish;
   b. Application for 404 and Coastal Use Permits and purchase of compensatory acres; and
   c. Final Design and construction of Segments 12 and 14; or
2. Only survey, ROW acquisition, design, permit applications, and construction of Segments 12 and 14. At the 404 Pre-application meeting, however, it was determined that the USACE and the LDNR wish to receive a Joint 404/Coastal Use Application for the entire project. This would result in additional work for that application equal to the previously discussed course of action.

See **Appendix I** for more information about Innovative Financing.

At the close of Stage 2, the following items must be completed:

- Updated cost estimate
- Project Plan
- Project Delivery Date
- Updated Program Fiscal Year (in year of letting)
- Funding Sources (Traditional and Innovative)

As a practical matter, it appears currently that early in the process, the accomplishment of any Stage 3 activities that are identified in 3F of the Stage 2 Checklist, such as application for the 404 and Coastal Use Permits, will require the use of on-hand DOTD funds for consultants as the DOTD staff at PMP review meetings has stated that they do not have the resources to undertake this work at present. No estimate is available for the man-hours or cost of applying for that permit as the extent of work is largely dependent on the number of acres in the Jurisdictional Determination that has not been requested or undertaken.

4.4 Stage 3 – Final Design

The Responsibility Matrix / Checklist for Stage 3 is considerably longer than the one for Stage 2 as it includes more potential activities, many with longer durations and many serving as necessary predecessors of others. In an effort to relate the proposed sequence of activities in the Implementation Plan to the activities in the Stage 3 Checklist, the following milestones were identified that can be applied to each Segment and which are the same in both the Checklist and the Implementation Plan.

4.4.1 Milestones

These milestones would include:

1. Obtain Jurisdiction Determination from USACE on wetlands.
2. Prepare the application for the 404 and Coastal Use permits;
3. Select consultants as follows:
   - A design team by Segment, including a surveyor and an engineer, to complete the Topographic Survey and Preliminary Design through Plan in Hand; or
   - Using a surveyor under contract, prepare a topographic survey from Bayou Des Allemands to the western edge of the Monsanto property line that includes the Paradis Mitigation Bank and the Environmental Justice neighborhoods in the ROW and a baseline survey of the entire alignment.
   - If the second option is undertaken, it must be remembered that first, an engineering team must perform sufficient design to provide ROW maps, and second that this ROW includes portions of three Segments, 4, 5, and 7. The second condition must be accounted for when the design for these segments is to be completed;
4. Acquire ROW in the Paradis Mitigation Bank and the Environmental Justice neighborhoods;
5. Complete the Plan in Hand process;
6. Complete the ROW acquisition process;
7. Select a consultant team to complete Final Design;
8. Obtain and / or renew permits as required;
9. Resolve Utility issues;
10. Complete Construction proposals;

11. Complete Financial Plan (FHWA requirement; not included on Checklist); and
12. Request and receive FHWA construction authorization.

These milestones are the conclusions of activities or groups of activities found in PPMS and apply to all projects including each Segment of I-49.

4.4.2 Development of Schedule Alternatives

The unusual characteristic of the Implementation Plan found in the Final EIS, **Appendix K**, is that it proposes that, concurrent with milestones number 1. and 2, all 15 segments would be taken through milestone 6. in the sequence identified in the plan for ROW acquisition**.** The Implementation Plan then proposes that all Segments be completed in the sequence of the construction priorities that are based primarily on traffic. This results in an atypical gap in the process where some Segments with early ROW acquisition have relatively later construction priorities. These varying sequences are shown on **Exhibit 4-1.**

When preparation of this PMP began, it was considered important that the Final PMP and the Implementation Plan be congruent. As work has progressed, it has been determined that:

- The priorities assigned to the 15 segments remain valid, but
- The sequence in which the survey, Preliminary design, ROW acquisition, permit applications, and final design will be undertaken could vary widely from any schedule or sequence established at the beginning of Stage 2, including the Implementation Plan and its alternatives discussed in this PMP.

This PMP now presents three alternative schedules and the three budgets that represent the estimates of probable cost that would correspond to each schedule. The alternative schedules and corresponding budgets are outlined below. To make them as comparable as possible, it is assumed that all three will begin on October 1, 2008. As the Budget estimates are in Year of Expenditure dollars, there are different estimates for the same work based on the varying calculations of inflation. The three alternatives are as follows:

1. **Funding Available as Soon as Possible:** In this alternative it is assumed that all funding will be available when needed. All Segments will begin as individual projects with Survey work at the beginning of the project, and proceed in the usual sequence until completion. Funds for this scenario are not available, but it presents a baseline of the shortest possible duration and the lowest possible estimated cost of $5.19 billion over 10 years.
2. **Accelerated ROW Acquisition:** This alternative is a representation of the Implementation Plan in the Final EIS. It assumes that ROW acquisition priorities establish the sequence for initiating survey and preliminary design to make acquisition possible. Construction, however, is based on the priorities assigned to the segments. This results in a longer, more expensive project with some atypical scheduling costing $5.27 billion over 11 years for which funds are not available.
3. **One at a Time:** This alternative assumes that each segment is initiated in construction priority order whenever the previous priority has completed the

topographic survey and begun preliminary design. This alternative would take the longest time and be the most expensive costing $5.79 billion over 15 years.

4.4.3 Revision to Implementation Plan

As the Implementation Plan in the Final EIS was initially prepared for the Draft EIS in February 2007, it is now appropriate for an update. The update will be an early step in the undertaking of Stage 2 and will be repeated annually. As discussed, the Accelerated ROW alternative schedule and budget is the closest to the Implementation Plan in the Final EIS. It has been accepted, however, through the process of preparing this PMP, that there should be accelerated ROW acquisition in any case of at least the Paradis Mitigation Bank and Environmental Justice neighborhoods. As a result, any revision of the Implementation Plan and the actual course of events can be expected to resemble the Accelerated ROW alternative.

The purpose of Stage 3 is to ensure that a construction project has a well-defined and highly accurate scope, schedule, and budget. There are a number of activities that must be achieved to provide final design and bid documents for each of the 15 segments. These are illustrated by **Exhibit 4-2** Stage 3 Flow Chart from Project Delivery Manual and **Exhibit 4-3** Stage 3 Flow Chart for Accelerated ROW Schedule. **Exhibit 4-3** is based on the Stage 3 EA/EIS Summary template in the Project Delivery Manual, but the applications for 404 and Coastal Use Permits, Preliminary Design, and ROW acquisition are accelerated relative to the usual activities, and an accelerated baseline survey is added ahead of the usual activities of Stage 3. These notably different activities are based on the following:

- The applications for 404 and Coastal Use Permits for the entire project is accelerated and undertaken as a Joint Application, rather than for each Segment during Final Design. This would provide greater clarity in understanding the mitigation requirements and greater flexibility in meeting those requirements. Other permits would be sought in the usual sequence.
- The baseline survey is added because for each segment the Preliminary Design and the accompanying topographic survey will be initiated on an accelerated schedule compared to Final design. Also, because of the separation in time, it is likely that the preliminary and final design tasks will be awarded to different consultants. Under these circumstances, a baseline survey will provide an assurance of connectivity and compatibility.
- An accelerated ROW acquisition, which in several Segments precedes the time at which the ROW would be required for construction, satisfies the following concerns:
  - A number of properties required in St. Charles Parish are residences in low-income, minority neighborhoods. In consideration of the residents, it is desirable to relocate them and to resolve their associated concerns as quickly as possible.
  - As a number of acres of required ROW are within the Paradis Mitigation Bank that is under development, it would be desirable to buy ROW before it is converted to wetlands. Also, as it is anticipated that some number of credits for compensatory acres for wetland mitigation would be acquired from that

bank, it may be prudent to undertake all negotiations with the bank at the same time.
    - As substantial portions of the additional required ROW are within the urbanizing area of Westbank Jefferson Parish, this schedule allows purchase of the ROW before it is developed and at a relatively lower cost than would be paid later.
- The accelerated ROW acquisition results in a gap in the activities for the later priorities. Rather than issuing a contract supplement for Final Design immediately after the Plan in Hand revisions, there could be the passage of years, especially if the funding is not available. This could require new consultant contracts for the Final Design of the later segments, and the need to extend the 404 and Coastal Use Permits. The latter, in particular, is valid for only 5 years.

The sequence of the construction currently proposed is subject to refinement as design is advanced. Also, the definition of the segments is subject to refinement as funding becomes available. In the cases of Segment 7 and Segment 15, it is possible to subdivide these further if funding is unavailable while in other cases segments may be combined or constructed concurrently to take advantage of larger than anticipated funding allocations.

At the close of Stage 3, the following items will be completed:
- Final Plans,
- Plan QC/QA Documentation
- Specifications,
- Approved estimate,
- ROW acquisition complete,
- Compensatory wetland acreage acquisition complete,
- Commitments & Agreements secured, and
- Permits secured.

4.5 Stage 4 - Bid Letting Process

The Bid Letting process is conducted internally by DOTD. **Section 8.2** of **Appendix M** describes the letting process.

4.6 Stage 5 - Construction of Project

The purpose of Stage 5 is to build the project using the documents prepared during Stage 3. This effort would include construction supervision.

This section will be developed in more detail prior to Stage 4.

4.7 Stage 6 - Operation and Maintenance

Stage 6 refers to the Operation and Maintenance of completed project. Activities required of the Project Manager and of the team responsible for developing the project include:
- disposing of excess right-of-way,
- documenting permitted utilities on the right-of-way,
- ensuring environmental commitments are adhered to, and
- providing feedback to DOTD Operations, Maintenance, and Traffic sections.

At this time all excess ROW cannot be identified, but the following locations are anticipated to include excess ROW as a result of I-49 being completed:

- Portions of existing LA 182 in Lafourche Parish are to be abandoned; portions of that roadway ROW must be eliminated for safety reasons, but other portions could be transferred to the Parish for local access;
- Also in Lafourche Parish, a portion of US 90 would be abandoned that may be useful to the Parish for transportation purposes;
- In St. Charles Parish, there are expected to be areas of excess ROW near the interchange of I-310 and LA 3127, at the intersection of LA 3127 and US 90, and along the southern side of US 90 between LA 3127 and LA 3060;
- In Jefferson Parish, excess ROW will result from the realignment of the US 90/US 90 Business/I-49 interchange.

Exhibit 4-1
Stage 3 Milestones Proposed in Current (FEIS) Implementation Plan

Preliminary Design		ROW Acquisition		Final Design	
Segment	**Justification of Sequence**	**Segment**	**Justification of Sequence**	**Segment**	**Justification of Sequence**
12	Priority 1; should be operational in 2012	12	Priority 1; should be operational in 2012	12	Priority 1; should be operational in 2012
14	Priority 2; should be operational in 2012	14	Priority 2; should be operational in 2012	14	Priority 2; should be operational in 2012
4	ROW partially in Paradis Mitigation Bank, a priority for ROW acquisition	4	ROW partially in Paradis Mitigation Bank, a priority for ROW acquisition	6	Priority 3
				2	Priority 4
				5	Priority 5
5	ROW includes Environmental Justice properties & partially in Paradis Mitigation Bank, priorities for ROW acquisition	5	ROW includes Environmental Justice properties & partially in Paradis Mitigation Bank, priorities for ROW acquisition	1	Priority 6
				10	Priority 7
				15	Priority 8
				13	Priority 9
				3	Priority 10
7	Row partially includes Environmental Justice properties a priority for ROW acquisition	7	Row partially includes Environmental Justice properties a priority for ROW acquisition	4	Priority 11
				8	Priority 12
				11	Priority 13
				7	Priority 14
10	Jefferson Parish urban area, a priority for ROW acquisition	10	Jefferson Parish urban area, a priority for ROW acquisition	9	Priority 15
6	Priority 3, no additional ROW required	2	Priority 4		
		1	Priority 6		
2	Priority 4	3	Priority 10		
1	Priority 6	4	Priority 11, portion outside mitigation bank, Lafourche Parish		
15	Priority 8, ROW included in Segment 12				
13	Priority 9, ROW included in Segment 12	8	Priority 12		
		7	Monsanto Plant & other non-EJ property, Priority 14, St. Charles Parish		
3	Priority 10				
8	Priority 12				
11	Priority 13, ROW included in Segment 10	9	Priority 15		
9	Priority 15	NOTE: Segments 6, 11,13,&15 do not require ROW acquisition			

Exhibit 4-2
Stage 3 Flow Chart

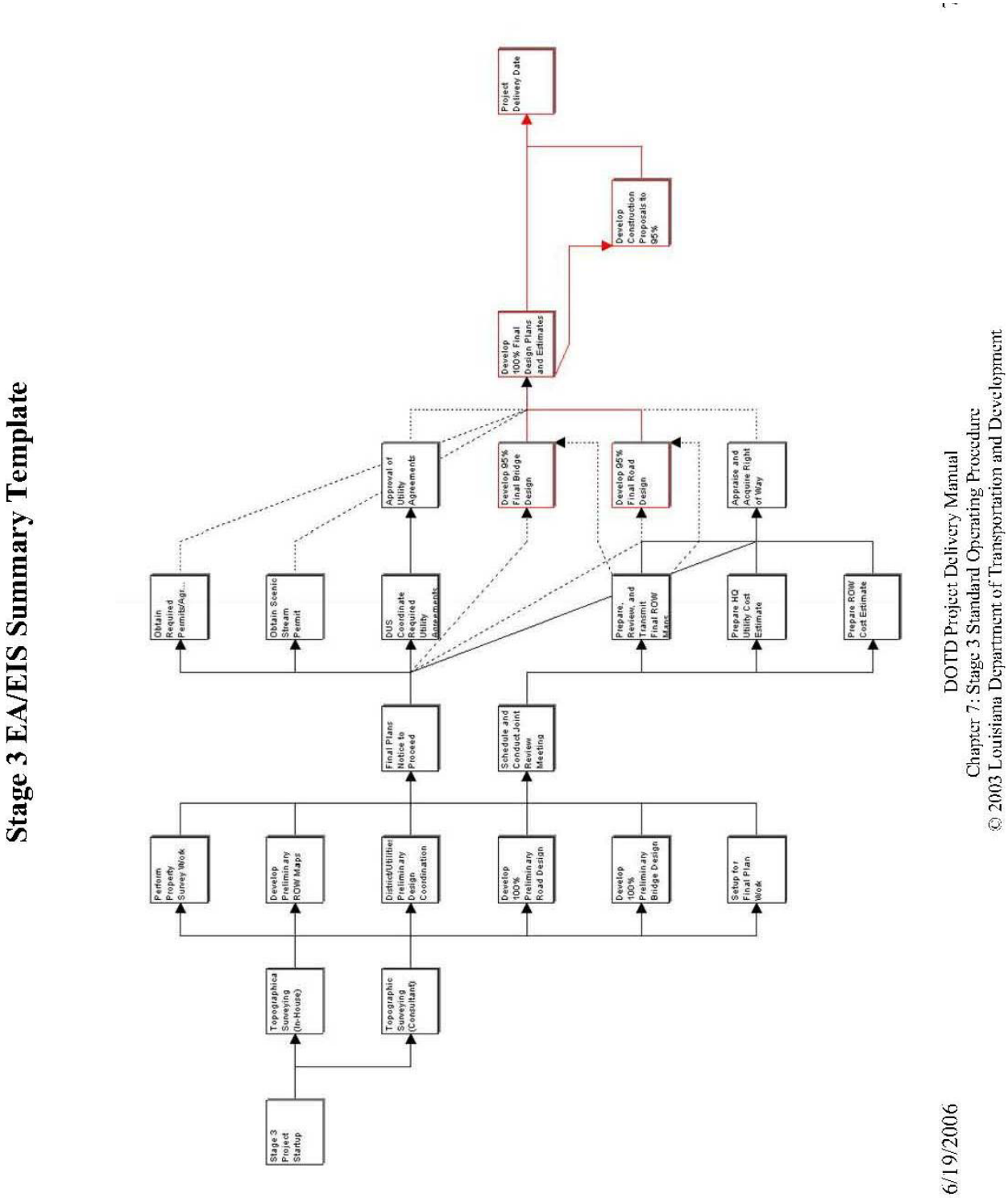
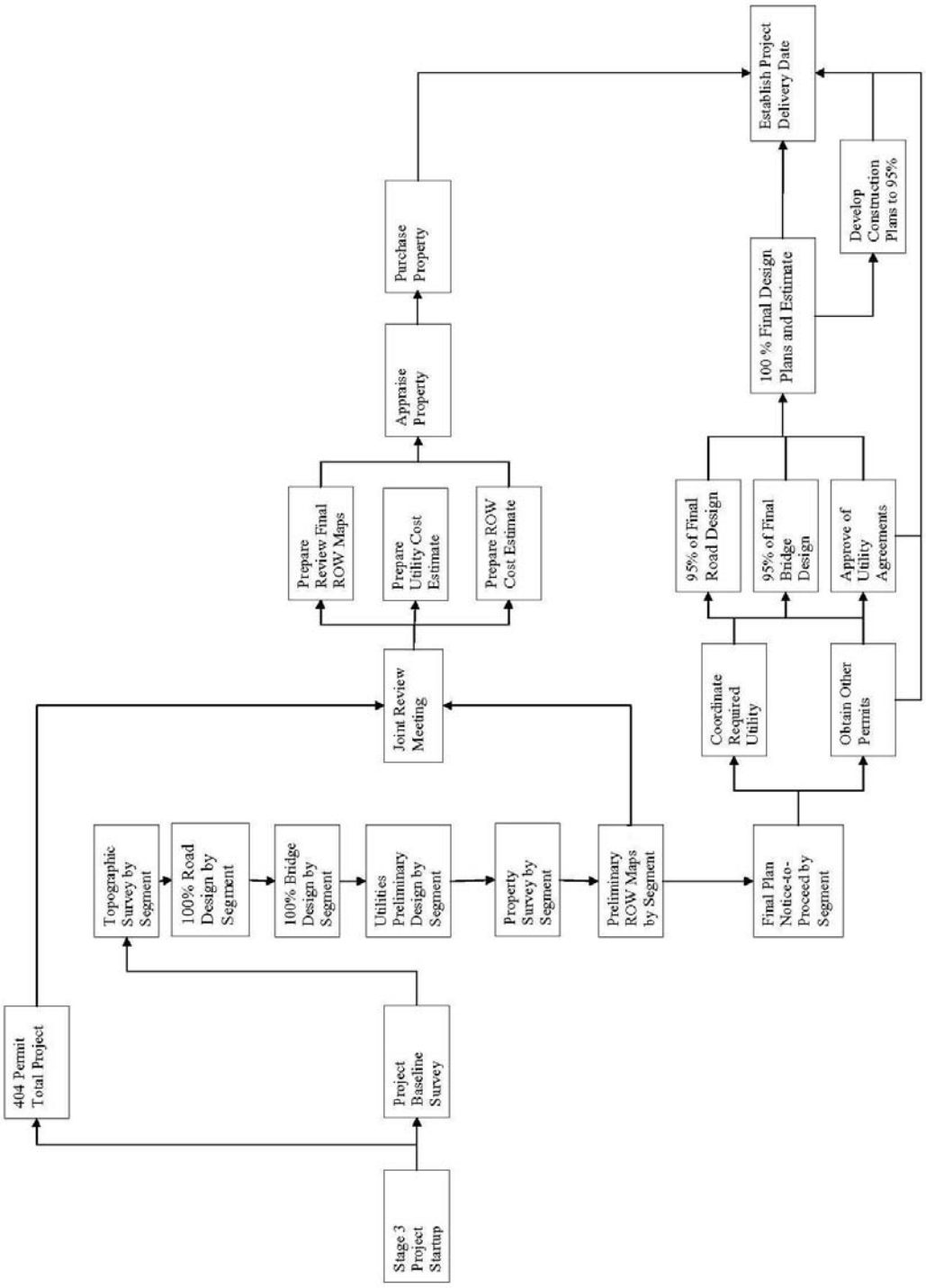


Exhibit 4-3
Stage 3 Flow Chart for Accelerated ROW Schedule



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5.0 Procurement & Contract Management

Procurement and contract management activities are conducted following established DOTD procedures as found in **Appendix F, the Consultant Contract Services Manual. Section 2.2** of the manual pertains to the formalized Consultant Procurement Process. The primary types of contracts used by DOTD are:

A. Non-negotiated Contracts (Pre-determined compensation): either lump sum or actual cost plus fixed fee with a maximum compensation limitation;
B. Negotiated Contracts: either lump sum or actual cost plus fixed fee with a maximum compensation limitation;
C. Retainer Contracts: with a maximum compensation limitation and the Task Orders being either of the above Type A or B or, Type D (below);
D. Other types with either non-negotiated, or negotiated with a maximum compensation limitation, based on cost per unit of work; or based on specific rates of compensation.

5.1 Consultant Procurement Process

The procurement process begins internally at DOTD with the justification for hiring a consultant if it is determined that one is required. This determination is based on the magnitude of the project, specialization requirements to complete a project, or the timeframe in which the project must be completed. Once it has been determined that consultant services are needed, DOTD staff develop a scope of work. After the scope of work is prepared, the agency publicly advertises the need for products and/or services through newspaper advertisements and the DOTD's official website. After an award and any negotiations have taken place, a contract is drafted between the parties using one of the abovementioned contract types. When the contract is executed, a copy of the contract is transmitted to the consultant and a Notice-to-Proceed is issued. It should be noted that the prime consultant is required to complete a majority of the work. Additionally, key personnel listed on the Staffing Plan submitted during the contracting process must be adhered to throughout the course of the project unless changes are approved by the DOTD Project Manager and the Consultant Contract Services Unit.

DOTD standard contracting uses the same Stages as the Project Delivery Manual. The following lists the contracts potentially needed for the remaining stages of this project. Stage 2 Funding and Stage 4 Bid Letting are internal DOTD functions and do not commonly include consultant contracts, but, in this case, Stage 2 may include consultant contracts

Stage 2:

- The investigation of Innovative Financing may include the need for consultant services such as a Toll Study.
- The consideration of a Design/Build process would also include a contractual process.

Stage 3: Design

Part I: Surveying Services

(a) Baseline Survey
(b) Topographic Survey (This may be included in III and IV.)

(c) Title Work
(d) Property Survey
(e) Title Updates
(f) Right-of-Way (R/W) Maps

Part II: R/W Acquisition and Utility Relocation
Part III: Preliminary Plans
Part IV: Final Plans
Part V: Operational Services
Part VI: Inspection Services
Part VII: Construction Proposal

Services to assist in the application for permits should be added to these services listed in the Project Delivery Manual.

Stage 5: Construction Engineering Service
Part I: Construction Support
Part II: Shop Drawings
Part III: Construction Inspection

Specific details of the Consultant Procurement Process can be found in the complete manual located in **Appendix F**

5.2 Construction Contract Procurement Process

In traditional highway construction contracting, cost is generally the one criterion that determines a winning bid. The low-bid procurement process as practiced by DOTD is documented in Sections Nos. 102 and 103 of Part I general provisions of the Standard Specifications in **Appendix T**.

But in recent years, factors other than cost have emerged as important: quality, delivery time, social and economic impact, safety, public perceptions, life-cycle costs, and use of improved technologies. Innovative contracting techniques address these factors. In some cases these methodologies overlap the innovative financing methodologies discussed in Section 4.3 of this PMP.

Since 1990, FHWA has supported the evaluation of four nontraditional contracting techniques through Special Experimental Projects No. 14, Innovative Contracting (SEP-14). The status of this evaluation and other relevant information can be found on the website www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm#s7 that was last updated on July 19, 2007.

- Cost-Plus-Time Bidding, also referred to as A+B bidding, cost-plus-time bidding is a procedure that selects the low bidder based on a monetary combination of the contract bid items (A) and the time (B) needed to complete the critical portion of the project. This procedure is intended to provide a contractual incentive for the contractor to minimize delivery time for high priority and congested roadways by offering incentives for early completion and assessing disincentives for late completion. Cost-plus-time bidding was declared operational by FHWA in 1995 following favorable findings in many States.
- Lane Rental is the practice of charging the contractor a fee for occupying lanes or shoulders during construction. Charges are based on hourly or daily rates and can

vary with time of day, amount of traffic, and other measures of user costs. Similar to cost-plus-time bidding, lane rental provides a contractual incentive for early completion. Lane rental were declared operational in 1995 following favorable findings in many States.

- Warranty Clause contracts include warranties that are intended to increase the quality of a product thereby giving the contractor responsibility for replacement or repair of deficiencies. FHWA's current policy in Title 23 Code of Federal Regulations 635.413 permits warranties on National Highway System projects for specific construction products or features. Routine maintenance items are still not eligible for Federal participation, and warranty items must be within the control of contractors. Eight States evaluated the use of warranties under SEP-14, and since the final rule making, an additional 17 States have evaluated warranty specifications.
- Design-build refers to contracting with a single firm for the design and construction of a project to decrease project delivery time and associated user costs. This technique allows the contractor greater flexibility for innovation in design, materials selection, and construction methods. In design-build contracting, the highway agency identifies the scope of work and establishes the design criteria. The proposers then develop technical proposals that optimize their abilities. Proposals may be rated on factors such as technical quality, timeliness, and management capability, as well as cost. Numerous States and several metropolitan areas have design-build projects approved or underway.

In addition to the methodologies evaluated through SEP-14, another innovative contracting process has been developed, Job Order Contracting.

- Job Order Contracting is a procedure that awards a competitively negotiated, firm, fixed price, indefinite quantity contract. The contract is bid by firms based on pricing that encompasses several upcoming construction tasks in a Unit Price Book. The Unit Price Book reflects labor rates, construction material, and construction procurement costs in the area. Each contractor bids on the proposed umbrella contract by giving a coefficient that includes overhead, profit, bonds, insurance, and contingency costs. For example, if a contractor submits a bid with a factor of 1.25, each work item anticipated in the scope of work and established in the Unit Price Book is multiplied by 1.25 for a particular project. This allows the owner the opportunity to evaluate each contractor on performance and qualifications knowing that the fixed price has already been established. Once a contractor has been accepted, projects are assigned in a work order format. The contractor and the owner will meet to establish the tasks associated with each project and outline the pricing in the unit price book. The contractor will be paid for each work order based on the tasks outlined and the factor already established.

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6.0 Budget & Schedule

6.1 Schedule Compliance

The three alternative schedules discussed in 4.0 are found in **Appendix Q; Exhibit 6-1** shows the comparable durations of the three schedules regarding total duration and ROW acquisition. As no funds currently are available for the implementation of the project, the dates in the schedule are examples. The start date indicated is October 1, 2008, the first day of Federal Fiscal Year 2009.

A major activity to be undertaken early in Stage 2 will be to enter the proposed schedule of activities into the PPMS used by DOTD to develop, manage, track, and report on projects. This will be the genesis of the actual I-49 schedule. Those found in **Appendix Q** are only examples.

Delays in any schedule prepared at this time can be anticipated based on the lack of funding availability. The sequence of activities will change annually based on the annual estimates of revenues and costs and the Financial Plan that results.

The priority that established the sequence of the construction currently proposed is subject to refinement as design is advanced and traffic patterns evolve. Also, the limits of the segments are subject to refinement as funding becomes available. Segments 7 and 15 can be subdivided if funding is restricted while in other cases segments may be combined to take advantage of a greater availability of funding.

Other schedule items to note include:

- The option of an accelerated application for a 404 Permit from the US Army Corps of Engineers (USACE) that was described by their representative to the Coordination Meeting on July 25, 2007, and discussed more in depth at the Pre-application meeting on January 29, 2008. This permit and other permits and compliance issues are discussed in more detail in the Environmental Monitoring section; and
- The option of the preparation of a baseline Survey at the initiation of the project prior to engaging design consultants is not included in the schedule or budget of the Implementation Plan included in Chapter 8 of the Final EIS, or in the alternative schedules presented here. Only the topographic surveys have been included for each Segment as these are initiated. It has been determined that this inconsistency is not significant as the PMP will be updated at least annually and inevitably will vary from the initial Implementation Plan.

6.2 Budget

All three budget alternatives in this PMP are based on the same quantities and 2006 unit costs for the construction of each segment. The construction costs are inflated to the mid-point of construction at 4.26% annually. The ROW and utility relocation costs are similarly inflated by 4.26% annually to the estimated mid-point of the ROW acquisition period.

The professional service costs and contingency, based on these inflated construction estimates, are typical percentages as follows:

- Design is 8% of construction with Preliminary design being 35% of design and Final design being 65%;
- Construction Management is 12% of construction plus contingency;
- Contingency is 15% of construction; and
- Project Management is 3% of all other costs.

The ROW estimates include relocation estimates. These are the 2006 estimates developed for the DEIS with 150% added to cover fees and other related services and costs typically experienced in association with ROW acquisition. These are then inflated to the mid-point of the estimated 1 year duration of ROW acquisition.

Utility costs are estimated in the construction estimates based on the assumption that if the existing US 90 ROW is to be widened, electric distribution lines and roadway drainage structures, ditch or subsurface as shown on conceptual design, will be relocated on whatever side or sides are widened. Utility relocation costs outside Monsanto are based on data obtained in 2007 from utility companies. These also are inflated to the mid-point of construction.

