APPENDIX C

Project Checklists

&

Estimates of Probable Cost

Interim Project I-1 US 90/LA 182 Access Road West Intersection Improvement
STAGE 0 Preliminary Scope and Budget Checklist

District 03 Parish St. Mary Route US 90, LA 182

Control Section 424-05 _ Total Project Length (miles) 0.2

Begin Project (CS Log Mile) 22.08 End Project (CS Log Mile) 22.31

Project Category (Safety, Capacity, etc.) Safety and Capacity Date Prepared: March 2012

A. Purpose and need for the project: The project purpose is to realign the intersection of LA 182 and LA 182 Access Road West in Ricohoc to prepare for the implementation of Project I-2, which recreates through travel on LA 182 across Wax Lake Outlet.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): At the intersection of US 90 and LA 182 Access Road West, traffic counts from the EIS Traffic Report indicate that in 2000 US 90 has Average Daily Traffic (ADT) of 18,358; 2030 ADT is projected to be 29,005. LA 182 Access Road West is a two lane roadway connecting US 90 and LA 182 on the western side of Wax Lake Outlet with an ADT of 2,256 in 2000 projected to be 4,354 in 2030. Currently the alignment of the intersection of LA 182 and LA 182 West Access Road provide continuous movements from the latter road onto LA 182 westbound and return with LA 182 eastbound as the intersecting roadway.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Interim Sheet 1. The realignment will provide through movement along LA 182 with LA 182 Access Road West as the intersecting road in a T-intersection.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B.
- Alternatives to Project Concept: No interim alternatives have been identified. Completion of the interchange, described in Project F-1, would avoid the need for this improvement.
- Future ITS / Traffic Considerations: See Traffic Report Appendix B.
- Construction Traffic Management/Property Access Considerations: All work will be performed outside of the US 90 travel lanes and within DOTD ROW. US 90 lanes will remain open and no property access issues will arise.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear habitat. No project specific environmental concerns have been identified.

D. Cost Estimate

- Engineering Design: $ 181,279
- Environmental (document, mitigation, etc.): $ 45,320
- R/W Acquisition: (C of A if applicable) $ 22,000
- Utility Relocations: $ 250,000
- Construction (including const. traffic management): $ 2,492,581

TOTAL PROJECT COST **$ 2,991,180**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)_____

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-1 US 90/LA 182 Access Road West Intersection Improvement
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile *22.08* End Log mile *22.31*
ADJACENT LAND USE: *Agricultural, undeveloped, nearby residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or **N**)_____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There were no wells located in the ROW for US 90 in project area.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many:_____
Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

October 31, 2011
Date

Interim Project I-1 US 90/LA 182 Access Road West Intersection Improvement
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$50,000	1	$50,000
Removal of Structures and Obstructions	LS	$35,000	1	$35,000
Removal of Existing Pavement	SY	$15	1,756	$26,336
Excavation and Embankment	LS	$100,000	1	$100,000
New Roadway Pavement	SY	$120	11,089	$1,330,680
Drainage (1)	LS	$50,000	1	$50,000
Erosion Control (2)	LS	$35,000	1	$35,000
Pavement Markings (3)	LS	$15,000	1	$15,000
			Subtotal	**$1,642,016**
Mobilization			(10% of Subtotal Cost)	$164,202
Traffic Control			(5% of Subtotal Cost)	$82,101
			Subtotal	**$1,888,319**
			20% Contingencies	$377,664
			Total Construction Cost	**$2,265,983**
Right-of-Way Acquisition	Lump	N/A	1	$20,000
Utility Relocations	Lump	N/A	1	$250,000
			Total Cost	**$270,000**
Environmental			(2% of Total Construction Cost)	$45,320
Design Engineering			(8% of Total Construction Cost)	$181,279
CE&I			(10% of Total Construction Cost)	$226,598
Land Acquisition Services				$2,000
			Total Professional Services	**$455,197**
			Total Implementation Cost	**$2,991,180**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas. No restriping of existing roads.

Interim Project I-2 LA 182 Crossing of Wax Lake Outlet
STAGE 0 Preliminary Scope and Budget Checklist

District 03 Parish St. Mary Route US 90, LA 182

Control Section 424-05 _____ Total Project Length (miles) 0.9

Begin Project (CS Log Mile) 22.76 End Project (CS Log Mile) 23.70

Project Category (Safety, Capacity, etc.) Safety and Capacity Date Prepared: March 2012

A. Purpose and need for the project: The project purpose is to connect LA 182 across the Wax Lake Outlet to provide a crossing for agricultural equipment and other local traffic. Currently, this traffic is routed on US 90 between LA 182 Access Road East and the LA 182 Access Road West. Routing this slower traffic away from US 90 will improve safety for both roadways by reducing turning movements and allowing US 90 traffic to maintain highway speed.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 has two lanes in each direction separated by a 64 foot wide median. West of LA 308, it operates as a controlled access freeway. LA 182 is a two-lane roadway. Traffic counts from the EIS Traffic Report indicate that in 2000 the US 90 Average Daily Traffic (ADT) was 18,358 to the west of the crossing of Wax Lake Outlet US 90 and 19,316 to the east of the crossing. These volumes are projected to increase to 29,005 and 30,500 respectively in 2030. LA 182 had an ADT of 216 to the west of the Outlet in 2000, projected to be 417 in 2030. No ADT is available for LA 182 to the east of the Outlet.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Interim Sheets 1 and 2.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B.
- Alternatives to Project Concept: In the EIS, an effort was made to align the crossing differently to avoid takings of property by construction of a retaining wall. A determination of the preferred alternative must be made during Preliminary Engineering after geotechnical data is available.
- Future ITS / Traffic Considerations:
- Construction Traffic Management/Property Access Considerations: Work will be completed along a dead end roadway within DOTD ROW. Once required takings have been accomplished, there should be no traffic impact.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist): Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear habitat. Project

specific impacts include the takings of ROW properties on LA 182 that would be denied access under the current proposed improvement, acquisition of frontage from other properties on LA 182, and potential takings of significant trees in the riparian areas of Wax Lake Outlet. Permits will be needed from the US Army Corps of Engineers to construct the embankments leading to the bridge and to place piers into the Outlet, if that is necessary.

D. Cost Estimate

- Engineering Design: $ 777,469
- Environmental (document, mitigation, etc.): $ 194,367
- R/W Acquisition: (C of A if applicable) $ 550,000
- Utility Relocations: $ 500,000
- Construction (including const. traffic management): $ 10,690,200

TOTAL PROJECT COST **$ 12,712,036**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)_____

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-2 LA 182 Crossing of Wax Lake Outlet
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile *22.76* End Log mile *23.70*

ADJACENT LAND USE: *Agricultural, undeveloped, nearby residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:_____

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area and crosses US 90 at the Wax Lake Outlet, which is bridged by this project.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N)
Significant trees may be present in the riparian habitat adjacent to Wax Lake Outlet, on either side of the proposed tie-in to LA 182.

What year was the existing bridge built? *A new bridge is proposed over the Wax Lake Outlet on LA 182.*

Are any waterways impacted by the project considered navigable? (**Y** or N) If unknown, state so, list the waterways: *Wax Lake Outlet is bridged by this project.*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There were no wells located in the ROW for US 90 in project area.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many: *Three houses with sheds/garages off of Levee Road in Calumet*

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

January 19, 2012
Date

Interim Project I-2 LA 182 Crossing of Wax Lake Outlet
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$250,000	1	$250,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Removal of Existing Pavement	SY	$15	5,407	$81,103
Bridge to Connect LA 182	SY	$650	7,013	$4,558,676
General Excavation	CY	$8	8,100	$60,750
Embankment	CY	$17	25,000	$425,000
Median Barrier	LF	$140	2,683	$375,688
New Roadway Pavement	SY	$120	12,114	$1,453,680
Drainage (1)	PM	$35,000	0.50	$17,500
Erosion Control (2)	PM	$50,000	0.50	$25,000
Pavement Markings (3)	LS	$15,000	1	$15,000
			Subtotal	**$7,362,397**
Mobilization			(5% of Subtotal Cost)	$368,120
Traffic Control			(5% of Subtotal Cost)	$368,120
			Subtotal	**$8,098,637**
			20% Contingencies	$1,619,727
			Total Construction Cost	**$9,718,364**
Right-of-Way Acquisition	Lump	N/A	1	$500,000
Utility Relocations	Lump	N/A	1	$500,000
			Total Cost	**$1,000,000**
Environmental			(2% of Total Construction Cost)	$194,367
Design Engineering			(8% of Total Construction Cost)	$777,469
CE&I			(10% of Total Construction Cost)	$971,836
Land Acquisition Services				$50,000
			Total Professional Services	**$1,993,672**
			Total Implementation Cost	**$12,712,036**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas. No restriping of existing roads.

Interim Project I-3 Alternative 1 US 90 Access Management
STAGE 0 Preliminary Scope and Budget Checklist

District 03 Parish St. Mary Route US 90, LA 182

Control Section 424-05 Total Project Length (miles) 9.0

Begin Project (CS Log Mile) 23.57 End Project (CS Log Mile) 32.60

Project Category (Safety, Capacity, etc.) Safety and Capacity Date Prepared: March 2012

A. Purpose and need for the project: The project purpose is to improve safety for vehicles traveling on US 90 throughout the project area.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 has two lanes in each direction separated by a 64 foot wide median. Counts from the EIS Traffic Report indicate that the ADT on US 90 in 2000 ranged from 19,539 at the western end of the project area to 26,021 near the eastern end of the project, These figures were projected to increase to 30,850 and 37,950 respectively in 2030. Near Catherine Street in Patterson, the 2000 ADT of 24,136 was projected to increase to 42,200 in 2030.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Interim Sheets 2 through 8. Access to US 90 will be controlled by closing median openings, providing U-turns and channelized left turns, constructing a two segments of two-way frontage road on the north side of US 90 , one through Patterson and one in Bayou Vista east of Southeast Boulevard, extending Lassus Street north from its intersection with US 90 to a T-intersection with LA 182, and constructing a connection between US 90 and LA 182 in the western area of Bayou Vista. Also a jug-handle intersection is required at the eastern terminus of the frontage road segment in Patterson that would be removed when the freeway is completed and the frontage road is extended
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. The implementation of these interim improvements will reduce the number of conflicts points along US 90 thus increasing the safety of this section. Based on the *2010 Highway Safety Manual (HSM) 1st Edition, Volume 3*, the addition of left turn lanes at selected locations can result in a reduction in crashes by as much as 44% at three (3) legged unsignalized intersections and by as much as 38% on four (4) legged unsignalized intersections. Additionally, the use of "J-turn" type intersections can result in a reduction in crashes by as much as 20% for ADT's greater than

34,000. Although this section of US 90 has an ADT lower than 34,000, it is anticipated that the use of these types of intersections can result in a reduction in crashes along this section of US 90.

- Alternatives to Project Concept: No alternatives were identified for this project. Alternative 2 is only a shorter version defined to allow for construction of I-4 between Catherine Street and Church Street in coordination with Project F-4 Alternative 2.
- Future ITS / Traffic Considerations: See Traffic Report Appendix B.
- Construction Traffic Management/Property Access Considerations: There will be temporary delays along US 90 while improvements are constructed in the median, but one lane of traffic can remain open in both directions at all times and no property access will be affected. Construction of the frontage road segments will result in some temporary impacts to property access between Catherine Street and Callahan Street in Patterson and between Southeast Boulevard and the levee at the Berwick town limits in Bayou Vista..

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist): Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear habitat. Churches, Kemper Williams Park, underground storage tanks, gas plants, and wells, including two leaking underground storage tanks are in the project area, but the project is not expected to affect, or be affected by, these uses. There will be minor property takings that may require the relocation of one business and one residential structure in Patterson to construct the jug handle.

D. Cost Estimate

• Engineering Design:	$ 843,944
• Environmental (document, mitigation, etc.):	$ 210,986
• R/W Acquisition: (C of A if applicable)	$ 550,000
• Utility Relocations:	$ 1,800,000
• Construction (including const. traffic management):	$ 11,604,225
TOTAL PROJECT COST	**$ 15,009,155**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)_____

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-3 Alternative 1 US 90 Access Management
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile 23.57 End Log mile *30.92*

ADJACENT LAND USE: *Industrial, Commercial, Residential, Agricultural, Undeveloped, Vacant, Recreational*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____

(**Y** or N) Churches *Calumet Baptist Church (4042 US 90); Bethel Pentecostal Fellowship (101 Tiffany St.); Word of Life Baptist Church (108 Ryan St.); Bayou Vista Community Fellowship (1523 Anthony St.); are adjacent to the project area. There are some additional churches in Berwick near the end of the project area; however no work is proposed there.*

(Y or **N**) Schools _____

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *Kemper Williams Park (264 Cotten Road). There are some additional public facilities (library, fire station, town hall, police station) in Berwick near the end of the project area; however no work is proposed there*

(Y or **N**) Community water well/supply_____

Section 4(f) issue: Is the project impacting or adjacent to any:
(**Y** or N) Public recreation areas *Kemper Williams Park (264 Cotten Road) – adjacent.*

(**Y** or N) Public parks *Kemper Williams Park (264 Cotten Road)*

(Y or **N**) Wildlife Refuges_____

(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (**Y** or N) **Is the project within a historic district or a national landmark district?** (Y or **N**)
If the answer is yes to either question, list names and locations below: *Idlewild Plantation House is located near the intersection of US 90 and Main St, but will not be affected.*

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area and crosses US 90 at the Wax Lake Outlet, which is bridged by this project.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or **N**) If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks *Circle K #870 (AI 75420) (498 US 90) and Patterson Truck Stop & Casino (1902 US 90)*

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *The following gas stations or facilities are adjacent to the project area: Tanks A Lot Inc, 623 Hwy 182 E; Cameron International, 585 US 90; Omega Waste Management Inc, 1900 US 90; Patterson Truck Stop & Casino, 1902 US 90; Cracker Barrel #215, 1100 US 90; Exxon Station #1, 702 US 90; Patterson Self Serve, 604 US 90; Wag-A-Pak, 518 US 90; Circle K #870 (AI 75420, closed and tanks removed), 498 US 90; Murphy USA, 959 US 90; Bayou Vista Truck Plaza & Casino, 1829 US 90; Mobil Lube Express, 2043 US 90; Hollywood Truck Plaza & Casino, 2051 US 90; and what appears to be two abandoned gas stations, one on the corner of US 90 and St. Peter Street and the other at Universe Road and US 90. There are some additional gas stations in Berwick near the end of the project area; however no work will occur in this area.*

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or N) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: *The Harold J. "Babe" Landry Landfill, 124 Landfill Ln., Berwick is located approximately 0.30 mile south of the project area, but not affected. Also the following facilities are located adjacent to the project area: Trunkline Gas Company Patterson Compressor Station (AI 9113), Enterprise Gas Processing – Calumet Gas Plant (AI 2894), and ANR Pipeline Co. – Patterson Compressor Station (AI 1959).*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There is a saltwater disposal well inside the ANR Pipeline Facility, which is adjacent to the project area. Nine monitoring wells are located near the eastern intersection of US 90 and Hwy 182 near the required right-of-way for the proposed eastern LA-182 Connector. Seven of these wells appear to be located in the median and are associated the old Circle K #870 station. The other two are located in the same area, but are on the north side of US 90. Seven plugged and abandoned monitoring wells are located adjacent to the right-of-way at an abandoned gas station on the corner of US 90 and St. Peters Street. Five plugged and abandoned monitoring wells are located off Opperman Lane near the Plain's Pipeline facility.*

Are there any possible residential or commercial relocations/displacements? (**Y** or N) How many? *The required right-of-way for the proposed LA-182 Connector/Lassus St. Extension appears to run between two commercial properties that may be affected: Billy's Carports & Patio*

(204 US 90, Patterson) and American Computer Systems (190 US 90). Additionally, St. Mary Contractors Warehouse (108 Wedell) and a duplex are within right-of-way for the turn around between Bernard and Wedell.

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (**Y** or N) *Census Tract 407, which has a minority population of 53% is in the project area. This tract is not considered a low income community based on the 1990 US Census median income data provided in the EIS.*

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closures to one lane of traffic while working in the median or on the proposed frontage roads may occur. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below.
BNSF Railroad abuts the right-of-way on the south side of US 90 for a majority of the project area.

Monica Herrera
Point of Contact

(225) 766-7400
Phone Number

January 23, 2012
Date

Interim Project I-3 Alternative 1 US 90 Access Management
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$100,000	1	$100,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Driveway Removals	SY	$1,500	51	$76,500
Removal of Existing Medians	EA	$15,000	22	$330,000
General Excavation	CY	$7.50	20,529	$153,968
Embankment	CY	$17	41,059	$698,003
U-turn	EA	$25,000	11	$275,000
New Roadway Pavement	SY	$120	42,591	$5,110,920
Drainage (1)	PM	$75,000	7	$525,000
Erosion Control (2)	PM	$17,500	7	$122,500
Pavement Markings (3)	LS	$150,000	1	$150,000
Traffic Signal U-turn movements)	EA	$150,000	2	$300,000
			Subtotal	**$7,991,891**
Mobilization			(5% of Subtotal Cost)	$399,595
Traffic Control			(5% of Subtotal Cost)	$399,595
			Subtotal	**$8,791,080**
			20% Contingencies	$1,758,216
			Total Construction Cost	**$10,549,295**
Right-of-Way Acquisition	Lump	N/A	1	$500,000
Utility Relocations	Lump	N/A	1	$1,800,000
			Total Cost	**$2,300,000**
Environmental			(2% of Total Construction Cost)	$210,986
Design Engineering			(8% of Total Construction Cost)	$843,944
CE&I			(10% of Total Construction Cost)	$1,054,930
Land Acquisition Services				$50,000
			Total professional Services	**$2,159,860**
			Total Implementation Cost	**$15,009,155**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas. No restriping of existing roads.