Every effort will be made to minimize increases in the project budget. The YOE estimates by Segment by Schedule Alternative are summarized in **Exhibit 6-2**; the complete budgets with quantities and unit costs by Segment are found in **Appendix C.** The rate of inflation and the rate at which construction funding will become available are outside the control of the project sponsors. The annual update of the budget should minimize unplanned expenditures.

The process of including the I-49 activities in the annual program of DOTD will be accomplished through standard procedures as funding becomes available.

As an initial step, the Louisiana Statewide Transportation and Infrastructure Plan should be amended to reflect the project development sequence of I-49. Following are the tables from the 2003 plan and proposed revisions based on the budget that accompanies the One at a Time Schedule that results in the highest projected cost:

Table 6c
Priority B Megaprojects (Scenario 3)

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost ($m)	Unfunded Project Cost ($m)
LSTP-002b	Lafayette/ New Orleans	I-49 South	Lafayette to I-310	Upgrade to Freeway	$865	$865

Table 6d
Priority C Megaprojects

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost ($m)	Unfunded Project Cost ($m)
LSTP-002c	New Orleans	I-49 South	New Orleans Urban (I-310 to W. Bank Expwy)	Upgrade to Freeway	$750	$750

Table 6b [Amended Listing]
Priority A Megaprojects (Scenario 2)

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost ($m)	Unfunded Project Cost ($m)
LSTP-002a*	Raceland/ New Orleans	I-49 South	LA 1 to Ames Blvd	ROW Acquisition and Wetland Mitigation	$289	$289
LSTP-002a*	New Orleans	I-49 South	Lapalco Blvd to Ames Blvd	Frontage Roads, Segments 12 and 14	$189	$189

Table 6c [Amended Listing]
Priority B Megaprojects (Scenario 3)

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost ($m)	Unfunded Project Cost ($m)
LSTP-002b*	Raceland/ New Orleans	I-49 South	LA 1 to Lapalco Blvd	Upgrade to Freeway and Frontage Roads Segments 1, 2, 5, 6, and 10	$1191	$1191
LSTP-002b*	Lafayette/ Morgan City	I-49 South	Lafayette to Morgan City	Upgrade to Freeway	$293	$293

NOTE: The Project Cost for the Lafayette to Morgan City is the estimated cost of Wax Lake Outlet to Berwick. This should be revised to be a YOE estimate and corrected to add the YOE costs of other incomplete sections within this part of the route.

Table 6d [Amended Listing]
Priority C Megaprojects

Project ID	Area	Highway	Limits	Improvement Type	Total Project Cost ($m)	Unfunded Project Cost ($m)
LSTP-002c*	Raceland/ New Orleans	I-49 South	LA 182 to Ames Blvd	Upgrade to Freeway and Frontage Roads Segments 3, 4, 7, 8, 9, 11, 13, and 15	$4124	$4124

* Asterisk indicates that the project has been revised since the previous plan.

These amendments currently represent an estimated net increase of at least $5.472 billion from the 2003 estimates of the cost of I-49 South. This estimate will increase if any portion of the Raceland to the Westbank Expressway is delayed beyond the One at a Time schedule in the Implementation Plan and by the amount that the Lafayette to Morgan City section estimate is understated.

A more detailed Financial Plan, including revenues and expenses by Louisiana and Federal Fiscal Years, will be developed as the project progresses.

6.3 Budget Update Methodology

Each year, prior to the Initial Financial Plan preparation and approval, the cost estimate for completion of the project must be reviewed and validated. As the original Implementation Plan was completed in December of 2006, it is suggested that the update be initiated after the July 1 beginning of the state fiscal year and completed no later than September 15. In addition, if any major change in the estimated budget or anticipated funding takes place at another time during the year, including, but not limited to the beginning of the Louisiana Fiscal Year, the Budget should be revised to reflect the change.

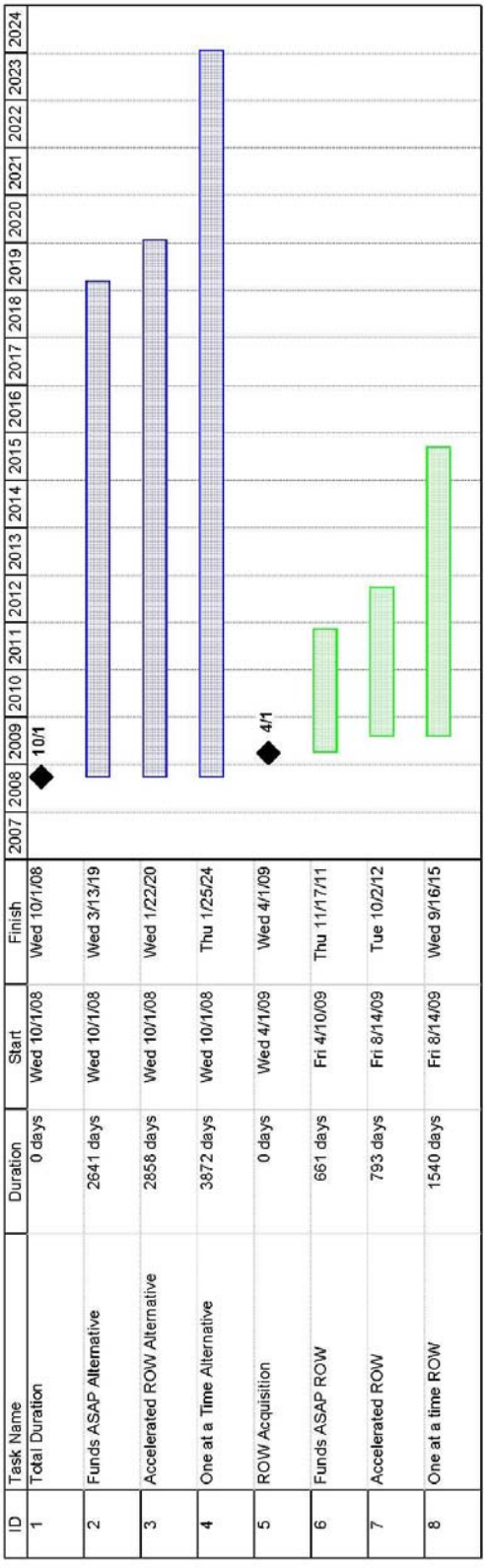
The DOTD Project Manager shall perform the review and validation by undertaking the following actions:

- Consult with other sections within DOTD to obtain the most current unit costs available for the items included in the project cost estimate.
- Review with the Real Estate Section any recent land and housing cost trends in the corridor to determine how to revise the ROW estimates.
- Monitor the current market rate for compensatory acreage for wetland mitigation to revise that estimate.
- Consult with Contract Services to verify the typical percentages of construction cost estimates experienced for each category of professional services. The Implementation Plan assumes that Preliminary Design, including the Topographic Survey, is 35% of 8% of construction cost, that Final Design is 65% of 8% of construction cost, that Construction management is 12% of construction cost plus the contingency estimate, and that Project Management (assumed to be an internal DOTD expense) is 3% of Design, Construction cost plus contingency, and Construction Management.
- Verify the inflation rate used in the current estimate, the 4.26% annual rate was developed as follows:
  Utilizing the information found in the Annual Price Trends for Federal-Aid Highway Construction - 1987 Base for Region 6, Louisiana, contained in the *Price Trends for Federal - Aid Highway Construction*, Publication Number FHWA-IF-06-023, an annual rate of inflation was estimated for the period 1987 - 2004. That rate equals 4.26%. The formula used was as follows:

  Cost Index for Louisiana in 2004 of 203.14 = the Cost Index for 1987 of 100 times 1 plus the R for the rate of inflation rate times * 100 to the power of 17 representing the estimated year of 2004 minus the base year of 1987. The equation is solved for R.
  R = 4.2577 rounded to 4.26%

  On the Summary Sheet of the Cost Calculations found in the Implementation Plan, the Inflation rate for each Segment is generated by the following formula:
  1.0426 to the power of the YOE minus 2006 minus 1
- Consider newly acquired funding sources and any newly identified potential funding for potential revisions to the estimated YOE for each segment
- Review the revised, updated cost budget with all DOTD Sections that have contributed and with FHWA. Seek approval from FHWA.

Exhibit 6-1
Comparative Schedules



ID	Task Name	Duration	Start	Finish
1	Total Duration	0 days	Wed 10/1/08	Wed 10/1/08
2	Funds ASAP Alternative	2641 days	Wed 10/1/08	Wed 3/13/19
3	Accelerated ROW Alternative	2858 days	Wed 10/1/08	Wed 1/22/20
4	One at a Time Alternative	3872 days	Wed 10/1/08	Thu 1/25/24
5	ROW Acquisition	0 days	Wed 4/1/09	Wed 4/1/09
6	Funds ASAP ROW	661 days	Fri 4/10/09	Thu 11/17/11
7	Accelerated ROW	793 days	Fri 8/14/09	Tue 10/2/12
8	One at a time ROW	1540 days	Fri 8/14/09	Wed 9/16/15

Exhibit 6-2
Summary of Budget Alternatives by Segment

Segment	Funds ASAP	Accelerated ROW	One at a Time
1	$ 351,340,646	$ 351,340,646	$ 366,307,757
2	$ 9,709,911	$ 9,723,986	$ 10,123,553
3	$ 531,644,186	$ 531,668,767	$ 602,449,312
4	$ 672,865,401	$ 701,529,467	$ 762,528,043
5	$ 681,637,339	$ 681,637,339	$ 740,392,797
6	$ 32,438,160	$ 33,820,025	$ 32,431,793
7	$ 528,767,482	$ 529,003,082	$ 624,781,888
7 Monsanto	$ 13,550,434	$ 13,550,434	$ 15,970,956
8	$ 21,073,887	$ 21,971,635	$ 22,935,253
9	$ 886,993,519	$ 924,779,443	$1,088,528,290
10	$ 73,335,406	$ 75,286,178	$ 76,574,977
11	$ 146,375,100	$ 152,610,679	$ 165,890,061
12	$ 60,458,141	$ 60,458,141	$ 56,929,223
13	$ 210,384,838	$ 210,384,838	$ 219,347,232
14	$ 330,809,662	$ 330,809,662	$ 338,893,599
15	$ 617,917,444	$ 617,923,840	$ 644,164,100
Wetland Compensatory Acres	$ 26,535,592	$ 26,535,592	$ 26,535,592
TOTAL	$5,195,837,148	$5,273,033,754	$5,794,784,426
Average Cost per Mile	$ 134,607,180	$ 136,607,092	$ 150,123,949

In addition to this at least annual revision of the budget and financing plan, the DOTD should undertake independent validations of the budget to be conducted by a team without a stake in the project.

It also is expected that FHWA will conduct cost estimate reviews as they feel is appropriate, especially once there are Financial Plans updates that indicate significant cost increases, schedule delays, or scope changes.

7.0 Reporting & Tracking

7.1 Purpose of Reporting and Tracking

Maintaining the reporting and tracking system is the responsibility of the Project Manager who is expected to inform the Project Management Director and the Project Delivery Steering Committee of project status on a monthly schedule. In turn, however, the participating DOTD sections should each have a task leader that is responsible to the Project Manager for a report on the progress of that section. Similarly, consultants would be contractually required to submit regular status reports. It is a key to ensuring that:

- the budget and schedule will be maintained to the maximum extent possible;
- the project will be completed with the highest degree of quality, and
- there will be compliance with all state and federal requirements and commitments found in the Final EIS.

Each month the reporting and tracking system will include:

- A combined cost, schedule, and status report generated by PPMS,
- A team meeting at which cost, schedule, and status will be discussed by the team, and
- Written meeting minutes to document the discussion.

The reporting output from the PPMS should be reviewed by the Project Manager prior to the team meeting to determine that all relevant data is included. The schedule, participants, and other logistical and format items describing the team meetings will be included in the Project Communications Manual discussed in Section 8.0 of this PMP. The current Stage of the project will determine both attendees and agenda.

7.2 Design Consultant Project Schedule and Project Cost

In association with the submission of invoices, consultants typically submit monthly cost, schedule, and status reports that summarize the project activity through the most recently completed month. The DOTD Standard Contract states that upon receiving a Notice to Proceed, a consultant shall submit a project schedule in the form of a bar chart to the DOTD Project Manager for approval. DOTD should determine whether the current system is continued or modified to employ PPMS and to, in effect, make the consultant Project Manager a task manager in PPMS.

The project schedule must identify:

- Appropriate items of work;
- Times for beginning and completion of these items by calendar periods;
- Other data pertinent to each schedule;
- The chart shall be arranged so that the actual progress can be shown as each item of work is completed; and
- The schedule shall be in a form approved by DOTD.

7.3 Project Reporting during Construction

A monthly cost, schedule, and status report will be prepared that summarizes the project activity through the most recently completed month. It should be the

responsibility of the Project Engineer to report to the Project Manager. This report also will indicate whether the construction contractor and the consultant representative of DOTD have performed and documented the Quality Program and any remedial action required that has been taken by the Project Engineer. See **Appendix P** for sample forms.

The report will provide:

- Project costs expended since the Effective Date, as well as for the most recent month and the Estimate to Complete;
- Construction Progress since the Effective Date and since the last report with an assessment of how well such progress compares with the Construction Schedule;
- Specify the projected completion date; and
- A list of Change Orders since the last report including the reasons for the Change Orders and their cost impacts.

8.0 Internal & Stakeholder Communications

Internal communication among DOTD, FHWA, and any consultants engaged on any phase of the work will be coordinated in accord with the development of PPMS. All parties either report through that system to the Project Manager or receive reports from the Project Manager.

The Project Team will prepare a Project Communications Manual that will be made a part of this section of this PMP. The Manual will provide additional details for the internal communications including Team Meetings and public information responsibilities of the various sections within DOTD and of the various types of consultants. The responsibilities assigned by the Manual to the consultants will be included in their contractual obligations.

The public information responsibilities will be described separately in the Manual for the stakeholders and for the general public. For the latter, see Section 16, Project Communications (Media and Public Information), of this PMP.

For the former, the regular participants, including primarily regulatory agencies and local elected and appointed officials, will be kept informed of project progress, at least quarterly, through e-mail messages. The responsibility for these messages will be assigned by Project Manager to an individual on the DOTD staff or to a consultant as may be appropriate in accord with the Manual. Once work on the design, ROW acquisition, and/or construction is initiated, the frequency of regular communication would increase.

See **Appendix A** for a listing of Federal, state, and local agency personnel and elected officials that are the basis for the stakeholder list. Also these stakeholders would be invited to participate in an annual stakeholder meeting following the approval of the PMP annual update as well as participate in more frequently scheduled meetings as needed. At the annual meeting, DOTD would report on accomplishments of the past year and review planned activities for the coming year.

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9.0 Project Management Controls

9.1 Risk Management

This Risk Management Plan identifies risks and their probable consequences. It also recommends strategies to avoid or reduce the consequences as currently understood. When annually updated, the plan will review the identified risks and add, remove, or revise as appropriate based on the passage of time and the progress of the project. For each risk the recommended strategies to avoid or reduce each risk will also be revised.

The potential risks identified to date that are related to his project are found in **Appendix O**, the Risk Register. Some are project specific and others apply to most projects.

9.2 Scope Management Plan

The Project Manager is responsible for maintaining the project scope to assure that the scope does not creep beyond the original established scope, which would lead to performing work not originally planned for or intended. This leads to the use of resources and time that were originally planned for other efforts. Using the PPMS system, project team members should bring any direction to perform work that they believe to be outside of their original scope to the attention of the Project Manager. Any changes or potential changes in project scope should be documented and forwarded to the Project Manager.

This will be the responsibility of the Project Manager and his supervisors to achieve through regular monitoring of PPMS and meetings that may result. The system is meant to eliminate surprises, including unexpected changes in scope. The Final EIS defines the 5 cases where it is acknowledged that the scope may change:

- If a NEPA process is completed that defines an alignment for the relocation of LA 3060 in St. Charles Parish,
- If the expected scope of the relocation of infrastructure on the Monsanto property is substantially greater or less than anticipated; and
- If traffic projections completed during design determine that the following roadway sections should be widened as described:
- The access road in Segment 9 may become a 4 lane divided arterial rather than a two lane road;
- The frontage road in Segments 10 and 12 west of Segnette Boulevard may become a 6 lane roadway rather than a 4 lane roadway; and
- The mainline in Segments 11 and 13 may become a 6 lane roadway rather than a 4 lane roadway.

The three traffic related potential scope changes can be managed by undertaking the necessary traffic work prior to beginning any Final Design as the decision on the lane capacity will not require rework by the design engineer.

9.3 Scheduling Software

As discussed earlier, PPMS will use Primavera to create the baseline and tracking schedules for pre-construction activities. During construction, the Project Engineer

will use Site Manager. The construction contractor will be required to use the Critical Path Method (CPM) as described and with terms as defined in the latest edition of *Construction Planning and Scheduling*, a publication of the Associated General Contractors in construction scheduling, establishing critical items of work, and in measuring progress. See Sections 108.03, 108.04, and 108.07 of the Standard Specifications in **Appendix T**

9.4 Cost Tracking Software

PPMS will track cost estimates and actual expenditures as well; the Project Manager is responsible for the data entered, but will delegate some responsibility to functional managers. This data will be generated by the Project Manager, Real Estate, Project Development, Construction, a consultant assisting one of these sections, or some other DOTD section as may be appropriate.

Project Development and Construction Team will assist the Project Manager in annually reestimating the construction costs of segments not in design.

During construction, items of work performed will be documented in Daily Work Report and entered by the Project Engineer into Site Manager, the software used by DOTD. Material Manager, another software, will be used when it comes online. These generate both progress and final estimates and make actual quantities complete for all contract items available at all times.

9.5 Project Metrics

TBD.

9.6 New and Innovative Contracting Strategies

The strategies are listed below and discussed in Section 5.2 of this PMP:

- Cost Plus Time bidding (A+B)
- Lane Rental
- Warranty Clause
- Design-build
- Job Order Contracting

9.7 Value Engineering, Value Analyses, and Constructability Reviews

DOTD conducts Value Engineering and Analysis in Stage 3. The VE program reviews plans, specifications, and cost estimates in order to make improvements and reduce costs. Care must be taken, however, to include the commitments and requirements of the EIS and the permits in this process. It is recommended that an individual familiar with NEPA and knowledgeable of the project specific commitments on the VE team.

EDSM No: I.1.1.18, located in **Appendix H** states the following:
The Department shall perform Value Engineering studies on projects with total cost (including r/w, utilities and construction) of $15 million or more ($20 million or more for bridge projects). This threshold will meet requirements mandated by the FHWA. Additional candidates for VE studies will be decided on a case-by-case basis. Additional evaluation criteria should include functional class, design year traffic counts, multiple phases of construction, new alignment, right-of-way and utility

relocation. The Value Engineering Director (VED) will determine at the conclusion of Stage 1, from project scope and budget, whether the project is a candidate for a formal VE study. Once the project is established as a candidate, the VED will notify the Chief Engineer in writing of his/her recommendations. With the Chief Engineer's approval for the VE analysis to proceed, the VED will identify the appropriate sections for participation. The Department will adopt a policy for Value Engineering training, implementation of findings and dissemination of results. The Department will provide the FHWA division office with a copy of any VE study completed on Federal-aid projects as soon as possible after the completion of the study.

DOTD also conducts a constructability review in Stage 3 prior to letting. The full checklist for the review is located in **Appendix M**

9.8 Contractor Outreach Meetings

Typical contractor outreach meetings include constructability reviews and pre-bid conferences. This will be considered in greater detail during Stage 3 Final Design.

9.9 Partnering

As stated in the Construction Contract Administration Manual,

> "There are many parties involved in a project, including subcontractors, suppliers, consultants, adjacent property owners, and the traveling public. The Department sincerely wishes and strives for a "partnering" atmosphere between all parties. It is absolutely imperative that DOTD treat all parties honestly, with respect and in a friendly manner, even when it seems that the other party is not reciprocating. DOTD project personnel are expected to be proactive and as helpful as possible to all parties without expending unnecessary DOTD resources and without violating DOTD rules."

Different construction contracts, however, contain different specific language in regard to partnering. As there will be an estimated seventeen (17) construction contracts, consisting of fifteen (15) segments with Segment 9 being constructed in two parts plus the infrastructure relocation at Monsanto, determinations of the partnering to be included in each will be made at the time that the contract is advertised for bid.

9.10 Change Order and Extra Work Order Procedures

The DOTD Construction Contract Administration manual has established procedures found in **Appendix D.** This manual describes general procedures for the handling of Change Orders; also see EDSM III.1.1.1.

In addition to Value Engineering and Constructability reviews in Stage 3, EDSM No: I.1.1.18 addresses Value Engineering Change Proposals (VECP'S); VECP's will be considered during Stage 5 (Construction).

9.11 Claims Management Procedure

The Claims Management Procedure is discussed in EDSM III.1.1.28 and the Construction Contract Administration manual.

9.12 Other Programs

This section will be expanded to discuss management of other unique programs, for example:

- Owner Controlled Insurance Programs (OCIP's) and Contractor Controlled Insurance Policy (CCIP) are "wrap-up" policies that name all construction participants on a project for coverage on all general liability and/or workers compensation risks, Also, it typically provides occurrence coverage for a period of ten years from the date of completion of the project, thus eliminating the need to purchase ongoing policies for the duration of exposure to construction defect claims A wrap-up policy typically covers the Commercial General Liability broadened to encompass most bodily injury or property damages arising out of the construction, regardless of how the loss happened. If workers' compensation coverage is chosen for the policy, all job site injuries are covered, but all wrap-up policies do not automatically include workers' compensation coverage. Under a wrap-up policy there is no need to allocate blame for any third-party injury or property damage, since all participants are on the same policy. This allows a consolidated claims handling process between the owner and the claimant, leading to speedy and early resolution. Traditional risk transfer strategies rely upon contractual and insurance relationships between the owner, general contractor and subcontractors. The owner seeks to have the general contractor and subcontractors indemnify and name the owner as an additional insured on the general contractor's insurance policy. The owner must rely upon the ability of the general contractor to procure the correct insurance and to continue to procure such insurance for the duration of the exposure to construction defect risks, even after the owner and general contractor have no further business relationship; and
- Transportation Infrastructure Finance and Innovation Act of 1988 (TIFIA), established a Federal credit program for eligible transportation projects of national or regional significance such as LA 1 in Louisiana. Under TIFIA USDOT may provide three forms of credit assistance to leverage federal funds by attracting private or other non-Federal investment. The forms of assistance include:
  - Secured (direct) loans,
  - Loan guarantees, and
  - Standby lines of credit..

10.0 Design Quality Assurance/Quality Control

The DOTD Project Delivery Manual provides a standardized and systematic approach to project development from initial consideration of feasibility in Stage 0 through design and construction to operation in Stage 6. At the completion of each stage, a standard set of requirements and a standard set of deliverables are required before the project can move into the next stage. In this way, each project will proceed with the items needed for its successful implementation.

To manage the quality of this work, the Construction Plans Quality Control / Quality Assurance Manual was prepared. This document found in **Appendix E** details the reviews required throughout the design process of Stage 3, and it assigns responsibilities for the various reviews that are required.

Prior to the initiation of Stage 3, the Project Manager will establish reporting forms compatible with PPMS to be used by DOTD and the design consultant to document that the Quality procedures have been followed.

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11.0 Construction Quality Assurance/Quality Control

The DOTD Construction Contract Administration manual, found in **Appendix D,** covers the numerous aspects of construction supervision that have been developed to assure the quality of a construction project.

In the construction phase, Stage 5 of the Project Delivery Manual, the DOTD Project Engineer and any consultant representing DOTD at the construction site, would effectively perform the QA (quality assurance) function.

The construction contractor is responsible for the QC (quality control). The requirements for which the construction contractor controls are established in the project specifications. These, in turn, originate in the current edition of the Louisiana Standard Specifications for Roads and Bridges under LA RS 48:1 et seq, 38:2211 et seq, and 36:501 et seq.

Prior to the initiation of Stage 5, the Project Manager will verify that the Project Engineer will follow the DOTD standard quality control procedures.

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12.0 Environmental Monitoring

12.1 Commitments from FEIS

This section addresses additional requirements to be adhered to during future stages of design and construction of the project. It also addresses any additional requirements resulting from the permitting process, which may be initiated during the design stage. In the Final EIS, a number of environmental permits were identified as shown in **Exhibit 12-1**. It is expected that these permits also will contain requirements that must be honored during Stage 5 Construction. Some also may require ongoing obligations in Stage 6, such as wetlands management.

Exhibit 12-1
Permits Required by the Selected Alternative

PERMIT	LINK					
	1	2	3	4	5	6
Section 10/404	X	X	X	X	X	X
Section 401 Certification	X	X	X	X	X	X
Storm Water General Permit	X	X	X	X	X	X
Coastal Use Permit		X	X	X	X	X
USCG Bridge	Possible	X				
Class B Scenic Streams		X				
Levee Board Authorization					X	
Other LPDES Permits	Possible	Possible	Possible	Possible	Possible	Possible

Although there are no specific permitting requirements for cultural resources, Section 106 of the National Historic Preservation Act requires that any agency receiving federal funds consider the impact on these resources and allow for comment by the National Advisory Council on Historic Preservation.

During the DEIS, the Louisiana Department of Culture, Recreation, and Tourism, Division of Archaeology expressed concern for the area around Bayou Saut d'Ours because the area was heavily populated during the prehistoric period. No sites were identified in the required ROW to be eligible for nomination to National Historic Register; however, due to the prehistoric inhabitances in the area, construction activities should use extreme care when working in this area. A Cultural Resources firm with archaeological construction monitoring experience will need to observe construction activities on-site and to evaluate any find.

Additionally, Site 16JE29 was identified during the survey of Link 5. The site appears to be a twentieth-century dump rather than the domestic assemblage of a single residence. No subsurface testing was undertaken because the landowner did not grant permission. Delineation and evaluation of Site 16JE29 in terms of NRHP criteria will be required after acquisition of the ROW and prior to construction.

If human remains or burial goods are discovered, the procedures in the *Louisiana Unmarked Human Burial Sites Preservation Act* (Louisiana Revised Stat. Ann. Title 8, §671- 681) shall be followed. This includes immediately halting all construction activity and notifying local law enforcement within 24 hours.

In addition to the abovementioned project-specific requirements, DOTD Standard Specification 107.14 requires projects to follow federal, state, and local laws regarding environmental issues.

The following list, found in Chapter 6 of the Final EIS, is the summary of all commitments to be taken to minimize or mitigate the impacts of the project. To the extent possible these are grouped under the phases of Permit Process, ROW Acquisition, Design, and Construction although some commitments apply to more than one of these phases of project development. The list also indicates which Segment or Segments are concerned.

As Stage 3 proceeds and as permit requirements become known, these lists will change. Prior to the beginning of Stage 3, the Project Manager and the Environmental Section should determine which actions will be completed by the Environmental Section and which by consultants or others in the DOTD. This plan will be documented and distributed to all team members.

Permit Process

- Obtain the permits from Federal and State agencies.
- In association with the USACE Section 404 Permit and the LDNR Coastal Use Permit:
  - Purchase mitigation credits in the Paradis Mitigation Bank or other approved bank, especially for the mitigation of fresh marsh that is not available in Paradis, and / or, potentially, create wetland acres through construction; and
  - Return areas disturbed by construction to their pre-construction condition
  - Further, as learned from LDNR following the pre-application meeting on January 29, 2008,, the areas within the Coastal Zone are different that reported in the Final EIS. The Coastal Zone extends from the western edge of Dufrene Ponds in Lafourche Parish to the Cataouatche Levee in Jefferson Parish with the exception of the Sunset Drainage District in St. Charles Parish. In the Final EIS, the area in Lafourche Parish was not recognized.
- Undertake Navigation Studies, as required, in association with the US Coast Guard Bridge permit applications (Segments 1 & 4).
- Coordinate with Jefferson Parish regarding the design of the project storm drainage in Avondale. (Segment 10)
- Relative to Section 401 Water Quality Certification, project construction would be planned to avoid, minimize, and mitigate temporary impacts to aquatic ecology by prohibiting construction in waterways except where necessitated by culvert construction or bridge piers. Best Management Practices would be used to reduce impacts. (All)

ROW Acquisition

- All residential and commercial relocations would be in accord with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. (Segments 5, 7-10, 12)
- All members of the Honor Family residing on the family property partially within the ROW would be given the opportunity to be relocated. Segment 7)

- To assure that every effort is made to identify and avoid disproportionate impacts on minority and low-income residents, community involvement would be scheduled during the ROW acquisition for the project. Segment 5 & 7)
- Prior to ROW Acquisition, if a NEPA process has been completed for the relocation of LA 3060, the conceptual design of I-49 will be revised to relocate the proposed Willowdale interchange to the selected alignment for LA 3060. (Segment 8)
- Prior to ROW acquisition, potential hazardous materials sites within the ROW would be further investigated and appropriate measures would be taken. (Segments 2, 10, 12,a n 14)
- Prior to ROW acquisition, if possible, and prior to Final Design and construction in any event, any area not previously investigated for the presence of cultural resources because of access being denied or other reasons would be investigated and the findings discussed with FHWA and coordinated with the SHPO.
- Prior to ROW acquisition and Final Design of Segment 7 within the site of the Monsanto Plant in Luling, a study will be completed to determine the required relocation of pipelines, railroads, roadways, drainage structures, and other infrastructure within the ROW. Monsanto would be invited to participate in the management of this study. The study findings would be implemented prior to, or in association with, the design and construction of I-49, as appropriate.