Freeway Project F-1 Ricohoc Interchange
STAGE 0 Preliminary Scope and Budget Checklist

District 03____ Parish St. Mary Route US 90 and LA 182 Access Road West

Control Section 424-05 Total Project Length (miles) 1.1

Begin Project (CS Log Mile) 21.81 End Project (CS Log Mile) 22.95

Project Category (Safety, Capacity, etc.) Safety and Capacity Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity by creating freeway operating conditions throughout the segment of US 90. As through traffic increases, there is a need for the safety benefits that result from the separation of high speed through traffic from local traffic and from the higher level of safety generally provided by freeways in comparison to arterial roadways. The need for an increase in capacity is derived from the need for a regional interstate corridor rather than from local or parish-wide travel.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 64 foot wide median. In the area of this project, the median widens to 365 feet to provide right-of-way for the interchange. Counts from the EIS Traffic Report indicate that the 2000 ADT on US 90 was 18,358 projected to increase to 29,005 in 2030. US 182 Access Road West, the connecting road, had ADT of 2,256 in 2000 projected to increase to 4,354 in 2030.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Freeway Sheet 1. An elevated four lane divided interstate highway will be constructed in the space between the existing US 90 lanes that will be converted to ramps to provide a diamond interchange. In the east, the new interstate section will enter the alignment of the existing bridge over Wax Lake Outlet and in the west, the new lanes will align with the existing lanes of US 90.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B.
- Alternatives to Project Concept: The alternative is the proposed action in the EIS that locates an interchange at LA 182 Access Road East.
- Future ITS / Traffic Considerations: No signalized intersections are planned in this project. The only candidate locations would be the ramp terminals at the connecting road.

- Construction Traffic Management/Property Access Considerations: General delays will be experienced during construction of the tie-ins at each end, but the majority of the construction will take place within the exiting US 90 median without disrupting the flow of traffic.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear habitat. No project specific environmental concerns have been identified.

D. Cost Estimate

- Engineering Design: $ 1,829,369
- Environmental (document, mitigation, etc.): $ 457,342
- R/W Acquisition: (C of A if applicable) $ 110,000
- Utility Relocations: $ 400,000
- Construction (including const. traffic management): $ 25,153,823

TOTAL PROJECT COST $ 27,950,534

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

_____

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-1 Ricohoc Interchange
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile *21.81* End Log mile *22.95*
ADJACENT LAND USE: *Agricultural, undeveloped, nearby residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:_____

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)_____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There were no wells located in the ROW for US 90 or the proposed access road for the new bridge crossing Wax Lake Outlet in the project area.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many:_____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

November 1, 2011
Date

Freeway Project F-1 Ricohoc Interchange
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$250,000	1	$250,000
Removal of Structures and Obstructions	LS	$200,000	1	$200,000
Removal of Existing Pavement	SY	$15	24,948	$374,220
General Excavation	CY	$7.50	8,316	$62,370
Embankment	CY	$17	75,000	$1,275,000
I-49 Roadway	SY	$140	34,572	$4,840,080
Bridge Structure (Overpass)	SY	$650	15,230	$9,899,500
Required Barrier	LF	$150	1,121.00	$168,150
Drainage (1)	PM	$125,000	1.13	$141,250
Erosion Control (2)	PM	$50,000	1.13	$56,500
Pavement Markings (3)	PM	$50,000	1.13	$56,500
			Subtotal	**$17,323,570**
Mobilization			(5% of Subtotal Cost)	$866,179
Traffic Control			(5% of Subtotal Cost)	$866,179
			Subtotal	**$19,055,927**
			20% Contingencies	$3,811,185
			Total Construction Cost	**$22,867,112**
Right-of-Way Acquisition	Lump	N/A	1	$100,000
Utility Relocations	Lump	N/A	1	$400,000
			Total Cost	**$500,000**
Environmental			(2% of Total Construction Cost)	$457,342
Design Engineering			(8% of Total Construction Cost)	$1,829,369
CE&I			(10% of Total Construction Cost)	$2,286,711
Land Acquisition Services				$10,000
			Total Professional Fees	**$4,583,422**
			Total Implementation Cost	**$27,950,534**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas.

Freeway Project F-2a South Access Road
STAGE 0 Preliminary Scope and Budget Checklist

District 03_____ Parish St. Mary Route US 90

Control Section 424-05 Total Project Length (miles) 2.3

Begin Project (CS Log Mile) 22.55 End Project (CS Log Mile) 24.88

Project Category (Safety, Capacity, etc.) Safety Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to maintain a safe route for access and egress to the gas plants located south of the mainline highway and to access land in agricultural use. Federal regulations require that the gas plants maintain bidirectional egress, which would be unavailable via the mainline after conversion to a freeway. The south access road would provide two way travel to the west connecting the plants and the agricultural uses with the Ricohoc interchange developed in Project F-1 via a new bridge across Wax Lake Outlet. To the east, it would be extended as a one-way eastbound ramp to the Waveland Interchange to be constructed in Project F-4.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 64 foot wide median. Counts from the EIS Traffic Report indicate that the 2000 ADT on US 90 ranged from 18,358 at Ricohoc to 24,136 at Catherine Street. The FEIS projected 2030 No Build ADT to range from 29,005 to 42,200 in the same area.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Freeway Sheets 1 - 3. An at-grade two lane roadway will be constructed to the south of existing US 90 and the BNSF railroad. At the west end of the project, it would intersect with an extension of LA 182 Access Road West, the connecting road of the Ricohoc interchange. In the east, the frontage road would terminate at the existing easternmost gas plant access driveway. From there an eastbound entrance ramp would cross the railroad and continue east to merge into the eastbound exit ramp at the Waveland Interchange to be constructed in Project F-4, Alternative 1 or Alternative 2. This would provide access to both the connecting road and the eastbound mainline. The project includes a new crossing of Wax Lake Outlet.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B.
- Alternatives to Project Concept: The alternative would be the proposed action in the EIS that provides a two way frontage road between an interchange at LA 182 Access Road East and the

gas plant access driveway. From there an eastbound entrance ramp would be constructed to access the eastbound mainline.

- Future ITS / Traffic Considerations: No signalized intersections are planned in this project. The only candidate locations would be the ramp terminals at the Ricohoc interchange. As the number of vehicles crossing the BNSF at the Ricohoc interchange would increase, new grade crossing signals may be required.
- Construction Traffic Management/Property Access Considerations: There will be some access concerns during construction for the gas plants, agricultural areas, and other industrial facilities south of US 90. However, as US 90 will remain a full access facility until this project and Project F-2b are completed, access will be maintained even if temporarily relocated. Also, there should be no conflicts with the operation of US 90. If this project is not constructed at the same time as F-4, a temporary connection to the roadway system would be constructed in the vicinity of the future Waveland Interchange..

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear habitat. Project specific impacts include the takings of ROW and potential takings of significant trees in the riparian areas of Wax Lake Outlet. Permits will be needed from the US Army Corps of Engineers to construct the embankments leading to the bridge and to place piers into the Outlet, if that is necessary.

D. Cost Estimate

- Engineering Design: $ 921,404
- Environmental (document, mitigation, etc.): $ 230,351
- R/W Acquisition: (C of A if applicable) $ 1,650,000
- Utility Relocations: $ 750,000
- Construction (including const. traffic management): $ 12,669,305

TOTAL PROJECT COST $ 16,221,060

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-2a South Access Road
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile *22.55* End Log mile *24.88*
ADJACENT LAND USE: *Agricultural, undeveloped, nearby residential, industrial (all on south side of US 90)*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area and crosses US 90 at the Wax Lake Outlet, which is bridged by this project.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or N)
Significant trees may be present in the riparian habitat adjacent to Wax Lake Outlet, on either side of the proposed bridge.

What year was the existing bridge built? *A new bridge is proposed to be constructed on the south side of US 90 across the Wax Lake Outlet.*

Are any waterways impacted by the project considered navigable? (**Y** or N) If unknown, state so, list the waterways: *Wax Lake will be bridged by this project.*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or N) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:
Trunkline Gas Company and Enterprise (Calumet Gas Plant) operate facilities south of the new ROW and frontage road.

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There were no wells located in the ROW for US 90 in project area. A meter station is located in the new ROW planned south of US 90.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many:_____
Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

January 19, 2012
Date

Freeway Project F-2a South Access Road
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$250,000	1	$250,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Removal of Existing Pavement	SY	$15	3,613	$54,195
General Excavation	CY	$7.50	25,363	$190,222
Embankment	CY	$17	42,272	$718,624
Excavation and Embankment	LS	$50,000	1	$50,000
New South Access Road	SY	$125	25,363	$3,170,375
Bridge Structure (Overpass)	SY	$650	5,680	$3,692,000
Drainage (1)	PM	$125,000	2.50	$312,500
Erosion Control (2)	PM	$35,000	2.50	$87,500
Pavement Markings (3)	PM	$20,000	2.50	$50,000
			Subtotal	**$8,725,417**
Mobilization			(5% of Subtotal Cost)	$436,271
Traffic Control			(5% of Subtotal Cost)	$436,271
			Subtotal	**$9,597,958**
			20% Contingencies	$1,919,592
			Total Construction Cost	**$11,517,550**
Right-of-Way Acquisition	Lump	N/A	1	$1,500,000
Utility Relocations	Lump	N/A	1	$750,000
			Total Cost	**$2,250,000**
Environmental			(2% of Total Construction Cost)	$230,351
Design Engineering			(8% of Total Construction Cost)	$921,404
CE&I			(10% of Total Construction Cost)	$1,151,755
Land Acquisition Services				$150,000
			Total Professional Services	**$2,453,510**
			Total Implementation Cost	**$16,221,060**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas.

Freeway Project F-2b Alternative 1 North Frontage Road Calumet
STAGE 0 Preliminary Scope and Budget Checklist

District 03_____ Parish St. Mary Route _____US 90__

Control Section 424-05 Total Project Length (miles) __2.9

Begin Project (CS Log Mile) _23.46 End Project (CS Log Mile) 26.39

Project Category (Safety, Capacity, etc.) Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. As through traffic increases, there is a need for the safety benefits that result from the separation of high speed through traffic from local traffic and from the higher level of safety generally provided by freeways in comparison to arterial roadways. The need for an increase in capacity is derived from the need for a regional interstate corridor rather than from local or parish-wide travel. Local need is to provide access to properties along the north side of US 90.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 64 foot wide median. Counts from the EIS Traffic Report indicate that the 2000 ADT on US 90 was 16,756. The FEIS projected 2030 No Build ADT as 29,350.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Freeway Sheets 2 through 4. This project constructs a two-way frontage road on the north side of US 90 within existing ROW between LA 182 and Red Cypress Road and closes the median openings in the portion of US 90 that is parallel.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B
- Alternatives to Project Concept: The alternatives include the proposed action in the EIS which varied only in relation to the interchanges proposed at LA 182 Access Road East and Red Cypress Road, which have been relocated in this program to Ricohoc and Catherine Street.
- Future ITS / Traffic Considerations: _No signalized intersection is planned in this project. The only candidate location would be the terminus of the road in the west at LA 182.
- Construction Traffic Management/Property Access Considerations: There will be temporary delays along US 90 while median opening are closed, but one lane of traffic can remain open in both directions at all times. Local traffic should not be inconvenienced as the frontage road should be completed prior to the closing of the median openings. This project cannot be

completed in the east until F-4 is completed. If constructed first, a temporary terminus of the eastbound entrance ramp would be required.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear critical habitat. Adjacent to the project in the east is a minority neighborhood.

D. Cost Estimate

- Engineering Design: $ 1,502,650
- Environmental (document, mitigation, etc.): $ 375,662
- R/W Acquisition: (C of A if applicable) $ 0
- Utility Relocations: $ 900,000
- Construction (including const. traffic management): $ 20,661,433

TOTAL PROJECT COST $ 23,439,745

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-2b Alternative 1 North Frontage Road Calumet
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile *23.46* End Log mile *26.39*
ADJACENT LAND USE: *Agricultural, undeveloped, residential, industrial*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(**Y** or N) Churches *Calumet Baptist Church (4042 Highway 90 West)*
(Y or **N**) Schools _____
(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *St. Mary's War Memorial – American Legion Post 242*
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area and crosses US 90 at the Wax Lake Outlet, which is adjacent to this project..*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *Patterson Truck Stop and Casino (1829 Highway 90)*

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There were no wells located in the ROW for US 90 in project area.*

Are there any possible residential or commercial relocations/displacements? (**Y** or N)
How many:_____
Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (**Y** or N) *The project area population is listed as 51% minority just to the east of this project section (@Red Cypress).*

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

January 19, 2012
Date

Freeway Project F-2b Alternative 1 North Frontage Road Calumet
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$200,000	1	$200,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Removal of Existing Pavement	SY	$15	10,786	$161,790
General Excavation	CY	$7.50	28,667	$215,002
Embankment	CY	$17	57,334	$974,678
Required Noise Wall	LF	$300	2,938.00	$881,400
Required Barrier	LF	$150	19,378.44	$2,906,766
New Roadway Pavement	SY	$125	66,200	$8,275,000
Drainage (1)	PM	$55,000	3.00	$165,000
Erosion Control (2)	PM	$50,000	3.00	$150,000
Pavement Markings (3)	PM	$50,000	3.00	$150,000
			Subtotal	**$14,229,637**
Mobilization			(5% of Subtotal Cost)	$711,482
Traffic Control			(5% of Subtotal Cost)	$711,482
			Subtotal	**$15,652,601**
			20% Contingencies	$3,130,520
			Total Construction Cost	**$18,783,121**
Right-of-Way Acquisition	Lump	N/A	1	$0
Utility Relocations	Lump	N/A	1	$900,000
			Total Cost	**$900,000**
Environmental			(2% of Total Construction Cost)	$375,662
Design Engineering			(8% of Total Construction Cost)	$1,502,650
CE&I			(10% of Total Construction Cost)	$1,878,312
Land Acquisition Services				$0
			Total Professional Services	**$3,756,624**
			Total Implementation Cost	**$23,439,745**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas.

Freeway Project F-3 North Frontage Road Patterson
STAGE 0 Preliminary Scope and Budget Checklist

District 03_____ Parish St. Mary Route _____US 90__

Control Section 424-05 Total Project Length (miles) __1.7

Begin Project (CS Log Mile) 26.39 End Project (CS Log Mile) 28.06

Project Category (Safety, Capacity, etc.) Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. As through traffic increases, there is a need for the safety benefits that result from the separation of high speed through traffic from local traffic and from the higher level of safety generally provided by freeways in comparison to arterial roadways. The need for an increase in capacity is derived from the need for a regional interstate corridor rather than from local or parish-wide travel. Local need is to complete the frontage road along the north side of US 90 from Red Cypress Road to the intersection with LA 182 at the eastern city limit of Patterson.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 64 foot wide median. Counts from the EIS Traffic Report indicate that the ADT on US 90 in 2000 ranged from 22,360 to 24,136. The FEIS projected 2030 No Build ADT to range from 39,150 to 42,200 respectively.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Freeway Sheets 4 and 5. The two-way frontage road constructed in I-3 will be extended west to meet the frontage road constructed in F-2b or I-4, depending on the F-4 alternative selected. It will also extend eastward to tie into the existing LA 182 that is parallel to US 90 immediately east of the Patterson city limits. The project also includes the removal of the median openings in the portion of US 90 that is parallel to the frontage road, the partial realignment of the mainline to narrow the median in order to join the cross section needed in project F-5, the removal of the jug-handle installed during I-3, and the replacement of the connection of LA 182 at the Patterson city limits with a cul-de-sac. Through traffic on LA 182 would connect to the frontage road via the extension of Lassus Street constructed in I-3.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B.
- Alternatives to Project Concept: The alternative to the project would be to elevate the mainline as proposed in the EIS. A goal of this project was to reduce the quantity of elevated mainline roadway.

- Future ITS / Traffic Considerations: No signalized intersections are planned in this project. This project cannot be constructed until the completion of Project F-4 so that it will continue to be possible to cross US 90 in Patterson. After it is completed, properties on the south side of US 90 will all be routed to the Waveland interchange to be constructed in F-4.
- Construction Traffic Management/Property Access Considerations: There will be temporary delays along US 90 while median opening are closed and the mainline is realigned, but one lane of traffic can remain open in both directions at all times. Local traffic should not be inconvenienced as the frontage road should be completed prior to the closing of the median openings and mainline realignment.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear critical habitat. Adjacent to the project is a minority neighborhood..

D. Cost Estimate

- Engineering Design: $ 1,487,047
- Environmental (document, mitigation, etc.): $ 371,762
- R/W Acquisition: (C of A if applicable) $ 110,000
- Utility Relocations: $ 600,000
- Construction (including const. traffic management): $ 20,446,897

TOTAL PROJECT COST $ 23,015,706

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-3 North Frontage Road Patterson
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 _____ Begin Log mile *26.39* End Log mile *28.06*
ADJACENT LAND USE: *Agricultural, commercial, residential, industrial (south side of US 90)*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(**Y** or N) Churches *Bethel Pentecostal Fellowship (101 Tiffany St.) will lose access to US 90 due to control of access and median closures. Church traffic will have to re-route through the adjacent neighborhood to access US 90.*
(Y or **N**) Schools _____
(Y or **N)** Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (**Y** or N)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:
Idlewild Plantation is located adjacent to the ROW for LA 182 and will not be affected by the proposed project.