Design

- To assure that every effort is made to identify and avoid disproportionate impacts on minority and low-income residents, community involvement activities would be scheduled during the, design of the project.
- Impacts to floodplains have been minimized by elevating the mainline roadway. New at-grade roadways constructed as part of the project would be elevated above the 50-year floodplain elevation.
- Regarding protected species and habitats, consultation with USFWS and LDWF has been completed. Currently it is believed that there are no impacts to protected species or habitats, consultation would be renewed to assure that any new condition is appropriately addressed, as each segment enters Final Design.
- Determine impacts on existing water wells in Segment 9, and oil and gas wells and the plan for well relocation during design.
- Prior to Final Design, traffic studies would be updated for US 90 to determine the appropriate capacity for 2030 as projected at that time, especially:
  - West of Live Oak Boulevard in Link 5 the 2-lane frontage road in the center of the ROW. The frontage road would become a 4-lane facility with a 16 foot median and left turn lanes, if traffic warrants; and
  - From Live Oak Boulevard to Segnette Boulevard, the 4-lanes for both the mainline and the frontage road would become 6-lanes for either or both if traffic warrants.
- A delineation and evaluation of archaeological Site 16JE29 will be done after acquisition of the ROW and prior to construction of the project. If determined eligible, mitigation measures will be undertaken in coordination with the SHPO.
- The possibility exists that there are unmarked graves outside the apparent boundaries of the Old Mt Airy Cemetery in Boutte. Prior to construction, tests

would be made in any area of potential construction disturbance so that appropriate measures can be taken prior to construction.

- The portion of the elevated mainline of I-49 between the existing elevated Westbank Expressway and the mainline ramps connecting to US 90 East and the Huey P. Long Bridge, would be designed to have the same appearance as the existing Westbank Expressway.
- To reduce the impacts along existing full access roadways that result from the control of access at ramp terminals and connecting roads, a public involvement process including Access Management Workshops will be undertaken during design where this condition may occur. Examples are the interchanges along US 90 and US 90 Business from LA 3127 to Ames Boulevard. Special conditions would be identified and addressed through this process.

Construction

- To assure that every effort is made to identify and avoid disproportionate impacts on minority and low-income residents, community involvement activities would be scheduled during construction of the project.
- The construction of the project would be scheduled to minimize or avoid impacts to agricultural harvests, school access, and wading bird nesting season.
- Construction sequence plans will be required to ensure
  - continued access to all properties in conjunction with the Access Management process, and
  - continuous availability of at least two through lanes of traffic in each direction in the US 90 corridor. Temporary lane closures would only be allowed during off-peak hours.
- Traffic impacts during construction will be minimized by a Traffic Control Plan.
- In open water, work areas would be restricted to the minimum size required, and measures would be taken to reduce temporary sediment dispersion.
- Best Management Practices will be followed to control non-point source pollution and potential impacts to groundwater during construction.
- Monitoring of vibration during construction will be required in developed areas.
- Work would stop and the indicated steps would be taken if the following conditions were encountered during construction:
  - hazardous materials require implementation of DOTD PPM No. 48;
  - wading bird rookeries require consultation with LDWF; and
  - cultural resources require consultation with the SHPO.

13.0 Right-of-Way

The DOTD Real Estate Section is responsible for completing ROW acquisition in accord with DOTD policies for appraisals, acquisitions, relocations, demolitions, construction/utility easements, scheduling, and reporting. These policies adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq.). A complete copy of the DOTD Real Estate Section manual is located in **Appendix N.**

In addition to the above referenced Standard Operating Procedures, project specific commitments discussed below have been made regarding ROW acquisition. In the Implementation Plan there is a proposed sequence of ROW acquisition that in some segments is in advance of the usual schedule regarding the start of construction. This is defined in the discussions of the Accelerated ROW schedule.

While no decision has been made regarding the sequence of ROW acquisition as of February 2008, there are clear benefits to be derived from acquiring the ROW within the Paradis Mitigation Bank and in the Environmental Justice neighborhoods as soon as possible.

13.1 Honor Family

All members of the Honor Family residing on the family property, which is partially within the ROW, would be given the opportunity to be relocated in accord with the commitments described in **Appendix J.** These commitments concern the opportunity for the family households to be relocated to a site that can be occupied in common as they currently occupy the existing property. After obtaining the ROD, the Real Estate Section will undertake negotiations with the Honor Family. Final actions cannot be taken pending the availability of funding for the purchase and relocation and the resolution of any real estate title issues that may exist. These negotiations can, however, result in a process and timetable that is amenable to the family and the project sponsors.

A major outstanding concern expressed by the family in previous discussions is the standard procedure that would relocate those currently living in mobile homes to mobile homes on a different site. Depending on the condition of the mobile home currently occupied, it may be physically relocated. If it is not suitable for relocation, a new mobile home would be provided. The concern expressed by the family is that all of the households should receive houses with 3 bedrooms and 2 baths.

A related concern is that the St. Charles Parish Zoning Ordinance has reduced the areas in which mobile homes are either permitted or conditional uses.

13.2 Environmental Justice

To assure that every effort is made to identify and avoid disproportionate impacts on minority and low-income residents, community involvement activities would be scheduled during ROW acquisition. This will include community meetings in identified minority and low-income communities in addition to the individual contact that is required by the standard policies with the affected residents, business owners, and property owners. These meetings will be called by the Real Estate Section

immediately prior to the planned initiation of contact with the individuals concerned. Follow-up community meetings will be held, if needed in the opinion of the Project Manager. If invited to attend meetings called by the community regarding I-49, DOTD representatives including the Project Manager and Real Estate Representatives, and design consultants will do so.

13.3 LA 3060 NEPA

The Real Estate Section must obtain assurance from the Project Manager and the Environmental Section that the additional required ROW that is to be acquired for Segment 8 is in accord with the LA 3060 NEPA documents, if any.

If a NEPA process has been completed for the relocation of LA 3060, the preliminary design of I-49 must provide for an interchange with the Selected Alternative identified in those documents rather than with Willowdale Boulevard.

If the LA 3060 NEPA documents are incomplete, but the process is actively underway, the Project Manager must consult with the Secretary prior to giving approval for I-49 ROW acquisition.

If no LA 3060 NEPA process has been initiated, or it was initiated but it has become dormant, the ROW acquisition for the Willowdale interchange as shown in the Final EIS would be approved.

13.4 Hazardous Material

Prior to ROW acquisition, there must be further investigation of potential hazardous materials sites within the ROW and appropriate measures must be taken. The existence of these conditions may affect fair market value and other acquisition matters. The Real Estate Section must obtain assurance from the Project Manager and the Environmental Evaluation Unit that the requirements of DOTD PPM No. 48 have been satisfied and receive the necessary data generated from that exercise prior to beginning the process of acquiring ROW in Segments 3, 9, 10, 12, and 14.

As the ROW required for Segment 10, and, especially, for Segments 12 and 14, is needed very early in the schedule, it would be preferable for a single application of PPM No. 48 for all suspected sites as soon as funding is available after the ROD. If this is not feasible, the studies could be undertaken in the order of Segments 12 and 14, 10, 3, and 9, as this reflects the proposed sequence of acquisition.

13.5 Cultural Resources

Prior to ROW acquisition, if possible, and prior to Final Design and construction in any event, any area not previously investigated for the presence of cultural resources because of access being denied or other reasons would be investigated and the findings discussed with FHWA and coordinated with the SHPO.

13.6 Monsanto Relocations

It is a commitment in the Final EIS that there will be a Relocation Study of the proposed required ROW within the Monsanto property that is in addition to the typical utility relocation activities. The purpose of this study is to provide for an integrated review of all utility and infrastructure elements on the site, and to provide a

systematic plan for their relocation including a schedule of work in coordination with ROW acquisition and construction of I-49. These elements include pipelines, railroads, roadways, drainage structures, and other utilities, some of which are the property of Monsanto and some of which are within easements and servitudes granted by Monsanto. Prior to ROW acquisition and Final Design of Segment 7 within the existing site of the Monsanto Plant in Luling, the Project Manager, the Environmental Section, the Environmental Evaluation Unit, the Utilities Section, and the Railroad Section must provide the Real Estate Section with the final results of the study of the relocation of infrastructure on the site within the ROW.

13.7 Utilities

In addition to the utilities on the Monsanto site, there are two electrical transmission lines that cross the alignment, one in Segment 5 that may need towers relocated or heightened and one in Segment 12 that probably will be unaffected. Also in Segments 8, 9, 10, 12, and 14 there are locations where electrical distribution lines may need to be relocated wherever the existing US 90 ROW will be widened.

The other potential utility relocations include:

- Fiber optic lines, which typically would be parallel to the electrical distribution lines that will require relocation,
- Drainage structures, most notably in Segment 10 in Avondale, but also in St. Charles Parish in Segment 8;
- Catch basins along portions of the existing Westbank Expressway between Drake and Ames wherever the curb must be relocated inside the existing ROW; and
- Transmission pipe lines that have been avoided to the extent possible, but cannot be avoided with certainty prior to completion of topographic surveys.

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14.0 Safety & Security

The safety and security of both the public and individuals working on the project is of the utmost concern. General safety policies for workers and the public are described in **Appendix D Sections 107.06 and 107.07.**

This section will be developed in more detail prior to Stage 5, construction.

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15.0 Traffic Management

Maintenance of Traffic (MOT) operations, in order to complete the project in the safest and most efficient manner for the traveling public, will provide 4 lanes of traffic operations at all times. Additionally, traffic management policies found in DOTD Standard Specification 104.03 are detailed in **Appendix T**. A specific traffic control plan will be developed prior to the construction phase of each segment.

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16.0 Media Relations & Public Communications

A critical objective for this major project is to maintain the trust, support, and confidence of the media and public throughout the life of the project. As stated in Section 8, the Project Team will prepare a Communications Manual that provides additional details for internal communications and public information responsibilities. Section 8 discusses responsibilities regarding Internal & Stakeholder Communications. This section discusses communications with the public and the media and provides summaries of communications activities of all types undertaken during the preparation of the EIS.

The plan will provide proactive, effective, and responsive notice of impacts from the project through the DOTD website and though community meetings with those affected prior to design and construction. Additional details of the plan will be developed as needed as each successive project phase is initiated. The major phases will define activities during the Preliminary Design, ROW Acquisition, and Construction Phases and to satisfy the commitments of Environmental Justice and Access Management. These commitments will primarily be associated with Design and ROW Acquisition.

16.1 Future Public Involvement

It is anticipated that the primary responsibilities for public involvement in Stage 3 will be assigned to the design consultants. These responsibilities that will be detailed in their contracts would include:

- Access Management Workshops;
- General information meetings in Environmental Justice areas as discussed in 13.2;
- Other meeting for the public, elected officials, and regulatory agencies; and
- Making information intended for public access available to the DOTD Information Technology section in the appropriate format to be uploaded on the DOTD website.

It is anticipated that the Real Estate Section would be primarily responsible for any meetings regarding ROW in Environmental Justice areas and elsewhere at their discretion. They may request logistic support from the design consultants or other consultants assisting in the ROW acquisition or relocation processes.

If a Supplemental EIS is required at any time during the development of the project, the required public participation would be the responsibility of the consultant engaged to perform this work.

Other public communications will be determined as the project progresses. During construction special provisions to alert the driving public to changes in traffic conditions will be very important.

16.2 Future Website

The NEPA consultant has provided a website, www.i49south.org, during the preparation of the EIS. The DOTD website also has the capacity to provide public information directly or through a link. DOTD will take responsibility for the

maintenance of the I-49 website in March 2008, but may combine the information into the DOTD website in the future.

In either event, a designated location for public information on the project must be established and maintained for the life of the project. It is to this location that both DOTD and the various consultants would post information.

It is strongly recommended that state-of-the-art software be employed for this purpose that allows the Project Manager, the Real Estate Section, and the planning and engineering consultants to post information without resorting to a third party computer consultant.

16.3 Media Relations

The DOTD Project Manager and his supervisors are responsible for all communications with the media. The distribution of certain specific categories of information can be delegated to a consultant, primarily those that deal with fact rather than policy and information already made public. Any such delegation of responsibility should be specifically stated in the consultant contract.

16.4 NEPA Public Involvement Plan

At the onset of the project in March 2003, a public involvement plan (PIP) was developed to ensure adequate public involvement would be conducted pursuant to the NEPA process. This plan outlined the types of public involvement that would be conducted and the methods to be utilized to implement the plan. Sections 16.5 through 16.12 summarize the public involvement conducted as of the date of the Final EIS as described in Chapter 7 of that document.

16.5 Notice of Intent

Notices of Intent (NOI) to prepare an EIS pursuant to NEPA relative to the construction of SIU 1 and SIU 2 of proposed I-49 South were published in the Federal Register on April 7, 2003. A summary of the project along with contact information for FHWA and DOTD was provided.

Upon the DOTD's decision to combine the SIU's into a single EIS, an NOI was published on March 3, 2006, announcing this decision. A summary of the project along with contact information for FHWA and DOTD was provided. The NOI of March 3, 2006, which references those of April 7, 2003, is found in the Appendix of the Final EIS.

16.6 DOTD Solicitation of Views

A formal Solicitation of Views (SOV) letter was sent on April 2, 2003, for SIU 1 and on April 4, 2003, for SIU 2 to federal and state agencies, non-profit and community organizations, and individuals with an interest in the project. It was determined by FHWA that no SOV letter was required following the NOI of March 3, 2006. Copies of the SOV letters and the list of recipients are contained in Appendix 7-B of the Final EIS. The SOV letter provided a project summary, project study area map, and contact information for the DOTD and the consultants. Letters received in response to the SOV are in Appendix 7-C of the Final EIS.

16.7 Public Information Meetings

During the development of the EIS, three rounds of public information meetings were conducted in each affected local government jurisdiction for each SIU.

The first round of these meetings was held on April 15, 2003 in Lafourche, April 16 and April 22, 2003, in St. Charles, and April 29, 2003 in Jefferson. This round of meetings was designed to provide the public with a general overview of the NEPA process, to introduce the concepts of the proposed I-49 South SIU 1 and SIU 2, and to obtain input from the public on potential alignments. The presentation and the comments received during the first round of public information meetings and during the scoping meetings were incorporated into a report for each SIU entitled *Scoping Process* dated June 2003.

A second round of public information meetings was held on November 6, 2003 in Lafourche, November 4 and 11, 2003, in St. Charles, and November 19, 2003, in Jefferson. Proposed alignment Alternatives were presented for public review and comment at these meetings. Verbal comments recorded at the meetings, e-mailed comments, and other written comments were received either at each of the public meetings or during the ten-day comment period that followed. All comments for and against each alternative alignment were summarized during the continued analysis of alternative alignments. A report for each SIU was prepared entitled *Public Information Meetings Round 2*. These summarize the public information meetings and list the comments.

A third round of public information meetings for each SIU was held to present and discuss the build alternatives proposed for study in each DEIS. Meetings were held on May 18, 2004, in Lafourche, May 20 and August 17, 2004, in St. Charles, and August 19, 2004, in Jefferson. The presentation included a summary of impacts to the natural and built environment and estimates of additional required ROW. Also discussed were the reasons why formerly presented alternatives had been eliminated. Potential interchanges with I-310 and connections between the SIUs were presented showing how the proposed alternatives for each SIU could connect to one another. Public attendance and response to the alternatives presented was high. Once again, reports for each SIU were prepared entitled *Public Information Meetings Round 3*.

On November 16, 2006, an additional public information meeting was held to provide the public with project information that reflects the combining of the SIU's into a single EIS and the decision to provide for a fully elevated mainline throughout the project area. This meeting was held in Jefferson Parish as the determination to fully elevate the mainline eliminated Alternative 5B in that Parish. Public notice was provided in Lafourche and St. Charles Parishes as well.

16.8 Community/Town Hall Meetings

Community and town hall meetings have been held on an as-needed or an as-requested basis to provide more local community involvement and respond to community concerns. Following the first round of public information meetings, informal public information sessions were held on multiple weekends at project area Wal-Mart stores located in Mathews and Boutte to ensure that the public was aware

of the project. In addition to providing general answers to questions, project staff supplied public information hand-outs and comment forms. Project informational materials were left at the area Wal-Marts and Bowie Cajun Bar B Q.

Several St. Charles Parish Councilmen organized a town hall meeting that was held in Paradis in May 6, 2003 to discuss both SIU 1 and SIU 2, and, in the fall of 2003, information booths were set up at festival in all three Parishes.

During the development of the SIU 1 and SIU 2 alternatives, multiple meetings, often called at the request of the community, were held with churches, landowners, residents, developers, business owners, and industry representatives from the study area. The issues addressed were related to potential takings of commercial buildings and homes, control of access concerns, farming interests, indirect impacts such as noise on commercial buildings, property, and residences and the perceived lack of frontage roads in Lafourche Parish.

The project sponsors arranged a town hall meeting on March 18, 2004 with the Boutte neighborhood that would be affected by Alternative 3A, then known as Alternative T in SIU 2, to assure that the residents of this minority neighborhood were afforded the opportunity to participate in the planning process. Following that meeting, three additional meetings were held with this community in spring 2004 to discuss the status of the project. These included a presentation of DOTD's Relocation Assistance Program.

On January 22, 2005, subsequent to the selection of Alternatives 3A and 3B for inclusion in the DEIS, additional meetings were held throughout the day with Boutte neighborhood residents and other interested parties. These meetings included:

- A general neighborhood meeting;
- Homeowners that would be relocated if Alternative 3A were selected;
- Residents that would be affected by increased noise in Alternatives 3A or 3B; and
- Representatives of the Mt. Airy Baptist Church that is responsible for the cemetery adjacent to the ROW in Boutte at the end of Alexander Street.

The project sponsors arranged a meeting on May 14, 2005, for the residents of Mosella, primarily minority families that would be relocated by Alternative 3A. These families live on Old Spanish Trail (LA 631) along the BNSF Railroad ROW. This meeting was intended to inform them that a Preferred Alternative would be included in the SIU 1 DEIS and that they would be relocated if it was implemented. Representatives of the DOTD Real Estate Section were present to explain the real estate acquisition and residential relocation processes. Many more citizens attended the meeting than were expected. They gathered to express general dissatisfaction with any alignment that entered the populated portions of St. Charles Parish.

On August 2, 2005, residents of St. Charles Parish held a meeting in Mosella at which the project sponsors explained the alignments included in the SIU 1 DEIS and received additional comments.

In Jefferson Parish, project sponsors made a presentation and responded to comments at a special meeting of the City of Westwego, the only incorporated municipality in the study area, on July 7, 2004.

16.9 Public Officials Meetings

State and local public officials were invited to all scoping and public information meetings. Separate meetings also have been held with area governing bodies and individual local government representatives at the initiation of the project and on an as-needed, or an as-requested, basis. The primary purposes of these meetings have been to inform the local governments of the project as it develops and to establish lines of on-going communication.

Meetings with Lafourche Parish officials were held on April 15, 2003; April 14, May 6, and June 29, 2004; February 23, 2005; and November 9, 2006.

Meetings with St. Charles Parish officials were held on June 19, August 19, September 3, and October 22, 2003; February 10, September 7, September 29, October 12, October 14, November 17, November 22, December 2, and December 3, 2004; February 23, April 13, June 9, June 13, and August 3, 2005; and November 7, 2006.

Meetings with Jefferson Parish officials and officials of the City of Westwego were held on September 9, 2003, February 19, May 17, and July 14, 2004;March 25, April 15, May 11, and August 1, 2005; and September 5, September 18, October 3, and October 9, 2006.

These meetings have included local elected and appointed officials and state legislators in the corridor. Also, there has been coordination and consultation with the two MPO's, the South Central Planning and Development Commission and the New Orleans Regional Planning Commission. Presentations have been made to the Regional Planning Commission on March 8, 2004, and May 25, 2004.

Subsequent to the ROD, the newly elected St. Charles Parish President requested a briefing on the project on March 10, 2008.

16.10 Regulatory Agency Meetings

Prior to the scoping meetings, letters were sent to the USACE, USFWS, USEPA, and USCG inviting those agencies to be cooperating agencies for the I-49 South project. Responses to these letters were not received prior to the first of the two scoping meetings that were held in April 2003 at DOTD headquarters in Baton Rouge:

- The first meeting on April 14, 2003, provided for introductions of the project team and agency representatives and an overview of the project including the two SIU's; and
- The second meeting on April 30, 2003, focused on obtaining substantive comments from the agencies and discussion of coordination between the concurrent NEPA processes for I-49 and the Donaldsonville to the Gulf Hurricane Protection Levee.

Shortly after the scoping meetings, a meeting was held with the Donaldsonville to the Gulf project managers, as well as USEPA and other interested agencies at the USACE, to coordinate the projects. The final outcome of the meeting, after exchange of letters between FHWA and the USACE, was that due to levee stability concerns, construction of the levee and new elevated interstate in a shared ROW would not be feasible. The development of alternatives for SIU 1 would continue to consider the

potential routing for a new levee, but would not be developed in direct coordination with it.

Individual agencies were met with relative to specific resource impacts within their purview. Coordination meetings with all agencies continued to reach concurrence the Streamlining Process including:

- At the meeting on September 28, 2006, the Preferred Alternative in the combined Draft EIS received concurrence; and
- At the meeting on July 25, 2007, the Selected Alternative included in the Final EIS received concurrence.

Agency consultations continued as appropriate until the NEPA process was concluded, and a Record of Decision (ROD) was issued.

Since that time, a Section 404/10 Coastal Zone Permit Pre-application meeting was held on January 29, 2008.

16.11 Newsletters

The PIP called for development of four newsletters for each SIU as discussed below:

- In early summer 2003, first newsletters announced the project and provided an overview of the NEPA process and the anticipated project schedule.
- In early fall 2003 the second newsletters announced the dates of the second round of public meetings. These were sent to all postal addresses in the respective SIU study areas to assure a high turnout at the second round of meetings.
- In April 2004 for SIU 1 and in August 2004 for SIU 2, the third newsletters were released to announce the meeting dates of the third round of public meetings.
- In August 2005 a fourth newsletter announced the availability of the SIU 1 DEIS, the comment period, and the scheduled Public Hearing.

16.12 1-49 South Web Page

The I-49 South web page developed for other sections of the highway was modified and upgraded to add SIU 1 and SIU 2 information without eliminating the data regarding other sections of the highway. The public could access the web page at www.i49south.org to obtain project information, register to be on the mailing list, provide comments, and read or download the DEIS and FEIS. The Record of Decision (ROD) also was posted to the site. The site will be available until September 23, 2008. Public access to the Final EIS and the ROD will be available on the DOTD website, www.dotd.la.gov

17.0 Civil Rights Program

"It is the policy of DOTD to ensure that all transportation activities are free from any discriminatory elements or practices, and that affirmative actions are taken to foster the participation of Disadvantaged Business Enterprises in all such activities."

The DOTD Compliance Programs Section is responsible for administering a variety of programs to ensure agency activities are free from discrimination. These include:

- Disadvantaged Business Enterprise (DBE)
- Title VI
- Contract Compliance

- Local Government Compliance
- Internal DOTD Compliance

DOTD will establish DBE goals for both Consultant and Construction contracts.

All phases of the project will meet all Federal and State Civil Rights requirements.

In addition, all Environmental Justice commitments shall be honored. The project team shall proactively address Environmental Justice issues discussed in section 13.2.

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18.0 Closeout Plan

A Closeout Plan is included to provide a coordinated transition from construction to operations**. DOTD Standard Operating Procedures Stage 5 and Stage 6 (Appendix M**) describe items and requirements associated with project close out. Additionally, the Construction Contracting Administration manual (**Appendix D**) outlines closeout procedures. A more detailed closeout plan will be developed prior to the construction in Stage 5.

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19.0 Project Documentation

Each Stage will document the information and data generated during that Stage. The following is an outline of the required documentation by Stage.

Stage 1: This stage requires four deliverables of which all are completed upon completion of this PMP:

- Final EIS including the Conceptual Line & Grade,
- Record of Decision (ROD),
- Scope and Budget Memorandum, and
- Project Management Plan (PMP) including cost estimates for design fees, ROW acquisition including relocation and professional fees, and construction including utility relocation and fees for professional services during construction.

Stage 2: This stage requires completion of the following. To the extent possible, PPMS will be employed to track the work.

- Cost estimate that is updated annually in this PMP for portions not under construction and in the Financial Plan for portions that have received construction authorization,
- Project Plan,
- Project Delivery Date (PDD),
- Updated Program Fiscal Year identifying year it will be let for construction, and
- An identified funding source.

Stage 3: This stage requires the following. To the extent possible, PPMS will be employed to track the work.

- Signed Final Plans including in electronic format,
- QC/QA documentation for the Final Plans,
- Specifications and Proposal package,
- Approved estimate ready for letting,
- ROW acquisition completed,
- Required agreements secured for utilities, railroads, etc.,
- All permits, both environmental and non-environmental,
- An estimate of construction duration, and
- Determine performance indicators for budget and schedule.

Stage 4: To let the project in accord with the goals of Stage 4:

- Let and award an optimized mix of projects reflective of
  - the sub-categories and funding levels of the budget,
  - geography, and
  - local and statewide priorities.
- Let and award projects in a manner that reduces negative socioeconomic impacts to the traveling public and Louisiana business and industry.
- Level the monthly letting schedule based on dollar value let.

Stage 5: The only final deliverable is the Final estimate prepared by the Project Engineer. There are a number of deliverables that must be submitted throughout the construction process that are discussed in Chapter 9 of the Project delivery manual and in various EDSM. The construction process is monitored primarily by Site

Manager, and, when it becomes operational, also by Materials Manager, a module of Site Manager.

Stage 6: This stage requires documentation that a number of post-construction responsibilities have been successfully concluded. As described in Chapter 10 of the Project Delivery Manual, these would include:

- Disposal of excess ROW,
- Identify additional utilities permitted in the ROW,
- Compliance with post-construction environmental requirements,
- Materials Durability and performance monitoring,
- Identify design features that complicate maintenance activities, and
- Identify design features that impede efficient traffic operations.

Appendices

* Appendix A contains live MS Word files from Chapter 10 of the Final EIS.
** Appendix C contains live MS Excel files.

All other Appendices on the CD contain files in the pdf format.