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area and crosses US 90 at the Wax Lake Outlet.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *Shell Station (1100 Highway 90), Exxon Station (702 Highway 90), Patterson Self Serve (640 Highway 90), and an abandoned Smoke and Go that may have underground tanks*

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:

_____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There were no wells located in the ROW for US 90 in project area.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many:_____
Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (**Y** or N) *The project area population is listed as 51% minority.*

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

January 19, 2012
Date

Freeway Project F-3 North Frontage Road Patterson
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$800,000	1	$800,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Removal of Existing Pavement	SY	$15	24,799	$371,985
General Excavation	CY	$8	38,812	$291,090
Embankment	CY	$17	60,000	$1,020,000
New Roadway Improvements	SY	$130	68757	$8,938,410
Require Noise Wall	LF	$300	2,320	$696,000
Required Barrier	LF	$150	9,546	$1,431,900
Drainage (1)	PM	$150,000	1.70	$255,000
Erosion Control (2)	PM	$35,000	1.70	$59,500
Pavement Markings (3)	PM	$40,000	1.70	$68,000
			Subtotal	**$14,081,885**
Mobilization			(5% of Subtotal Cost)	$704,094
Traffic Control			(5% of Subtotal Cost)	$704,094
			Subtotal	**$15,490,074**
			20% Contingencies	$3,098,015
			Total Construction Cost	**$18,588,088**
Right-of-Way Acquisition	Lump	N/A	1	$100,000
Utility Relocations	Lump	N/A	1	$600,000
			Total Cost	**$700,000**
Environmental			(2% of Total Construction Cost)	$371,762
Design Engineering			(8% of Total Construction Cost)	$1,487,047
CE&I			(10% of Total Construction Cost)	$1,858,809
Land Acquisition Services				$10,000
			Total Professional Services	**$3,727,618**
			Total Implementation Cost	**$23,015,706**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas.

Freeway Project F-4 Alternative 1 Waveland Interchange
STAGE 0 Preliminary Scope and Budget Checklist

District 03_____ Parish St. Mary Route _____US 90__

Control Section 424-05 Total Project Length (miles) __1.3

Begin Project (CS Log Mile) 26.19 End Project (CS Log Mile) 27.47

Project Category (Safety, Capacity, etc.) Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. As through traffic increases, there is a need for the safety benefits that result from the separation of high speed through traffic from local traffic and from the higher level of safety generally provided by freeways in comparison to arterial roadways. The need for an increase in capacity is derived from the need for a regional interstate corridor rather than from local or parish-wide travel. The local needs are to provide an interstate interchange to serve the City of Patterson and to incorporate a grade separated crossing of the mainline highway and the BNSF railroad.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 64 foot wide median. Counts from the EIS Traffic Report indicate that the 2000 ADT on US 90 was 24,136. DOTD reports the ADT in 2011 in this vicinity was 18,037. The FEIS projected 2030 No Build ADT as 42,200, the highest projected for that year between Wax lake Outlet and Berwick.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Freeway Sheet 4. The project constructs an elevated roadway connecting Waveland Drive on the south side of US 90 with the intersection of Catherine and Carmen Streets on the north side of US 90. This new roadway would serve as the connecting road for a diamond interchange that would have elevated entrance and exit ramps connecting to the mainline. The mainline would remain at grade, but would be realigned to improve the geometry. The project would also include the realignment of the intersection of Catherine Street with the frontage road, the closure of its median opening with US 90, the realignment of Veterans Drive with Waveland Drive, and the extension of the frontage road from Catherine Street to Red Cypress Road..
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B
- Alternatives to Project Concept: The alternative is described in Project I-4 and Project F-4 Alternative 2.

- Future ITS / Traffic Considerations: No signalized intersections are planned in this project. The candidate locations would be the ramp terminals at the interchange and the intersections of Catherine with Carmen and of Waveland and Veterans.
- Construction Traffic Management/Property Access Considerations: General delays on US 90 will be experienced during construction of the realignment of the mainline and during the construction of the structure across the mainline. There is one property on Veterans between Waveland and US 90 that may no longer have access, but as the land between the structures on the site and Waveland is currently vacant, property records would need to be examined to determine if access would be lost. There also are two other properties on the south side that will no longer have access to US 90, but would be accessible from Lia Street.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear critical habitat. However, as this is an urbanized area, the risk of impact is reduced. The adjacent neighborhood on the north side of the interchange is a minority residential area.

D. Cost Estimate

- Engineering Design: $ 2,745,026
- Environmental (document, mitigation, etc.): $ 686,257
- R/W Acquisition: (C of A if applicable) $ 550,000
- Utility Relocations: $ 700,000
- Construction (including const. traffic management): $ 37,744,113

TOTAL PROJECT COST $ 42,425,396

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-4 Alternative 1 Waveland Interchange
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile *26.19* End Log mile *27.47*
ADJACENT LAND USE: *Industrial, Commercial, Residential, Agricultural, Undeveloped, Vacant*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____

(**Y** or N) Churches *Bethel Pentecostal Fellowship (101 Tiffany St.) is adjacent to the project area. Access from US 90 via Tiffany St. will be removed due to control of access. Church traffic will have to re-route through the adjacent neighborhood via the proposed interchange at Waveland.*

(Y or **N**) Schools _____

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *Patterson Branch Library (521 Catherine St.) and the US Post Office (Carmen St.) are adjacent to the required right-of-way for the proposed Waveland Drive interchange.*

(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____

(Y or **N**) Public parks _____

(Y or **N**) Wildlife Refuges _____

(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below: _____

Do you know of any threatened or endangered species in the area? (**Y** or N) If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**) If so, where?

_____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks_____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

_____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) If so, give the name and location: *Cracker Barrel #215 (1100 US 90)*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. _____

Are there any possible residential or commercial relocations/displacements? (**Y** or N)
How many? *Two commercial relocations are likely due to acquisition of control of access across US 90 from Park St.: Plain's Pipeline LP and a power substation.*

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (**Y** or N) *Census Tract 407 has a minority population of 53%. This tract is not considered a low income community based on the 1990 US Census median income data provided in the EIS.*

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closures to one lane of traffic while working in the median or on the Waveland Dr. interchange may occur. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below.

_____

Monica Herrera
Point of Contact

(225) 766-7400
Phone Number

January 19, 2012
Date

Freeway Project F-4 Alternative 1 Waveland Interchange
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$75,000	1	$75,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
General Excavation	CY	$8	18,695	$140,213
Embankment	CY	$17	42,065	$715,105
Bridge Structure	SY	$650	33,723	$21,919,950
New Roadway Improvements	SY	$100	28,043	$2,804,300
Drainage (1)	PM	$70,000	2	$140,000
Erosion Control (2)	PM	$25,000	2	$50,000
Pavement Markings (3)	PM	$25,000	2	$50,000
			Subtotal	**$25,994,568**
Mobilization			(5% of Subtotal Cost)	$1,299,728
Traffic Control			(5% of Subtotal Cost)	$1,299,728
			Subtotal	**$28,594,025**
			20% Contingencies	$5,718,805
			Total Construction Cost	**$34,312,830**
Right-of-Way Acquisition	Lump	N/A	1	$500,000
Utility Relocations	Lump	N/A	1	$700,000
			Total Cost	**$1,200,000**
Environmental			(2% of Total Construction Cost)	$686,257
Design Engineering			(8% of Total Construction Cost)	$2,745,026
CE&I			(10% of Total Construction Cost)	$3,431,283
Land Acquisition Services				$50,000
			Total Professional Services	**$6,912,566**
			Total Implementation Cost	**$42,425,395**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas.

Freeway Project F-5 Cotten Road Overpass
STAGE 0 Preliminary Scope and Budget Checklist

District 03_____ Parish St. Mary Route _____US 90__

Control Section 424-05 Total Project Length (miles) __1.5

Begin Project (CS Log Mile) _28.06 End Project (CS Log Mile) 29.58

Project Category (Safety, Capacity, etc.) Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. As through traffic increases, there is a need for the safety benefits that result from the separation of high speed through traffic from local traffic and from the higher level of safety generally provided by freeways in comparison to arterial roadways. The need for an increase in capacity is derived from the need for a regional interstate corridor rather than from local or parish-wide travel. The local need is to maintain an at grade connection from North Frontage Road (LA 182) to Cotten Road providing access to Kemper Williams Park with connections to roads on the south from Enterprise Road to Harmony Lane via a South Frontage Road.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 64 foot wide median; Counts from the EIS Traffic Report indicate that the 2000 ADT on US 90 was 21,514. The FEIS projected 2030 No Build ADT as 37,650.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Freeway Sheets 5 and 6. This project includes an elevated mainline across the Cotten Road alignment to allow its extension to the north frontage road/LA 182, realignment of the mainline to the east until it returns to the existing alignment east of Harmony Lane, closure of all median openings as far east as Universe Road, and the construction of a new frontage road on the south within the US 90 ROW from Enterprise Road to Harmony Lane.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B.
- Alternatives to Project Concept: The alternative would be the proposed action in the EIS.
- Future ITS / Traffic Considerations: _No signalized intersections are planned in this project.
- Construction Traffic Management/Property Access Considerations: There will be temporary delays along US 90 while median openings are closed and the mainline is realigned, but one lane of traffic can remain open in both directions at all times. Local traffic should not be inconvenienced as the north frontage road/LA 182 would be completed prior to the closing of the

median openings and mainline realignment. However, all US 90 traffic would be routed onto the frontage road/LA 182 during construction of the grade separated section.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear critical habitat. Monitoring wells are located in the US 90 median in the vicinity of the eastern intersection of LA 182 and the northern frontage road.

D. Cost Estimate

- Engineering Design: $ 2,280,610
- Environmental (document, mitigation, etc.): $ 570,153
- R/W Acquisition: (C of A if applicable) $ 1,100,000
- Utility Relocations: $ 532,000
- Construction (including const. traffic management): $ 31,358,386

TOTAL PROJECT COST $ 35,841,149

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-5 Cotten Road Overpass
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile *28.06* End Log mile *29.58*
ADJACENT LAND USE: *Industrial, Commercial, Residential, Agricultural, Undeveloped, Vacant, Recreational*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____

(**Y** or N) Churches *Word of Life Baptist Church (108 Ryan St.) is adjacent to project area, but not affected.*

(Y or **N**) Schools _____

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *Kemper Williams Park (264 Cotten Road) is located adjacent to the project area, but will not be affected. This park includes: Wedel-Williams Aviation Museum, Patterson Civic Center, Atchafalaya Golf Course, campgrounds, playground, ball fields, and tennis courts.*

(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(**Y** or N) Public recreation areas *Kemper Williams Park (264 Cotten Road) is adjacent to the project area.*

(**Y** or N) Public parks *Kemper Williams Park (264 Cotten Road) is adjacent to the project area.*

(Y or **N**) Wildlife Refuges _____

(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (**Y** or N) **Is the project within a historic district or a national landmark district?** (Y or **N**)
If the answer is yes to either question, list names and locations below: *Idlewild Plantation House is located near the western intersection of US 90 and LA 182, but not affected.*

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area and crosses US 90 at the Wax Lake Outlet.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or **N**) If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: *The Lower Atchafalaya River is located 150 feet north of the project area.*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks *Circle K #870 (AI 75420), 498 US 90, Patterson, 70392*

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *The following gas stations or facilities are adjacent to the project area, but do not appear to be affected: Tanks A Lot Inc. (623 Hwy 182 E, Morgan City);*

Cameron International (585 US 90, Patterson); Circle K #870 at 498 US 90, Patterson (AI 75420, closed and tanks removed); and what appears to be an abandoned Chevron station on the corner of Universe Rd. and US 90.

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There are nine monitoring wells located near the eastern intersection of US 90 and Highway 182. Seven of these wells appear to be located in the median and are associated the old Circle K #870 station. The other two are located in the same area, but are on the north side of US 90. Five additional plugged and abandoned monitoring wells are located off Opperman Ln. near the Plain's Pipeline facility.*

Are there any possible residential or commercial relocations/displacements? (**Y** or N)
How many? *The following relocations are likely along Opperman Lane due to acquisition of control of access: Plains Pipeline facility, a meter station, a pump house, a residence, and a cluster of unknown structures.*

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (**Y** or N) *Census Tract 407, which has a minority population of 53%. This tract is not considered a low income community based on the 1990 US Census median income data provided in the EIS.*

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closures to one lane of traffic while working in the median or on the Cotton Rd. overpass may occur. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Monica Herrera/Kerry Oriol
Point of Contact

(225) 766-7400
Phone Number

January 23, 2012
Date

Freeway Project F-5 Cotten Road Overpass
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$800,000	1	$800,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Removal of Existing Pavement	SY	$15	15,935	$239,025
General Excavation	CY	$8	25,300	$189,750
Embankment	CY	$17	50,600	$860,200
New Roadway Improvements	SY	$130	37,962	$4,935,060
Required Barrier	LF	$150	9,113	$1,366,950
Bridge Structure	SY	$650	19,618	$12,751,700
Drainage (1)	PM	$125,000	1.52	$190,000
Erosion Control (2)	PM	$35,000	1.52	$53,200
Pavement Markings (3)	PM	$40,000	1.52	$60,800
			Subtotal	**$21,596,685**
Mobilization			(5% of Subtotal Cost)	$1,079,834
Traffic Control			(5% of Subtotal Cost)	$1,079,834
			Subtotal	**$23,756,354**
			20% Contingencies	$4,751,271
			Total Construction Cost	**$28,507,624**
Right-of-Way Acquisition	Lump	N/A	1	$1,000,000
Utility Relocations	Lump	N/A	1	$532,000
			Total Cost	**$1,532,000**
Environmental			(2% of Total Construction Cost)	$570,153
Design Engineering			(8% of Total Construction Cost)	$2,280,610
CE&I			(10% of Total Construction Cost)	$2,850,762
Land Acquisition Services				$100,000
			Total Professional Services	**$5,801,525**
			Total Implementation Cost	**$35,841,149**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas.

Freeway Project F-6 Southeast Boulevard Interchange
STAGE 0 Preliminary Scope and Budget Checklist

District 03_____ Parish St. Mary Route _____US 90__

Control Section 424-05 Total Project Length (miles) __1.3

Begin Project (CS Log Mile) _29.58 End Project (CS Log Mile) 30.90

Project Category (Safety, Capacity, etc.) Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. As through traffic increases, there is a need for the safety benefits that result from the separation of high speed through traffic from local traffic and from the higher level of safety generally provided by freeways in comparison to arterial roadways. The need for an increase in capacity is derived from the need for a regional interstate corridor rather than from local or parish-wide travel. Local needs include separation of local traffic from through traffic and elimination of the signals and general congestion at the Southeast Boulevard intersection.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 64 foot wide median; Counts from the EIS Traffic Report indicate that the 2000 ADT on US 90 was 25,975 at Southeast Boulevard. The FEIS projected 2030 No Build ADT as 37,900 at that location. In the western portion of this project the 2000 ADT was 23,676 and the 2030 ADT is projected to be 41,450.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheet 6 and 7. This project includes a diamond interchange with Southeast boulevard as the connecting road. The mainline would be elevated with the entrance and exit ramps at grade, and median openings will be closed in the project area. The project also completes the frontage road through Bayou Vista and provides a new, private service road on the south side of the railroad to access a sewerage facility that would otherwise be inaccessible.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B.
- Alternatives to Project Concept: The alternative is the proposed action in the EIS.
- Future ITS / Traffic Considerations: _Signalized intersections are planned at the ramp terminals with Southeast Boulevard.
- Construction Traffic Management/Property Access Considerations: There will be temporary delays along US 90 while median openings are closed and the mainline grade separation is constructed realigned, but one lane of traffic can remain open in both directions at all times.

Property access will be affected by the control of access at ramp terminals and within the interchange. However, this is not a construction period impact, but permanent.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear critical habitat. A five commercial properties will have their access affected by control of access. The exact takings would be defined during preliminary design.

D. Cost Estimate

- Engineering Design: $ 2,069,294
- Environmental (document, mitigation, etc.): $ 517,324
- R/W Acquisition: (C of A if applicable) $ 1,100,000
- Utility Relocations: $ 675,000
- Construction (including const. traffic management): $ 28,452,798

TOTAL PROJECT COST $ 32,814,416

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-6 Southeast Boulevard Interchange
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary*

C.S. 424-05 Begin Log mile *29.58* End Log mile *30.90*
ADJACENT LAND USE: *Industrial, Commercial, Residential, Undeveloped, Vacant*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(**Y** or N) Churches: *Bayou Vista Community Fellowship (1523 Anthony St.)*
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.)_____
(Y or **N**) Community water well/supply_____

Section 4(f) issue: Is the project impacting or adjacent to any:
(**Y** or N) Public recreation areas_____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges_____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names or locations below: _____

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area and crosses US 90 at the Wax Lake Outlet.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or **N)** If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: *The Lower Atchafalaya River is approximately 900 feet from this portion of the project area.*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *The following gas stations or facilities are adjacent to the project area: Murphy USA (959 US 90); Bayou Vista Truck Plaza & Casino (1829 US 90); Mobil Lube Express (2043 US 90); Hollywood Truck Plaza & Casino (2051 US 90).*

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or N) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: *The Harold J. "Babe" Landry Landfill, 124 Landfill Lane, is located approximately 0.45 mile southwest from this portion of the project area.*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. _____

Are there any possible residential or commercial relocations/displacements? (Y or **N**) How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closures to one lane of traffic while working in the median and on the proposed Southeast Blvd. interchange may occur. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Monica Herrera
Point of Contact

(225) 766-7400
Phone Number

January 19, 2012
Date

Freeway Project F-6 Southeast Boulevard Interchange
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$250,000	1	$250,000
Removal of Structures and Obstructions	LS	$500,000	1	$500,000
Removal of Existing Pavement	SY	$15	7,290	$109,350
General Excavation	CY	$8	30,021	$225,158
Embankment	CY	$17	60,041	$1,020,697
Roadway/Ramp Improvements	SY	$130	45,032	$5,854,160
Bridge Structures	SY	$650	17,840	$11,596,000
Required Barrier	LF	$150	4,356	$653,400
Drainage (1)	PM	$100,000	1.35	$135,000
Erosion Control (2)	PM	$75,000	1.35	$101,250
Pavement Markings (3)	PM	$62,000	1.35	$83,700
			Subtotal	**$20,528,715**
Mobilization			(3% of Subtotal Cost)	$615,861
Traffic Control			(2% of Subtotal Cost)	$410,574
			Subtotal	**$21,555,150**
			20% Contingencies	$4,311,030
			Total Construction Cost	**$25,866,180**
Right-of-Way Acquisition	Lump	N/A	1	$1,000,000
Utility Relocations	Lump	N/A	1	$675,000
			Total Cost	**$1,675,000**
Environmental			(2% of Total Construction Cost)	$517,324
Design Engineering			(8% of Total Construction Cost)	$2,069,294
CE&I			(10% of Total Construction Cost)	$2,586,618
Land Acquisition Services				$100,000
			Total Professional Services	**$5,273,236**
			Total Implementation Cost	**$32,814,416**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas.