Unit Costs

Code		Description	Ground Elevation		Unit Cost
10		elevated structure		SQ. FT	$100.00
11		elevated 2nd level		SQ. FT	$125.00
12		elevated 3rd level		SQ. FT	$201.60
13		elevated straddle bents		SQ. FT	$288.00
14		Bayou Des Allmands High Rise		SQ. FT	$273.60
15		RR Track		LF	$288.00
16		Channel Excavation		LF	$224.64
17		Pipeline Relocation		LF	$43.20
18		Rubblizing Portland Cement Concrete		SQ. YD	$7.20
20	7' Muck	1 lane Road		LF	$135.51
21	3' Muck	1 lane Road		LF	$105.00
22	7' Muck	1 lane Road with Shoulders (8' Total)		LF	$308.69
23	3' Muck	1 lane Road with Shoulders (8' Total)		LF	$200.53
24	7' Muck	2 lane Road with Shoulders (8' Total)		LF	$444.19
25	3' Muck	2 lane Road with Shoulders (8' Total)		LF	$305.53
25a	7' Muck	2 lane Road with Shoulders (10' Total)		LF	$917.79
25b	3' Muck	2 lane Road with Shoulders (10' Total)		LF	$751.93
26	7' Muck	2 lane Road with Shoulders (16' Total)		LF	$542.75
27	3' Muck	2 lane Road with Shoulders (16' Total)		LF	$381.91
28	7' Muck	1 lane RAMP with Shoulders (10' Total)		LF	$382.63
29	3' Muck	1 lane RAMP with Shoulders (10' Total)		LF	$257.82
29a	7' Muck	2 lane RAMP with Shoulders (10' Total)		LF	$980.00
29b	3' Muck	2 lane RAMP with Shoulders (10' Total)		LF	$814.21
30	7' Muck	3 lane Road with Shoulders (16' Total)		LF	$752.88
31	3' Muck	3 lane Road with Shoulders (16' Total)		LF	$506.06
32	7' Muck	3 lane Road with Shoulders (8' Total)		LF	$637.04
33	3' Muck	3 lane Road with Shoulders (8' Total)		LF	$428.20
33a	7' Muck	4 lane Road with Shoulders (10' Total)		LF	$1,422.75
33b	3' Muck	4 lane Road with Shoulders (10' Total)		LF	$1,144.79

40	11' MUCK	1 lane FRWY (12')	4.00	LF	$220.52
41		1 lane FRWY (12')	2.00	LF	$226.92
42		1 lane FRWY (12')	0.00	LF	$233.32
43		1 lane FRWY (12')	-2.00	LF	$239.72
44		1 lane FRWY (12')	-4.00	LF	$246.11
45		2 lane FRWY with 1/2 Median	4.00	LF	$936.12
46		2 lane FRWY with 1/2 Median	2.00	LF	$995.80
47		2 lane FRWY with 1/2 Median	0.00	LF	$1,036.60
48		2 lane FRWY with 1/2 Median	-2.00	LF	$1,125.68
49		2 lane FRWY with 1/2 Median	-4.00	LF	$1,197.07
50		3 lane FRWY with 1/2 Median	4.00	LF	$1,227.51
51		3 lane FRWY with 1/2 Median	2.00	LF	$1,293.60
52		3 lane FRWY with 1/2 Median	0.00	LF	$1,340.80
53		3 lane FRWY with 1/2 Median	-2.00	LF	$1,436.28
54		3 lane FRWY with 1/2 Median	-4.00	LF	$1,514.07
55		2 lane FRWY with 1/2 Barrier	4.00	LF	$886.29
56		2 lane FRWY with 1/2 Barrier	2.00	LF	$936.99
57		2 lane FRWY with 1/2 Barrier	0.00	LF	$985.28

58		2 lane FRWY with 1/2 Barrier	-2.00	LF	$1,037.88
59		2 lane FRWY with 1/2 Barrier	-4.00	LF	$1,094.70
60	7' MUCK	1 lane FRWY (12')	4.00	LF	$187.23
61		1 lane FRWY (12')	2.00	LF	$193.64
62		1 lane FRWY (12')	0.00	LF	$200.03
63		1 lane FRWY (12')	-2.00	LF	$206.44
64		1 lane FRWY (12')	-4.00	LF	$212.83
65		2 lane FRWY with 1/2 Median	4.00	LF	$729.56
66		2 lane FRWY with 1/2 Median	2.00	LF	$789.24
67		2 lane FRWY with 1/2 Median	0.00	LF	$830.04
68		2 lane FRWY with 1/2 Median	-2.00	LF	$919.12
69		2 lane FRWY with 1/2 Median	-4.00	LF	$990.52
70		3 lane FRWY with 1/2 Median	4.00	LF	$976.58
71		3 lane FRWY with 1/2 Median	2.00	LF	$1,042.66
72		3 lane FRWY with 1/2 Median	0.00	LF	$1,089.85
73		3 lane FRWY with 1/2 Median	-2.00	LF	$1,185.34
74		3 lane FRWY with 1/2 Median	-4.00	LF	$1,263.14
75		2 lane FRWY with 1/2 Barrier	4.00	LF	$721.27
76		2 lane FRWY with 1/2 Barrier	2.00	LF	$771.98
77		2 lane FRWY with 1/2 Barrier	0.00	LF	$820.25
78		2 lane FRWY with 1/2 Barrier	-2.00	LF	$872.86
79		2 lane FRWY with 1/2 Barrier	-4.00	LF	$929.69
80	3' MUCK	1 lane FRWY (12')	4.00	LF	$153.95
81		1 lane FRWY (12')	2.00	LF	$160.34
82		1 lane FRWY (12')	0.00	LF	$166.75
83		1 lane FRWY (12')	-2.00	LF	$173.15
84		1 lane FRWY (12')	-4.00	LF	$179.55
85		2 lane FRWY with 1/2 Median	4.00	LF	$558.95
86		2 lane FRWY with 1/2 Median	2.00	LF	$618.64
87		2 lane FRWY with 1/2 Median	0.00	LF	$659.43
88		2 lane FRWY with 1/2 Median	-2.00	LF	$748.51
89		2 lane FRWY with 1/2 Median	-4.00	LF	$819.91
90		3 lane FRWY with 1/2 Median	4.00	LF	$761.59
91		3 lane FRWY with 1/2 Median	2.00	LF	$827.67
92		3 lane FRWY with 1/2 Median	0.00	LF	$874.87
93		3 lane FRWY with 1/2 Median	-2.00	LF	$970.36
94		3 lane FRWY with 1/2 Median	-4.00	LF	$1,048.15
95		2 lane FRWY with 1/2 Barrier	4.00	LF	$578.43
96		2 lane FRWY with 1/2 Barrier	2.00	LF	$629.15
97		2 lane FRWY with 1/2 Barrier	0.00	LF	$677.43
98		2 lane FRWY with 1/2 Barrier	-2.00	LF	$730.04
99		2 lane FRWY with 1/2 Barrier	-4.00	LF	$786.86

101		Removal of 1 lane w/shoulders		LF	$36.00
102		Removal of 2 lanes w/shoulders		LF	$64.80
103		Removal of 3 lanes w/shoulders		LF	$86.40
104		Removal of 4 lanes w/shoulers		LF	$108.00
105		Removal of bridge		SQ. FT	$19.91
106		5" Hot Mix Asphalt Overlay		TON	$83.52
107		2" Hot Mix Asphalt Overlay		TON	$83.52
108		ROW		SQ. FT	$6.00
109		Power line		LF	$86.40

110		Transmission line		LF	$216.00
111		Gas line		LF	$86.40
201		US 90 U-Turn		LF	$1,348.14
202		At-Grade Bridge Structure		SQ. FT	$75.00
203		Cul-de-sac		LF	$839.12
1001		1 lane RAMP with Curb and Gutter		LF	$829.26
1002	3' MUCK	2 lane RAMP with Curb and Gutter		LF	$1,018.81
1003		1 lane Road with Curb and Gutter		LF	$829.26
1004		2 lane Road with Curb and Gutter		LF	$1,018.81
1005		3 lane Road with Curb and Gutter		LF	$1,072.89
1006		4 lane Road with Curb and Gutter		LF	$1,416.73
1010		pavement widening		LF	$425.41

Segment 1 - Priority 6

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB Brdg Widening	22+82	47+10	-	2,428	10	elevated structure	11.5	27,919	SQ. FT	$100.00	$2,791,900.00
SB	47+10	68+24	Varies	2,114	10	elevated structure	Varies	134,601	SQ. FT	$100.00	$13,460,100.00
SB	68+24	190+00	2 lanes	12,176	10	elevated structure	45	548,074	SQ. FT	$100.00	$54,807,400.00
SB Ramp	42+77	47+66	1 lane	501	10	elevated structure	28	13,985	SQ. FT	$100.00	$1,398,500.00
SB Ramp	177+45	194+08	1 lane	911	10	elevated structure	28	40,263	SQ. FT	$100.00	$4,026,300.00
NB Brdg Widening	22+82	47+10	-	2,428	10	elevated structure	11.5	27,919	SQ. FT	$100.00	$2,791,900.00
NB Brdg Widening	40+43	46+61	-	618	10	elevated structure	Varies	6,965	SQ. FT	$100.00	$696,500.00
NB	47+10	104+35	Varies	5,725	10	elevated structure	Varies	326,336	SQ. FT	$100.00	$32,633,600.00
NB	104+35	190+00	2 lanes	8,565	10	elevated structure	45	383,991	SQ. FT	$100.00	$38,399,100.00
NB Ramp	45+08	46+66	1 lane	158	10	elevated structure	28	4,344	SQ. FT	$100.00	$434,400.00
NB Ramp	166+13	191+43	1 lane	2,530	10	elevated structure	28	45,282	SQ. FT	$100.00	$4,528,200.00
SB to NB U-Turn	-	-	1 lane	4,773	11	elevated 2nd level	Varies	145,638	SQ. FT	$125.00	$18,204,750.00
At-Grade											
SB Ramp	194+08	198+92	1 lane	669	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$255,977.28
NB Ramp	191+43	198+92	1 lane	942	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$360,434.37
US 90 U-Turn	89+07	90+06	-	66	201	US 90 U-Turn	-	-	LF	$1,348.14	$88,977.24
Removal											
US 90 EB Brdg	47+10	56+35	3 lanes	-	105	Removal of bridge	-	60,326	SQ. FT	$19.91	$1,201,385.87
US 90 EB Ramp	42+83	47+64	1 lane	-	105	Removal of bridge	-	13,985	SQ. FT	$19.91	$278,509.79
US 90 EB	66+45	89+13	2 lanes	2,366	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$153,316.80
US 90 WB Brdg	47+10	56+35	3 lanes	-	105	Removal of bridge	-	63,030	SQ. FT	$19.91	$1,255,235.74
US 90 WB Ramp	45+12	46+63	1 lane	-	105	Removal of bridge	-	4,344	SQ. FT	$19.91	$86,510.30
US 90 WB	66+45	89+13	2 lanes	2,357	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$152,733.60
Construction Sub Total											$178,005,730.99
										TOTAL 2006	$178,005,730.99

Segment 2 - Priority 4

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
At-Grade											
LA 182 EB	196+19	198+67	1 lane	1,171	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$361,480.11
	198+67	199+29	2 lanes	2,855	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,268,155.14
LA 182 WB	196+25	199+19	1 lane	1,270	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$392,040.77
	199+19	200+05	2 lanes	2,780	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,234,841.08
LA 307	199+52	217+00	2 lanes	2,173	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$965,219.31
US 90 EB	195+30	199+72	3 lanes	379	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$241,438.77
	199+72	201+83	2 lanes	179	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$79,509.55
US 90 WB	197+72	202+13	2 lanes	379	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$168,347.04
Removal											
LA 182	196+22	231+14	2 lanes	5,174	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$335,275.20
	231+14	246+01	1 lane	1,513	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$54,468.00
	230+08	232+53	4 lanes	455	104	Removal of 4 lanes w/shoulers	-	-	LF	$108.00	$49,140.00
	232+53	232+74	2 lanes	101	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$6,544.80
	232+33	231+56	1 lane	134	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$4,824.00
	232+73	238+42	1 lane	593	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$21,348.00
Construction Sub Total											$5,182,631.77
										TOTAL 2006	$5,182,631.77

Segment 3 - Priority 10

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB	190+00	213+85	2 lanes	2,385	10	elevated structure	45	106,294	SQ. FT	$100.00	$10,629,400.00
	213+85	229+78	3 lanes	1,593	10	elevated structure	57	89,534	SQ. FT	$100.00	$8,953,400.00
	229+78	450+00	2 lanes	22,022	10	elevated structure	45	1,004,893	SQ. FT	$100.00	$100,489,300.00
SB Ramp	204+72	213+89	1 lane	917	10	elevated structure	28	25,040	SQ. FT	$100.00	$2,504,000.00
SB Ramp	440+67	449+81	1 lane	914	10	elevated structure	28	25,011	SQ. FT	$100.00	$2,501,100.00
NB	190+00	423+11	2 lanes	23,311	10	elevated structure	45	1,066,698	SQ. FT	$100.00	$106,669,800.00
	423+11	438+97	3 lanes	1,586	10	elevated structure	57	97,625	SQ. FT	$100.00	$9,762,500.00
	438+97	450+00	2 lanes	1,103	10	elevated structure	45	49,840	SQ. FT	$100.00	$4,984,000.00
NB Ramp	203+84	213+78	1 lane	994	10	elevated structure	28	28,190	SQ. FT	$100.00	$2,819,000.00
NB Ramp	438+96	447+85	1 lane	889	10	elevated structure	28	25,111	SQ. FT	$100.00	$2,511,100.00
At-Grade											
SB Ramp	199+88	204+72	1 lane	474	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$181,365.07
	199+91	200+67	1 lane	112	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$42,854.19
SB Ramp	449+81	452+81	1 lane	295	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$112,874.88
NB Ramp	199+77	203+85	1 lane	418	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$159,937.97
	199+74	200+46	1 lane	106	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$40,558.43
NB Ramp	447+85	453+32	1 lane	556	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$212,740.46
US 90 EB	231+83	238+55	2 lanes	653	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$290,054.40
	238+55	245+72	1 lane	708	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$218,555.01
US 90 WB	231+71	245+71	2 lanes	1,376	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$611,201.92
	245+71	249+65	1 lane	395	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$121,933.94
US 90	428+12	447+15	2 lanes	1,863	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$827,521.20
structure	447+15	448+00	2 lanes	83	202	At-Grade Bridge Structure	83	3,237	SQ. FT	$75.00	$242,775.00
US 90	448+00	452+04	2 lanes	396	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$175,898.23
US 90 EB	452+03	453+50	1 lane	240	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$74,086.44
	453+50	466+67	2 lanes	1,850	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$821,746.76
US 90 WB	452+05	452+86	1 lane	161	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$49,699.66
	452+86	453+35	1 lane	199	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$61,430.01
	453+35	467+14	2 lanes	1,810	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$803,979.27
connector	462+25	462+74	2 lanes	147	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$65,295.55
cul-de-sac	-	-	-	310	203	Cul-de-sac	-	-	LF	$839.12	$260,127.20
Removal											
US 90 EB	428+12	466+67	2 lanes	4,130	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$267,624.00
US 90 WB	246+00	467+14	2 lanes	22,450	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$1,454,760.00
Construction Sub Total											$258,920,619.59
				16,230		Distribution line power poles 250 ft			LF/250	$640.70	$ 41,594.63
				450		Transmission power poles (2)			LF/225	$7,027.00	$14,054.00
Utility Sub Total											$55,648.63
										TOTAL 2006	$258,976,268.22

Segment 4 - Priority 11

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB	450+00	466+71	2 lanes	1,671	10	elevated structure	45	74,320	SQ. FT	$100.00	$7,432,000.00
	466+71	484+21	3 lanes	1,750	10	elevated structure	57	99,237	SQ. FT	$100.00	$9,923,700.00
	484+21	485+00	2 lanes	79	10	elevated structure	45	3,513	SQ. FT	$100.00	$351,300.00
	485+00	590+00	2 lanes	10,500	11	elevated 2nd level	45	472,622	SQ. FT	$125.00	$59,077,750.00
	590+00	765+00	2 lanes	17,500	10	elevated structure	45	801,107	SQ. FT	$100.00	$80,110,700.00
SB Ramp	457+59	466+73	1 lane	914	10	elevated structure	28	25,021	SQ. FT	$100.00	$2,502,100.00
SB Ramp	757+59	766+69	1 lane	910	10	elevated structure	28	25,020	SQ. FT	$100.00	$2,502,000.00
NB	450+00	485+00	2 lanes	3,500	10	elevated structure	45	178,160	SQ. FT	$100.00	$17,816,000.00
	485+00	590+00	2 lanes	10,500	11	elevated 2nd level	45	468,878	SQ. FT	$125.00	$58,609,750.00
	590+00	740+61	2 lanes	15,061	10	elevated structure	45	673,544	SQ. FT	$100.00	$67,354,400.00
	740+61	759+64	3 lanes	1,903	10	elevated structure	57	112,445	SQ. FT	$100.00	$11,244,500.00
	759+64	765+00	2 lanes	536	10	elevated structure	45	24,181	SQ. FT	$100.00	$2,418,100.00
NB Ramp	458+23	467+12	1 lane	889	10	elevated structure	28	25,115	SQ. FT	$100.00	$2,511,500.00
NB Ramp	759+62	768+67	1 lane	905	10	elevated structure	28	25,483	SQ. FT	$100.00	$2,548,300.00
At-Grade											
SB Ramp	453+61	457+59	1 lane	392	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$149,989.67
SB Ramp	766+69	771+62	1 lane	487	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$186,339.21
NB Ramp	454+14	458+23	1 lane	416	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$159,172.72
	454+79	455+42	1 lane	150	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$57,394.01
NB Ramp	768+67	771+60	1 lane	297	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$113,640.14
	770+90	771+53	1 lane	101	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$38,645.30
Construction Sub Total											$325,107,281.04
Utility Sub Total				13,066		Distribution line poles 250 ft			LF/250	$640.70	$33,486.70
										TOTAL 2006	$325,140,767.74
										SUB-TOTAL	$325,140,767.74
									15%	CONTINGENCY	$48,771,115.16
										TOTAL	$373,911,882.90

Segment 5 - Priority 5

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB	765+00	990+00	2 lanes	-	10	elevated structure	-	1,086,791	SQ. FT	$100.00	$108,679,100.00
SB Ramp	775+43	784+52	1 lane	-	10	elevated structure	-	25,203	SQ. FT	$100.00	$2,520,300.00
SB Ramp	986+80	997+16	1 lane	-	10	elevated structure	-	28,393	SQ. FT	$100.00	$2,839,300.00
NB	765+00	990+00	2 lanes	-	10	elevated structure	-	1,106,103	SQ. FT	$100.00	$110,610,300.00
NB Ramp	770+11	786+01	1 lane	-	10	elevated structure	-	25,105	SQ. FT	$100.00	$2,510,500.00
NB Ramp	985+36	997+37	1 lane	-	10	elevated structure	-	34,347	SQ. FT	$100.00	$3,434,700.00
I-310 EB	941+18	100+49 (310)	2 lanes	-	10	elevated structure	-	371,471	SQ. FT	$100.00	$37,147,100.00
I-310 WB	963+42	101+55 (310)	2 lanes	-	10	elevated structure	-	300,173	SQ. FT	$100.00	$30,017,300.00
LA 3127 to I-310	126+99 (310)	150+88 (310)	Varies	-	10	elevated structure	-	144,686	SQ. FT	$100.00	$14,468,600.00
At-Grade											
SB Ramp	772+09	775+43	1 lane	330	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$126,266.82
SB Ramp	997+16	1000+02	2 lanes	282	29a	2 lane RAMP with Shoulders (10' Total)	-	-	LF	$980.00	$276,360.00
	1000+02	1000+63	1 lane	60	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$22,957.60
	1000+00	1000+89	1 lane	107	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$40,941.06
NB Ramp	772+06	777+11	1 lane	511	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$195,522.25
	772+01	772+55	1 lane	75	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$28,697.00
NB Ramp	997+38	999+87	1 lane	254	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$97,187.19
	998+11	999+19	1 lane	223	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$85,325.76
LA 635 SB	770+33	771+70	1 lane	835	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$257,759.09
LA 635 NB	770+61	772+02	1 lane	845	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$260,846.02
US 90 EB	767+15	771+07	4 lanes	444	33a	4 lane Road with Shoulders (10' Total)	-	-	LF	$1,422.75	$631,701.00
US 90 WB	769+60	773+46	4 lanes	441	33a	4 lane Road with Shoulders (10' Total)	-	-	LF	$1,422.75	$627,432.75
I-310 EB	100+49 (310)	114+07 (310)	2 lanes	1,359	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$603,650.73
	114+07 (310)	128+11 (310)	4 lanes	1,390	33a	4 lane Road with Shoulders (10' Total)	-	-	LF	$1,422.75	$1,977,622.50
	128+11 (310)	140+28 (310)	3 lanes	1,204	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$766,998.09
	140+28 (310)	152+03 (310)	2 lanes	1,164	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$517,034.18
I-310 WB	101+55 (310)	151+58 (310)	2 lanes	5,036	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$2,236,927.95
LA 3127 to I-310	122+79 (310)	127+03 (310)	1 lane	511	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$195,522.25
	115+44 (310)	127+69 (310)	2 lanes	1,529	29a	2 lane RAMP with Shoulders (10' Total)	-	-	LF	$980.00	$1,498,420.00
	134+62 (310)	142+12 (310)	2 lanes	805	29a	2 lane RAMP with Shoulders (10' Total)	-	-	LF	$980.00	$788,900.00
	142+12 (310)	159+40 (310)	1 lane	1,759	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$673,040.40
	150+91 (310)	164+97 (310)	2 lanes	1,406	29a	2 lane RAMP with Shoulders (10' Total)	-	-	LF	$980.00	$1,377,880.00
	164+97 (310)	176+97 (310)	1 lane	1,200	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$459,152.06
Removal											
LA 3127 to I-310	122+78 (310)	133+53 (310)	1 lane	1,229	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$44,244.00
	115+44 (310)	133+59 (310)	2 lanes	2,227	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$144,309.60
	133+59 (310)	142+95 (310)	3 lanes	998	103	Removal of 3 lanes w/shoulders	-	-	LF	$86.40	$86,227.20
	142+95 (310)	152+03 (310)	2 lanes	909	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$58,903.20
	134+62 (310)	151+58 (310)	2 lanes	1,778	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$115,214.40
Construction Sub Total											$326,422,243.11
				196		Underground Fiber Optic			LF	$2.95	$579.00
				795		2 Transmission line towers			ea	$7,027.00	$14,054.00
Utility Sub Total											$14,633.00
										TOTAL 2006	$326,436,876.11

Segment 6 - Priority 3

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
LA 3127 SB	1003+41	1008+16	2 lanes	1,725	10	elevated structure	43	28,607	SQ. FT	$100.00	$2,860,700.00
LA 3127 NB	1002+52	1009+51	2 lanes	2,205	10	elevated structure	43	99,516	SQ. FT	$100.00	$9,951,600.00
At-Grade											
LA 3127 SB	998+71	1000+81	3 lanes	658	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$419,173.37
	1000+81	1001+52	2 lanes	214	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$95,056.11
	1008+00	1008+16	2 lanes	59	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$26,207.06
	1008+28	1008+74	1 lane	128	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$48,976.22
	1006+38	1008+03	1 lane	193	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$73,846.96
LA 3127 NB	1000+32	1001+03	2 lanes	211	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$93,723.55
	1001+03	1002+52	3 lanes	438	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$279,024.22
	1009+51	1009+95	2 lanes	99	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$43,974.56
	1009+83	1010+16	1 lane	83	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$31,758.02
	1010+05	1011+45	1 lane	117	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$44,767.33
US 90 EB	1000+24	1010+67	3 lanes	608	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$387,321.29
US 90 WB	1005+51	1011+50	2 lanes	383	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$170,123.79
	1011+50	1016+55	3 lanes	445	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$283,483.51
Removal											
LA 3127 SB	968+44	1000+46	1 lane	2,015	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$72,540.00
	1003+21	1000+46	-	-	105	Removal of bridge	-	34,375	SQ. FT	$19.91	$684,574.47
	1001+71	998+61	3 lanes	889	103	Removal of 3 lanes w/shoulders	-	-	LF	$86.40	$76,809.60
	1007+87	1009+44	1 lane	244	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$8,784.00
LA 3127 NB	1000+33	1002+84	3 lanes	672	103	Removal of 3 lanes w/shoulders	-	-	LF	$86.40	$58,060.80
	1002+84	1020+56	-	-	105	Removal of bridge	-	107,304	SQ. FT	$19.91	$2,136,947.74
	1020+56	1022+43	1 lane	187	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$6,732.00
	1022+43	1020+29	1 lane	723	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$26,028.00
	1022+42	1031+81	1 lane	1,109	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$39,924.00
Construction Sub Total											$17,920,136.60
Utility Sub Total				2,192		Distribution Line towers			LF/250	$ 640.70	$5,617.66
										TOTAL 2006	$17,925,754.26

Segment 7 - Priority 14

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB	990+00	1000+94	2 lanes	1,094	10	elevated structure	45	49,888	SQ. FT	$100.00	$4,988,800.00
	1000+94	1014+54	3 lanes	1,360	10	elevated structure	57	77,201	SQ. FT	$100.00	$7,720,100.00
	1014+54	1017+42	2 lanes	288	10	elevated structure	45	12,918	SQ. FT	$100.00	$1,291,800.00
	1017+42	1034+76	3 lanes	1,734	10	elevated structure	57	98,188	SQ. FT	$100.00	$9,818,800.00
	1034+76	1210+00	2 lanes	17,524	10	elevated structure	45	804,724	SQ. FT	$100.00	$80,472,400.00
SB Ramp	1004+85	1017+44	1 lane	1,259	10	elevated structure	28	34,752	SQ. FT	$100.00	$3,475,200.00
SB Ramp	1201+84	1210+82	1 lane	898	10	elevated structure	28	25,120	SQ. FT	$100.00	$2,512,000.00
NB	990+00	1035+34	2 lanes	4,534	10	elevated structure	45	221,241	SQ. FT	$100.00	$22,124,100.00
	1035+34	1058+01	3 lanes	2,267	10	elevated structure	57	142,199	SQ. FT	$100.00	$14,219,900.00
	1058+01	1188+31	2 lanes	13,030	10	elevated structure	45	585,416	SQ. FT	$100.00	$58,541,600.00
	1188+31	1205+10	3 lanes	1,679	10	elevated structure	57	96,707	SQ. FT	$100.00	$9,670,700.00
	1205+10	1210+00	2 lanes	490	10	elevated structure	45	21,997	SQ. FT	$100.00	$2,199,700.00
NB Ramp	1004+64	1014+70	1 lane	1,006	10	elevated structure	28	28,307	SQ. FT	$100.00	$2,830,700.00
NB Ramp	1205+08	1214+13	1 lane	905	10	elevated structure	28	25,052	SQ. FT	$100.00	$2,505,200.00
I-310 to SB	983+94	976+31	1 lane	891	10	elevated structure	30	26,709	SQ. FT	$100.00	$2,670,900.00
	984+74	1001+00	1 lane	1,725	10	elevated structure	30	51,736	SQ. FT	$100.00	$5,173,600.00
NB to I-310	1004+73	1035+38	2 lanes	4,552	10	elevated structure	45	205,459	SQ. FT	$100.00	$20,545,900.00
At-Grade											
SB Ramp	1002+01	1004+85	1 lane	279	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$106,752.85
	1002+74	1003+87	1 lane	214	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$81,882.12
SB Ramp	1210+82	1216+10	1 lane	531	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$203,174.79
NB Ramp	1000+96	1001+73	1 lane	96	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$36,732.17
	1001+21	1001+71	1 lane	51	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$19,513.96
	1001+71	1004+64	2 lanes	299	29a	2 lane RAMP with Shoulders (10' Total)	-	-	LF	$980.00	$293,020.00
NB Ramp	1214+13	1218+58	1 lane	447	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$171,034.14
I-310 to SB	976+30	984+82	1 lane	3,774	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$1,444,033.24
NB to I-310	1004+86	1006+80	2 lanes	2,026	29a	2 lane RAMP with Shoulders (10' Total)	-	-	LF	$980.00	$1,985,480.00
Construction Sub Total											$255,103,023.27
Utility Sub Total				2,891		Distribution Line			LF/250	$640.70	$7,409.05
Monsanto									Lump Sum		$6,200,000.00
										TOTAL 2006	$261,310,432.33

Segment 8 - Priority 12

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
At-Grade											
SB Frontage	1187+89	1191+65	4 lanes	377	33a	4 lane Road with Shoulders (10' Total)	-	-	LF	$1,422.75	$536,376.75
	1191+65	1216+10	2 lanes	2,463	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,094,033.66
	1216+10	1230+27	3 lanes	1,417	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$902,687.95
	1230+27	1237+84	2 lanes	739	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$328,254.52
	1237+84	1258+25	1 lane	2,017	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$622,634.83
NB Frontage	1188+41	1191+64	2 lanes	326	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$144,805.11
	1191+64	1195+30	4 lanes	368	33a	4 lane Road with Shoulders (10' Total)	-	-	LF	$1,422.75	$523,572.00
	1195+30	1224+02	2 lanes	2,865	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,272,597.02
	1224+02	1230+34	3 lanes	632	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$402,610.29
	1230+34	1243+99	2 lanes	1,394	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$619,197.29
	1243+99	1258+25	1 lane	1,445	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$446,062.14
Frontage	1258+25	1261+57	2 lanes	332	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$147,470.23
Barton Ave	-	-	2 lanes	78	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$34,646.62
Barton Ave SB	1191+46	-	1 lane	113	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$34,882.37
Barton Ave SB	1191+46	-	1 lane	175	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$54,021.37
Barton Ave NB	1191+83	-	1 lane	110	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$33,956.29
Barton Ave NB	1191+83	-	1 lane	187	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$57,725.69
connector	1195+92	-	2 lanes	101	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$44,862.93
Willowdale Blvd SB	1224+14	-	2 lanes	1,924	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$854,616.63
Willowdale Blve NB	1224+66	-	2 lanes	1,953	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$867,498.07
Willowdale Blvd	-	-	2 lanes	447	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$198,551.79
Removal											
US 90 EB	1187+89	1261+57	2 lanes	7,389	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$478,807.20
US 90 WB	1230+34	1261+57	2 lanes	3,152	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$204,249.60
Willowdale Blvd	1226+26	-	2 lanes	2,423	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$157,010.40

Service Poles/South	1187+89	1261+57	25	2,150	730-18	Install New Service Poles	-	-	LF/250	$640.70	$5,510.02
Ditch/North	1187+89	1261+57	204	7,368	203-2	Drainage Excavation	-	55,669	CU YD	$6.58	$366,376.58
Ditch/South	1187+89	1261+57	204	7,368	203-2	Drainage Excavation	-	55,669	CU YD	$6.58	$366,376.58
Construction Sub Total											$10,061,130.73
Utility Sub Total											$738,263.19
										TOTAL 2006	$10,799,393.92

Segment 9A - Priority 15

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB	1210+00	1245+15	2 lanes	3,515	10	elevated structure	45	157,414	SQ. FT	$100.00	$15,741,400.00
	1245+15	1267+77	3 lanes	2,262	10	elevated structure	57	131,708	SQ. FT	$100.00	$13,170,800.00
	1267+77	1630+00	2 lanes	36,223	10	elevated structure	45	1,647,844	SQ. FT	$100.00	$164,784,400.00
SB Ramp	1236+02	1245+14	1 lane	912	10	elevated structure	28	24,989	SQ. FT	$100.00	$2,498,900.00
SB Ramp	1564+37	1573+38	1 lane	901	10	elevated structure	28	25,067	SQ. FT	$100.00	$2,506,700.00
At-Grade											
SB Ramp	1230+28	1236+02	1 lane	564	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$215,801.47
SB Ramp	1573+38	1581+53	1 lane	817	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$312,606.03

Service Poles/North	1317+20	1530+00	90	21,280		Install New Distribution Poles	-	-	LF/250	$780.00	$66,393.60
Transmission			90	-		2 Transmission poles	-	-	Each	$7,027.00	$14,054.00
Ditch/North	1261+57	1530+00	204	26,843	203-2	Drainage Excavation	-	202,814	CU YD	$6.58	$1,334,778.32
Ditch/South	1261+57	1530+00	204	26,843	203-2	Drainage Excavation	-	202,814	CU YD	$6.58	$1,334,778.32
Construction Sub Total											$199,230,607.50
Utility Sub Total											$2,750,004.23
										TOTAL 2006	$201,980,611.73

Segment 9B - Priority 16

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
NB	1210+00	1555+34	2 lanes	34,534	10	elevated structure	45	1,559,489	SQ. FT	$100.00	$155,948,900.00
	1555+34	1571+08	3 lanes	1,574	10	elevated structure	57	104,439	SQ. FT	$100.00	$10,443,900.00
	1571+08	1630+00	2 lanes	5,892	10	elevated structure	45	265,029	SQ. FT	$100.00	$26,502,900.00
NB Ramp	1247+48	1257+36	1 lane	988	10	elevated structure	28	27,877	SQ. FT	$100.00	$2,787,700.00
NB Ramp	1571+08	1580+08	1 lane	900	10	elevated structure	28	25,044	SQ. FT	$100.00	$2,504,400.00
At-Grade											
NB Ramp	1243+99	1247+48	1 lane	357	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$136,597.74
NB Ramp	1580+08	1583+05	1 lane	298	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$114,022.76
US 90	1261+57	1528+22	2 lanes	26,665	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$11,844,258.09
	1528+22	1530+00	1 lane	178	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$54,947.45
	1528+22	1530+00	1 lane	178	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$54,947.45
Removal											
US 90 EB	1261+57	1276+42	2 lanes	1,485	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$96,228.00
US 90 EB	1282+30	1530+00	2 lanes	24,770	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$1,605,096.00
US 90 WB	1261+57	1276+42	2 lanes	1,485	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$96,228.00
US 90 WB	1282+30	1530+00	2 lanes	24,770	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$1,605,096.00
Construction Sub Total											$213,795,221.48
										TOTAL 2006	$213,795,221.48

Segment 10 - Priority 7

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
At-Grade											
SB Frontage	1530+00	1542+22	1 lane	1,222	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$377,223.48
	1542+22	1554+64	1 lane	1,242	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$1,029,940.92
	1554+64	1645+68	2 lanes	9,104	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$7,549,583.04
	1645+68	1677+89	2 lanes	3,221	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,430,727.74
NB Frontage	1530+00	1542+21	1 lane	1,221	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$376,914.79
	1542+21	1546+73	1 lane	452	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$374,825.52
	1546+73	1650+00	2 lanes	10,327	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$8,563,768.02
	1650+00	1677+91	2 lanes	2,791	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,239,727.15
U-Turn	1541+24	-	1 lane	220	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$67,912.57
Live Oak Blvd SB	1556+81	-	1 lane	886	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$273,502.46
Live Oak Blvd NB	1557+11	-	1 lane	886	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$273,502.46
Capitol Dr SB	1566+16	-	2 lanes	260	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$115,488.73
Capitol Dr NB	1566+50	-	2 lanes	260	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$115,488.73
Dexter Dr SB	1589+63	-	1 lane	371	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$114,525.30
Dexter Dr NB	1589+90	-	1 lane	371	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$114,525.30
Butler Dr SB	1600+20	-	1 lane	297	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$91,681.98
Butler Dr NB	1600+47	-	1 lane	297	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$91,681.98
Avondale Garden Rd SB	1615+88	-	1 lane	1,105	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$341,106.34
Avondale Garden Rd NB	1616+19	-	1 lane	1,096	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$338,328.10
Jamie Blvd SB	1642+50	-	2 lanes	451	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$200,328.54
Jamie Blvd NB	1643+15	-	2 lanes	469	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$208,323.91
U-Turn @ Lapalco	1677+64	-	1 lane	312	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$96,312.38
US 90 EB	1530+00	1677+94	2 lanes	14,794	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$958,651.20
US 90 WB	1530+00	1677+94	2 lanes	14,794	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$958,651.20

Service Poles/South				8,670	730-18	Install New Service Poles	-	-	LF/250	$540.70	$18,751.48
CB-01	1530+00	1650+00	40	-	702-03-A	Install New Catch Basins	-	-	Each	$2,617.45	$104,697.92
CB-08	1530+00	1650+00	20	-	702-03-F	Install New Catch Basins	-	-	Each	$7,246.55	$144,931.03
Drainage Pipes	1530+00	1650+00	18"	4,000	701-10-G	Install New Drainage Pipes	-	-	LF	$187.66	$750,628.00
Drainage Pipes	1530+00	1650+00	24"	6,000	701-10-I	Install New Drainage Pipes	-	-	LF	$178.54	$1,071,252.00
Drainage Pipes	1530+00	1650+00	54"	2,000	701-10-P	Install New Drainage Pipes	-	-	LF	$435.00	$870,000.00
Ditch/North	1650+00	1680+00	204	3,000	203-2	Drainage Excavation	-	22,667	CU YD	$6.58	$149,176.13

Segment 11 - Priority 13

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB	1630+00	1633+51	2 lanes	351	10	elevated structure	45	15,774	SQ. FT	$100.00	$1,577,400.00
	1633+51	1656+43	3 lanes	2,292	10	elevated structure	57	140,964	SQ. FT	$100.00	$14,096,400.00
	1656+43	1690+00	2 lanes	3,357	10	elevated structure	45	160,837	SQ. FT	$100.00	$16,083,700.00
SB Ramp	1624+52	1633+53	1 lane	901	10	elevated structure	28	25,070	SQ. FT	$100.00	$2,507,000.00
SB Ramp	1656+42	1665+43	1 lane	901	10	elevated structure	28	25,064	SQ. FT	$100.00	$2,506,400.00
NB	1630+00	1633+78	2 lanes	378	10	elevated structure	45	19,238	SQ. FT	$100.00	$1,923,800.00
	1633+78	1659+91	3 lanes	2,613	10	elevated structure	57	159,177	SQ. FT	$100.00	$15,917,700.00
	1659+91	1690+00	2 lanes	3,009	10	elevated structure	45	142,374	SQ. FT	$100.00	$14,237,400.00
NB Ramp	1624+79	1633+80	1 lane	901	10	elevated structure	28	25,064	SQ. FT	$100.00	$2,506,400.00
NB Ramp	1659+89	1668+90	1 lane	901	10	elevated structure	28	25,070	SQ. FT	$100.00	$2,507,000.00
At-Grade											
SB Ramp	1620+30	1624+52	1 lane	423	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$161,851.10
SB Ramp	1665+43	1668+28	1 lane	285	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$109,048.62
NB Ramp	1621+94	1624+79	1 lane	285	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$109,048.62
NB Ramp	1668+90	1673+12	1 lane	423	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$161,851.10
Construction Sub Total											$74,404,999.44
										TOTAL 2006	$74,404,999.44

Segment 12 - Priority 1

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
At-Grade											
SB Frontage	1677+89	1748+04	2 lanes	6,896	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$3,063,116.59
	1748+04	1767+18	2 lanes	1,796	1004	2 lane Road with Curb and Gutter	-	-	LF	$1,018.81	$1,829,782.76
	1767+18	1797+90	3 lanes	3,085	1005	3 lane Road with Curb and Gutter	-	-	LF	$1,072.89	$3,309,865.65
SB Frontage	1867+12	1896+93	-	2,981	1010	pavement widening	-	-	LF	$425.41	$1,268,147.21
SB Frontage	1912+15	1941+13	-	2,898	1010	pavement widening	-	-	LF	$425.41	$1,232,838.18
NB Frontage	1677+91	1718+99	2 lanes	4,068	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,806,954.51
NB Frontage	1743+11	1750+79	2 lanes	860	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$382,001.20
	1750+79	1769+68	2 lanes	2,009	1004	2 lane Road with Curb and Gutter	-	-	LF	$1,018.81	$2,046,789.29
	1769+68	1797+90	3 lanes	2,823	1005	3 lane Road with Curb and Gutter	-	-	LF	$1,072.89	$3,028,768.47
	1797+90	1810+42	-	1,252	1010	pavement widening	-	-	LF	$425.41	$532,613.32
NB Frontage	1859+15	1906+55	-	4,740	1010	pavement widening	-	-	LF	$425.41	$2,016,443.40
NB Frontage	1921+66	1941+15	-	1,950	1010	pavement widening	-	-	LF	$425.41	$829,549.50
Lapalco Blvd	1678+39	-	2 lanes (x2)	805	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$357,570.89
Lapalco U-Turn	1679+14	-	1 lane	321	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$99,090.62
Private Drive	1706+42	-	1 lane (x2)	951	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$293,567.54
Nine Mile Point Rd	1749+06	-	1 lane (x2)	2,518	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$777,290.28
Segnette Blvd	1773+93	-	2 lanes (x2)	867	1004	2 lane Road with Curb and Gutter	-	-	LF	$1,018.81	$883,308.27
Segnette U-Turn	1773+22	-	1 lane	313	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$259,558.38
Segnette U-Turn	1774+62	-	1 lane	295	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$244,631.70
Victory Dr	1877+15	-	2 lanes	206	1004	2 lane Road with Curb and Gutter	-	-	LF	$1,018.81	$209,874.86
Victory U-Turn	1876+42	-	1 lane	266	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$220,583.16
Victory U-Turn	1877+83	-	1 lane	266	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$220,583.16
Westwood U-Turn	1904+87	-	1 lane	270	1003	1 lane Road with Curb and Gutter	-	-	LF	$829.26	$223,900.20
Removal											
US 90 EB	1677+94	1709+56	2 lanes	3,195	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$207,036.00
	1709+56	1790+86	2 lanes	8,143	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$527,666.40
	1790+86	1797+90	3 lanes	712	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$46,137.60
US 90 WB	1677+94	1722+44	2 lanes	4,527	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$293,349.60
US 90 WB	1714+85	1718+96	2 lanes	455	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$29,484.00
US 90 WB	1743+10	1791+00	2 lanes	5,294	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$343,051.20
	1791+00	1797+90	3 lanes	363	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$23,522.40
Nine Mile Point Rd	1750+79	-	2 lanes	457	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$29,613.60
Beechgrove Dr	1783+28	-	2 lanes	134	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$8,683.20
Circle West Dr	1788+91	-	2 lanes	134	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$8,683.20

Service Poles/North				121,551	730-18	Distribution	-	-	LF/250	$640.70	$311,510.90
Service Poles/South	1680+00	1770+00	30	9,000	730-18	Install New Service Poles	-	-	Each	$780.00	$23,400.00
Ditch/North	1680+00	1770+00	204	9,000	203-2	Drainage Excavation	-	68,000	CU YD	$6.58	$447,528.40
Ditch/South	1680+00	1770+00	204	9,000	203-2	Drainage Excavation	-	68,000	CU YD	$6.58	$447,528.40
CB-01	1770+00	1805+00	12	3,500	702-03-A	Install New Catch Basins	-	-	Each	$2,617.45	$31,409.37
CB-08	1770+00	1805+00	6	3,500	702-03-F	Install New Catch Basins	-	-	Each	$7,246.55	$43,479.31
Drainage Pipes	1770+00	1805+00	18"	1,200	701-10-G	Install New Drainage Pipes	-	-	LF	$187.66	$225,188.40

Segment 13 - Priority 9

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB	1690+00	1696+01	2 lanes	601	10	elevated structure	51	30,734	SQ. FT	$100.00	$3,073,400.00
	1696+01	1720+83	3 lanes	2,482	10	elevated structure	63	163,131	SQ. FT	$100.00	$16,313,100.00
	1720+83	1765+00	2 lanes	4,417	10	elevated structure	51	226,647	SQ. FT	$100.00	$22,664,700.00
SB Ramp	1687+19	1696+03	1 lane	-	10	elevated structure	28	25,047	SQ. FT	$100.00	$2,504,700.00
SB Ramp	1720+79	1729+81	1 lane	-	10	elevated structure	28	25,268	SQ. FT	$100.00	$2,526,800.00
NB	1690+00	1701+59	2 lanes	1,159	10	elevated structure	51	62,418	SQ. FT	$100.00	$6,241,800.00
	1701+59	1727+23	3 lanes	2,564	10	elevated structure	63	170,230	SQ. FT	$100.00	$17,023,000.00
	1727+23	1745+93	2 lanes	1,870	10	elevated structure	51	119,529	SQ. FT	$100.00	$11,952,900.00
	1745+93	1765+00	2 lanes	1,907	10	elevated structure	51	97,548	SQ. FT	$100.00	$9,754,800.00
NB Ramp	1692+54	1701+62	1 lane	-	10	elevated structure	28	25,056	SQ. FT	$100.00	$2,505,600.00
NB Ramp	1727+19	1735+34	1 lane	-	10	elevated structure	28	28,220	SQ. FT	$100.00	$2,822,000.00
NB Ramp	1745+91	1758+50	1 lane	-	10	elevated structure	28	36,690	SQ. FT	$100.00	$3,669,000.00
At-Grade											
SB Ramp	1682+53	1687+19	1 lane	475	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$393,898.50
SB Ramp	1729+77	1735+95	1 lane	585	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$485,117.10
NB Ramp	1688+47	1692+54	1 lane	400	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$331,704.00
NB Ramp	1758+50	1762+13	1 lane	374	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$310,143.24
											$102,572,662.84

TOTAL 2006 $102,572,662.84

Segment 14 - Priority 2

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB to HPL	1741+65	1744+72	2 lanes	-	10	elevated structure	45	116,359	SQ. FT	$100.00	$11,635,900.00
NB to HPL	1744+53	1743+75	2 lanes	-	10	elevated structure	45	36,744	SQ. FT	$100.00	$3,674,400.00
	1743+75	1744+36	2 lanes	-	11	elevated 2nd level	45	29,202	SQ. FT	$125.00	$3,650,250.00
	1744+36	1751+63	3 lanes	-	11	elevated 2nd level	57	71,324	SQ. FT	$125.00	$8,915,500.00
	1751+76	1760+06	1 lane	-	10	elevated structure	28	25,050	SQ. FT	$100.00	$2,505,000.00
HPL SB	1743+23	1743+23	3 lanes	-	10	elevated structure	55	37,978	SQ. FT	$100.00	$3,797,800.00
HPL to NB	1742+83	1734+97	2 lanes	-	10	elevated structure	43	76,277	SQ. FT	$100.00	$7,627,700.00
	1734+97	1727+04	1 lane	-	10	elevated structure	28	27,014	SQ. FT	$100.00	$2,701,400.00
HPL to SB	1743+23	1743+10	2 lanes	-	10	elevated structure	43	47,394	SQ. FT	$100.00	$4,739,400.00
	1743+10	1743+96	varies	-	11	elevated 2nd level	varies	35,471	SQ. FT	$125.00	$4,433,875.00
	1743+96	1751+25	1 lane	-	11	elevated 2nd level	32	35,713	SQ. FT	$125.00	$4,464,125.00
	1751+25	1761+23	1 lane	-	10	elevated structure	32	29,933	SQ. FT	$100.00	$2,993,300.00
At-Grade											
NB Frontage	1718+99	1743+11	2 lanes	2,578	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,145,115.22
SB to HPL	1725+24	1735+99	1 lane	1,007	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$385,305.11
	1735+97	1741+66	2 lanes	627	1002	2 lane RAMP with Curb and Gutter	-	-	LF	$1,018.81	$638,793.87
NB to HPL	1760+06	1769+68	1 lane	988	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$378,035.20
HPL to SB	1761+75	1767+13	1 lane	520	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$198,965.89
HPL to NB	1716+74	1727+04	1 lane	1,056	28	1 lane RAMP with Shoulders (10' Total)	-	-	LF	$382.63	$404,053.82
US 90 WB	1743+23	1743+25	3 lanes	211	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$134,415.78
US 90 EB	1744+53	1744+98	2 lanes	417	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$185,226.16
	1744+67	1745+11	1 lane	648	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$200,033.40
	1745+02	1745+26	3 lanes	236	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$150,341.82
LA 18 EB	1732+00	1748+60	2 lanes	3,720	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,652,377.28
	1748+60	1745+01	1 lane	680	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$209,911.59
LA 18 WB	1732+02	1748+02	2 lanes	3,123	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$1,387,197.38
	1747+97	1744+77	1 lane	999	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$308,384.83
LA 18	1734+97	1736+63	3 lanes	276	32	3 lane Road with Shoulders (8' Total)	-	-	LF	$637.04	$175,823.48
	1748+07	1748+98	1 lane	238	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$73,469.06
	1749+19	1750+05	1 lane	163	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$50,317.04
	1749+15	1750+05	1 lane	128	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$39,512.77
	1749+07	1749+53	1 lane	86	22	1 lane Road with Shoulders (8' Total)	-	-	LF	$308.69	$26,547.64
	1750+04	1751+94	2 lanes	267	24	2 lane Road with Shoulders (8' Total)	-	-	LF	$444.19	$118,598.05
Removal											
US 90 EB	1709+59	1732+99	2 lanes	2,734	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$177,163.20
	1740+77	1744+72	3 lanes	1,088	103	Removal of 3 lanes w/shoulders	-	-	LF	$86.40	$94,003.20
	1744+72	1745+27	2 lanes	487	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$31,557.60
US 90 WB	1722+44	1732+85	2 lanes	1,379	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$89,359.20
	1740+61	1743+28	2 lanes	921	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$59,680.80
US 90 Bridge	1732+90	1740+68	bridge	-	105	Removal of bridge	-	67,336	SQ. FT	$19.91	$1,340,989.28
US 90 EB to US 90 Bus	1718+96	1743+10	2 lanes	3,498	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$226,670.40
US 90 WB to US 90 Bus	1729+90	1742+30	2 lanes	3,656	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$236,908.80
US 90 Bus to US 90 EB	1731+33	1748+68	2 lanes	2,885	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$186,948.00
LA 18	1732+01	1736+63	4 lanes	697	104	Removal of 4 lanes w/shoulers	-	-	LF	$108.00	$75,276.00
LA 18 EB	1741+40	1743+89	2 lanes	380	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$24,624.00
	1744+65	1746+37	1 lane	254	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$9,144.00
	1746+37	1752+09	2 lanes	846	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$54,820.80
LA 18 WB	1741+98	1743+41	2 lanes	216	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$13,996.80
	1743+41	1744+58	3 lanes	184	103	Removal of 3 lanes w/shoulders	-	-	LF	$86.40	$15,897.60
	1744+58	1746+76	2 lanes	342	102	Removal of 2 lanes w/shoulders	-	-	LF	$64.80	$22,161.60
LA 18 misc.	-	-	1 lane	209	101	Removal of 1 lane w/shoulders	-	-	LF	$36.00	$7,524.00
Construction Sub Total											$71,667,800.66
Utility Sub Total				750		Distribution Line			LF/250	$640.70	$1,922.10
										TOTAL 2006	$71,669,722.76

Segment 15 - Priority 8

Notes	Station From	Station To	Details	Length (ft)	Code	Description	Width (ft)	Area (sq ft)	Unit	Unit Cost	Cost
Elevated											
SB	1765+00	1768+70	2 lanes	370	10	elevated structure	51	18,755	SQ. FT	$100.00	$1,875,500.00
	1768+70	1785+21	4 lanes	1,651	10	elevated structure	75	125,130	SQ. FT	$100.00	$12,513,000.00
	1785+21	1798+16	3 lanes	1,295	10	elevated structure	63	87,092	SQ. FT	$100.00	$8,709,200.00
	1798+16	1812+48	4 lanes	1,432	10	elevated structure	75	105,456	SQ. FT	$100.00	$10,545,600.00
	1812+48	1896+07	3 lanes	8,359	10	elevated structure	63	556,623	SQ. FT	$100.00	$55,662,300.00
	1896+07	1908+75	4 lanes	1,268	10	elevated structure	75	96,361	SQ. FT	$100.00	$9,636,100.00
	1908+75	1940+80	3 lanes	3,205	10	elevated structure	63	239,507	SQ. FT	$100.00	$23,950,700.00
HPL to SB	1744+40	1758+12	2 lanes	-	11	elevated 2nd level	47	76,789	SQ. FT	$125.00	$9,598,625.00
	1758+12	1768+73	2 lanes	-	10	elevated structure	47	48,968	SQ. FT	$100.00	$4,896,800.00
SB Ramp	1783+90	1795+70	1 lane	-	10	elevated structure	28	32,815	SQ. FT	$100.00	$3,281,500.00
SB Ramp	1860+21	1869+21	1 lane	-	10	elevated structure	28	25,053	SQ. FT	$100.00	$2,505,300.00
SB Ramp	1883+54	1892+74	1 lane	-	10	elevated structure	28	25,609	SQ. FT	$100.00	$2,560,900.00
SB Ramp	1923+10	1932+10	1 lane	-	10	elevated structure	28	25,053	SQ. FT	$100.00	$2,505,300.00
NB	1765+00	1770+27	2 lanes	527	10	elevated structure	51	27,093	SQ. FT	$100.00	$2,709,300.00
	1770+27	1787+39	4 lanes	1,712	10	elevated structure	75	143,877	SQ. FT	$100.00	$14,387,700.00
	1787+39	1795+29	4 lanes	790	10	elevated structure	75	57,327	SQ. FT	$100.00	$5,732,700.00
	1795+29	1842+98	3 lanes	4,769	10	elevated structure	63	314,051	SQ. FT	$100.00	$31,405,100.00
	1842+98	1857+30	4 lanes	1,432	10	elevated structure	75	105,456	SQ. FT	$100.00	$10,545,600.00
	1857+30	1909+11	3 lanes	5,181	10	elevated structure	63	372,562	SQ. FT	$100.00	$37,256,200.00
	1909+11	1924+09	4 lanes	1,498	10	elevated structure	75	111,952	SQ. FT	$100.00	$11,195,200.00
	1924+09	1940+80	3 lanes	1,671	10	elevated structure	63	111,988	SQ. FT	$100.00	$11,198,800.00
NB to HPL	1751+59	1770+27	2 lanes	-	10	elevated structure	45	87,394	SQ. FT	$100.00	$8,739,400.00
NB Ramp	1789+21	1821+24	1 lane	-	10	elevated structure	28	89,127	SQ. FT	$100.00	$8,912,700.00
NB Ramp	1860+71	1869+71	1 lane	-	10	elevated structure	28	25,050	SQ. FT	$100.00	$2,505,000.00
NB Ramp	1885+78	1894+78	1 lane	-	10	elevated structure	28	25,053	SQ. FT	$100.00	$2,505,300.00
NB Ramp	1927+22	1936+23	1 lane	-	10	elevated structure	28	25,050	SQ. FT	$100.00	$2,505,000.00
At-Grade											
SB Ramp	1781+72	1783+90	1 lane	219	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$181,607.94
SB Ramp	1869+21	1871+39	1 lane	219	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$181,607.94
SB Ramp	1881+35	1883+54	1 lane	219	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$181,607.94
SB Ramp	1932+10	1934+04	1 lane	194	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$160,876.44
NB Ramp	1786+81	1789+21	1 lane	241	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$199,851.66
NB Ramp	1869+71	1871+91	1 lane	220	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$182,437.20
NB Ramp	1883+59	1885+78	1 lane	219	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$181,607.94
NB Ramp	1936+23	1938+47	1 lane	224	1001	1 lane RAMP with Curb and Gutter	-	-	LF	$829.26	$185,754.24
Removal											
Jung Blvd	1886+95	-	3 lanes	207	103	Removal of 3 lanes w/shoulders	-	-	LF	$86.40	$17,884.80
EB Bridge	1931+20	1940+80	3 lanes	960	105	Removal of bridge	-	47,435	SQ. FT	$19.91	$944,662.98
WB Bridge	1931+20	1940+80	3 lanes	960	105	Removal of bridge	-	48,794	SQ. FT	$19.91	$971,727.32
											$301,228,451.40
				2,335		Distribution line			LF/250	$640.70	$5,985.09
						8 transmission towers			ea	$7,027.00	$56,216.00
Utility sub total											$62,201.09
										TOTAL 2006	$301,290,652.48

Funds ASAP ALTERNATIVE

SUMMARY COST CALCULATIONS

I-49 South - Raceland to Westbank Expressway

Segment	Construction Estimate (2006 Dollars)	Year of Expenditure (YOE)	Inflation Rate (avg. 4.26%)	Construction Estimate (YOE Dollars)	Contingency 15% of Construction	Construction Sub-Total	Total Design 8% YOE Estimate	Preliminary Design (35% of 8% of Construction)	Final Design (65% of 8% of Construction)	Construction Mgmt. (12% of Sub-Total)	Project Mgmt. (3% of Sub-Total, Design & CM))	Construction & Professional Services Sub- Total	2006 ROW & Relocation Estimates	Utility Estimate	YOE ROW	Inflation Rate (avg. 4.26%)	ROW & Relocation Estimate (YOE Dollars)	Utility Estimate (YOE Dollars)	Grand Total
1	$ 178,005,731	2014	39.6%	$248,528,243	$37,279,236	$285,807,479	$19,882,259	$6,958,791	$12,923,469	$34,296,898	$10,199,599	**$350,186,236**	$976,988	$ -	2010	18.2%	$1,154,410	$0	**$351,340,646**
2	$ 5,182,632	2012	28.4%	$6,656,665	$998,500	$7,655,164	$532,533	$186,387	$346,147	$918,620	$273,190	**$9,379,507**	$291,536	$ -	2009	13.3%	$330,404	$0	**$9,709,911**
3	$ 258,920,620	2015	45.6%	$376,899,987	$56,534,998	$433,434,985	$30,151,999	$10,553,200	$19,598,799	$52,012,198	$15,467,975	**$531,067,158**	$432,695	$ 55,649	2010	18.2%	$511,273	$65,754	**$531,644,186**
4	$ 325,107,281	2015	45.6%	$473,245,160	$70,986,774	$544,231,934	$37,859,613	$13,250,864	$24,608,748	$65,307,832	$19,421,981	**$666,821,361**	$5,081,641	$ 33,487	2010	18.2%	$6,004,473	$39,568	**$672,865,401**
5	$ 326,422,243	2015	45.6%	$475,159,296	$71,273,894	$546,433,190	$38,012,744	$13,304,460	$24,708,283	$65,571,983	$19,500,538	**$669,518,454**	$9,822,625	$ 14,633	2011	23.2%	$12,100,858	$18,027	**$681,637,339**
6	$ 17,920,137	2012	28.4%	$23,016,943	$3,452,541	$26,469,484	$1,841,355	$644,474	$1,196,881	$3,176,338	$944,615	**$32,431,793**	$0	$ 5,618	2009	13.3%	$0	$6,367	**$32,438,160**
7	$ 255,103,023	2015	45.6%	$371,342,871	$55,701,431	$427,044,302	$29,707,430	$10,397,600	$19,309,829	$51,245,316	$15,239,911	**$523,236,959**	$4,673,124	$ 7,409	2010	18.2%	$5,521,768	$8,755	**$528,767,482**
7 Monsanto	$ 6,200,000	2015	45.6%	$9,025,082	$1,353,762	$10,378,845	$722,007	$252,702	$469,304	$1,245,461	$370,389	**$12,716,702**	$676,765	$ -	2011	23.2%	$833,732	$0	**$13,550,434**
8	$ 10,061,131	2012	28.4%	$12,922,696	$1,938,404	$14,861,100	$1,033,816	$361,835	$671,980	$1,783,332	$530,347	**$18,208,595**	$1,789,962	$ 738,263	2009	13.3%	$2,028,603	$836,690	**$21,073,887**
9	$ 413,025,829	2016	51.8%	$626,836,703	$94,025,505	$720,862,208	$50,146,936	$17,551,428	$32,595,509	$86,503,465	$25,725,378	**$883,237,988**	$298,472	$ 2,750,004	2011	23.2%	$367,699	$3,387,833	**$886,993,519**
10	$ 25,302,722	2012	28.4%	$32,499,267	$4,874,890	$37,374,157	$2,599,941	$909,979	$1,689,962	$4,484,899	$1,333,770	**$45,792,767**	$20,031,089	$ 3,278,503	2010	18.2%	$23,668,757	$3,873,883	**$73,335,406**
11	$ 74,404,999	2014	39.6%	$103,882,856	$15,582,428	$119,465,285	$8,310,629	$2,908,720	$5,401,909	$14,335,834	$4,263,352	**$146,375,100**	$0	$ -			$0	$0	**$146,375,100**
12	$ 26,654,056	2012	28.4%	$34,234,945	$5,135,242	$39,370,187	$2,738,796	$958,578	$1,780,217	$4,724,422	$1,405,002	**$48,238,407**	$7,355,118	$ 2,986,556	2010	18.2%	$8,690,815	$3,528,918	**$60,458,141**
13	$ 102,572,663	2015	45.6%	$149,310,763	$22,396,614	$171,707,378	$11,944,861	$4,180,701	$7,764,160	$20,604,885	$6,127,714	**$210,384,838**	$0	$ -			$0	$0	**$210,384,838**
14	$ 71,667,801	2014	39.6%	$100,061,231	$15,009,185	$115,070,416	$8,004,898	$2,801,714	$5,203,184	$13,808,450	$4,106,513	**$140,990,277**	$160,643,990	$ 1,922	2010	18.2%	$189,817,113	$2,271	**$330,809,662**
15	$ 301,228,451	2015	45.6%	$438,485,740	$65,772,861	$504,258,601	$35,078,859	$12,277,601	$22,801,258	$60,511,032	$17,995,455	**$617,843,947**	$0	$ 62,201	2010	18.2%	$0	$73,497	**$617,917,444**
TOTAL	**$ 2,397,779,319**			**$3,482,108,449**	**$522,316,267**	**$4,004,424,716**	**$278,568,676**	**$97,499,037**	**$181,069,639**	**$480,530,966**	**$142,905,731**	**$4,906,430,089**	**$212,074,005**	**$ 9,934,245**			**$251,029,905**	**$11,841,562**	**$5,169,301,555**