Freeway Project F-7 Alternative 2 Thorgusen/ Berwick South Overpass
STAGE 0 Preliminary Scope and Budget Checklist

District 03_____ Parish St. Mary Route _____US 90__

Control Section 424-05 Total Project Length (miles) __2.1

Begin Project (CS Log Mile) 30.90 End Project (CS Log Mile) 32.99

Project Category (Safety, Capacity, etc.) Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. As through traffic increases, there is a need for the safety benefits that result from the separation of high speed through traffic from local traffic and from the higher level of safety generally provided by freeways in comparison to arterial roadways. The need for an increase in capacity is derived from the need for a regional interstate corridor rather than from local or parish-wide travel.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 64 foot wide median; Counts from the EIS Traffic Report indicate that the 2000 ADT on US 90 was 26,021 in the project area. Farther east in the interchange area it was 25,042. DOTD reported the 2011 ADT in the project area to be 31,641. The FEIS projected 2030 No Build ADT as 37,950 in the project area and 36,550 in the interchange.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Freeway Sheets 7 and 8a. This project closes the median opening to the west of the US 90 intersection with Thorguson Drive and Berwick South Road and constructs a mainline grade separation at the intersection.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B.
- Alternatives to Project Concept: The alternatives are Project F-7 Alternative 1 and the interchange proposed in the EIS.
- Future ITS / Traffic Considerations: _No signalized intersections are planned in this project.
- Construction Traffic Management/Property Access Considerations: There will be temporary delays along US 90 while improvements are constructed in the median and during construction of the grade separation, but one lane of traffic can remain open in both directions at all times and no property access will be affected.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Typical of all projects between Ricohoc and Berwick, the project is within Louisiana Black Bear critical habitat. The portion of this project area to the west of the US 90 intersection with Thorguson and Berwick South is a proposed location for a large animal crossing agreed to in the FEIS..

D. Cost Estimate

- Engineering Design: $ 1,181,854
- Environmental (document, mitigation, etc.): $ 295,464
- R/W Acquisition: (C of A if applicable) $ 0
- Utility Relocations: $ 675,000
- Construction (including const. traffic management): $ 16,250,496

TOTAL PROJECT COST $ 18,402,814

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-7 Alternative 2 Thorgusen/ Berwick South Overpass
STAGE 0 Environmental Checklist

Route *Interim Improvements Route I-49* Parish: *St. Mary Parish*

C.S. 424-05 Begin Log mile *30.90* End Log mile *32.99*
ADJACENT LAND USE: *Industrial, Commercial, Residential, Undeveloped*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *There are some public facilities (library, fire station, town hall, police station) in Berwick near the end of the project area; however, no work will occur in the area.*
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas_____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below: _____

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, which species? *Louisiana black bear critical habitat is adjacent to US 90 throughout the project area and crosses US 90 at the Wax Lake Outlet.*

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N)** If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: *The Atchafalaya River is located east of the project area, but not affected.*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N)** If so, give the name and location:_____

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or N) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: *The Harold J. "Babe" Landry Landfill, 124 Landfill Ln., Berwick is located approximately 0.30 mile south of this portion of the project area, but not affected.*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. _____

Are there any possible residential or commercial relocations/displacements? (Y or **N**) How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Alternative F-7 1, removes the Thorguson interchange with US 90 and will re-route traffic to the existing road network to access US 90. Alternative F-7 2 provides an overpass at Thorguson, allowing traffic to continue north and south on Thorguson with re-routing.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Monica Herrera
Point of Contact

(225) 766-7400
Phone Number

January 19, 2012
Date

Freeway Project F-7 Alternative 2 Thorgusen/ Berwick South Overpass
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$25,000	1	$25,000
Removal of Structures and Obstructions	LS	$30,000	1	$30,000
Removal of Existing Pavement	SY	$15	1,143	$17,145
Excavation and Embankment	LS	$100,000	1	$100,000
Bridge Structures	SY	$650	17,704	$11,507,600
Drainage (1)	LS	$15,000	1.00	$15,000
Erosion Control (2)	LS	$15,000	1.00	$15,000
Pavement Markings (3)	LS	$15,000	1.00	$15,000
			Subtotal	**$11,724,745**
Mobilization			(3% of Subtotal Cost)	$351,742
Traffic Control			(2% of Subtotal Cost)	$234,495
			Subtotal	**$12,310,982**
			20% Contingencies	$2,462,196
			Total Construction Cost	**$14,773,179**
Right-of-Way Acquisition	Lump	N/A	1	$0
Utility Relocations	Lump	N/A	1	$675,000
			Total Cost	**$675,000**
Environmental			(2% of Total Construction Cost)	$295,464
Design Engineering			(8% of Total Construction Cost)	$1,181,854
CE&I			(10% of Total Construction Cost)	$1,477,317
Land Acquisition Services				$0
			Total Professional Services	**$2,954,635**
			Total Implementation Cost	**$18,402,814**

(1) Assumed drainage improvements along project limits.
(2) Cost includes all BMP materials for entire project limits.
(3) Assumed pavement markings only necessary in areas of actual work within project areas.

Interim Project I-1 LA 308 Flyover
STAGE 0 Preliminary Scope and Budget Checklist

District 02 Parish Lafourche Route US 90, LA 1, LA 308

Control Section 024-08 Total Project Length (miles) 2.1

Begin Project (CS Log Mile) 11.30 End Project (CS Log Mile) 13.48

Project Category (Safety, Capacity, etc.) Safety and Capacity Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety for vehicles traveling eastbound on US 90 to reach LA 308 and for vehicles traveling on LA 308 to reach US 90 westbound, and to increase capacity by making it possible to convert this section of US 90 to a freeway. This improvement is needed because existing conditions require these vehicles to make a U-turn in a median opening so that they may either reach the exit ramp from westbound US 90 to LA 308 or continue westbound on US 90. The U-turn is a below standard solution and prohibits the conversion of this section of roadway to a freeway.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 has two lanes in each direction separated by a 64 foot wide median. West of LA 308, it operates as a controlled access freeway. East of LA 308, it is a rural principal arterial. A U-turn east of the LA 308 interchange exists to complete the missing traffic movements of the interchange. Control of access limits end just west of the U-turn. Traffic counts from 2009 indicate that US 90 has Average Daily Traffic (ADT) of 27,848 to the east of the interchange and 25,622 to the west; LA 308 is a two lane roadway on the eastern bank of Bayou Lafourche with an ADT of 5,471 to the south and 16,245 to the north of US 90; and LA 1 is a two lane roadway on the western bank of Bayou Lafourche with an ADT of 12,833 to the south and 10,193 to the north.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 1 and 2 of 23; the project includes the construction of an elevated U-turn ramp from the eastbound to the westbound lanes of US 90 and the extension of an auxiliary lane from the existing taper of the entrance from LA 308 to the exit to the U-turn and an extension of the taper from the U-turn to the existing exit to LA 308. This would permit the elimination of the at-grade U-turn and the establishment of Control of Access for over a mile from the end of the bridge.

- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 91 crashes between LA 1 and LA 632, 1 fatal crash, 29 with injury and 61with property damage only.
- Alternatives to Project Concept: Reconstruction of a US 90 interchange with LA 308 to provide ramps to and from LA 308 in both directions. This would result in an interchange that resembles the US 90 / LA 1 interchange on the west side of Bayou Lafourche, but would be considerably larger in footprint because the length of the ramps will be longer to provide clearance over the railroad parallel to the bayou and to avoid the cemetery on LA 308 north of the bayou. On the south there is a residence that could be relocated. The alternative was not pursued because it was eliminated during the EIS, based on the square feet of structure and the acreage of additional required ROW, this was clearly the more costly alternative.
- Future ITS / Traffic Considerations: A camera is recommended to monitor eastbound traffic on US 90 as it approaches the flyover ramp.
- Construction Traffic Management/Property Access Considerations: The U-turn ramp generally could be constructed with no interruptions of US 90 except for overnight closures that will be necessary for placement of girders crossing the highway. The extension of the auxiliary lanes would result in sporadic closures of the right travel lane in each direction. This project also requires control of access from the foot of the bridge to the end of the project area. The adjacent property is currently in agricultural use or undeveloped; access rights would be acquired.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

There is a cemetery nearby, but will not be affected. There are potential impacts to wetlands and significant trees because there is a small area of forested wetland within the additional required ROW.

D. Cost Estimate

- Engineering Design: $ 840,425
- Environmental (document, mitigation, etc.): $ 210,106
- R/W Acquisition: (C of A if applicable) $ 1,157,580
- Utility Relocations: $ 300,000
- Construction (including const. $ 11,555,840

traffic management):

TOTAL PROJECT COST **$ 14,063,950**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

_____

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-1 LA 308 Flyover
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Agricultural and undeveloped*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or N) Cemeteries *There is a small cemetery immediately west of the LA 308 off ramp from US 90 WB. It is adjacent to the project area, not the work area.*
(Y or **N)** Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N)
If so, where? *Unknown, the ramp will enter a forested wetland area supporting cypress trees.*

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____
(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) _____
If so, give the name and location: _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**)
If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N)**
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or **N**) If so, where?_____

What year was the existing bridge built? _____

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N)**
How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *The existing U-turn just east of the LA 1/LA 308 interchange will remain open until the flyover is constructed and operational to prevent closures or detours.*

Did you notice anything of concern during your site/windshield survey of the area?

_____

If so, explain below. *NA*

Kerry Oriol

Point of Contact

225.766.7400
Phone Number

March 17, 2011
Date

Subsequent to March 17, 2011, Mr. Louis Costa of AECOM obtained information relative to the Lockport Line, which is parallel to LA 308 in the vicinity of this project and crosses the US 90 alignment at Station 55+00 as shown on the Interim Improvements Program Sheet 1 of 23. The line is owned by the Union Pacific Railroad (UP) and is leased and operated by the Louisiana & Delta Railroad (LDRR), a short line owned by Genesee & Wyoming, Inc.

In conversation with Mr. Ray Allamong representing UP, who responded to an inquiry through the Surface Transportation Board (STB), it is the intention of LDRR to submit a Notice of Exemption to the STB on or about September 20, 2011. This notice will request concurrence in the discontinuance of service and the abandonment of the line to the south of milepost 1.7 in Raceland. Procedurally, the STB within 20 days will recognize the filing, accept the exemption, and publish a schedule in the *Federal Register* for the process to be resolved. Publication begins a 30 day period during which an entity could offer to purchase the leasehold to operate the line or a public entity could request use of the line for a public purpose. As of August 24, 2011, Mr. Allamong is unaware of any entity, public or private, having an interest in either purchase of the leasehold or a public use. Under customary circumstances, the abandonment would become effective 50 days following the filing. If the filing occurs on September 20, it would be complete on November 10. He agreed that he could be contacted again in November 2011 to confirm the status.

Two other items are of interest including:

1. While he was unable to determine any specifics regarding the portion of the line within the project area, the line is not a Federal Grant ROW, and it could be assumed that the property would revert to the adjacent property owners pending title research; and
2. If the line were taken for use as a trail, there is a requirement that the clearance required for a resumption of rail service would be maintained.

The contacts made to obtain this information include:
Mr. Ray Allamong, UP 402.544.3889
Mr. Fred Forstall, STB 202.245.0241

Interim Project I-1 LA 308 Flyover
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing (1)	LS	$300,000	1	$300,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Removal of Existing Shoulders (2)	LF	$15	4,300	$64,500
Removal of Median Opening	EA	$10,000	1	$10,000
Excavation and Embankment (3)	LS	$550,000	1	$550,000
Additional Lanes (US 90) (4)	LF	$300	4,300	$1,290,000
Flyover Ramps (4)	LF	$325	2,912	$946,422
U-turn Flyover Structure (5)	SY	$650	7,875	$5,118,750
Drainage (6)	PM	$150,000	1	$132,000
Erosion Control (7)	PM	$30,000	1	$26,400
Pavement Markings (8)	LS	$25,000	2	$44,000
ITS Camera	LS	$100,000	1	$100,000
			Subtotal	**$8,682,073**
Mobilization			5% of Subtotal Cost	$434,104
Traffic Control			5% of Subtotal Cost	$434,104
			Subtotal	**$9,550,281**
			10% Contingencies	$955,028
			Total Construction Cost (9)	**$10,505,309**
Right-of-Way and Control-of-Access	Lump	$1,000,000	1	$1,000,000
Utility Relocations (10)	Lump	$300,000	1	$300,000
			Total Cost	**$1,300,000**
Environmental			2% of Total Construction Cost	$210,106
Design Engineering			8% of Total Construction Cost	$840,425
CE&I			10% of Total Construction Cost	$1,050,531
Land Acquisition Services			1.5% of Total Construction Cost	$157,580
			Total Professional Services	**$2,258,641**
	Total Implementation Cost			**$14,063,950**

(1) Assumes Clearing of vegetation for U-turn Structure and Ramps.
(2) Assumes removal of existing 8' Shoulders on both directions of US 90
(3) Assumes quantities necessary for new ramps and material at bridge abutments.
(4) Includes road, shoulder and base material.
(5) Includes superstructure and substructure.
(6) Assumes drainage improvements along project limits.
(7) Includes all BMP materials for entire project limits
(8) Assumes pavement markings only in areas of actual work within project areas.
(9) Overlay of Existing US 90 is not included
(10) Assumes utilities improvements at the new ramps and U-turn.

Interim Project I-2 LA 182 Closure/Freeway Upgrade
STAGE 0 Preliminary Scope and Budget Checklist

District 02 Parish Lafourche Route US 90, LA 182

Control Section 424-08 and 005-07 Total Project Length (miles) 5.49

Begin Project (CS Log Mile) 13.48 (424-08) End Project (CS Log Mile) 7.34 (005-07)

Project Category (Safety, Capacity, etc.) Capacity and Safety Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety. Traffic safety improvements are needed at, and in the vicinity of, the intersection of US 90 and LA 182 to reduce the adverse effects of vehicles turning left from LA 182 onto US 90 and into and out of commercial driveways. The LA 182 intersection is especially difficult because of limited sight distance in a curve to the east of the intersection.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial and LA 182 is a two lane roadway. West of LA 182, US 90 is 2 lanes in each direction with a 64 foot wide median. Median openings exist where there is development. East of LA 182, the roadway transitions to two lanes in each direction separated by a median barrier and 6 foot inside shoulders. In 2002 the I-49 EIS reported ADT of 23,679 for this section of US 90 and of 4,624 for LA 182. The EIS No Build projection for 2010 was 30,315. DOTD reported ADT of 27,848 slightly to the west of this section in 2009.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 2, 3, 4, 5, and 6 of 23. This project provides an extension of a freeway by extending control of access. This requires no construction other than the closing of existing median opening, the intersection with LA 182, and driveways from adjacent properties. No new ROW is needed, but the removal of access will require property acquisitions that are discussed in more detail under Property Access Considerations and in the Environmental Checklist. The section of LA 182 between US 90 and LA 307 would be abandoned.
- Design Exceptions: Median width is less than current DOTD Design Standard freeway minimum width of 72 feet.

- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 91 crashes between LA 1 and LA 632, 1 fatal crash, 29 with injury and 61with property damage only.
- Alternatives to Project Concept: An alternative to the project would be to realign US 90 to the north a sufficient distance to create a frontage road from existing eastbound US 90 to serve the existing developed parcels and to construct the entrance and exit ramps of a diamond interchange to be used as US 90, but not the grade separation, at the point where LA 182 would be realigned to intersect with the frontage road. This would not create a freeway, but would improve safety and efficiency. It was determined that the cost of this solution is not justified by the traffic on LA 182.
- Future ITS / Traffic Considerations: No traffic signals are planned. "Freeway Ends". Signs would have to be placed prior to the developed area west of Bayou Des Allemands.
- Construction Traffic Management/Property Access Considerations: Through traffic on US 90 should experience no delays except while median openings are closed, which can be scheduled to reduce delays. Once the intersection of LA 182 and LA 307 has been improved, traffic now traveling on the section of LA 182 between LA 307 and US 90 will be permanently rerouted requiring the trips to follow US 90 to LA 308 to the existing intersection of LA 182 and LA 308. The commercial uses on the south side of US 90 in the vicinity of LA 182 will be acquired and the driveways will be closed. Steve Kent Trucking, Lafourche Parish Sheriff's facility, and AMI Kids can be accessed from LA 308 on Amerada Hess to Gibbens Road. Their access to US 90 will be closed and control of access will be extended the length of this project by the acquisition of access as necessary.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Circuitous access to Steve Kent Trucking, Lafourche Parish Sheriff's facility, and AMI Kids; also, a slightly longer trip to Raceland and locations on LA 307 for those approaching from the on US 90. From the existing westbound turnoff from US 90 onto LA 182 to the intersection of LA 182 and LA 308 it is approximately 3.61 miles while the route via US 90 and LA 308 to the same point is approximately 5.96 miles, a difference of 2.35 miles; the acquisition of 6 occupied properties one of which has a UST, 3 vacant developed properties and of US 90 access rights to the other 3 developed parcels and the remaining property, the majority of which is vacant or in agricultural use.