		2009	13.3%	Wetland Mitigation **$26,535,592**
				GRAND TOTAL **$5,195,837,147**
				Cost per Mile **$134,607,180**

ACCELERATED ROW ACQUISITION ALTERNATIVE (Implementation Plan)

SUMMARY COST CALCULATIONS

I-49 South - Raceland to Westbank Expressway

Segment	Construction Estimate (2006 Dollars)	Year of Expenditure (YOE)	Inflation Rate (avg. 4.26%)	Construction Estimate (YOE Dollars)	Contingency 15% of Construction	Construction Sub-Total	Total Design 8% YOE Estimate	Preliminary Design (35% of 8% of Construction)	Final Design (65% of 8% of Construction)	Construction Mgmt. (12% of Sub-Total)	Project Mgmt. (3% of Sub-Total, Design & CM))	Construction & Professional Services Sub- Total	2006 ROW & Relocation Estimates	Utility Estimate	YOE for ROW & Utilities	Inflation Rate (avg. 4.26%)	ROW & Relocation Estimate (YOE Dollars)	Utility Estimate (YOE Dollars)	Grand Total
1	$ 178,005,731	2014	39.6%	$248,528,243	$37,279,236	$285,807,479	$19,882,259	$6,958,791	$12,923,469	$34,296,898	$10,199,599	**$350,186,236**	$976,988	$ -	2010	18.2%	$1,154,410	$0	**$351,340,646**
2	$ 5,182,632	2012	28.4%	$6,656,665	$998,500	$7,655,164	$532,533	$186,387	$346,147	$918,620	$273,190	**$9,379,507**	$291,536	$ -	2010	18.2%	$344,479	$0	**$9,723,986**
3	$ 258,920,620	2015	45.6%	$376,899,987	$56,534,998	$433,434,985	$30,151,999	$10,553,200	$19,598,799	$52,012,198	$15,467,975	**$531,067,158**	$432,695	$ 55,649	2011	23.2%	$533,053	$68,556	**$531,668,767**
4	$ 325,107,281	2016	51.8%	$493,405,404	$74,010,811	$567,416,215	$39,472,432	$13,815,351	$25,657,081	$68,089,946	$20,249,358	**$695,227,951**	$5,081,641	$ 33,487	2011	23.2%	$6,260,263	$41,254	**$701,529,467**
5	$ 326,422,243	2015	45.6%	$475,159,296	$71,273,894	$546,433,190	$38,012,744	$13,304,460	$24,708,283	$65,571,983	$19,500,538	**$669,518,454**	$9,822,625	$ 14,633	2011	23.2%	$12,100,858	$18,027	**$681,637,339**
6	$ 17,920,137	2013	33.9%	$23,997,465	$3,599,620	$27,597,084	$1,919,797	$671,929	$1,247,868	$3,311,650	$984,856	**$33,813,388**	$0	$ 5,618	2010	18.2%	$0	$6,638	**$33,820,025**
7	$ 255,103,023	2015	45.6%	$371,342,871	$55,701,431	$427,044,302	$29,707,430	$10,397,600	$19,309,829	$51,245,316	$15,239,911	**$523,236,959**	$4,673,124	$ 7,409	2011	23.2%	$5,756,996	$9,127	**$529,003,082**
7 Monsanto	$ 6,200,000	2015	45.6%	$9,025,082	$1,353,762	$10,378,845	$722,007	$252,702	$469,304	$1,245,461	$370,389	**$12,716,702**	$676,765	$ -	2011	23.2%	$833,732	$0	**$13,550,434**
8	$ 10,061,131	2013	33.9%	$13,473,202	$2,020,980	$15,494,183	$1,077,856	$377,250	$700,607	$1,859,302	$552,940	**$18,984,281**	$1,789,962	$ 738,263	2010	18.2%	$2,115,021	$872,333	**$21,971,635**
9	$ 413,025,829	2017	58.2%	$653,539,946	$98,030,992	$751,570,938	$52,283,196	$18,299,118	$33,984,077	$90,188,513	$26,821,279	**$920,863,926**	$298,472	$ 2,750,004	2012	28.4%	$383,363	$3,532,154	**$924,779,443**
10	$ 25,302,722	2013	33.9%	$33,883,736	$5,082,560	$38,966,296	$2,710,699	$948,745	$1,761,954	$4,675,956	$1,390,589	**$47,743,539**	$20,031,089	$ 3,278,503	2010	18.2%	$23,668,757	$3,873,883	**$75,286,178**
11	$ 74,404,999	2015	45.6%	$108,308,266	$16,246,240	$124,554,506	$8,664,661	$3,032,631	$5,632,030	$14,946,541	$4,444,971	**$152,610,679**	$0	$ -			$0	$0	**$152,610,679**
12	$ 26,654,056	2012	28.4%	$34,234,945	$5,135,242	$39,370,187	$2,738,796	$958,578	$1,780,217	$4,724,422	$1,405,002	**$48,238,407**	$7,355,118	$ 2,986,556	2010	18.2%	$8,690,815	$3,528,918	**$60,458,141**
13	$ 102,572,663	2015	45.6%	$149,310,763	$22,396,614	$171,707,378	$11,944,861	$4,180,701	$7,764,160	$20,604,885	$6,127,714	**$210,384,838**	$0	$ -			$0	$0	**$210,384,838**
14	$ 71,667,801	2014	39.6%	$100,061,231	$15,009,185	$115,070,416	$8,004,898	$2,801,714	$5,203,184	$13,808,450	$4,106,513	**$140,990,277**	$160,643,990	$ 1,922	2010	18.2%	$189,817,113	$2,271	**$330,809,662**
15	$ 301,228,451	2015	45.6%	$438,485,740	$65,772,861	$504,258,601	$35,078,859	$12,277,601	$22,801,258	$60,511,032	$17,995,455	**$617,843,947**	$0	$ 62,201	2012	28.4%	$0	$79,892	**$617,923,840**
TOTAL	**$ 2,397,779,319**			**$3,536,312,843**	**$530,446,926**	**$4,066,759,770**	**$282,905,027**	**$99,016,760**	**$183,888,268**	**$488,011,172**	**$145,130,279**	**$4,982,806,248**	**$212,074,005**	**$ 9,934,245**			**$251,658,861**	**$12,033,053**	**$5,246,498,162**

	2009	13.3%	Wetland Mitigation	**$26,535,592**
			GRAND TOTAL	**$5,273,033,753**
			Cost per Mile	**$136,607,092**

ONE AT A TIME ALTERNATIVE

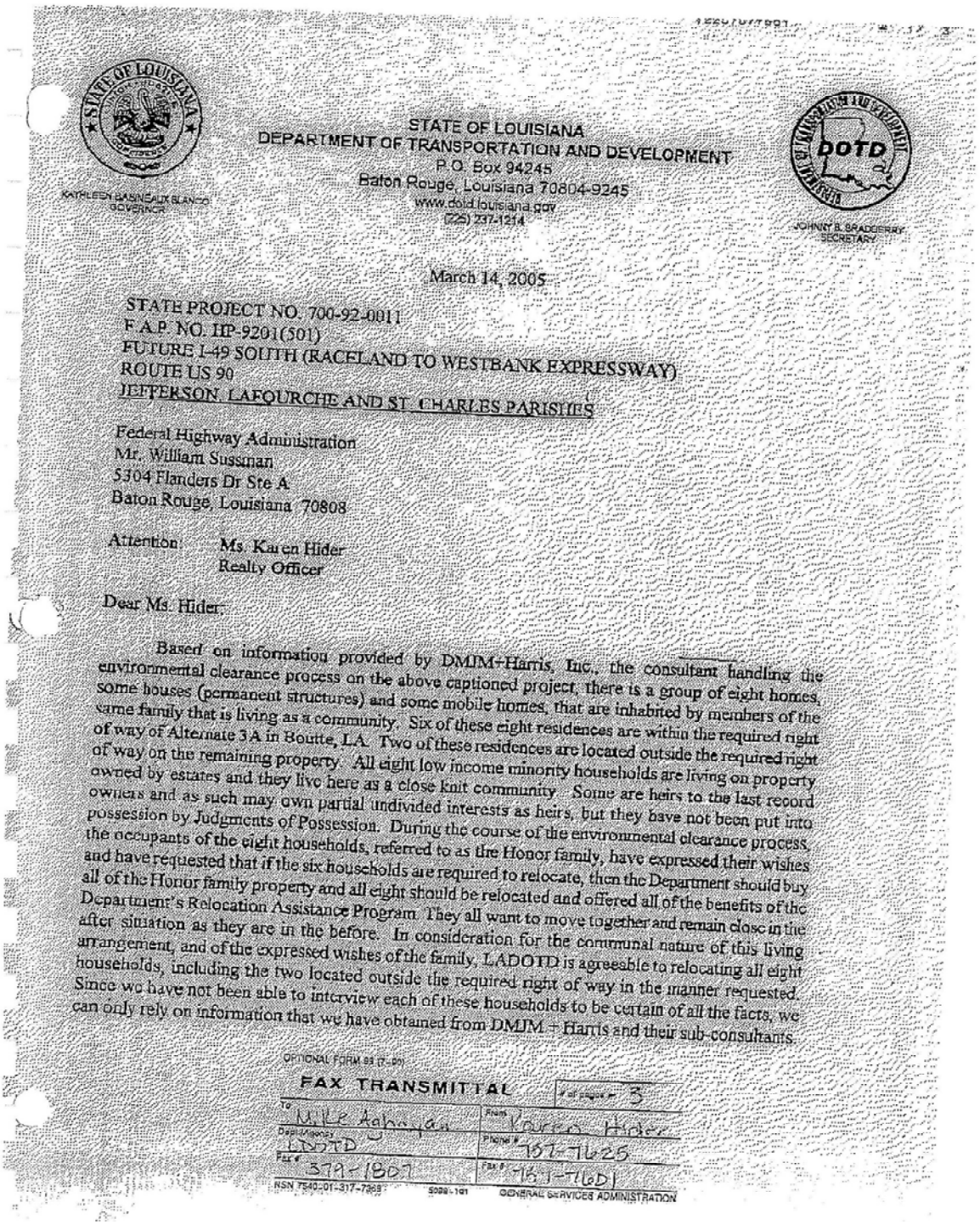
SUMMARY COST CALCULATIONS

I-49 South - Raceland to Westbank Expressway

Segment	Construction Estimate (2006 Dollars)	Year of Expenditure (YOE)	Inflation Rate (avg. 4.26%)	Construction Estimate (YOE Dollars)	Contingency 15% of Construction	Construction Sub-Total	Total Design 8% YOE Estimate	Preliminary Design (35% of 8% of Construction)	Final Design (65% of 8% of Construction)	Construction Mgmt. (12% of Sub-Total)	Project Mgmt. (3% of Sub-Total, Design & CM))	Construction & Professional Services Sub-Total	ROW Estimate (2006 Dollars)	Utility Estimate	Year of Expenditure (YOE)	Inflation Rate (avg. 4.26%)	ROW & Relocation Estimate (YOE Dollars)	Utility Estimate (YOE Dollars)	Grand Total
1	$178,005,731	2015	45.6%	$259,115,546	$38,867,332	$297,982,878	$20,729,244	$7,255,235	$13,474,008	$35,757,945	$10,634,102	$365,104,169	$976,988	$ -	2011	23.2%	$1,203,588	$0	**$366,307,757**
2	$5,182,632	2013	33.9%	$6,940,239	$1,041,036	$7,981,274	$555,219	$194,327	$360,892	$957,753	$284,827	$9,779,074	$291,536	$ -	2010	18.2%	$344,479	$0	**$10,123,553**
3	$258,920,620	2018	65.0%	$427,148,893	$64,072,334	$491,221,226	$34,171,911	$11,960,169	$22,211,742	$58,946,547	$17,530,191	$601,869,876	$432,695	$55,649	2013	33.9%	$579,436	$74,521	**$602,449,312**
4	$325,107,281	2018	65.0%	$536,338,957	$80,450,844	$616,789,801	$42,907,117	$15,017,491	$27,889,626	$74,014,776	$22,011,351	$755,723,044	$5,081,641	$ 33,487	2013	33.9%	$6,804,999	$44,843	**$762,528,043**
5	$326,422,243	2017	58.2%	$516,505,168	$77,475,775	$593,980,943	$41,320,413	$14,462,145	$26,858,269	$71,277,713	$21,197,372	$727,776,442	$9,822,625	$ 14,633	2012	28.4%	$12,616,355	$18,795	**$740,392,797**
6	$17,920,137	2012	28.4%	$23,016,943	$3,452,541	$26,469,484	$1,841,355	$644,474	$1,196,881	$3,176,338	$944,615	$32,431,793	$0	$ 5,618	2010	18.2%	$0	$6,638	**$32,431,793**
7	$255,103,023	2019	72.0%	$438,779,141	$65,816,871	$504,596,012	$35,102,331	$12,285,816	$22,816,515	$60,551,521	$18,007,496	$618,257,360	$4,673,124	$ 7,409	2014	39.6%	$6,524,528	$10,344	**$624,781,888**
7 Monsanto	$6,200,000	2019	72.0%	$10,664,047	$1,599,607	$12,263,654	$853,124	$298,593	$554,530	$1,471,639	$437,652	$15,026,069	$676,765	$ -	2014	39.6%	$944,887	$0	**$15,970,956**
8	$10,061,131	2015	45.6%	$14,645,570	$2,196,835	$16,842,405	$1,171,646	$410,076	$761,570	$2,021,089	$601,054	$20,636,194	$1,789,962	$ 738,263	2012	28.4%	$2,299,059	$948,238	**$22,935,253**
9	$413,025,829	2021	87.0%	$772,223,512	$115,833,527	$888,057,039	$61,777,881	$21,622,258	$40,155,623	$106,566,845	$31,692,053	$1,088,093,817	$298,472	$ 2,750,004	2015	45.6%	$434,473	$4,003,067	**$1,088,528,290**
10	$25,302,722	2015	45.6%	$36,832,121	$5,524,818	$42,356,939	$2,946,570	$1,031,299	$1,915,270	$5,082,833	$1,511,590	$51,897,931	$20,031,089	$ 3,278,503	2011	23.2%	$24,677,045	$4,038,910	**$76,574,977**
11	$74,404,999	2017	58.2%	$117,732,684	$17,659,903	$135,392,586	$9,418,615	$3,296,515	$6,122,100	$16,247,110	$4,831,749	$165,890,061	$0	$ -			$0	$0	**$165,890,061**
12	$26,654,056	2012	28.4%	$34,234,945	$5,135,242	$39,370,187	$2,738,796	$958,578	$1,780,217	$4,724,422	$1,405,002	$48,238,407	$7,355,118	$ 2,986,556	2010	18.2%	$8,690,816	$3,528,918	**$56,929,223**
13	$102,572,663	2016	51.8%	$155,671,402	$23,350,710	$179,022,112	$12,453,712	$4,358,799	$8,094,913	$21,482,653	$6,388,754	$219,347,232	$0	$ -			$0	$0	**$219,347,232**
14	$71,667,801	2014	39.6%	$100,061,231	$15,009,185	$115,070,416	$8,004,898	$2,801,714	$5,203,184	$13,808,450	$4,106,513	$140,990,277	$160,643,990	$ 1,922	2011	23.2%	$197,903,322	$2,368	**$338,893,599**
15	$301,228,451	2016	51.8%	$457,165,233	$68,574,785	$525,740,018	$36,573,219	$12,800,627	$23,772,592	$63,088,802	$18,762,061	$644,164,100	$0	$ 62,201	2012	28.4%	$0	$79,892	**$644,164,100**
TOTAL	**$2,397,779,319**			**$3,907,075,630**	**$586,061,344**	**$4,493,136,974**	**$312,566,050**	**$109,398,118**	**$203,167,933**	**$539,176,437**	**$160,346,384**	**$5,505,225,846**	**$212,074,005**	**$9,934,245**			**$ 263,022,986**	**$ 12,756,535**	**$5,768,248,832**

	2009	13.3%	Wetland Mitigation **$26,535,592**
			GRAND TOTAL **$5,794,784,423**
			Cost per Mile $150,123,949

Appendix J
LETTERS REGARDING THE HONOR FAMILY



STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245
www.dotd.louisiana.gov
(225) 237-1214

KATHLEEN BABINEAUX BLANCO
GOVERNOR

JOHNNY B. BRADBERRY
SECRETARY

March 14, 2005

STATE PROJECT NO. 700-92-0011
F.A.P. NO. HP-9201(501)
FUTURE I-49 SOUTH (RACELAND TO WESTBANK EXPRESSWAY)
ROUTE US 90
JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

Federal Highway Administration
Mr. William Sussman
5304 Flanders Dr Ste A
Baton Rouge, Louisiana 70808

Attention: Ms. Karen Hider
Realty Officer

Dear Ms. Hider:

Based on information provided by DMJM+Harris, Inc., the consultant handling the environmental clearance process on the above captioned project, there is a group of eight homes, some houses (permanent structures) and some mobile homes, that are inhabited by members of the same family that is living as a community. Six of these eight residences are within the required right of way of Alternate 3A in Boutte, LA. Two of these residences are located outside the required right of way on the remaining property. All eight low income minority households are living on property owned by estates and they live here as a close knit community. Some are heirs to the last record owners and as such may own partial undivided interests as heirs, but they have not been put into possession by Judgments of Possession. During the course of the environmental clearance process, the occupants of the eight households, referred to as the Honor family, have expressed their wishes and have requested that if the six households are required to relocate, then the Department should buy all of the Honor family property and all eight should be relocated and offered all of the benefits of the Department's Relocation Assistance Program. They all want to move together and remain close in the after situation as they are in the before. In consideration for the communal nature of this living arrangement, and of the expressed wishes of the family, LADOTD is agreeable to relocating all eight households, including the two located outside the required right of way in the manner requested. Since we have not been able to interview each of these households to be certain of all the facts, we can only rely on information that we have obtained from DMJM + Harris and their sub-consultants.

OPTIONAL FORM 88 (7-90)
FAX TRANSMITTAL
To: Mike Aahagan
Dept./Agency: LDOTD
Fax #: 379-1807
From: Karen Hider
Phone #: 161-7625
Fax #: 161-7601
NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

Page 2
March 14, 2005

The District 02 Real Estate office has searched the real estate market in the area of this taking for available real estate and residences. In order to successfully relocate all eight of these households to a new location, so they can all remain close together to live as a community, and to provide the households occupying a permanent structure with a replacement permanent structure, and to also have mobile homes adjacent to these permanent structures, we would have to purchase a tract of land and develop it into eight lots. These lots will have to be developed with the utilities and amenities necessary for the mobile homes, and we will have to construct permanent structures as replacements for the households who are occupying permanent structures. Some of the mobile homes may require replacement due to the fact that they may not be decent, safe and sanitary, and may not survive a move. St. Charles Parish zoning restrictions makes it very difficult to relocate the mobile homes. We have found one tract of land for sale that could be used for this purpose. It is of sufficient size to accommodate eight lots and could be developed. The asking price for this tract is $93,000.00, and it is in close proximity to the required property. There is a building located on this tract that would have to be demolished. The costs for developing these lots, constructing the required structures, and moving the mobile homes to these new sites would have to be determined.

The last record owners are deceased and we are not sure how many heirs there are, so there is a strong possibility that the required right of way and the remaining property will have to be acquired through expropriation proceedings. If this is the case, we may need to handle these relocations as tenants of the estate. It is our intention to handle these relocations under the provisions of Last Resort Housing in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). A big concern of these occupants is that they currently occupy property free from rent or any other type of monthly payments for housing. They don't want to have monthly housing payments in the after situation. Their utility costs at the new location should be comparable to what they currently pay.

In view of these circumstances, I am asking for FHWA concurrence for participation in the costs associated with these relocations. I trust that your favorable consideration in this matter will be in the best interest of all concerned.

Yours very truly,

JAMES M. DOUSAY
REAL ESTATE ADMINISTRATOR

cc: file
Paul Charron
Lloyd Scallan

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE
02 53 2010

HONOR FAMILY PROPERTY

LOTS 1 & 1A	MELVIN HONOR & SARAH HILLS HONOR. Both are deceased, but the property assessment shows homestead exemption. Succession for Sarah Hills Honor was opened on February 13, 1991, but did not progress after attorney withdrew.
LOT 2	ELWOOD HONOR, Property is homestead exempt
LOT 3	ALEX PIERRE & SARAH HONOR, Property is homestead Exempt.
LOT 4	LENON HONOR, Property is not homestead exempt.
LOT 5	MELVIN PRESTON HONOR, Property is homestead exempt.

Plan is attached to Partition of Property Dated June 22, 1972, Recorded in COB 127, Folio 684 as Entry No. 41297. Sherman Honor purchased two parcels, but The Succession of Sherman Honor and Patsy Smith Honor only lists one of the two parcels acquired. However, the Partition and the map cover a larger area than is contained in both tracts.

ROBERTS PROPERTY

The property shown on the tabin map as being owned by Edmond Roberts on the west side of the borrow pit is owned by LOUISIANA ROBERTS BOYD and GEORGE ROBERTS CRUMBLE.

The required right-of-way and remaining property for the Honors will have to be expropriated because it is unclear who owns the property. When LDOTD determines the fair market value for the property, the just compensation amount should be put in an escrow account until the court determines who owns the Honor property.

If alternate 3A is the selected alignment for this project, the escrow account should be established after the Record of Decision (ROD) has been approved.

3. Relocation Mitigation Plan

LDOTD will purchase a tract of land and develop it into eight lots. The lots will be developed with an access road, utilities and amenities necessary for mobile homes.

LDOTD will construct homes as replacements for the households who occupy permanent structures. The homes will be equivalent to the displaced structure (i.e., same square feet, bedrooms, and bath). Those households who reside in mobile homes will be relocated into mobile homes equivalent to the displaced structure (i.e., same square feet, bedrooms, and bath). LDOTD will provide housing of last resort if necessary.

If alternate 3A is the selected alignment for this project, the relocation mitigation plan should be implemented after the ROD has been approved.

It is our intent to ensure the Honor family is afforded the proper relocation assistance and acquisition payments to which they are entitled under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. We believe the mitigation plan, as set forth is fair and reasonable. If you have any questions please contact Ms. Karen D. Hider at (225) 757-7625.

Sincerely,

/s/ William A. Sussmann

William A. Sussmann
Division Administrator

cc:
Mr. Vince Russo, DOTD

KATHLEEN BABINEAUX BLANCO
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
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(225) 237-1255

JOHNNY B. BRADBERRY
SECRETARY

August 15, 2007

STATE PROJECT NO. 700-92-0011
F.A.P. NO. HP-9201(501)
FUTURE I-49 SOUTH
(RACELAND TO WESTBANK EXPRESSWAY)
ROUTE US 90
JEFFERSON, LAFOURCHE AND ST. CHARLES PARISHES

Mr. Charles W. Bolinger, Division Administrator
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808-4348

Subject: Relocation Assistance Mitigation Plan

Dear Mr. Bolinger:

Referencing letter dated April 11, 2005 from Mr. William A. Sussman, FHWA Division Administrator, to Mr. James M. Dousay, LA DOTD Real Estate Administrator, in accordance with item "**1. Agreement**" the LA DOTD Real Estate Section prepared and presented a written agreement to the Honor family for their signature on August 6, 2007. The agreement was intended to reach a general mutual understanding between the Honor family and LA DOTD concerning the Relocation and Environmental Justice Mitigation Plan presented in the FEIS. The Honor family refused to sign anything at this time. A copy of Miss Sharon M. Honor's letter dated August 10, 2007 is attached. They feel the agreement that was presented to them is too general, does not state all the facts and has no detailed information. They would like more specific negotiations in order to work out all of the details associated with this acquisition and relocation.

Let me assure you that LA DOTD is committed to following through with the agreement contained in the FEIS, and it is our intention to conduct further specific negotiations with the Honor family after the Record of Decision is issued by FHWA.

I trust that this development does not change the fact that LA DOTD and FHWA are still in agreement with the relocation mitigation plan and participation in the relocation and acquisition costs associated with the Honor property on the above captioned project.

Yours very truly,

LLOYD P. SCALLAN
REAL ESTATE ADMINISTRATOR

cc: Charles E. Hudson
J. Harvey Blanchard
Paul M. Charron
file

Date: Friday, August 10, 2007

To: Whom it May Concern:

From: Honor Family
P.O. Box 334
Boutte, LA 70039

Re: Relocation Mitigation Agreement

We, *the Honor family*, do not agree with the relocation mitigation agreement presented to Elwood & Cora Honor, Roy & Lillian Honor, Greg & Roxanne Wilson, Sharon Honor, Morris Honor, Maggie Honor, & Olivia Henderson on August 6, 2007. This is the same proposal given to us at the first meeting approximately two years ago in August. There was supposed to be a meeting with certain parties of the development team, council members, Clayton "Snookie" Foucheaux, Desmond Hillarie, as well as representative, Joel Chaisson, at the capital in Baton Rouge in reference to what they could do for the *Honor family* since we disagreed with the offer. This meeting **never** took place and we, *the Honor family*, were never contacted until Thursday August 2, 2007 from the Department of Transportation & Development Real Estate.

I, Sharon Honor, was called by Mr. Paul Charron in reference to getting some updated information about the individuals involved. There were going to be two people from his office coming out to gather this information. I spoke with a Mrs. Erin Roussel and a Mr. Richard. They also went to the other individuals and spoke with them about there living arrangements. This all took place on August 2, 2007. Then on Monday around noon, I received a call from a Mr. Patrick Duet from the Real Estate Department asking if it would be okay to come by and give the families involved a proposed agreement. I was very puzzled because when I asked Mr. Charron if they were ready to move us and purchase any property he said **not at this time**. **We are not in a position to acquire any land or homes. The information is only to update us on the living status**. Some of the family members were told they needed to sign the agreement and return within a couple of days. **Why should we sign anything when we did not sit down with all parties involved and come to an agreement? How can you say this is an agreement when it does not state all the facts and has no detailed information?**

The information given thus far is ***very general***. There were also some changes that needed to be discussed about who is to be included. Mr. Alex Pierre is no longer to be considered with the move. Mrs. Sarah Lou Honor Pierre, his wife, is now deceased. Alex Pierre, along with the *Honor family* wishes to **NOT** include him in any mitigation due to her death in December 2005.