D. Cost Estimate

- Engineering Design: $ 346,707
- Environmental (document, mitigation, etc.): $ 86,677
- R/W Acquisition: (C of A if applicable) $ 8,108,346
- Utility Relocations: $ 300,000
- Construction (including const. traffic management): $ 4,767,216

TOTAL PROJECT COST **$ 13,608,945**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-2 La 182 Closure/Freeway Upgrade
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Agricultural, undeveloped/forested, sporadic commercial/public facilities*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N)** Cemeteries _____

(Y or **N)** Churches _____

(**Y** or N) Schools *AMI Kids/Bayou Region (at risk youth) – adjacent to project and will have access impact*

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *Lafourche Parish Sheriff's Office/Work Release Program - adjacent to project and will have access impact*

(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____

(Y or **N**) Public parks _____

(Y or **N**) Wildlife Refuges _____

(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)

Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**) If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____
(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) _____
If so, give the name and location: *Presto Players Club Shell (formerly Bubba's II) LA 182 and US 90.*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *A plugged and abandoned well was located adjacent to US 90 south/east of LA 182.*

Are there any possible residential or commercial relocations/displacements? (**Y** or N)
How many: *Six occupied commercial interests: a tamale stand, Red Maple nursery, Southern Wire, Ruby Slippers homes, Matco CB Shop and Truck Wash, Presto Shell and Casino. Additionally, to be affected are the vacant Queen Bee Lounge building, trailers behind the lounge, and vacant barbeque strip building.*

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *LA 182 will be terminated at LA 307, removing access to US 90. Lack of a frontage road will close access to facilities on the east side of US 90 from at LA 182 when medians are closed and control of access is acquired. Steve Kent Trucking, Lafourche Parish Sheriff's facility, and AMI Kids can be accessed from LA 308 on Amerada Hess to Gibbens Road.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

March 17, 2011
Date

Interim Project I-2 LA 182 Closure/Freeway Upgrade
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$250,000	1	$250,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Removal of Median Openings	EA	$7,500	8	$60,000
Removal of Driveway Connections (1)	EA	$5,000	17	$85,000
Removal of LA 182 connection to US 90 (2)	EA	$100,000	1	$100,000
Excavation and Embankment (3)	LS	$250,000	1	$250,000
Median Barrier (4)	LF	$140	6,552	$917,280
Widen Shoulders (5)	LF	$45	29,000	$1,305,000
Drainage (6)	PM	$35,000	5.49	$192,150
Erosion Control (7)	PM	$25,000	5.49	$137,250
Pavement Markings (8)	LS	$185,000	1	$185,000
Remove & Relocate Existing Cell Tower (9)	LS	$70,000	1	$70,000
			Subtotal	**$3,581,680**
Mobilization			5% of Subtotal Cost	$179,084
Traffic Control			5% of Subtotal Cost	$179,084
			Subtotal	**$3,939,848**
			10% Contingencies	$393,985
			Total Construction Cost	**$4,333,833**
Right-of-Way and Control-of-Access (10)	LS	$8,000,000	1	$8,000,000
Utility Relocations (11)	LS	$300,000	1	$300,000
			Total Cost	**$8,300,000**
Environmental			2% of Total Construction Cost	$86,677
Design Engineering			8% of Total Construction Cost	$346,707
CE&I			10% of Total Construction Cost	$433,383
Land Acquisition Services			2.5% of Total Construction Cost	$108,346
			Total professional Services	**$975,113**
			Total Implementation Cost	**$13,608,946**

(1) Assumes that driveways not shown on drawings are removed.
(2) Includes only pavement removals shown on drawings.
(3) Assumes quantities used on shoulder widening.
(4) Assumes the match of existing type of barrier within project limits.
(5) Assumes 10" Asphalt Concrete on 12" Class II Base Course
(6) Assumes possible drainage structure improvements due to shoulder widenings and median Barriers.
(7) Includes all BMP materials for entire project limits
(8) Assumes pavement markings only in areas of actual work within project areas.
(9) Includes removal of the tower, equipment, fencing and the foundation to 4" below grade.

(10) Costs are based on the fact that several buildings and large tracts of land are affected by the control of access resulting in damages for properties becoming landlocked or diminished it their Highest and Best Use potential

(11) Assumes any utility adjustments due to shoulder widening and median Barriers; pipeline casing improvements also possible.

Interim Project I-3 Des Allemands West Access Management
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish Lafourche_____ Route _____US 90

Control Section 005-07 Total Project Length (miles) 2.56

Begin Project (CS Log Mile) 7.34 End Project (CS Log Mile) 9.90

Project Category (Safety, Capacity, etc.) _____Safety and Capacity Date Prepared: ___March 2011___

A. Purpose and need for the project: The project purpose is to improve safety and increase capacity. Existing conditions do not provide adequate storage for vehicles making left turns or U-turns, which are frequent for local traffic in an area with the overwhelming majority of development on one side of the road of a roadway also used by through traffic. The reduction in the number of vehicles queuing in a travel lane for turns would increase through capacity.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial. It has two lanes in each direction with a 12 foor wide raised median. The FEIS provides a 2002 ADT of 24,861 for a larger roadway section that includes this project area with a 2010 projection of 31,281. Counts provided by DOTD indicate a growth in ADT from 2000 to 2006 of 22,539 to 25,483, which is commensurate with the FEIS findings, but the 2009 ADT was counted as 16,152.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 6 and 7 of 23. The project widens the median sufficiently to close unneeded median openings and to provides channelized left turns and U-turns. Left turns onto US 90 will not be permitted.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 91 crashes between LA 1 and LA 632, 1 fatal crash, 29 with injury and 61with property damage only.
- Alternatives to Project Concept: Arterial alternatives consist primarily of shifting the number or location of left turn lanes and median openings and of the width of the median. The proposed alternative was selected largely because it could be constructed within existing ROW. A freeway alternative would provide a frontage road on the south side to serve local traffic with through traffic routed to the freeway.

- Future ITS / Traffic Considerations: No traffic signals are planned.
- Construction Traffic Management/Property Access Considerations: There would be temporary reductions to one lane operation during construction. No property would be acquired or lose access, but in a number of cases, driveway permits would be revised to eliminate the generally unlimited vehicular access to adjacent property.

C. Potential environmental impacts (Complete the Stage 0 Environmental):

There is one active gasoline station containing UST's and one former gasoline station site that may contain UST's. There is one plugged and abandoned Oil/Gas well on Cypress Drive.

D. Cost Estimate

• Engineering Design:	$ 543,814
• Environmental (document, mitigation, etc.):	$ 135,953
• R/W Acquisition: (C of A if applicable)	$ 0
• Utility Relocations:	$ 350,000
• Construction (including const. traffic management):	$ 7,477,437
TOTAL PROJECT COST	**$ 8,507,204**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-3 Des Allemands West Access Management
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *wetlands, commercial, residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?

Community Elements: Is the project impacting or adjacent to any:
(Y or **N)** Cemeteries _____
(Y or **N)** Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. *The project area includes Bayou des Allemands, however, no bridge modifications are proposed.*

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)
If so, where? _____

What year was the existing bridge built? *1961*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) _____
If so, give the name and location: *Valero/Bayou Casino 4322 US 90, Des Allemands, LA 70030. A former Exxon Station (B-H Quick Stop at 3830 US 90) may have USTs, this location is now les Crabe Seafood.*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *A plugged and abandoned well was located adjacent to Cypress Drive south/east of US 90.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many:_____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *US 90 will remain open and access to businesses and residential streets will be maintained during construction. New access to Cypress Point (residential) will be provided prior to completion of control of access closure of the existing entrance. Temporary lane closures may occur during median widening and turn lane construction.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

March 24, 2011
Date

Interim Project I-3 Des Allemands West Access Management
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$200,000	1	$200,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Removal of Existing Pavement	SY	$10	28,001	$280,010
Excavation and Embankment (1)	LS	$350,000	1	$350,000
Eastbound Turn Lane Improvements (2)	SY	$120	5,391	$646,920
Westbound Roadway Improvements (3)	LF	$240	12,100	$2,904,000
Fonseca Lane Improvements (4)	SY	$95	2,356	$223,820
Drainage (5)	PM	$75,000	2.56	$192,000
Erosion Control (6)	PM	$50,000	2.56	$128,000
Pavement Markings (7)	LS	$75,000	1	$75,000
			Subtotal	**$5,149,750**
Mobilization			5% of Subtotal Cost	$257,488
Traffic Control			5% of Subtotal Cost	$257,488
			Subtotal	**$5,664,725**
			20% Contingencies	$1,132,945
			Total Construction Cost	**$6,797,670**
Right-of-Way and Control-of-Access	Lump	N/A	N/A	$0
Utility Relocations (8)	Lump	N/A	1	$350,000
			Total Cost	**$350,000**
Environmental			2% of Total Construction Cost	$135,953
Design Engineering			8% of Total Construction Cost	$543,814
Construction Engineering & Inspection			10% of Total Construction Cost	$679,767
Land Acquisition Services			0% of Total Construction Cost	$0
			Total Professional Services	**$1,359,534**
			Total Implementation Cost	**$8,507,204**

(1) Assumes quantities for turn lanes and roadway widening
(2) Assumes 12" PCC Pavement, 9" PCC Shoulder (10' outside shoulder), Curb & Gutter (Left Turn Lanes) and 12" Class II Base Course
(3) Includes overlay of westbound roadway for limits of project, 12" Binder layers (12' travel lane), 8" Binder layers (10' shoulder), curb & gutter
(4) Assumes 8" Asphaltic Concrete Pavement, 2' wide - 6" Aggregate Shoulder and 12" Class II Base Course
(5) Assumes drainage structure improvements due to US 90 westbound widening, turn lane improvements and Fonseca Lane.
(6) Includes all BMP materials for entire project limits
(7) Assumes pavement markings only in areas of actual work within project areas.
(8) Assumes utility relocations for US 90 westbound widening, Fonseca Lane improvements and turn lane improvements

Interim Project I-4a LA 632 Intersection Improvements
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90__

Control Section 005-07 and 005-08 Total Project Length (miles) 1.1 4

Begin Project (CS Log Mile) 9.90 End Project (CS Log Mile) 1.06

Project Category (Safety, Capacity, etc.) _____Safety__ Date Prepared: _____March 2011___

A. Purpose and need for the project: The project purpose is to improve safety. Traffic safety improvements are needed at the unsignalized intersection of US 90 and LA 632, which has an LOS of E that is projected to be an LOS F by 2030. Improvements also are needed in the area to reduce conflicts at turns and to separate local and through traffic to the extent possible.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with ADT of 24,861 in 2002 and of 28,157 in 2010. ADT on LA 632, a two lane roadway, in 2010 is 1,577.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 7 and 8. The median would be widened to improve the intersection geometry, median openings would be reduced in number and provided with turn lanes, and a frontage road would be constructed between LA 632 and the U-turn under the US 90 Bridge at Bayou Des Allemands.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B. Data from 2003 reports 46 crashes between LA 632 and LA 306, 13 with injury and 33 with property damage only.
- Alternatives to Project Concept: Arterial alternatives would be selection of different locations for improved median openings and turn lanes and the potential of installing a traffic signal at LA 632 if traffic volumes increase to warrant it.
- Future ITS / Traffic Considerations: _No traffic signals are planned.
- Construction Traffic Management/Property Access Considerations: Temporary delays and one lane operation in one direction will be experienced while intersection improvements at LA 632 and median openings are constructed. The frontage road would be constructed without impact to

US 90. Access to properties adjacent to US 90 between LA 632 and the bridge would be moved to the frontage road.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):
There is an active gasoline station with UST's and there are both cypress and live oak Significant Trees within the ROW.

D. Cost Estimate

- Engineering Design: $ 463,996
- Environmental (document, mitigation, etc.): $ 115,999
- R/W Acquisition: (C of A if applicable) $ 307,999
- Utility Relocations: $ 650,000
- Construction (including const. traffic management): $ 6,379,940

TOTAL PROJECT COST $ 7,917,934

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-4a LA 632 Intersection Improvements
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Residential, commercial, vacant*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches *Des Allemands Baptist Church is adjacent to project area.*
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:

_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. *No impacts, but Bayou Des Allemands is near adjacency to the project area.*

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(**Y** or N)
If so, where? *Two cypress trees located on the Des Allemands Post office property at 17242 US 90, and several live oaks located adjacent to Vanacor's and across US 90 from Otto Candies located at 17271 Hwy 90 in Des Allemands.*

What year was the existing bridge built? *1961; A two lane frontage road adjacent to the current bridge approach (WB) and downramp (EB) with upgrades to the existing turnaround under the bridge is proposed. There are no improvements to the existing bridge.*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: *No impacts to any waterways, but Bayou Des Allemands is near adjacency to the project area.*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____
(**Y** or N) Enforcement and Compliance History *Otto Candies Inc, 17271 Hwy 90, Des Allemands, LA*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) _____
If so, give the name and location: *Jubilee #607, 17178 Hwy 90, Des Allemands, LA*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closure to the existing u-turn that becomes Twin Bridges Road may be necessary. Access will be maintained for residents at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Phoebe Thibodeaux
Point of Contact

225.766.7400
Phone Number

March 17, 2011
Date

Interim Project I-4a LA 632 Intersection Improvements
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$200,000	1	$200,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Removal of Existing Pavement	SY	$10	8,815	$88,154
Removal of Median Openings (1)	EA	$7,500	6	$45,000
Excavation and Embankment (2)	LS	$400,000	1	$400,000
US 90 Improvements (3)	LF	$561	2,924	$1,640,364
Realign LA 631 (4)	LS	$48,677	1	$48,677
Upgrade U-turn (East side of Bayou Des Allemands Bridge) (5)	LS	$1,559,980	1	$1,559,980
Drainage (6)	PM	$150,000	1.04	$156,000
Erosion Control (7)	PM	$100,000	1.04	$104,000
Pavement Markings (8)	LS	$51,723	1	$51,723
			Subtotal	**$4,393,898**
Mobilization			5% of Subtotal Cost	$219,695
Traffic Control			5% of Subtotal Cost	$219,695
			Subtotal	**$4,833,288**
			20% Contingencies	$966,658
			Total Construction Cost	**$5,799,945**
Right-of-Way and Control-of-Access	Lump	$250,000	1	$0
Utility Relocations (9)	Lump	$650,000	1	$650,000
			Total Cost	**$900,000**
Environmental			2% of Total Construction Cost	$115,999
Design Engineering			8% of Total Construction Cost	$463,996
Construction Engineering & Inspection			10% of Total Construction Cost	$579,995
Land Acquisition Services			1% of Total Construction Cost	$57,999
			Total Professional Services	**$1,217,989**
			Total Implementation Cost	**$7,917,934**

(1) Assumes quantities for removal of entire median opening
(2) Assumes quantities for new U-turn Roads and realignment of US 90.
(3) Assumes 12" PCC Pavement, 9" PCC Shoulder and 12" Class II Base Course
(4) Includes Existing Pavement Removal and new Pavement for re-alignment. New pavement assumed to be 8" Asphaltic Concrete over 12" Class II Base Course.
(5) Assumes 8" Asphaltic Concrete Pavement, 2' wide - 6" Aggregate Shoulder and 12" Class II Base Course
(6) Assumes possible drainage structure improvements due to shift of US 90, LA 632 Realignment, and U-turn Roads.
(7) Includes all BMP materials for entire project limits
(8) Assumes pavement markings only in areas of actual work within project areas.
(9) Assumes utility relocations for shift of US-90, re-alignment of LA 632, and U-Turn Road Improvements.

Interim Project I-4b Des Allemands East Access Management
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90__

Control Section 005-08 Total Project Length (miles) 0.95

Begin Project (CS Log Mile) 1.06 End Project (CS Log Mile) 2.01

Project Category (Safety, Capacity, etc.) _____Safety__ Date Prepared: _____March 2011

A. Purpose and need for the project: The project purpose is to improve safety. Traffic safety improvements are desirable to needed to improve operations by reducing the number of median openings would be reduced in number and provided with turn lanes, and a frontage road would be constructed between LA 632 and the U-turn under the US 90 Bridge at Bayou Des Allemands.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 34 foot wide depressed median. ADT was reported as 24,861 in 2002 and 28,157 in 2010. ADT on LA 632, a two lane roadway, in 2010 is 1,577.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 8 and 9 of 23. The project closes unneeded median openings and provides channelized left turns and U-turns. Left turns onto US 90 will not be permitted .
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B. Data from 2003 reports 46 crashes between LA 632 and LA 306, 13 with injury and 33 with property damage only.
- Alternatives to Project Concept: Arterial alternatives would be a selection of different locations for improved median openings and turn lanes and the potential of installing a traffic signal at LA 632 if traffic volumes increase to warrant it.
- Future ITS / Traffic Considerations: No traffic signals are planned.
- Construction Traffic Management/Property Access Considerations: Temporary delays and one lane operation in one direction will be experienced while intersection improvements at LA 632 and various median openings are constructed. The Frontage road would be constructed without impact to US 90. Access to properties adjacent to US 90 between LA 632 and the bridge would be moved to the frontage road.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

The following adjacent to ROW, but not affected: the Paradis Mitigation Bank, one church, one volunteer fire department, one domestic water well, and two plugged and abandoned water wells.

D. Cost Estimate

- Engineering Design: $ 63,639
- Environmental (document, mitigation, etc.): $ 15,910
- R/W Acquisition: (C of A if applicable) $ 0
- Utility Relocations: $ 100,000
- Construction (including const. traffic management): $ 875,033

TOTAL PROJECT COST $ 1,054,582

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-4b Des Allemands East Access Management
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Residential, Vacant, Agricultural (Paradis Mitigation Bank is adjacent to the project area, but not affected)*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____

(**Y** or N) Churches *First Assembly of God, 16976 US 90, Des Allemands is adjacent to project area, but not affected.*

(Y or **N**) Schools _____

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *Des Allemands Volunteer Fire Department, 16960 US 90, Des Allemands is adjacent to the project area, but not affected.*

(**Y** or N) Community water well/supply *One plugged and abandoned monitoring well, one domestic well, and one plugged and abandoned rig supply well are adjacent to the project area, but not affected.*

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**) If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: *NA*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____
(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) _____
If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closure to one lane of traffic while working in the median may occur but there will still be one lane open at all times. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Monica Herrera
Point of Contact

225.766.7400
Phone Number

March 21, 2011
Date

Interim Project I-4b Des Allemands East Access Management
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$25,000	1	$25,000
Removal of Structures and Obstructions	LS	$50,000	1	$50,000
Removal of Median Openings	EA	$7,500	8	$60,000
Excavation and Embankment (1)	LS	$50,000	1	$50,000
Left Turn Lanes/U-turn (2)	SY	$126	3,125	$393,750
Drainage (3)	PM	$25,000	1	$23,675
Erosion Control (4)	PM	$30,000	1	$30,000
Pavement Markings (5)	LS	$25,000	1	$25,000
			Subtotal	**$657,425**
Mobilization			5% of Subtotal Cost	$32,871
Traffic Control			5% of Subtotal Cost	$32,871
			Subtotal	**$723,168**
			10% Contingencies	$72,317
			Total Construction Cost	**$795,485**
Right-of-Way and Control-of-Access	Lump	$0	N/A	$0
Utility Relocations (6)	Lump	$100,000	1	$100,000
			Total Cost	**$100,000**
Environmental			2% of Total Construction Cost	$15,910
Design Engineering			8% of Total Construction Cost	$63,639
Construction Engineering & Inspection			10% of Total Construction Cost	$79,548
Land Acquisition Services			0% of Total Construction Cost	$0
			Total Professional Services	**$159,097**
			Total Implementation Cost	**$1,054,582**

(1) Assumed quantities for left turn/u-turn additions
(2) Assumes 12" PCC Pavement, 9" PCC Shoulder and 12" Class II Base Course
(3) Assumes drainage structure improvements due to addition of left turn/u-turn lanes.
(4) Includes all BMP materials for entire project limits
(5) Assumes pavement markings only in areas of actual work within project areas.
(6) Assumes utility adjustments due to left turn/u-turn lane additions in middle of medians.

Interim Project I-5 Des Allemands-Paradis Access Management
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90

Control Section 005-08 Total Project Length (miles) 2.47

Begin Project (CS Log Mile) 2.00 End Project (CS Log Mile) 4.47

Project Category (Safety, Capacity, etc.) _____Safety and Capacity____ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. Traffic safety improvements are needed to reduce the adverse effects of vehicles making left turns and U-turns along a roadway primarily used by through traffic.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial; ADT of 30,758 was counted by DOTD in 2010, which contrasts with the FEIS 2002 count of 36,004 and the 2010 projection of 38,230. . The principal intersection within this project area is LA 635 that connects US 90 with LA 631 to the north, which operates at LOS C. LA 635 is a two lane roadway with 2010 ADT of 1,492
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 9 and 10 of 23. The project closes unneeded median openings and provides channelized left turns and U-turns. Left turns onto US 90 will not be permitted.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 46 crashes between LA 632 and LA 306, 13 with injury and 33 with property damage only.
- Alternatives to Project Concept: Arterial alternatives would be selection of different locations for improved median openings and turn lanes.
- Future ITS / Traffic Considerations: No traffic signals are planned.
- Construction Traffic Management/Property Access Considerations: Temporary delays and one lane operation in one direction will be experienced while intersection improvements at LA 635 and various median openings are constructed.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

The project crosses Bayou Saute d'Ours, a sensitive archaeological area. Work in that area may require additional investigation. Also, there are two gas plants adjacent to the ROW, but these are unaffected.

D. Cost Estimate

- Engineering Design: $ 131,247
- Environmental (document, mitigation, etc.): $ 32,812
- R/W Acquisition: (C of A if applicable) $ 0
- Utility Relocations: $ 150,000
- Construction (including const. traffic management): $ 1,804,645

TOTAL PROJECT COST $ 2,118,703

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-5 Des Allemands-Paradis Access Management
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Industrial, Agricultural (Paradis Mitigation Bank is adjacent to the project area)*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(**Y** or N) Historic Sites *Bayou Saute d'Ours, near intersection of US 90 and LA 635, crosses under US 90 in the project area. Due to archaeological finds associated with Bayou Saute d'Ours north of the project area, this area is considered culturally sensitive and will require additional investigation if affected.*

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N)** If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) _____
If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or N) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: *Paradis Gas Processing Plant, 15849-A Old Spanish Trail, Paradis and Discovery Paradis Fractionation Plant, 15849-B Old Spanish Trail, Paradis are adjacent to project area, but not affected.*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closures to one lane of traffic while working in the median may occur. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Monica Herrera
Point of Contact

225.766.7400
Phone Number

March 21, 2011
Date

Interim Project I-5 Des Allemands-Paradis Access Management
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$150,000	1	$150,000
Removal of Structures and Obstructions	LS	$125,000	1	$125,000
Removal of Median Openings	EA	$7,500	7	$52,500
Excavation and Embankment (1)	LS	$150,000	1	$150,000
Left Turn Lanes/U-turn (2)	LF	$121	5,936	$718,256
Drainage (3)	PM	$35,000	2.46	$86,100
Erosion Control (4)	PM	$25,000	2.46	$61,500
Pavement Markings (5)	LS	$12,500	1	$12,500
			Subtotal	**$1,355,856**
Mobilization			5% of Subtotal Cost	$67,793
Traffic Control			5% of Subtotal Cost	$67,793
			Subtotal	**$1,491,442**
			10% Contingencies	$149,144
			Total Construction Cost	**$1,640,586**
Right-of-Way and Control-of-Access	Lump	$0	N/A	$0
Utility Relocations (6)	Lump	$150,000	1	$150,000
			Total Cost	**$150,000**
Environmental			2% of Total Construction Cost	$32,812
Design Engineering			8% of Total Construction Cost	$131,247
CE&I			10% of Total Construction Cost	$164,059
Land Acquisition Services			0% of Total Construction Cost	$0
			Total Professional Services	**$328,118**
			Total Implementation Cost	**$2,118,703**

(1) Assumes quantities for left turn/u-turn additions
(2) Assumes 12" PCC Pavement, 9" PCC Shoulder and 12" Class II Base Course
(3) Assumes possible drainage structure improvements due to addition of left turn/u-turn lanes.
(4) Includes all BMP materials for entire project limits
(5) Assumes pavement markings only in areas of actual work within project areas.
(6) Assumes any utility adjustments due to left turn/u-turn lane additions in middle of medians.

Interim Project I-6 Paradis Access Management
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90

Control Section 005-08 Total Project Length (miles) 1.04

Begin Project (CS Log Mile) 4.47 End Project (CS Log Mile) 5.51

Project Category (Safety, Capacity, etc.) _____Safety Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety. Traffic safety improvements are needed because the project area consists principally of the section of US 90 through the Town of Paradis. The land use along US 90 is largely commercial with numerous driveways and turning movements along a roadway without a median and with ill-defined driveways, which results in uncontrolled delays from turning vehicles.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial west of LA 306. East of LA 306 in Paradis it is a four lane undivided urban principal arterial except for a distance of approximately 900 feet east of LA 306 where a median is provided to accommodate a left turn lane from westbound US 90 to southbound LA 306. In 2002 the FEIS reported an ADT of 36,004 for the project area. In 2010, DOTD reports an ADT of 30,758 west of LA 306 and an ADT of 33,921east of LA 306. DOTD also reports an ADT of 3,837 for LA 306 in 2010. The LA 306 / US 90 intersection is controlled by an isolated fully actuated traffic signal and operated at LOS B+ in 2002.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 10 and 11 of 23; The intersection of LA 306 and to the east, US 90 will be reconstructed with a curb and gutter urban section and a median. Channelized left turn/U-turn lanes will be installed in the median at appropriate locations. Also, driveway permits will be reviewed and access will be more controlled than at present.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B Data from 2003 reports 66 crashes between LA 306 and I-310, 16 with injury and 50 property damage only.
- Alternatives to Project Concept: Two alternatives were studied: One alternative included the same addition of a median with controlled openings, but widened the ROW to maintain a rural section;

this would be more disruptive to the community through property acquisition and would be more costly in land acquisition and relocation costs while serving only to preserve the uncontrolled

driveways that currently contribute to reduced levels of safety and efficiency. The other alternative provided an urban section with a median with no openings except U-turns near the eastern and western ends of Paradis, which was considered too restrictive.

- Future ITS / Traffic Considerations: The existing signal at LA 306 will be upgraded as appropriate.
- Construction Traffic Management/Property Access Considerations: Capacity will be reduced to one lane at times during construction. If necessary, traffic could be diverted to LA 631. All properties with access to US 90 will maintain access, but driveway permits may limit the number and the linear extent of driveways.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Adjacent to ROW there are a closed gasoline station with a leaking UST and a gas plant with an enforcement and compliance history. Also adjacent, but unaffected, are four other gasoline stations with UST's, one church, one school, and two abandoned and plugged water wells.

D. Cost Estimate

• Engineering Design:	$ 494,875
• Environmental (document, mitigation, etc.):	$ 123,719
• R/W Acquisition: (C of A if applicable)	$ 1,809,267
• Utility Relocations:	$ 900,000
• Construction (including const. traffic management):	$ 6,804,538
TOTAL PROJECT COST	**$ 10,132,429**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

_____

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-6 Paradis Access Management
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Residential, Commercial, Vacant*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____

(**Y** or N) Churches *St. John the Baptist, 15405 US 90, Paradis is adjacent to project area, but not affected.*

(**Y** or N) Schools *Four Stars Day Care, 14985 US 90, Paradis is adjacent to the project area, but not affected.*

(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____

(**Y** or N) Community water well/supply *Two abandoned domestic wells are adjacent to the project area, but not affected.*

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____

(Y or **N**) Public parks _____

(Y or **N**) Wildlife Refuges _____

(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**) If the answer is yes to either question, list names and locations below:

_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**) If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways:_____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks *Cart-N-Carry, 15226 US 90, Paradis*

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History *Paradis Gas Processing Plant, 15849-A Old Spanish Trail, Paradis, AI 40853*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *The following gas stations are adjacent to the project area, but not affected: Paradis One Stop Texaco, 14851 US 90, Paradis; Big River Food and Fuel #5, 15255 US 90, Paradis; Ann's Quick Stop (closed but tanks are still present), 15146 US 90, Paradis; Cart-N-Carry (closed but tanks are still present), 15226 US 90, Paradis.*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**) How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**) If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closure to one lane of traffic while working in the other may occur but there will still be one lane open at all times. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Monica Herrera
Point of Contact

225.766.7400
Phone Number

March 25, 2011
Date

Interim Project I-6 Paradis Access Management
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$100,000	1	$100,000
Removal of Structures and Obstructions	LS	$350,000	1	$350,000
Removal of Existing Pavement (1)	SY	$10	27,991	$279,910
Excavation and Embankment (2)	LS	$400,000	1	$400,000
4-Lane Divided Boulevard (Pavement, Curb& Gutter, Median) (3)	PM	$472	4,520	$2,133,440
Driveway/Side Road Modifications (4)	EA	$12,500	68	$850,000
Drainage (5)	PM	$750,000	1.04	$780,000
Erosion Control (6)	PM	$100,000	1.04	$104,000
Pavement Markings (7)	LS	$40,000	1	$40,000
Landscape Raised Medians (8)	LS	$75,000	1	$75,000
			Subtotal	**$5,112,350**
Mobilization			5% of Subtotal Cost	$255,618
Traffic Control			5% of Subtotal Cost	$255,618
			Subtotal	**$5,623,585**
			10% Contingencies	$562,359
			Total Construction Cost	**$6,185,944**
Right-of-Way and Control-of-Access (9)	Lump	N/A	1	$1,500,000
Utility Relocations	Lump	$N/A	1	$900,000
			Total Cost	**$2,400,000**
Environmental			2% of Total Construction Cost	$123,719
Design Engineering			8% of Total Construction Cost	$494,875
Construction Engineering & Inspection			10% of Total Construction Cost	$618,594
Land Acquisition Services			5% of Total Construction Cost	$309,297
			Total Professional Services	**$1,546,485**
			Total Implementation Cost	**$ 10,132,429**

(1) Assumes removal of existing center turn lane.
(2) Assumes quantities for rebuild of 4-lane roadway section.
(3) Assumes 12" PCC Pavement, Mountable Curb & Gutter and Median Improvements)
(4) Assumes minimum work to tie in side-roads and driveways to new roadway section.
(5) Assumes required drainage modifications to accommodate flow from new 4-lane section.
(6) Includes all BMP materials for entire project limits
(7) Assumes pavement markings only in areas of actual work within project areas.
(8) Assumes that new raised medians would have landscaping to meet urban roadway boulevard section.
(9) Although all work is within the existing right of way and there will be no control of access, it appears that parking areas, drives and some structures may be in the existing right of way. Cost associated with this section are for the possible damages or acquisitions resulting from the closure of driveways

Interim Project I-7 Paradis-Mosella Access Management
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90__

Control Section 005-08 Total Project Length (miles) 1.42

Begin Project (CS Log Mile) 5.51 End Project (CS Log Mile) 6.93

Project Category (Safety, Capacity, etc.) _____Safety and Capacity Date Prepared: ___March 2011___

A. Purpose and need for the project: The project purpose is to improve safety and capacity. Traffic safety improvements are needed to reduce the adverse effects of vehicles making left turns and U-turns along a roadway primarily used by through traffic.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided urban principal arterial. In 2002 the FEIS reported an ADT of 36,004 for the project area. In 2010, DOTD reports an ADT of 33.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 11 and 12 of 23. The project closes unneeded median openings and provides channelized left turns and U-turns. Left turns onto US 90 will not be permitted
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B. Data from 2003 reports 66 crashes between LA 306 and I-310, 16 with injury and 50 property damage only.
- Alternatives to Project Concept: Arterial alternatives would be selection of different locations for improved median openings and turn lanes.
- Future ITS / Traffic Considerations: _No traffic signals are planned.
- Construction Traffic Management/Property Access Considerations: Temporary delays and one lane operation in one direction will be experienced while various median openings are constructed.___

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):
There are two churches and two gasoline stations adjacent to the ROW.

D. Cost Estimate

- Engineering Design: $ 74,749
- Environmental (document, mitigation, etc.): $ 18,687
- R/W Acquisition: (C of A if applicable) $ 0
- Utility Relocations: $ 100,000
- Construction (including const. traffic management): $ 1,027,798

TOTAL PROJECT COST **$ 1,221,234**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-7 Paradis-Mosella Access Management
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Residential, Commercial, Vacant*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(**Y** or N) Churches *Changing a Generation Full Gospel Baptist Church, 14271 US 90, Boutte and King Jesus Ministries, 14201 US 90, Boutte are adjacent to project area, but not affected.*
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**) If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)
If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: *NA*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *The following gas stations are adjacent to the project area, but not affected: Outdoor Express, 14252 US 90, Boutte and Racetrac Petroleum #488, 14178 US 90, Boutte.*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closures to one lane of traffic while working in the median may occur but there will still be one lane open at all times. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Monica Herrera
Point of Contact

225.766.7400
Phone Number

March 25, 2011
Date

Interim Project I-7 Paradis-Mosella Access Management
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$50,000	1	$50,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Removal of Median Openings	EA	$7,500	6	$45,000
Excavation and Embankment	LS	$50,000	1	$50,000
Left Turn Lanes (1)	SY	$122	2,250	$274,500
Driveway/Side Road Modifications	EA	$5,000	31	$155,000
Drainage (2)	PM	$35,000	1.42	$49,700
Erosion Control (3)	PM	$25,000	1.42	$35,500
Pavement Markings (4)	LS	$12,500	1	$12,500
			Subtotal	**$772,200**
Mobilization			5% of Subtotal Cost	$38,610
Traffic Control			5% of Subtotal Cost	$38,610
			Subtotal	**$849,420**
			10% Contingencies	$84,942
			Total Construction Cost	**$934,362**
Right-of-Way and Control-of-Access	Lump	$0	N/A	$0
Utility Relocations (5)	Lump	$100,000	1	$100,000
			Total Cost	**$100,000**
Environmental			2% of Total Construction Cost	$18,687
Design Engineering			8% of Total Construction Cost	$74,749
Construction Engineering & Inspection			10% of Total Construction Cost	$93,436
Land Acquisition Services			0% of Total Construction Cost	$0
			Total Professional Services	**$186,872**
			Total Implementation Cost	**$1,221,234**

(1) Assumes 12" PCC Pavement, 9" PCC Shoulder and 12" Class II Base Course
(2) Assumes drainage structure improvements due to addition of left turn/u-turn lanes.
(3) Includes all BMP materials for entire project limits
(4) Assumes pavement markings only in areas of actual work within project areas.
(5) Assumes any utility adjustments due to left turn/u-turn lane additions in medians.

Interim Project I-8 I-310 Interchange Improvements
STAGE 0 Preliminary Scope and Budget Checklist

District 02 Parish St. Charles Route US 90, I-310, LA 3127

Control Section 005-08 Total Project Length (miles) 1.27

Begin Project (CS Log Mile) 6.93 End Project (CS Log Mile) 8.20

Project Category (Safety, Capacity, etc.) Capacity Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve capacity. Capacity improvement is needed because currently trips from eastbound US 90 to northbound I-310 / LA 3127 must use a signalized intersection and an associated left turn lane that operated at LOS B+ and C+ respectively in 2002 and are projected to operate at LOS D+ and LOS F in 2030. Traffic safety improvements are needed at the signalized intersection of southbound I-310/LA 3127 and eastbound US 90 to reduce the adverse effects of vehicles, especially large trucks, turning across the US 90 superelevation. Also, the general safety of the community is constrained by current conditions during emergency evacuations for storms or industrial accidents especially for traffic traveling north and/or west.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided urban principal arterial with the exception of the eastern most portion of approximately 430 feet where the grass median ends and is paved as a left turn lane; ADT of 31,397 in 2010; I-310 is divided control of access interstate highway; LA 3127 is a divided 4 lane highway that interchanges with I-310 a short distance from this intersection.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheet 12 of 23. Construct an elevated directional ramp diverging from the right travel lane of eastbound US 90 and crossing US 90 to connect with northbound I-310. Also, the structure of the exit ramp from southbound I-310 to eastbound US 90 will be widened to two lanes for approximately the last 500 feet and the at grade portion of the ramp also will be widened and realigned to improve the directional approach to the signalized intersection. The existing signalized intersection to northbound I-310 including the left turn lane, the median opening, and the connection to the ramp on the north side of US 90 will be removed and the median will be restored. The directional

ramp from westbound US 90 would be restored to operate as a one-lane ramp with shoulders. A portion of the median, approximately 140 feet, will be restored, but the left turn lane will be maintained.

- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 66 crashes between LA 306 and I-310, 16 with injury and 50 property damage only, and 139 crashes between I-310, and LA 3060, 34 with injury and 105 property damage only.
- Alternatives to Project Concept: There are two alternatives to the Project Concept.
  (1) Diverging Diamond: Reconstruction of US 90 in the interchange area to provide two signalized intersections at greater distances to the east and west greater than the existing intersections at which the eastbound and westbound lanes would intersect to reverse the customary side of the ROW. The eastbound direction would increase to three lanes at each intersection and a fourth auxiliary lane would connect the southbound exit lane from I-310 and the northbound entrance lane.
  (2) Based on comments received from the DOTD team, an alternative would locate the new flyover ramp from eastbound US90 to northbound I-310 farther to the south. This would provide room to construct a loop ramp from southbound I-310 to eastbound US 90 intended to eliminate the traffic signal currently controlling that movement. The loop ramp would be constructed in a manner that allows for the future southerly extension of I-49. The advantage of this alternate concept for Project I-8 is that it provides a plan for a complete interchange whether or not I-49 is extended. The disadvantages include the cost and potential impacts of additional right-of-way acquisition south of US 90, increased cost for longer ramps, and a shorter distance between the US 90/Tiger Drive intersection and the ramp to northbound I-310. This alternative would require a detailed traffic analysis to confirm that it will operate efficiently for the 2030 design year traffic.
- Future ITS / Traffic Considerations: The existing northbound intersection would be eliminated and the modified geometry at the southbound intersection would require relocation of some signal hardware. An additional signal would be required at Tiger Drive for the additional eastbound lane. In order to more efficiently manage traffic at the I-310 interchange and provide for future growth in the development of the LADOTD's plan, it would be appropriate to consider the addition of ITS hardware to this project. The ITS hardware additions would include three camera installations on US 90 at

Lagarde Crossing to see eastbound US 90 traffic, near the intersection of US 90 and southbound I-310, and near the Paul Mallard/Magnolia Ridge intersection to see westbound US 90 traffic. Also, there would be three pedestal-mounted dynamic message signs (DMS) on eastbound and westbound US 90 approaches and on southbound I-310 approach south of the LA 3127 entrance ramp. Further study should be completed during the environmental process to confirm the ITS needs and coordination with the existing ITS system.

- Construction Traffic Management/Property Access Considerations: The eastbound to northbound flyover ramp could be constructed and put into service with no delays on US 90 except when the actual crossing structure is constructed, which would be done at off-peak or evening hours. The widening of the exit ramp terminal may be more disruptive, but traffic could be detoured to the westbound exit and provided with a U-turn opportunity during construction. The removal of existing intersection and restriping of westbound entrance ramp may reduce capacity temporarily but can be scheduled to avoid major conflicts. Two commercial relocations are anticipated due to acquisition of ROW and control of access: Cottman Transmission and St. Charles Glass. Jakes would remain open as the driveway would operate beneath the new entrance ramp. The St. Charles Parish Dept. of Social Services Office of Family Support will lose direct access to US 90, but should remain accessible from Tiger Drive.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Three businesses will be acquired and relocated for ROW and control of access, some vacant property will be acquired for ROW and control of access, and control of access will be acquired from owners of vacant property and the Parish. The Parish facility would maintain access from Tiger Drive.

D. Cost Estimate

- Engineering Design: $ 1,346,146
- Environmental (document, mitigation, etc.): $ 336,537
- R/W Acquisition: (C of A if applicable) $ 2,168,268
- Utility Relocations: $ 500,000
- Construction (including const. traffic management): $ 18,509,514

I-49 STUDY TO IDENTIFY IMPROVEMENTS FOR SAFETY & EFFICIENCY

TOTAL PROJECT COST $ 22,860,465

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By:_____
Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-8 I-310 Interchange Improvements
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *undeveloped, commercial/public facilities*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location

Community Elements: Is the project impacting or adjacent to any:
(**Y** or N) Cemeteries *Cemetery adjacent to I-310 ramp from WB US 90 is out of project work area.*
(Y or **N**) Churches _____
(**Y** or N) Schools *Hahnville High School is south of US 90 approaching I-310; it will not be affected.*
(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *St. Charles Parish Dept. of Social Services Office of Family Support is located south of US 90 in front of Hahnville High School. Access to this facility from US 90 will be removed.*
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges
(Y or **N**) Historic Sites

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:

_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act?
(Y or **N**) If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or **N**) If so, where? *NA*

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *Exxon #5-1265/Champions Express- Second and US 90, Boutte, LA 70039*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (**Y** or N) How many? *Three commercial relocations are likely due to acquisition of control of access: Cottman Transmission, St. Charles Glass, and Jakes.*

Do you know of any sensitive community issues related to the project? (Y or **N**) If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *Closures of US 90 and associated I-310 ramps are not anticipated. The existing left turn and merge on EB US 90 to I-310 will be removed when the flyover is constructed and operational. Control of Access will remove access to three commercial facilities as defined above.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

March 17, 2011
Date

Interim Project I-8 I-310 Interchange Improvements
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing (1)	LS	$350,000	1	$350,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Removal of Existing Pavement	SY	$10	1,719	$17,190
Excavation and Embankment (2)	LS	$200,000	1	$200,000
I-310 Northbound Flyover Structure (3)	SY	$750	13,807	$10,355,250
I-310 Northbound Flyover Ramps (4)	LF	$282	2,868	$808,776
I-310 Southbound Structure Widening (3)	SY	$750	1,011	$758,250
I-310 Southbound Ramps (Left turn to US 90 Eastbound) (4)	LF	$273	309	$84,357
Drainage	PM	$100,000	1.27	$127,000
Erosion Control (5)	PM	$65,000	1.27	$82,550
Pavement Markings (6)	LS	$13,000	1	$13,000
ITS (10)	LS			$1,400,000
Mobilization Traffic Control			**Subtotal**	**$14,296,373**
			5% of Subtotal Cost	$714,819
			2% of Subtotal Cost	$285,927
			Subtotal	**$15,297,119**
			10% Contingencies (7)	$1,529,712
			Total Construction (8)	**$16,826,831**
Right-of-Way and Control-of-Access	Lump	$2,000,000	1	$2,000,000
Utility Relocations (9)	LS	$500,000	1	$500,000
			Total Cost	**$2,500,000**
Environmental			2% of Total Construction	$336,537
Design Engineering			8% of Total Construction	$1,346,146
CE&I			10% of Total Construction	$1,682,683
Land Acquisition Services			1% of Total Construction	$168,268
			Total Professional Services	**$3,533,634**
			Total Implementation Cost	**$22,860,465**

(1) Assumes removal of all vegetation between flyover and existing US 90
(2) Assumes quantities for new ramp and median work where existing northbound left turn is removed
(3) Includes superstructure and substructure
(4) Includes road, shoulder, and base material
(5) Includes all BMP materials for entire project limits
(6) Assumes pavement markings only in areas of actual work
(7) Includes signal improvements at I-310 southbound ramps/US 90
(8) Overlay of existing US 90 is not included in cost estimate
(9) Assumes utilities relocated/adjusted at I-310 northbound ramp, I-310 southbound ramp, I-310 northbound flyover crossing, and removed at businesses affected by control of access
(10) Assumes the installation of 3 camera installations and 3 dynamic message signs

Interim Project I-9 Boutte Access Management
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90

Control Section 005-08 and 005-09 Total Project Length (miles) 3.47

Begin Project (CS Log Mile) 8.20 End Project (CS Log Mile) 3.41

Project Category (Safety, Capacity, etc.) _____Safety and Capacity Date Prepared: ___March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. Traffic safety improvements are needed throughout this project area, as indicated by the high crash rate in the safety analysis. Capacity improvements are needed because the US 90 intersection with LA 52 and LA 633 operated at LOS D in 2002 and is projected to operate at LOS F in 2030.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is an urban principal arterial. For approximately 1.12 miles east of LA 52, there is a continuous left turn lane, and for the remaining approximately 2.3 miles, there is a median. For 2010, DOTD reports ADT of 27,827 on US 90, 9,806 on Paul Maillard Road (LA 52) and 6,830 on Barton Avenue (LA 3060), which are the two major intersecting roads.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 13, 14, and 15 of 23. The project consists of constructing a raised median to replace the continuous left turn lane, improving the US 90 / LA 52 intersection, revising the median openings, and revising driveways, especially in areas of the continuous access on the north side and of the Wal-Mart access, where the existing traffic signal will be relocated to West Coronado Drive.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B. Data from 2003 reports 139 crashes between I-310, and LA 3060, 34 with injury and 105 property damage only, and 68 crashes between LA 3060 and Live Oak Boulevard, 26 with injury and 42 property damage only
- Alternatives to Project Concept: No alternative to the proposed project would be substantially different, as this is an access management solution to the existing conditions on an urban arterial. It was developed by applying current standards to a roadway constructed several decades ago.

- Future ITS / Traffic Considerations: The Wal-Mart traffic signal will be relocated to West Coronado Drive.
- Construction Traffic Management/Property Access Considerations: Temporary lane closings and general delays will be experienced during construction, but will not be scheduled in peak directions. Some adjacent parcels that currently have unlimited access will be restricted, but no parcels will have access to US 90 eliminated.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Adjacent to the ROW there are an oil change business that is listed on the ERNS dataset and has an enforcement and compliance history, four gasoline stations, two dry cleaners, multiple water wells, two parish facilities including a public library and an office building, a state office, a Red Cross office, three churches and two schools.

D. Cost Estimate

• Engineering Design:	$ 248,236
• Environmental (document, mitigation, etc.):	$ 62,059
• R/W Acquisition: (C of A if applicable)	$ 1,155,148
• Utility Relocations:	$ 200,000
• Construction (including const. traffic management):	$ 3,413,250
TOTAL PROJECT COST	**$ 5,078,693**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-9 Boutte Access Management
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Commercial, Residential, Vacant*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____

(**Y** or N) Churches *Mt. Zion Baptist Church located at the corner of Magnolia Ridge Rd. and US 90; Boutte Assembly of God Church located at the corner of Breaux St. and US 90; and West St. Charles Baptist Church located at the corner of River Ridge Dr. and US 90 are all adjacent to the project area.*

(**Y** or N) Schools *Life Christian Academy Elementary is associated with Boutte Assembly of God Church and is adjacent to the project area. St. Charles Parish Professional Learning Center is located at 12727 US 90 and is adjacent to the project area.*

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *St. Charles Parish West Regional Library is located on the corner of Lakewood and US 90 and is adjacent to the project area. St. Charles Parish (various) services are located within the project area on the corner of Maryland Dr. and US 90 and includes the Retired and Senior Program, the State of Louisiana Office of Public Health and the American Red Cross.*

(Y or **N**) Community water well/supply *There are multiple wells in the general project area, however, none are community supply wells.*

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**) If so, where? _____

What year was the existing bridge built? NA

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS *Five Minute Oil Change, 13166 US 90 Boutte, LA*
(**Y** or N) Enforcement and Compliance History *Five Minute Oil Change, 13166 US 90 Boutte, LA*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *The following gas stations are adjacent to the project area, but not affected: Montet's Service Station, 13371 US 90 Boutte, LA; Murphy's USA#6625 12953 US 90 Boutte, LA; Circle K #2841US 90, Boutte, LA ;Lakewood Shell Service 12139 US 90 Luling, LA.;*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (**Y** or N) If yes to any, give names and locations: *The following dry cleaners are adjacent to the project area, but not affected: Ace Cleaners 12715 US 90 Suite 130 Boutte, LA and LA Washateria 13322 US 90 Suite N Boutte, LA .*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closure to one lane of traffic while working in the other may occur but there will still be one lane open at all times. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. *NA*

Phoebe Thibodeaux
Point of Contact

(225) 766-7400
Phone Number

March 25, 2011
Date

Interim Project I-9 Boutte Access Management
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing (1)	LS	$150,000	1	$150,000
Removal of Structures and Obstructions	LS	$200,000	1	$200,000
Removal of Existing Pavement (TWLTL)	PM	$10	13,000	$130,000
Removal of Median Openings	EA	$7,500	12	$90,000
Removal of Existing Traffic Signals (2)	EA	$10,000	4	$40,000
Excavation and Embankment (3)	LS	$350,000	1	$350,000
Curb & Gutter	LF	$5	36,517	$182,585
Turn Lane/Side Road Improvements (4)	SY	$36	11,490	$413,640
Drainage	PM	$35,000	3.47	$121,450
Erosion Control (5)	PM	$25,000	3.47	$86,750
Pavement Markings (6)	LS	$50,000	1	$50,000
Traffic Signals (7)	EA	$150,000	5	$750,000
			Subtotal	**$2,564,425**
Mobilization			5% of Subtotal Cost	$128,221
Traffic Control			5% of Subtotal Cost	$128,221
			Subtotal	**$2,820,868**
			10% Contingencies	$282,087
			Total Construction Cost	**$3,102,955**
Right-of-Way and Acquisition	Lump	$1,000,000	N/A	$1,000,000
Utility Relocations (8)	Lump	$200,000	1	$200,000
			Total Cost	**$1,200,000**
Environmental			2% of Total Construction Cost	$62,059
Design Engineering			8% of Total Construction Cost	$248,236
Construction Engineering & Inspection			10% of Total Construction Cost	$310,295
Land Acquisition Services			5% of Total Construction Cost	$155,148
			Total Professional Services	**$775,738**
			Total Implementation Cost	**$5,078,693**

(1) Assumes clearing of continuous turn lane and median.
(2) Assumes removals of existing signalized intersections as shown.
(3) Includes all fill for medians and earthwork at side road/turn lane improvements.
(4) Includes road, shoulder and base material
(5) Includes all BMP materials for entire project limits
(6) Assumes pavement markings only in areas of actual work within project areas.
(7) Assumes new traffic signals at intersections as shown.
(8) Assumes utility adjustments due to left turn/u-turn lane additions in medians.

Interim Project I-10 Boutte-Avondale Freeway Upgrade
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish Jefferson and St. Charles_____ Route _____US 90__

Control Section 005-09 and 005-10 Total Project Length (miles) 6.25

Begin Project (CS Log Mile) 3.41 End Project (CS Log Mile) 2.27

Project Category (Safety, Capacity, etc.) _____Capacity Date Prepared: _____March 2011

A. Purpose and need for the project: The project purpose is to improve capacity. This is a largely undeveloped area between Boutte in St. Charles Parish and Avondale in Jefferson Parish. The primary vehicular destinations within the project area are landfills which attract large numbers of trucks. By converting this section to a freeway, these trucks will be separated from general traffic to the benefit of both. An additional safety benefit results from the higher level of safety generally provided by freeways in comparison to arterial roadways.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided urban principal arterial; DOTD reported ADT in St. Charles Parish as 23,937 in 2010 and in Jefferson Parish as 21,708 in 2008.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 15, 16, 17, 18, and 19 of 23. The existing US 90 in this project will be converted to a freeway. Control of access will begin at Willowdale Boulevard and continue eastward to Live Oak Boulevard. Two-way frontage roads will be provided in three locations: on the south side between Willowdale Boulevard and the Davis Pond Diversion Canal, on the south side from the Pier 90 Boat Launch to Live Oak Boulevard, and on the north side from S. Kenner Avenue to Live Oak Boulevard. Throughout the project area, the raised median would be replaced with a median barrier and shoulders. NOTE: If this project is constructed prior to Project I-11-C, the section of the mainline will remain as currently aligned between Station 1505+00 and Live Oak Boulevard, approximately one half mile. Project I-11c widens US 90 to the outer edge of the ROW at a width to provide for short term improvement in turning movements as well as future alignment for a freeway. Prior to construction of a freeway, US 90 would be routed on the new roadways.
- Design Exceptions: N/A

- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 68 crashes between LA 3060 and Live Oak Boulevard, 26 with injury and 42 property damage only.
- Alternatives to Project Concept: The alternative to the proposed project is the design included in the I-49 FEIS that provides for an elevated mainline highway.
- Future ITS / Traffic Considerations: There are no signalized intersections in this project, but signals warning drivers of signalized intersections at each end would be needed as vehicles approach Willowdale Boulevard and Live Oak Boulevard. The FEIS traffic analysis indicated that Willowdale / US 90 intersection would continue to operate at LOS A under the No Build condition in 2030 and the that the Live Oak / US 90 intersection would operate at LOS B at the same period, a change from LOS B+ in 2002.
- Construction Traffic Management/Property Access Considerations: Temporary lane closings and general delays will be experienced during construction, but will not be scheduled in peak directions. Adjacent parcels that are no served by frontage roads will be acquired and relocated.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Adjacent to the ROW there are one parish facility; multiple water wells; four landfills, one of which is closed; and six oil & gas wells, five that are plugged and abandoned and one that has an expired permit. Also, there potentially are significant trees in the wooded areas of new ROW west of Davis Pond and near Live Oak Boulevard.