If there is no money or no location, then how can you submit an agreement? There needs to be a round table discussion among the parties involved before any signatures are given. If we are going to work together then let's do just that. In order to get something you must give something. This goes for all parties involved. It has been stated and spoken over and over that each department is trying to work with the *Honor family* and looking out for our best interest. **Well, prove it! We need to compromise and you need not just listen to what we say, but seriously take what we have to share into consideration.** *Just because we are in a low income minority area does not give you the authority to take advantage of us.*

Sincerely,

Miss Sharon M. Honor

RELOCATION ASSISTANCE MITIGATION AGREEMENT
LOG OF CONTACTS

DATE OF CONTACT	PARTY CONTACTED - TYPE AND PLACE OF CONTACT - SUMMARY OF NEGOTIATIONS AND RESULTS
8/7/2007	PERSON (S) CONTACTED: Alex Pierre PLACE OF CONTACT: his home in Boutte, LA OTHER PERSON(S) PRESENT: unknown TYPE OF CONTACT: telephone DISCUSSION: Attempted to contact Mr. Pierre by telephone at his home and at his place of employment to determine if he will be a party to the agreement or if he accepts the agreement, but he was not available. Left a message on his home answering machine requesting he return my call.
8/7/2007	PERSON(S) CONTACTED: Sharon M. Honor PLACE OF CONTACT: her office at Otto Candies, Inc. in Boutte, LA OTHER PERSON(S) PRESENT: none TYPE OF CONTACT: telephone DISCUSSION: Paul M. Charron, R/E District Manager, received a call from Sharon Honor. She stated that they have received the agreement, but they are not signing anything. She said that she is speaking for everyone in the Honor family, except Alex Pierre. She said that Alex Pierre is no longer in the group because his wife is now deceased. I told her that I know Mr. Pierre expressed that he does not want to move with the rest of the Honor family. Ms. Honor said that one reason they will not sign the agreement is because it does not state a location for the replacement property. Sharon Honor thought there was going to be a meeting with DOTD and the Honor family before we got to this point. She wants DOTD and the Honor family to meet in order to reach agreement on all of the concerns of the Honor family. She said that she would like this relocation to be hanlded in a timely manner after the ROD. Ms. Honor said that she will write a letter, and I can expect it Thursday (8/9) or Friday (8/10) this week. I assured her that I will send her letter to the proper authorities in DOTD and FHWA.
	PERSON(S) CONTACTED: PLACE OF CONTACT: OTHER PERSON(S) PRESENT: TYPE OF CONTACT: DISCUSSION:

PAUL M. CHARRON
REAL ESTATE DISTRICT MANAGER

PATRICK F. DUET
REAL ESTATE SPECIALIST III
DATE: August 7, 2007

3

APPENDIX O
RISK REGISTER

1. **A delay in obtaining funding estimated to be $198 million over 6 years from 2008 – 2013 to complete Segments 12 and 14 concurrent with the widening of the Huey P. Long Bridge estimated to be completed in 2012.**

   Consequences
   Traffic projections indicate that US 90 between the I-49 corridor and LA 18 will have an ADT increase of at least 10,000 vehicles from 2002 to 2010 , which is a 33% increase. Most significantly, traffic demand can be expected to increase when the Huey P. Long Bridge widening is completed and congestion will result if US 90 between the bridge and the I-49 corridor continues to have a traffic signal and a stop sign.

   New environmental issues will arise in the additional required ROW, especially costly business relocations of new developments such as the Wal-Mart proposed at the corner of the Westbank Expressway and Segnette Boulevard.

   Costs continue to escalate, especially for ROW.

   Avoidance
   If funds for this work remain unavailable by the start of the 2008 Legislative session, begin the process through the Louisiana Transportation Authority of exploring a public/private partnership and request whatever approvals may be required from the Legislature. This would avoid all consequences associated with the lack of funds. Other risks may result from this course of action, however.

   Reduction
   If smaller amounts of funds are available, the consequences can be reduced in descending order by the following actions:

   Construct Segment 12 and the portion of Segment 14 that connects US 90 East to US 90 Business East: in less technical terms, the bridge with the Westbank Expressway.

   Construct Segment 12, replace stop sign with a signal interconnected with the signal at LA 18, and purchase the ROW for Segment 14.

   Construct Segment 12 and replace the stop sign in the interchange with a signal interconnected with the signals at LA 18, Jamie, and Segnette.

   Construct Segment 12 without replacing stop sign.

   Replace the stop sign in the interchange with a signal interconnected with the signals at LA 18, Jamie, and Segnette without constructing Segment 12.

2. **A delay in obtaining funding for Segment 10 ROW Acquisition.**

   Consequences
   Jefferson Parish may implement the proposed improvements to the area drainage system in a manner that does not facilitate the proposed alignment resulting in an even wider ROW including attendant time and cost for additional NEPA considerations and ROW costs.

New environmental issues, especially costly business relocations of new developments, could be developed in the additional required ROW.

Costs continue to escalate, especially for ROW.

Avoidance
If funds for this work remain unavailable by the start of the 2008 Legislative session, begin the process through the Louisiana Transportation Authority of exploring a public/private partnership and request whatever approvals may be required from the Legislature. This would avoid all consequences associated with the lack of funds. Other risks may result from this course of action, however.

Reduction
Conflicts with Parish drainage improvements can be reduced by engaging as soon as possible in a joint design with Jefferson Parish. Further, if the Parish advances the drainage project before DOTD has identified any funds, DOTD could discuss the possibility of the Parish purchasing at least some portion of the additional required ROW.

3. A delay in obtaining funding for ROW Acquisition in the Paradis Mitigation Bank prior to the owner converting the ROW to wetlands.

Consequences
DOTD will be forced to purchase what will be considered wetlands increasing the mitigation requirements of the project.

If the ROW contains credits sold to others, the cost of the ROW will increase incrementally because these credits must be replaced.

For the portion of ROW in the Bank that would be used for construction of Segment 5, further risks involve delay in construction resulting in delay of safety improvements to US 90 and of eliminating Control of Access on LA 3127. The latter results in delaying a roadway connecting Ashton Plantation to the highway system that is free of a railroad grade crossing.

The cost of ROW will increase in any case through the passage of time.

Avoidance
There does not appear to be a strategy to avoid this risk without quickly making the acquisition as the ROW has not yet been converted and as the USACE informally states that the project would be responsible to mitigate only what acres were jurisdictional at the time of the ROD. This requires funds to be readily available both for purchase and to prepare ROW maps. Fortunately, a USACE Jurisdictional Determination within the bank has already been completed.

Reduction
The only means of reducing this risk would be to assume that the sale would be amicable, thereby reducing the time and cost of completing Preliminary Design prior to preparing the ROW maps. This would allow an earlier initiation of discussions and negotiations; funding for acquisition is still required. This strategy generates the new risk if the transaction is ultimately not amicable as a

court date would be deferred pending the completion of Preliminary Design and new ROW maps.

4. **Purchase of ROW within the Conservation Servitude creating the Paradis Mitigation Bank**

   There may be substantial legal and/or administrative costs involved in constructing I-49 through a Conservation Servitude.

   Avoidance
   This cannot be avoided as the servitude was recorded in St. Charles parish on August 2, 2005.

   Reduction
   The DOTD Legal Department has a copy of the servitude. The only reduction would be to complete the acquisition.

5. **A delay in obtaining funding for ROW Acquisition in the Environmental Justice areas in the short term, especially the Honor Property, and/or legal action by one or more of the EJ property owners and/or the Parish to challenge the NEPA process.**

   There is more than one risk here, but it is difficult to separate them.
   - The sooner the EJ properties are acquired, the sooner the affected residents can have the uncertainty of their futures lifted from them. This should be done in fairness to them.
   - The sooner these properties are acquired, the sooner DOTD will be free of the expensive and time-consuming risks of litigation and/or prolonged and acrimonious debate and negotiations.

   During, or prior to, the negotiations with the property owners, one of the owners, the owners as a class, and/or St. Charles Parish may challenge the NEPA process in court. Alternately, there may be a challenge to the decision that those residents currently living in mobile homes would be relocated to mobile homes. This could be exacerbated by the Parish eliminating mobile homes as a permitted or conditional use in the zoning ordinance. The number of districts in which mobile homes can be placed has been steadily reduced in recent years.

   Consequences
   In Mosella on the west of LA 3127, a delay in acquisition could delay Segment 5 which is Priority 5. This Segment has a high priority because:
   - It eliminates through traffic west of I-310 in Paradis and Mosella which benefits the residents of these towns, all high school students on the westbank of St. Charles Parish, and through travelers. US 90 in this area has the highest ADT of any section west of Avondale. Completion of this segment reduces predicted ADT on US 90 in 2030 from 43,620 to 8,092.
   - It permits the removal of Control of Access on LA 3127 which in turn permits the construction of a roadway connection between the Ashton Plantation area and the highway system that is free of an at-grade rail crossing. The geometry of I-49 does not permit this to be constructed without Segment 5 being completed. This roadway was a requirement of the Parish Council to permit

the development because Ashton Plantation is located between two mainline railroads, a chemical plant, and a nuclear powerplant.

In Boutte, on the east of LA 3127, a delay in acquisition could result in a potential delay in construction. However, Segment 7 is Priority 14. This would be serious only if it receives funding earlier than currently may be expected.

A related risk, in addition to the zoning concern, is the reduction in availability and resulting increase in cost of vacant land on the market suitable for the group relocation of the Honor family. This will make the commitment for group relocation more difficult to fulfill.

Avoidance
If funding is available, there is no solid strategy for complete avoidance of all consequences. Regarding the Honors, agreement to provide all family members with houses, and quickly, rather than with mobile homes, may avoid opposition. The downside to this is that it would create a precedent throughout the state.

With available funding, however, the process can be hastened, and the risks can be reduced or, at least, addressed and resolved, without delaying implementation of the project.

Reduction
Prioritize the properties in Mosella ahead of those in Boutte to reduce the risk that Segment 5 would be delayed, which, in turn, avoids the risks of failing to improve safety on US 90 and failing to resolve the access roadway for Ashton Plantation.

Initiating discussions with the St. Charles Parish government could reduce the risk of litigation and/or of changes in the zoning ordinance that would restrict implementation of the relocation of the Honor family.

6. A delay in obtaining funding for application for the 404 Permit immediately after the ROD and PMP are completed.

Consequences
The earlier the 404 Permit is received, the earlier DOTD would be able to fund and acquire credits for compensatory acres and/or plan and schedule the creation of wetland acres through construction, as may be required.

Other advantages to an early permit are that
- The USACE has recommended it, and
- It allows the same DOTD, FHWA, USACE, and LDNR Coastal Zone team that was involved in the NEPA process to negotiate the permit, and

The downside of obtaining the permit early is that it could expire before the project is completed. The extension, or possibly an initial extended term, of a 404 Permit is possible. The Coastal Zone permit however is only valid for 5 years. This will be a subject for discussion and negotiation.

Avoidance
As application for the 404 Permit is recommended by the USACE as one of the first actions to be undertaken, it would be difficult to avoid this risk. Either the

funds are available or not. The rate at which advantages are lost can be estimated based on the discussion at the pre-application meeting as follows:

- The sooner the requirements of mitigation are known, the more easily they can be addressed. This does not change.
- The USACE and the other agencies agreed that there are benefits to applying sooner rather than later.
- The principal advantage of early application identified at the meeting is that the same team of agency personnel will be in place as those involved with the NEPA process.
- The fourth possible advantage estimated prior to the meeting was that an early application would support a single application and a single purchase of compensatory acres. This is now moot because the USACE and the LDNR stated that they expected a single Joint 404/10/Coastal Zone Application for the entire project.

Reduction

An initial pre-application meeting has been held to give perspective to this concern. At this time, the next step should be to request a Jurisdictional Determination from the USACE and to then schedule a second pre-application meeting once the determination is issued.

It is important to note that the Coastal Zone applies to two separate sections of the ROW:

- The first comprises a portion of Segment 4, Priority 11, from its northbound end at the US 90 interchange in Lafourche Parish to the east side of Bayou Des Allemands as the ROW enters St. Charles Parish and the Sunset Drainage District.
- The second comprises
  - A portion of Segment 5, Priority 5 that extends southbound from the Sunset Drainage District to interchange with LA 3127 and I-310.
  - Segment 6, Priority 3 that is the intersection of US 90 and LA3127. This segment is entirely within existing ROW.
  - Segment 7, Priority 14 that extends from LA 3127, through Monsanto, to Willowdale Boulevard.
  - Segment 8, Priority 12 that includes the realignment of frontage and connecting roads at the Willowdale interchange, and
  - A portion of Segment 9, Priority 15 that extends southbound from Segment 7 to enter Jefferson Parish and the fastland within the Cataouatche Levee.

7. A delay in obtaining funding for purchase of credits for compensatory acres in the Paradis Mitigation Bank, or elsewhere as appropriate, during the 404 Permit process.

Consequence

If mitigation credits are not available, but will be available soon for acquisition, as the permit process draws to a close, DOTD may be able to post a performance bond. If no credits are available at the time of permitting and no date can be determined when they will become available, a mitigation plan must be developed, which may be a very difficult and/or costly situation.

Avoidance
To avoid the risk of being unable to obtain credits easily, or at all, thereby delaying construction pending approval of an alternative mitigation strategy by USACE, and in some cases, LDNR Coastal Zone, funds must be identified no later than during the process of funding the first Segment that requires a 404 Permit. Pending a determination by USACE regarding jurisdiction, this could be Segment 12, which is Priority 1.

Reduction
If it is allowed by the provisions of the permit, the credits could be acquired incrementally as design for each Segment is initiated. This in turn creates a new risk that credits will not be available at the time that the later ones are needed.

8. Delays in funding at any point in the process that result in a period of 3 years without FHWA approval taking place counted from the ROD or from the last previous FHWA approval.

These approvals include DOTD receiving authority from FHWA to undertake Final Design or to acquire a significant portion of the ROW or DOTD receiving approval of the PS&E.

Consequences
In addition to the budget impacts, this could delay the project because a reevaluation of the EIS would be required to determine if there have been any significant changes in the natural or built environment. If significant changes are identified, a Supplemental EIS must be prepared. Related risks are the need for additional stakeholder and public participation potentially exacerbated by new personnel at agencies who are unfamiliar with the history of the project and changing concerns among the public.

Avoidance
Avoidance can be achieved only by avoiding a delay of 3 years or more between FHWA approvals described above.

Reduction
The severity of this requirement can be reduced only by constant vigilance on the part of the DOTD. If any significant changes in the environment are noted at any time, the DOTD must proactively study the potential impacts to reduce the duration required for the completion of any reevaluation or Supplemental EIS that may be required.

9. Litigation results from the proposed Control of Access impacts.

This is a risk in Jefferson Parish more than elsewhere because, with the exception of one property in Segment 6 in St. Charles Parish, all such impacts outside of Jefferson involve currently vacant land. In that one case, the controls are placed on much of the frontage, but do not close the existing driveway. In Jefferson Parish developed properties are impacted at ramp terminals when the elevated mainline portions of the project are constructed.

It is a commitment in the EIS that Access Management Workshops with the affected communities will be held during Preliminary Design of the Segments that

create these impacts. In all likelihood there will be considerable schedule float between these workshops and construction of the elevated roadway and the ramp terminals. The ROW would be acquired in association with Segments 10 and 12, and the workshops would be held during the Preliminary Design for those Segments. To assure that the project has adequate ROW, the Preliminary Design for Segment 9 east of Avondale Canal and for Segment 11 will be done in conjunction with Segment 10; similarly, Segments 13 and 15 will be done with Segment 12. Segments 10 and 12 are at grade frontage road improvements and their construction will precede the elevated mainline segments by a number of years.

Consequences
Time and expense could delay various Segments, especially 9 (Priority 15 & 16), 11 (Priority 13), 13 (Priority 9), and 15 (Priority 8).

Avoidance
Complete assurance of avoidance can be achieved only by making a prior determination that design exceptions will be used to eliminate this risk. This would not be acceptable for safety reasons and could result in a flagrantly uneven application of the design standards.

Reduction
This risk can be reduced or, at least, more easily defended, if a uniform procedure for compensating owners for the taking of access is adopted by DOTD.

In some cases agreement to purchase the entire parcel, not only access rights, may resolve, or even avoid, litigation. This could be included in the uniform procedure, but may result in acquiring property that would be defined as not required for ROW.

These are legal issues that should be worked out in advance so that there is a procedure that can be explained to the public, followed consistently, and defended if there is litigation. This must be done before January 2011, as that is the limit of tolerable delay prior to review of the EIS as discussed in 7 above.

10. New Property owners or residents, or changes in their personal circumstances, especially in the Environmental Justice areas or where Control of Access is an issue.

Consequences
New owners could allege ignorance of project and/or of earlier determinations regarding mitigation or acquisition negotiations resulting in delays while the matter is resolved. Similar issues could arise if there is a change in the personal circumstances of an owner or resident, such as those related to health, employment, or marital status.

Avoidance
Complete ROW acquisition as soon as possible.

Reduction
Complete ROW acquisition in urban Jefferson Parish and the EJ areas as soon as possible.

11. Value Engineering (VE) is undertaken without regard to the commitments in the EIS or resulting from permits. See 9.7.

Consequences
If the project is analyzed purely from design and construction cost perspectives, there could be serious conflicts with the EIS and/or permit requirements. This is a common concern in many areas of the country. Resolving these conflicts can be expensive and time-consuming if discovered after the fact, especially if the construction contract has been let.

Avoidance
Include an individual familiar with NEPA and knowledgeable of the project specific commitments on the VE team.

Reduction
Provide for a review of the VE findings by an individual familiar with NEPA and knowledgeable of the project specific commitments before implementing the findings. This will take a longer time than including the individual on the team.

12. Two Phase I Environmental Site Assessments were prepared that together identified 45 sites of concern.

The ESA for Links 1 through 4 documents one recognized environmental condition that could impact the budget and/or schedule of Segment 3. This is an apparent municipal landfill at the intersection of US 90 and LA 182 for which no documentary information is available.

The ESA for Links 5 and 6 documents 44 Business Environmental Risks, which are listed in the Appendix C of that report which is **Appendix H** of this PMP. Note that although numbered 1 through 70, twenty-six numbers are missing in the sequence. All identified risks are in Segments 9, 10, and 12 except number 35, which is a gasoline service station with 3 USTs in Segment 14.

The Segment 9 sites are numbers 1 through 13. These sites include 4 landfill monitoring wells, 3 active landfills, 2 closed landfills, 2 junkyards, 1 equipment rental yard, and 1 former speedway currently used for parking garbage trucks.

The Segment 10 sites are numbers 14 through 17, 19, 21, and 23 through 28. These sites include 5 gas stations with USTs, 2 junkyards, 2 petroleum extraction wells, 1 oil service company, 1 former gasoline service station with USTs, and 1 auto repair shop. In addition, 1 of these gasoline service stations will be relocated by the project.

The Segment 12 sites are numbers 30, 32, 36 through 41, 43, 46, 47, 51, 52, 58, 59, 63, 68, and 70. These sites include 7 gasoline service stations with USTs and monitoring wells, 2 auto repair shops, 1 former gasoline service station, 1 auto parts store, 1 used car lot, 1 boat dealer including engine repair and paint shop, 1 retail facility on a site where 9 USTs were removed without documentation of resolution of soil contamination, 1 junkyard, 1 pipeline pumping station, 1 former AST site, and 1 site with pits of unidentified liquid.

The sites in Links 5 and 6 (Segments 9, 10, 14, and 14) were described as falling into one of the following two risks by the ESA. The different risk levels were not assigned to each site, however:

- Those that are the larger risks because there is no financially responsible owner liable for the impairment of sites that are vacant, have a history of site activities that could cause impairment, and little or no investigation to determine impacts exists; and
- Those that are lesser risks because current owners are likely liable for impairments.

The sites also can be assigned levels of risk by the type of site identified in the Phase I ESA and by location relative to the ROW.

In the former case the risks identified above would be:

- High – landfills (active or closed), gasoline service stations, petroleum extraction wells, oil service companies, locations where UST's or AST's were present in the past, but are not fully documented, and locations with unidentified materials;
- Medium – junkyards and auto repair shops; and
- Low – equipment rental locations, parking lots, auto parts stores, used car lots, boat engine repair and paint shop, and pipeline pumping station.

In the latter case the risks are greatest if the site is within the ROW, lesser if adjacent to the ROW, and of least concern if at some distance away. The site in Segment 3 is within the ROW, the sites identified above in Segments 9, 10, and 14 are in the ROW or adjacent, and in Segment 12 one gasoline service station is in the ROW and the other sites are adjacent.

Consequences
The consequences could be impacts to the budget and schedule during the ROW acquisition activities. Further analysis will be required at most, if not all, of these sites prior to ROW acquisition.

Avoidance
There is no way to avoid this risk.

Reduction
Current information does not provide a means of reducing this risk.

13. **If permits expire prior to construction, there may be new more stringent statutory regulations with no grandfathering clauses, or the project fails to meet the grandfathering clause and/or new personnel unfamiliar with the project.**

Consequences
The permit process must be repeated, but, if the permit expires it is likely that more than 3 years has passed and a Supplemental EIS will also be required. The ROW requirements and/or the mitigation requirements could change based on these changes.

Avoidance
The combination of a permit expiration and a Supplemental EIS can be avoided by continual advancement of the project as discussed in 7. above.

Reduction
Different permits, however, have different life expectancies and regulations concerning how to maintain them in force. Early in the process, the Project Manager should hold pre-application conferences with the expected permitting entities. Based on this, a schedule can be prepared to either delay or advance applications to provide the best fit for the permit periods and the construction durations by segment.

14. Graves are discovered during construction within the area to be disturbed by construction in the vicinity of the Old Mt. Airy Cemetery.

Consequences
Costs related to locating graves and, if any are discovered, costs related to public outreach efforts to families and to the relocation of graves.

This also will result in delay of project if discovered during construction. Like the Honor property, this is in Segment 7.

Avoidance
The discovery of unmarked graves during construction can be avoided by testing the area of the ROW in the vicinity of the cemetery after ROW acquisition. If graves are discovered, there would be time prior to letting the construction contract to make arrangements for relocation.

Reduction
There is no additional means to reduce this risk.

15. Native American graves or artifacts are discovered during construction within the area that is disturbed, especially in the Saut d'Ours area near the LA 635 interchange at the northbound end of Segment 5.

Consequences
Time and costs related to construction delays and to coordination with tribal leaders, probably Chitimacha, but to be determined, coordination with FHWA and SHPO, and possible data recovery activities.

Avoidance
All practicable efforts to avoid this risk have already been taken through the Intensive Cultural Resources Investigation that was completed in conjunction with the EIS. The findings of that Investigation indicates that there are no Native American graves or artifacts in the proposed ROW, but this remains a risk.

Reduction
DOTD should engage a cultural resources consultant to be available on call at any time that construction work is taking place. During construction in the Saut d'Ours area, and possibly elsewhere as well, the consultant should have staff in the field to reduce the time and potential conflict that could result from discoveries.

16. Other cultural materials are discovered within any area that is disturbed during construction.

Consequences
Time and costs related to construction delays and to coordination with FHWA and SHPO, and possible data recovery activities.

Avoidance
All practicable efforts to avoid this risk have already been taken through the Intensive Cultural Resources Investigation that was completed in conjunction with the EIS. The findings of that Investigation indicate that there are no cultural materials in the majority of the proposed ROW, but this remains a risk. There is one area in Segment 12, Priority 1 that was not investigated because the property owner would not give permission. A commitment in the EIS requires that this area, which includes Site 16JE29, be investigated and appropriate steps taken after ROW acquisition and before construction.

Reduction
DOTD should engage a cultural resources consultant to be available on call at any time that construction work is talking place. During construction, the consultant possibly should have staff in the field to reduce the time and potential conflict that could result from discoveries.

17. Encountering a bald eagle nest closer than 660 feet from the ROW at the initiation of construction.

Consequences
Time and costs related to construction delays and to coordination with USFWS and LDWF. The outcome could range from delay until the end of nesting season to redesign of roadway and acquisition of additional ROW that would have implications with permits and other commitments.

Avoidance
It may not be possible to avoid this in areas with trees within the proposed ROW or within 660 feet of the ROW.

Reduction
Continual monitoring of the ROW and the 660 foot buffer prior to acquisition will provide DOTD with warning of a potential conflict and allow for a decision to be made regarding possible realignment before the ROW is purchased. If a conflict is predicted, but realignment is not selected, consultation with USFWS and LDWF can be initiated prior to the construction contract being let so that the contractor is not stopped in the field.

If no conflict is predicted prior to ROW acquisition, there should be continued monitoring to assure that no new nest goes unnoted prior to the contract being let.

Construction contracts in areas where nests are possible, there should be a provision in the contract that predetermines the way that an eagle related delay would affect the contractual relationship.

18. Encountering wading bird rookery during construction.

Consequences
Time and costs related to coordination with LDWF and possible delay until the end of nesting season.

Avoidance
There is no means to assure avoidance of this risk

Reduction
To the extent possible, avoid scheduling construction work during nesting season in areas that may support rookeries.

19. An increase in conflicts and incidents between through traffic and local traffic in the corridor.

Consequences
This is a risk of delay in implementation. As safety improvements are included in the Purpose and Need, increases in conflicts between through traffic and local traffic, especially if there are casualties, could result in litigation because the EIS demonstrates that some improvements may increase safety.

Avoidance
Complete project with all due diligence.

Reduction
Complete Priorities 1 through 5 as soon as possible. These Segments 12, 14, 6, 2, and 5, resolve the primary safety concerns.

20. Requirement to create and maintain wetlands, rather than purchasing compensatory credits, as a provision of the 404 Permit.

Consequences
Greater construction and maintenance costs would result with the maintenance costs being in perpetuity.

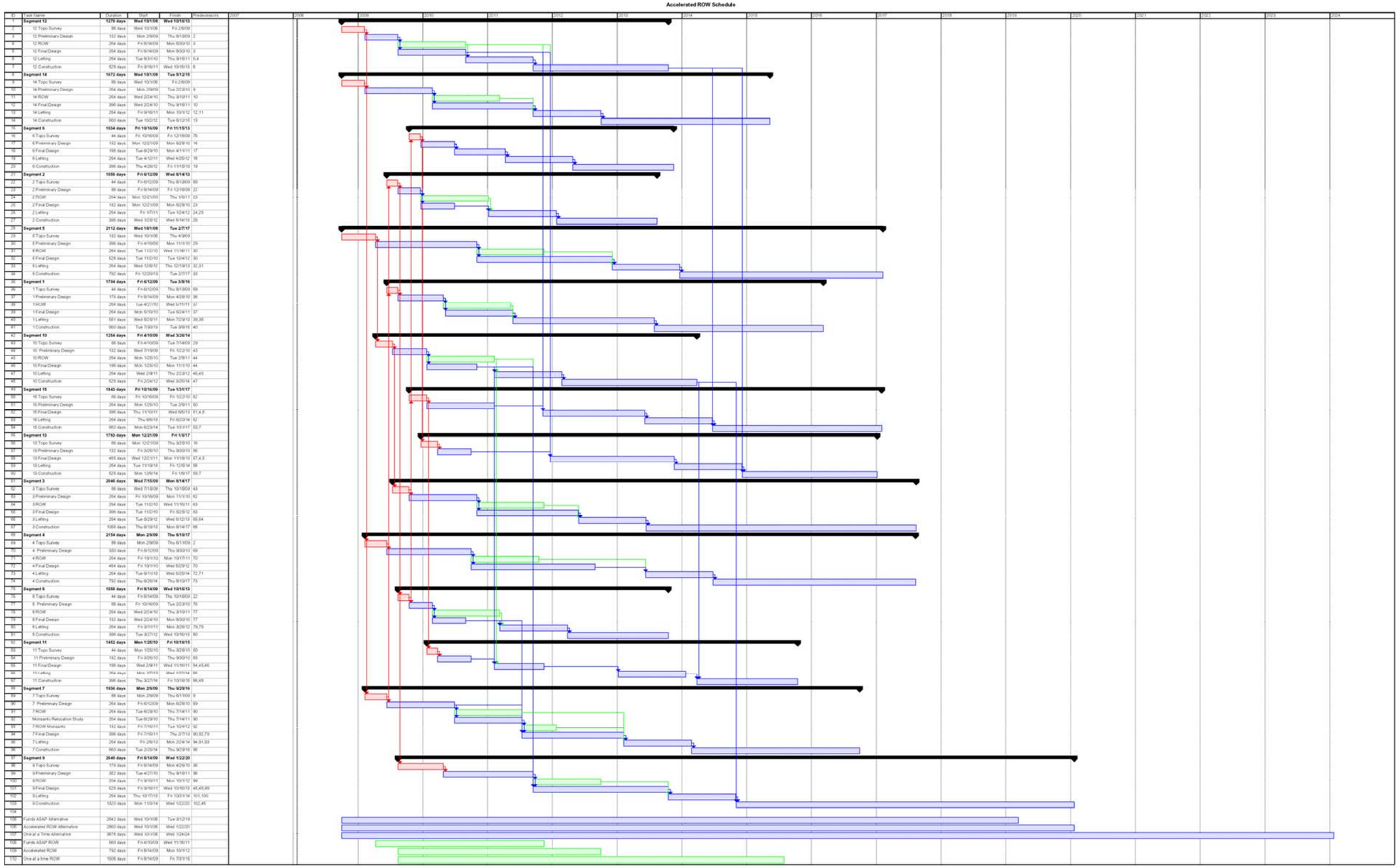
Avoidance
It may not be possible to avoid this. More information in this regard will be made available during a 404 pre-application conference.

Reduction
Discussion and negotiation with USACE and LDNR Coastal Zone may lead to a reduction of such a requirement.

It also is possible that DOTD may be able to transfer the responsibility for perpetual maintenance to another entity through a contractual arrangement. While they would remain responsible to USACE as permit holder, another public, or even a private, entity may be suitable, acceptable to USACE, and provide DOTD with a predetermined annual cost not otherwise possible.

Funds ASAP Schedule

ID	Task Name	Duration	Start	Finish	Predecessors
1	**Segment 12**	**1276 days**	**Wed 10/1/08**	**Wed 10/16/13**	
2	12 Topo Survey	66 days	Wed 10/1/08	Fri 2/6/09	
3	12 Preliminary Design	132 days	Mon 2/9/09	Thu 8/13/09	2
4	12 ROW	264 days	Fri 8/14/09	Mon 8/30/10	3
5	12 Final Design	264 days	Fri 8/14/09	Mon 8/30/10	3
6	12 Letting	264 days	Tue 8/31/10	Thu 9/16/11	5,4
7	12 Construction	529 days	Fri 9/16/11	Wed 10/16/13	6
8	**Segment 14**	**1872 days**	**Wed 10/1/08**	**Tue 5/12/15**	
9	14 Topo Survey	66 days	Wed 10/1/08	Fri 2/6/09	
10	14 Preliminary Design	264 days	Mon 2/9/09	Tue 2/23/10	9
11	14 ROW	264 days	Wed 3/24/10	Thu 3/10/11	10
12	14 Final Design	396 days	Wed 2/24/10	Thu 9/15/11	10
13	14 Letting	264 days	Fri 9/16/11	Mon 10/1/12	12,11
14	14 Construction	660 days	Tue 10/2/12	Tue 5/12/15	13
15	**Segment 6**	**1034 days**	**Wed 10/1/08**	**Wed 10/31/12**	
16	6 Topo Survey	44 days	Wed 10/1/08	Wed 12/3/08	
17	6 Preliminary Design	132 days	Thu 12/4/08	Thu 6/11/09	16
18	6 Final Design	195 days	Fri 6/12/09	Thu 3/25/10	17
19	6 Letting	264 days	Fri 3/26/10	Mon 4/11/11	18
20	6 Construction	396 days	Tue 4/12/11	Wed 10/31/12	19
21	**Segment 2**	**1056 days**	**Wed 10/1/08**	**Tue 12/4/12**	
22	2 Topo Survey	44 days	Wed 10/1/08	Wed 12/3/08	
23	2 Preliminary Design	88 days	Thu 12/4/08	Thu 4/9/09	22
24	2 ROW	264 days	Fri 4/10/09	Mon 4/26/10	23
25	2 Final Design	132 days	Fri 4/10/09	Thu 10/15/09	23
26	2 Letting	264 days	Tue 4/27/10	Wed 5/11/11	25,24
27	2 Construction	396 days	Thu 5/12/11	Tue 12/4/12	26
28	**Segment 5**	**2112 days**	**Wed 10/1/08**	**Wed 2/8/17**	
29	5 Topo Survey	132 days	Wed 10/1/08	Thu 4/9/09	
30	5 Preliminary Design	396 days	Fri 4/10/09	Mon 11/1/10	29
31	5 ROW	264 days	Tue 11/2/10	Wed 11/16/11	30
32	5 Final Design	528 days	Tue 11/2/10	Tue 12/4/12	30
33	5 Letting	264 days	Wed 12/5/12	Thu 12/19/13	32,31
34	5 Construction	792 days	Fri 12/20/13	Wed 2/8/17	33
35	**Segment 1**	**1584 days**	**Wed 10/1/08**	**Fri 5/26/15**	
36	1 Topo Survey	44 days	Wed 10/1/08	Wed 12/3/08	
37	1 Preliminary Design	176 days	Thu 12/4/08	Thu 8/13/09	36
38	1 ROW	264 days	Fri 8/14/09	Mon 8/30/10	37
39	1 Final Design	264 days	Fri 8/14/09	Mon 8/30/10	37
40	1 Letting	264 days	Tue 10/4/11	Wed 10/17/12	39,38
41	1 Construction	660 days	Thu 10/18/12	Fri 5/29/15	40
42	**Segment 10**	**1254 days**	**Wed 10/1/08**	**Mon 9/16/13**	
43	10 Topo Survey	66 days	Wed 10/1/08	Tue 1/6/09	
44	10 Preliminary Design	132 days	Wed 1/7/09	Tue 7/14/09	43
45	10 ROW	264 days	Wed 7/15/09	Thu 7/29/10	44
46	10 Final Design	198 days	Wed 7/15/09	Mon 4/26/10	44
47	10 Letting	264 days	Fri 7/30/10	Mon 8/15/11	46,45
48	10 Construction	528 days	Tue 9/16/11	Mon 9/16/13	47
49	**Segment 15**	**1804 days**	**Wed 10/1/08**	**Thu 8/28/14**	
50	15 Topo Survey	66 days	Wed 10/1/08	Tue 1/6/09	
51	15 Preliminary Design	264 days	Wed 1/7/09	Fri 1/22/10	50
52	15 Final Design	396 days	Mon 1/25/10	Mon 8/16/11	51
53	15 Letting	264 days	Tue 8/17/12	Wed 8/21/13	52
54	15 Construction	660 days	Thu 10/17/13	Thu 8/28/16	53,7
55	**Segment 13**	**1593 days**	**Wed 10/1/08**	**Mon 3/28/16**	
56	13 Topo Survey	66 days	Wed 10/1/08	Tue 1/6/09	
57	13 Preliminary Design	132 days	Wed 1/7/09	Tue 7/14/09	56
58	13 Final Design	264 days	Wed 7/15/09	Thu 7/29/10	57
59	13 Letting	264 days	Mon 2/11/13	Tue 2/26/14	58
60	13 Construction	528 days	Wed 2/26/14	Mon 3/28/16	59,7
61	**Segment 3**	**2512 days**	**Wed 10/1/08**	**Wed 2/8/17**	
62	3 Topo Survey	66 days	Wed 10/1/08	Tue 1/6/09	
63	3 Preliminary Design	264 days	Wed 1/7/09	Fri 1/22/10	62
64	3 ROW	264 days	Mon 1/25/10	Tue 2/8/11	63
65	3 Final Design	396 days	Mon 1/25/10	Mon 8/16/11	63
66	3 Letting	264 days	Tue 8/16/11	Wed 8/29/12	65,64
67	3 Construction	1056 days	Wed 12/5/12	Wed 2/8/17	66,27
68	**Segment 4**	**2092 days**	**Wed 10/1/08**	**Fri 12/25/16**	
69	4 Topo Survey	66 days	Wed 10/1/08	Fri 2/6/09	
70	4 Preliminary Design	330 days	Mon 2/9/09	Wed 5/26/10	69
71	4 ROW	264 days	Thu 5/27/10	Mon 6/13/11	70
72	4 Final Design	494 days	Thu 5/27/10	Wed 4/25/12	70
73	4 Letting	264 days	Mon 10/22/12	Tue 11/5/13	72,71
74	4 Construction	792 days	Wed 11/6/13	Fri 12/23/16	73
75	**Segment 8**	**1056 days**	**Wed 10/1/08**	**Tue 12/4/12**	
76	8 Topo Survey	44 days	Wed 10/1/08	Wed 12/3/08	
77	8 Preliminary Design	88 days	Thu 12/4/08	Thu 4/9/09	76
78	8 ROW	264 days	Fri 4/10/09	Mon 4/26/10	77
79	8 Final Design	132 days	Fri 4/10/09	Thu 10/15/09	77
80	8 Letting	264 days	Tue 4/27/10	Wed 5/11/11	79,78
81	8 Construction	396 days	Thu 5/12/11	Tue 12/4/12	80
82	**Segment 11**	**1650 days**	**Wed 10/1/08**	**Fri 4/10/15**	
83	11 Topo Survey	44 days	Wed 10/1/08	Wed 12/3/08	
84	11 Preliminary Design	132 days	Thu 12/4/08	Thu 6/11/09	83
85	11 Final Design	198 days	Fri 6/12/09	Thu 3/25/10	84
86	11 Letting	264 days	Fri 7/6/12	Mon 7/22/13	85
87	11 Construction	396 days	Tue 9/17/13	Fri 4/10/15	86,48
88	**Segment 7**	**2069 days**	**Wed 10/1/08**	**Tue 12/6/16**	
89	7 Topo Survey	66 days	Wed 10/1/08	Fri 2/6/09	
90	7 Preliminary Design	264 days	Mon 2/9/09	Tue 2/23/10	89
91	7 ROW outside Monsanto	264 days	Wed 2/24/10	Thu 3/10/11	90
92	7 Monsanto Relocation Study	264 days	Wed 2/24/10	Thu 3/10/11	90
93	7 Monsanto ROW	132 days	Fri 3/11/11	Thu 9/15/11	92
94	7 Final Design	396 days	Fri 3/11/11	Mon 10/1/12	90,92
95	7 Letting	264 days	Fri 4/12/13	Mon 4/28/14	94,91,93
96	7 Construction	660 days	Tue 4/29/14	Tue 12/6/16	95
97	**Segment 9**	**2640 days**	**Wed 10/1/08**	**Tue 3/12/19**	
98	9 Topo Survey	176 days	Wed 10/1/08	Thu 6/11/09	
99	9 Preliminary Design	352 days	Fri 6/12/09	Mon 11/1/10	98
100	9 ROW	264 days	Tue 11/2/10	Wed 11/16/11	99
101	9 Final Design	528 days	Tue 11/2/10	Tue 12/4/12	99
102	9 Letting	264 days	Wed 12/5/12	Thu 12/19/13	101,100
103	9 Construction	1320 days	Fri 12/20/13	Tue 3/12/19	102,49
104					
105	Funds ASAP Alternative	2640 days	Wed 10/1/08	Tue 3/12/19	
106	Accelerated ROW Alternative	2656 days	Wed 10/1/08	Wed 3/22/20	
107	One at a Time Alternative	3000 days	Wed 10/1/08	Wed 3/24/24	
108	Funds ASAP ROW	660 days	Fri 4/10/09	Wed 11/16/11	
109	Accelerated ROW	792 days	Fri 9/14/09	Mon 10/1/12	
110	One at a time ROW	1539 days	Fri 9/14/09	Tue 9/15/15	



ID	Task Name	Duration	Start	Finish	Predecessors
1	**Segment 12**	**1275 days**	**Wed 10/1/08**	**Wed 10/16/13**	
2	12 Topo Survey	88 days	Wed 10/1/08	Fri 2/6/09	
3	12 Preliminary Design	132 days	Mon 2/9/09	Thu 8/13/09	2
4	12 ROW	264 days	Fri 8/14/09	Mon 8/30/10	3
5	12 Final Design	264 days	Fri 8/14/09	Mon 9/20/10	3
6	12 Letting	264 days	Tue 9/21/10	Thu 9/16/11	5,4
7	12 Construction	526 days	Fri 9/16/11	Wed 10/16/13	6
8	**Segment 14**	**1672 days**	**Wed 10/1/08**	**Tue 5/12/15**	
9	14 Topo Survey	88 days	Wed 10/1/08	Fri 2/6/09	
10	14 Preliminary Design	264 days	Mon 2/9/09	Tue 2/23/10	9
11	14 ROW	264 days	Wed 2/24/10	Thu 3/10/11	10
12	14 Final Design	396 days	Wed 2/24/10	Thu 9/15/11	10
13	14 Letting	264 days	Fri 9/16/11	Mon 10/1/12	12,11
14	14 Construction	660 days	Tue 10/2/12	Tue 5/12/15	13
15	**Segment 6**	**1034 days**	**Fri 10/16/09**	**Fri 11/15/13**	
16	6 Topo Survey	44 days	Fri 10/16/09	Fri 12/18/09	76
17	6 Preliminary Design	132 days	Mon 12/21/09	Mon 6/28/10	16
18	6 Final Design	198 days	Tue 6/29/10	Mon 4/11/11	17
19	6 Letting	264 days	Tue 4/12/11	Wed 4/25/12	18
20	6 Construction	396 days	Thu 4/26/12	Fri 11/15/13	19
21	**Segment 2**	**1056 days**	**Fri 6/12/09**	**Wed 6/14/13**	
22	2 Topo Survey	44 days	Fri 6/12/09	Thu 8/13/09	89
23	2 Preliminary Design	88 days	Fri 8/14/09	Fri 12/18/09	22
24	2 ROW	264 days	Mon 12/21/09	Thu 1/6/11	23
25	2 Final Design	132 days	Mon 12/21/09	Mon 6/28/10	23
26	2 Letting	264 days	Fri 1/7/11	Tue 1/24/12	24,25
27	2 Construction	396 days	Wed 1/25/12	Wed 6/14/13	26
28	**Segment 5**	**2112 days**	**Wed 10/1/08**	**Tue 2/7/17**	
29	5 Topo Survey	132 days	Wed 10/1/08	Thu 4/9/09	
30	5 Preliminary Design	396 days	Fri 4/10/09	Mon 11/1/10	29
31	5 ROW	264 days	Tue 11/2/10	Wed 11/16/11	30
32	5 Final Design	528 days	Tue 11/2/10	Tue 12/4/12	30
33	5 Letting	264 days	Wed 12/5/12	Thu 12/19/13	32,31
34	5 Construction	792 days	Fri 12/20/13	Tue 2/7/17	33
35	**Segment 1**	**1704 days**	**Fri 6/12/09**	**Tue 3/8/16**	
36	1 Topo Survey	44 days	Fri 6/12/09	Thu 8/13/09	89
37	1 Preliminary Design	176 days	Fri 8/14/09	Mon 4/26/10	36
38	1 ROW	264 days	Tue 4/27/10	Wed 5/11/11	37
39	1 Final Design	264 days	Mon 5/10/10	Tue 5/24/11	37
40	1 Letting	561 days	Wed 5/25/11	Mon 7/29/13	39,35
41	1 Construction	660 days	Tue 7/30/13	Tue 3/8/16	40
42	**Segment 10**	**1264 days**	**Fri 4/10/09**	**Wed 3/26/14**	
43	10 Topo Survey	66 days	Fri 4/10/09	Tue 7/14/09	29
44	10 Preliminary Design	132 days	Wed 7/15/09	Fri 1/22/10	43
45	10 ROW	264 days	Mon 1/25/10	Tue 2/8/11	44
46	10 Final Design	198 days	Mon 1/25/10	Mon 11/1/10	44
47	10 Letting	264 days	Wed 2/9/11	Thu 2/23/12	46,45
48	10 Construction	528 days	Fri 2/24/12	Wed 3/26/14	47
49	**Segment 15**	**1845 days**	**Fri 10/16/09**	**Tue 1/31/17**	
50	15 Topo Survey	66 days	Fri 10/16/09	Fri 1/22/10	62
51	15 Preliminary Design	264 days	Mon 1/25/10	Tue 2/8/11	50
52	15 Final Design	396 days	Thu 11/10/11	Wed 6/5/13	61,4,5
53	15 Letting	264 days	Thu 6/6/13	Fri 6/20/14	52
54	15 Construction	660 days	Mon 6/23/14	Tue 1/31/17	53,7
55	**Segment 13**	**1763 days**	**Mon 12/21/09**	**Fri 1/5/17**	
56	13 Topo Survey	66 days	Mon 12/21/09	Thu 3/25/10	16
57	13 Preliminary Design	132 days	Fri 3/26/10	Thu 9/30/10	56
58	13 Final Design	465 days	Wed 12/21/11	Mon 11/19/13	57,4,5
59	13 Letting	264 days	Tue 11/19/13	Fri 12/5/14	58
60	13 Construction	526 days	Mon 12/8/14	Fri 1/6/17	59,7
61	**Segment 3**	**2046 days**	**Wed 7/15/09**	**Mon 6/14/17**	
62	3 Topo Survey	66 days	Wed 7/15/09	Thu 10/15/09	43
63	3 Preliminary Design	264 days	Fri 10/16/09	Mon 11/1/10	62
64	3 ROW	264 days	Tue 11/2/10	Wed 11/16/11	63
65	3 Final Design	396 days	Tue 11/2/10	Fri 5/25/12	63
66	3 Letting	264 days	Tue 5/29/12	Wed 6/12/13	65,64
67	3 Construction	1056 days	Thu 6/13/13	Mon 6/14/17	66
68	**Segment 4**	**2154 days**	**Mon 2/9/09**	**Thu 6/1/17**	
69	4 Topo Survey	88 days	Mon 2/9/09	Thu 6/11/09	2
70	4 Preliminary Design	330 days	Fri 6/12/09	Thu 9/30/10	69
71	4 ROW	264 days	Fri 10/1/10	Mon 10/17/11	70
72	4 Final Design	464 days	Fri 10/1/10	Wed 6/29/12	70
73	4 Letting	264 days	Tue 6/11/13	Wed 6/25/14	72,71
74	4 Construction	792 days	Thu 6/26/14	Thu 6/1/17	73
75	**Segment 8**	**1056 days**	**Fri 6/14/09**	**Wed 10/16/13**	
76	8 Topo Survey	44 days	Fri 6/14/09	Thu 10/15/09	22
77	8 Preliminary Design	88 days	Fri 10/16/09	Tue 2/23/10	76
78	8 ROW	264 days	Wed 2/24/10	Thu 3/10/11	77
79	8 Final Design	132 days	Wed 2/24/10	Mon 9/20/10	77
80	8 Letting	264 days	Fri 3/11/11	Mon 3/26/12	79,78
81	8 Construction	396 days	Tue 3/27/12	Wed 10/16/13	80
82	**Segment 11**	**1452 days**	**Mon 1/25/10**	**Fri 10/16/15**	
83	11 Topo Survey	44 days	Mon 1/25/10	Thu 3/25/10	50
84	11 Preliminary Design	132 days	Fri 3/26/10	Thu 9/30/10	83
85	11 Final Design	198 days	Wed 2/9/11	Wed 11/16/11	84,45,46
86	11 Letting	264 days	Mon 1/7/13	Wed 1/22/14	85
87	11 Construction	396 days	Thu 3/27/14	Fri 10/16/15	86,48
88	**Segment 7**	**1936 days**	**Mon 2/9/09**	**Thu 9/29/16**	
89	7 Topo Survey	66 days	Mon 2/9/09	Thu 5/11/09	9
90	7 Preliminary Design	264 days	Fri 5/12/09	Mon 6/28/10	89
91	7 ROW	264 days	Tue 6/29/10	Thu 7/14/11	90
92	Monsanto Relocation Study	264 days	Tue 6/29/10	Thu 7/14/11	90
93	7 ROW Monsanto	132 days	Fri 7/15/11	Tue 10/4/12	92
94	7 Final Design	396 days	Fri 7/15/11	Thu 2/7/13	90,92,79
95	7 Letting	264 days	Fri 2/8/13	Mon 2/24/14	94,91,93
96	7 Construction	660 days	Tue 2/25/14	Thu 9/29/16	95
97	**Segment 9**	**2040 days**	**Fri 6/14/09**	**Wed 1/22/20**	
98	9 Topo Survey	176 days	Fri 6/14/09	Mon 4/26/10	96
99	9 Preliminary Design	352 days	Tue 4/27/10	Thu 9/15/11	98
100	9 ROW	264 days	Fri 9/16/11	Mon 10/1/12	99
101	9 Final Design	528 days	Fri 9/16/11	Wed 10/16/13	45,46,99
102	9 Letting	264 days	Thu 10/17/13	Fri 10/31/14	101,100
103	9 Construction	1320 days	Mon 11/3/14	Wed 1/22/20	102,48
104					
105	Funds ASAP Alternative	2642 days	Wed 10/1/08	Tue 3/12/19	
106	Accelerated ROW Alternative	2960 days	Wed 10/1/08	Wed 1/22/20	
107	One at a Time Alternative	3876 days	Wed 10/1/08	Wed 1/24/24	
108	Funds ASAP ROW	660 days	Fri 4/10/09	Wed 11/16/11	
109	Accelerated ROW	792 days	Fri 6/14/09	Mon 10/1/12	
110	One at a time ROW	1628 days	Fri 6/14/09	Fri 7/3/15	

One at a Time Schedule

ID	Task Name	Duration	Start	Finish	Predecessors
1	**Segment 12**	**1276 days**	**Wed 10/1/08**	**Wed 10/16/13**	
2	12 Topo Survey	66 days	Wed 10/1/08	Fri 2/6/09	
3	12 Preliminary Design	132 days	Mon 2/9/09	Thu 8/13/09	2
4	12 ROW	264 days	Fri 8/14/09	Mon 8/30/10	3
5	12 Final Design	264 days	Fri 8/14/09	Mon 8/30/10	3
6	12 Letting	264 days	Tue 8/31/10	Thu 9/15/11	5,4
7	12 Construction	525 days	Fri 9/16/11	Wed 10/16/13	6
8	**Segment 14**	**1672 days**	**Mon 2/9/09**	**Wed 9/16/15**	
9	14 Topo Survey	66 days	Mon 2/9/09	Thu 5/11/09	2
10	14 Preliminary Design	264 days	Fri 5/12/09	Mon 6/28/10	9
11	14ROW	364 days	Tue 6/29/10	Thu 11/4/11	10
12	14 Final Design	396 days	Tue 6/29/10	Tue 1/24/12	10
13	14 Letting	264 days	Wed 1/25/12	Thu 2/7/13	12,11
14	14 Construction	660 days	Fri 2/8/13	Wed 9/16/15	13
15	**Segment 6**	**1034 days**	**Fri 6/12/09**	**Mon 7/15/13**	
16	6 Topo Survey	44 days	Fri 6/12/09	Thu 8/13/09	8
17	6 Preliminary Design	132 days	Fri 8/14/09	Tue 2/23/10	16
18	6 Final Design	105 days	Wed 2/24/10	Fri 7/30/10	17
19	6 Letting	264 days	Mon 7/26/10	Tue 7/26/11	18
20	6 Construction	396 days	Wed 7/27/11	Mon 7/15/13	19
21	**Segment 2**	**1188 days**	**Fri 5/14/09**	**Fri 4/25/14**	
22	2 Topo Survey	44 days	Fri 5/14/09	Thu 7/16/09	18
23	2 Preliminary Design	88 days	Fri 10/16/09	Tue 2/23/10	22
24	2 ROW	264 days	Wed 2/24/10	Thu 3/10/11	23
25	2 Final Design	132 days	Fri 2/11/11	Thu 8/11/11	24
26	2 Letting	264 days	Fri 8/12/11	Mon 10/1/12	25,24
27	2 Construction	396 days	Tue 10/2/12	Fri 4/25/14	26
28	**Segment 5**	**2376 days**	**Fri 10/16/09**	**Tue 3/12/19**	
29	5 Topo Survey	132 days	Fri 10/16/09	Mon 4/26/10	22
30	5 Preliminary Design	396 days	Tue 4/27/10	Wed 11/16/11	29
31	5 ROW	264 days	Thu 11/17/11	Tue 12/4/12	30
32	5 Final Design	528 days	Wed 12/5/12	Wed 1/7/15	31
33	5 Letting	264 days	Thu 1/8/15	Mon 1/25/16	32,31
34	5 Construction	792 days	Tue 1/26/16	Tue 3/12/19	33
35	**Segment 1**	**1672 days**	**Tue 4/27/10**	**Mon 12/5/16**	
36	1 Topo Survey	44 days	Tue 4/27/10	Mon 6/28/10	29
37	1 Preliminary Design	176 days	Tue 6/29/10	Thu 3/10/11	36
38	1 ROW	264 days	Fri 3/11/11	Mon 3/26/12	37
39	1 Final Design	264 days	Tue 9/27/12	Wed 4/10/13	38
40	1 Letting	264 days	Thu 4/11/13	Fri 4/25/14	39,38
41	1 Construction	660 days	Mon 4/28/14	Mon 12/5/16	40
42	**Segment 10**	**1452 days**	**Tue 6/29/10**	**Fri 3/25/16**	
43	10 Topo Survey	66 days	Tue 6/29/10	Thu 9/30/10	36
44	10 Preliminary Design	132 days	Fri 10/1/10	Mon 4/11/11	43
45	10 ROW	264 days	Tue 4/12/11	Wed 4/25/12	44
46	10 Final Design	198 days	Thu 4/26/12	Thu 2/7/13	45
47	10 Letting	264 days	Fri 2/8/13	Mon 2/24/14	46,45
48	10 Construction	525 days	Tue 2/25/14	Fri 3/25/16	47
49	**Segment 15**	**1650 days**	**Fri 10/1/10**	**Tue 4/11/17**	
50	15 Topo Survey	66 days	Fri 10/1/10	Thu 1/6/11	43
51	15 Preliminary Design	264 days	Fri 1/7/11	Tue 1/24/12	50
52	15 Final Design	396 days	Wed 1/25/12	Wed 8/14/13	51
53	15 Letting	264 days	Thu 8/15/13	Fri 8/29/14	52
54	15 Construction	660 days	Tue 9/2/14	Tue 4/11/17	53,7
55	**Segment 13**	**1549 days**	**Fri 1/7/11**	**Tue 2/21/17**	
56	13 Topo Survey	66 days	Fri 1/7/11	Mon 4/11/11	50
57	13 Preliminary Design	132 days	Tue 4/12/11	Mon 10/17/11	56
58	13 Final Design	264 days	Tue 10/18/11	Wed 10/24/12	57
59	13 Letting	264 days	Mon 10/15/12	Wed 10/30/13	58
60	13 Construction	528 days	Thu 10/22/15	Tue 2/21/17	59,7
61	**Segment 3**	**2310 days**	**Tue 4/12/11**	**Thu 5/28/20**	
62	3 Topo Survey	66 days	Tue 4/12/11	Thu 7/14/11	56
63	3 Preliminary Design	264 days	Fri 7/15/11	Mon 7/30/12	62
64	3 ROW	264 days	Tue 7/31/12	Wed 8/14/13	63
65	3 Final Design	396 days	Thu 8/15/13	Wed 3/11/15	64
66	3 Letting	264 days	Thu 3/12/15	Fri 3/26/16	65,64
67	3 Construction	1056 days	Mon 3/28/16	Thu 5/28/20	66
68	**Segment 4**	**2222 days**	**Fri 7/15/11**	**Mon 4/27/20**	
69	4 Topo Survey	66 days	Fri 7/15/11	Wed 11/16/11	62
70	4 Preliminary Design	330 days	Thu 11/17/11	Mon 3/11/13	69
71	4 ROW	264 days	Tue 3/12/13	Wed 3/26/14	70
72	4 Final Design	484 days	Thu 3/27/14	Wed 2/24/16	71
73	4 Letting	264 days	Thu 2/25/16	Fri 3/10/17	72,71
74	4 Construction	792 days	Mon 3/13/17	Mon 4/27/20	73
75	**Segment 8**	**1188 days**	**Thu 11/17/11**	**Fri 7/29/16**	
76	8 Topo Survey	44 days	Thu 11/17/11	Tue 1/24/12	69
77	8 Preliminary Design	88 days	Wed 1/25/12	Fri 5/25/12	76
78	8 ROW	264 days	Tue 5/29/12	Wed 6/12/13	77
79	8 Final Design	132 days	Thu 6/13/13	Thu 12/19/13	78
80	8 Letting	264 days	Fri 12/20/13	Wed 1/7/15	79,78
81	8 Construction	396 days	Thu 1/8/15	Fri 7/29/16	80
82	**Segment 11**	**1452 days**	**Wed 1/25/12**	**Tue 10/17/17**	
83	11 Topo Survey	44 days	Wed 1/25/12	Mon 3/26/12	76
84	11 Preliminary Design	132 days	Tue 3/27/12	Mon 10/1/12	83
85	11 Final Design	198 days	Tue 10/2/12	Mon 7/16/13	84
86	11 Letting	264 days	Fri 7/19/16	Tue 1/26/16	85
87	11 Construction	396 days	Mon 3/28/16	Tue 10/17/17	86,48
88	**Segment 7**	**2098 days**	**Tue 3/27/12**	**Thu 5/28/20**	
89	7 Topo Survey	66 days	Tue 3/27/12	Mon 7/30/12	83
90	7 Preliminary Design	264 days	Tue 7/31/12	Wed 8/14/13	89
91	7 ROW outside Monsanto	264 days	Thu 8/15/13	Fri 8/29/14	90
92	7 Monsanto Relocation Stu	264 days	Thu 8/15/13	Fri 8/29/14	90
93	7 Monsanto ROW	132 days	Tue 9/2/14	Wed 3/11/15	92
94	7 Final Design	396 days	Thu 3/12/15	Fri 9/30/16	92,91,93
95	7 Letting	264 days	Mon 10/3/16	Tue 10/17/17	94,91,93
96	7 Construction	660 days	Wed 10/18/17	Thu 5/28/20	95
97	**Segment 9**	**2004 days**	**Tue 7/31/12**	**Thu 1/26/24**	
98	9 Topo Survey	176 days	Tue 7/31/12	Wed 4/10/13	89
99	9 Preliminary Design	352 days	Thu 4/11/13	Fri 8/29/14	98
100	9 ROW	364 days	Tue 9/2/14	Wed 9/16/15	99
101	9 Final Design	528 days	Thu 9/17/15	Tue 10/17/17	100
102	9 Letting	264 days	Wed 10/18/17	Thu 11/1/18	101,100
103	9 Construction	1320 days	Fri 11/2/18	Thu 1/26/24	102,49
104					
105	Funds ASAP Alternative	2641 days	Wed 10/1/08	Wed 3/13/19	
106	Accelerated ROW Alternative	2905 days	Wed 10/1/08	Wed 1/23/20	
107	One at a Time Alternative	3872 days	Wed 10/1/08	Thu 1/26/24	
108	Funds ASAP ROW	661 days	Fri 4/10/09	Thu 11/17/11	
109	Accelerated ROW	793 days	Fri 8/14/09	Tue 10/2/12	
110	One at a time ROW	1540 days	Fri 8/14/09	Wed 9/16/15	