D. Cost Estimate

• Engineering Design:	$ 2,321,106
• Environmental (document, mitigation, etc.):	$ 580,276
• R/W Acquisition: (C of A if applicable)	$ 3,935,207
• Utility Relocations:	$ 2,500,000
• Construction (including const. traffic management):	$ 31,915,202
TOTAL PROJECT COST	**$ 41,251,791**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-10 Boutte-Avondale Freeway Upgrade
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Agricultural, undeveloped/forested, sporadic commercial/public facilities*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N)** Cemeteries _____
(Y or **N)** Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) *A facility owned and operated by the St. Charles Sheriff's Department abuts the project area.*
(Y or **N)** Community water well/supply *There are multiple wells in the general project area, however, none are community supply wells.*

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)

Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or N) If so, where? *Required ROW from Willowdale Boulevard and for frontage road access to Live Oak Boulevard is off of the existing ROW and significant trees could be present.*

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or **N**) _____

If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or N) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:

The following landfills are adjacent to the project area: Area 90 Landfill (Inactive) 5301 US 90 Avondale, LA; Construction and Demo Disposal Landfill (US 90 C&D Disposal) 5000 US 90 Westwego, LA; Jefferson Parish; Landfill 5800 US 90 Westwego, LA; Greater New Orleans Landfill (Closed) 5700 US 90 Westwego, LA; River Birch Landfill 2000 South Kenner Avenue Avondale, LA

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There are five plugged and abandoned wells adjacent to the project area and one well adjacent to the project area that has an expired permit.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)

How many: _____

Do you know of any sensitive community issues related to the project? (Y or **N**)

If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closure to one lane of traffic while working in the other may occur but there will still be one lane open at all times. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?

If so, explain below. *NA*

Phoebe Thibodeaux
Point of Contact

225.766.7400
Phone Number

March 30, 2011
Date

Interim Project I-10 Boutte-Avondale Freeway Upgrade
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing (1)	LS	$700,000	1	$700,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Removal of Existing Raised Median (2)	PM	$5	27,254	$136,270
Removal of Median Openings	EA	$7,500	14	$105,000
Excavation and Embankment (3)	LS	$1,500,000	1	$1,500,000
Median Barrier Rail (4)	LF	$140	27,230	$3,812,200
US 90 Improvement (5)	LF	$276	30,796	$8,499,696
Frontage Road Improvements (6)	LF	$206	30,325	$6,246,950
Drainage	PM	$65,000	5.87	$381,550
Erosion Control (7)	PM	$50,000	5.87	$293,500
Pavement Marking (8)s	LS	$155,000	1	$155,000
			Subtotal	**$21,980,166**
Mobilization			5% of Subtotal Cost	$1,099,008
Traffic Control			5% of Subtotal Cost	$1,099,008
			Subtotal	**$24,178,183**
			20% Contingencies	$4,835,637
			Total Construction Cost	**$29,013,820**
Right-of-Way and Control-of-Access	Lump	$3,500,000	1	$3,500,000
Utility Relocations (9)	Lump	$2,500,000	1	$2,500,000
			Total Cost	**$6,000,000**
Environmental			2% of Total Construction Cost	$580,276
Design Engineering			8% of Total Construction Cost	$2,321,106
CE&I			10% of Total Construction Cost	$2,901,382
Land Acquisition Services			1.5% of Total Construction Cost	$435,207
			Total Professional Services	**$6,237,971**
			Total Implementation Cost	**$41,251,791**

(1) Assumes clearing and grubbing for new frontage roads along with US 90 improvements.
(2) Includes removal of existing curb and median embankment.
(3) Includes Embankment for US 90 Widening along with embankment necessary for the frontage roads. Assumed 2'-3' muck excavation in the project limits.
(4) Includes concrete and rebar materials for construction of median barrier.
(5) Includes widening at for increased shoulder widths. Also, includes full buildout section at end of project limits. Assumed asphalt overlay of US 90 for entire project limits.
(6) Includes road, shoulder and base material
(7) Includes all BMP materials for entire project limits
(8) Assumes pavement markings in areas of actual work within project areas.
(9) Assumes utility relocations due to US 90 widening and additions of frontage roads. Cost of approx. $500k/mile.

Interim Project I-11a Jamie Blvd. Intersection Improvements
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish _____Jefferson_____ Route _____US 90_____

Control Section 005-10 Total Project Length (miles) N/A Intersection Improvement

Begin Project (CS Log Mile) 3.91 End Project (CS Log Mile) 3.91

Project Category (Safety, Capacity, etc.) _____Safety_____ Date Prepared: _____March 2011

A. Purpose and need for the project: The project purpose is to improve safety. Traffic safety improvements are needed at the signalized intersection of US 90 and Jamie Boulevard in Avondale. The FEIS traffic analysis indicated that the intersection operated at LOS D+ in 2002 and that under the No Build condition in 2030 it would operated at LOS F.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided urban principal arterial; for 2008 DOTD reported ADT of 21,708 to the west of the project, and ADT of 26,774 to the east of the project.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): The Jamie Boulevard intersection is seen on Sheet 20 of 23. The project includes construction of dual left turn lanes from westbound US 90 to southbound Janie and of dual right turn lanes from northbound Jamie to eastbound US 90.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B. Data from 2003 reports 141 crashes between Live Oak Boulevard and Lapalco Boulevard, 52 with injury and 89 property damage only.
- Alternatives to Project Concept: The alternative to Project 11a is to immediately construct Project 11b.
- Future ITS / Traffic Considerations: _The existing traffic signal at US 90 / Jamie intersection would be upgraded.
- Construction Traffic Management/Property Access Considerations: There would be temporary delays during construction. There would be no change in access to adjacent properties..

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

There are two gasoline stations in the project area, bot of which have leaking UST's. Also, near the project area is the Avondale Field Production FAC located 4 miles west of the Mississippi River that has an Enforcement and Compliance History.

D. Cost Estimate

- Engineering Design: $ 135,855
- Environmental (document, mitigation, etc.): $ 33,964
- R/W Acquisition: (C of A if applicable) $ 83,964
- Utility Relocations: $ 500,000
- Construction (including const. traffic management): $ 1,868,006

TOTAL PROJECT COST $ 2,621,789

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

Also, near the project area is the Avondale Field Production FAC located 4 miles west of the Mississippi River that has an Enforcement and Compliance History.

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-11a Jamie Blvd. Intersection Improvements
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Agricultural, undeveloped/forested, sporadic commercial/public facilities and residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(**Y** or N) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(**Y** or N) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)

Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)_____
_____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks *The following are adjacent to the Project area: Jamie's Discount Market 108 S. Jamie Blvd, Avondale, LA; Jack's Gas Station (Shell Station #137422)*

2901 US 90, Avondale, LA

(**Y** or N) CERCLIS

(**Y** or N) ERNS

(**Y** or N) Enforcement and Compliance History *Avondale Field Production FAC located 4 miles west of the Mississippi River in Westwego, LA*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: The following facilities are adjacent to the project area: *Jamie's Discount Market 108 S. Jamie BLVD, Avondale, LA; Jack's Gas Station (Shell Station #137422) 2901 US 90, Avondale, LA;*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or **N**) List the type and location of wells being impacted by the project.

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many:

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain

Is the project area population minority or low income? (Y or **N**)

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closure to one lane of traffic while working in the other may occur but there will still be one lane open at all times. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Phoebe Thibodeaux
Point of Contact

225.766.7400
Phone Number

March 31, 2011
Date

Interim Project I-11a Jamie Blvd. Intersection Improvements
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$15,000	1	$15,000
Removal of Structures and Obstructions	LS	$75,000	1	$75,000
Excavation and Embankment (1)	LS	$200,000	1	$200,000
Turn Lane Improvements (2)	SY	$452	1,855	$838,460
Drainage (3)	LS	$100,000	1.00	$100,000
Erosion Control (4)	LS	$15,000	1.00	$15,000
Pavement Markings (5)	LS	$10,000	1	$10,000
Traffic Signals (6)	LS	$150,000	2	$150,000
			Subtotal	**$1,403,460**
Mobilization			5% of Subtotal Cost	$70,173
Traffic Control			5% of Subtotal Cost	$70,173
			Subtotal	**$1,543,806**
			10% Contingencies	$154,381
			Total Construction Cost	**$1,698,187**
Right-of-Way and Control-of-Access	Lump	$50,000	1	$50,000
Utility Relocations (7)	Lump	$500,000	1	$500,000
			Total Cost	**$550,000**
Environmental			2% of Total Construction Cost	$33,964
Design Engineering			8% of Total Construction Cost	$135,855
Construction Engineering & Inspection			10% of Total Construction Cost	$169,819
Land Acquisition Services			2% of Total Construction Cost	$33,964
			Total Professional Services	**$373,602**
			Total Implementation Cost	**$2,621,789**

(1) Includes Embankment for US 90 Improvements for wide median section.
(2) Assumes PCC Pavement section because it is urban area, including PCC Pavement, PCC Shoulder, Curb and Class II Base Course
(3) Assumes subsurface drainage due to curb & gutter section.
(4) Includes all BMP materials for entire project limits
(5) Assumes pavement markings only in areas of actual work within project areas
(6) Assumes modification of traffic signal at Jamie Blvd
(7) Assumes utility relocations due to US 90 Improvements with new wide median section. Cost of approx. $500k/mile.

Interim Project I-11b Avondale East Median Widening
STAGE 0 Preliminary Scope and Budget Checklist

District 02 Parish Jefferson Route US 90

Control Section 005-10 Total Project Length (miles) 1.46

Begin Project (CS Log Mile) 3.64 End Project (CS Log Mile) 5.10

Project Category (Safety, Capacity, etc.) Capacity Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve capacity. Project I-11a added turn lanes to the Jamie Boulevard / US 90 intersection. This project provides longer term improvements in Avondale, by addressing the intersections of both Jamie and Lapalco Boulevards in a comprehensive manner that can be replicated throughout Avondale.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided urban principal arterial; for 2008 DOTD reported ADT of 21,708 to the west of the project, and ADT of 26,774 to the east of the project.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheet 20 of 23. Approximately between Station 1600+00 and Station 1640+00, the alignment of US 90 will be realigned to the outside edge of the ROW. This provides adequate space for an elevated freeway in the future and, as part of this project, improvements to the Jamie and Lapalco Intersections. The new wide median transitions back to the existing alignment east of Lapalco at approximately Station 1675+00.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 141 crashes between Live Oak Boulevard and Lapalco Boulevard, 52 with injury and 89 property damage only. The FEIS traffic analysis indicated that the Jamie intersection operated at LOS D+ in 2002 and that under the No Build condition in 2030 it would operated at LOS F. The Lapalco intersection had an LOS B+ in 2002 and is projected to have LOS C in 2030 under No-Build.
- Alternatives to Project Concept: No satisfactory alternative was developed for the Jamie intersection.

- Future ITS / Traffic Considerations: The existing northbound intersection would be eliminated and the modified geometry at the southbound intersection would require relocation of some signal hardware.

- Construction Traffic Management/Property Access Considerations: Much of the construction can take place without direct effect on US 90 until the tie-in at each end must be made. Construction will impact access to adjacent parcels, but all parcels will have full access restored after construction.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

There are two gasoline stations adjacent to the ROW, one of which has a leaking UST, and two active Oil and Gas wells. Also, near the project area is the Avondale Field Production FAC located 4 miles west of the Mississippi River that has an Enforcement and Compliance History.

D. Cost Estimate

• Engineering Design:	$ 978,049
• Environmental (document, mitigation, etc.):	$ 244,512
• R/W Acquisition: (C of A if applicable)	$ 555,640
• Utility Relocations:	$ 750,000
• Construction (including const. traffic management):	$ 13,448,178
TOTAL PROJECT COST	**$ 15,976,379**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Interim Project I-11b Avondale East Median Widening
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Agricultural, undeveloped/forested, sporadic commercial/public facilities and residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N)**_____
(Y or **N)** Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N)** Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)_____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks *The following is adjacent to the ROW:*

Jack's Gas Station (Shell Station #137422) 2901 US 90, Avondale, LA

(**Y** or N) CERCLIS

(**Y** or N) ERNS

(**Y** or N) Enforcement and Compliance History *Avondale Field Production FAC located 4 miles west of the Mississippi River in Westwego, LA*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: The following facilities are adjacent to the project area: *Jack's Gas Station (Shell Station #137422) 2901 US 90, Avondale, LA; and Avondale Truck stop LLC 3110 US 90 Avondale, LA.*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *There is one active injection well located within the project area the well serial number is 970002 and the well coordinates are 29° 54' 35.02"N and 90° 12' 8.09''W. Well 214195 is an active producing well adjacent to the project area and is located at 29° 54' 33.36"N and 90° 12' 7.51"W.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many:

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain

Is the project area population minority or low income? (Y or **N**)

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closure to one lane of traffic while working in the other may occur but there will still be one lane open at all times. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Phoebe Thibodeaux
Point of Contact

225.766.7400
Phone Number

March 31, 2011
Date

Interim Project I-11b Avondale East Median Widening
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$400,000	1	$400,000
Removal of Structures and Obstructions	LS	$350,000	1	$350,000
Removal of Existing Pavement Section (1)	LF	$10	45,813	$458,130
Removal of Existing Traffic Signals	EA	$10,000	2	$20,000
Excavation and Embankment (2)	LS	$975,000	1	$975,000
US 90 Improvements (3)	LF	$744	7,925	$5,896,200
Drainage (4)	PM	$450,000	1.50	$675,000
Erosion Control (5)	PM	$75,000	1.50	$112,500
Pavement Markings (6)	LS	$75,000	1	$75,000
Traffic Signals (7)	EA	$150,000	2	$300,000
			Subtotal	**$9,261,830**
Mobilization			5% of Subtotal Cost	$463,092
Traffic Control			5% of Subtotal Cost	$463,092
			Subtotal	**$10,188,013**
			20% Contingencies	$2,037,603
			Total Construction Cost	**$12,225,616**
Right-of-Way and Control-of-Access	Lump	$250,000	1	$250,000
Utility Relocations (8)	Lump	$750,000	1	$750,000
			Total Cost	**$1,000,000**
Environmental			2% of Total Construction Cost	$244,512
Design Engineering			8% of Total Construction Cost	$978,049
Construction Engineering & Inspection			10% of Total Construction Cost	$1,222,562
Land Acquisition Services			2.5% of Total Construction Cost	$305,640
			Total Implementation Cost	**$15,976,379**

(1) Includes removal of US 90 pavement & shoulders along with side road removals.
(2) Includes Embankment for US 90 Improvements for wide median section.
(3) Assumes PCC Pavement section due to urban area. Includes PCC Pavement, PCC Shoulder, Curb and Class II Base Course
(4) Assumes subsurface drainage due to curb & gutter section.
(5) Includes all BMP materials for entire project limits
(6) Assumes pavement markings only in areas of actual work within project areas. No restriping of existing roads.
(7) Traffic Signals at Jamie Blvd and Lapalco Blvd.
(8) Assumes utility relocations due to wide median section. Cost of approx. $500k/mile.

Interim Project I-11c Avondale West Median Widening
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish Jefferson_____ Route _____US 90__

Control Section 005-10 Total Project Length (miles) __1.99

Begin Project (CS Log Mile) 1.80 End Project (CS Log Mile) _3.79

Project Category (Safety, Capacity, etc.) _____Capacity Date Prepared: _____March 2011

A. Purpose and need for the project: The project purpose is to improve safety. Traffic safety improvements are needed at the signalized intersections through Avondale.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided urban principal arterial; for 2008 DOTD reported ADT of 21,708 to the west of the project, and ADT of 26,774 to the east of the project.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 19 and 20 of 23, This project extends the realignment of US 90 to the outside of the ROW to provide for improved intersections and to provide for future freeway construction in the median.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B. Data from 2003 reports 68 crashes between LA 3060 and Live Oak Boulevard, 26 with injury and 42 property damage only, and 141 crashes between Live Oak Boulevard and Lapalco Boulevard, 52 with injury and 89 property damage only. The I-49 FEIS traffic analysis found the Capitol Drive intersection operates at LOS A in 2002 and is projected to continue at that level of service in 2030. The same analysis found that the Avondale Gardens Road intersection operated at B+ in 2002 and will be operate at LOS C in 2030.
- Alternatives to Project Concept: As this is a design compatible with Project I-11b, no alternative arterial design was developed.
- Future ITS / Traffic Considerations: _The existing intersections at Butler Drive and Avondale Gardens Road would remain, but the signal and median opening at Capitol Drive would be removed. It should be noted that there have been land use changes since the FEIS analysis and the locations of signalized intersections should be reconsidered prior to construction.

- Construction Traffic Management/Property Access Considerations: Much of the construction can take place without direct effect on US 90 until the tie-in at each end must be made. Construction will impact access to adjacent parcels, but all parcels will have full access restored after construction.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Community facilities in the project area include a church, a cemetery, and a group of public facilities on Capitol Drive comprising a fire station, an all-purpose center, a walking and bike path, and a community health center. There are two gasoline stations and a producing oil and gas well. Also, near the project area is the Avondale Field Production FAC located 4 miles west of the Mississippi River that has an Enforcement and Compliance History.

D. Cost Estimate

• Engineering Design:	$ 1,682,097
• Environmental (document, mitigation, etc.):	$ 420,524
• R/W Acquisition: (C of A if applicable)	$ 3,815,393
• Utility Relocations:	$ 964,489
• Construction (including const. traffic management and CE&I):	$ 23,128,830
TOTAL PROJECT COST	**$ 30,011,333**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-11c Avondale West Median Widening
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Agricultural, undeveloped/forested, sporadic commercial/public facilities and residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(**Y** or N) Cemeteries *Restlawn Park and Mausoleum is adjacent to the project area and is located at 4020 US 90 Avondale, LA*

(**Y** or N) Churches *Mt. Hernon Baptist Church and Life Center is adjacent to the project area and is located at 3512 US 90 Westwego, LA*

(Y or **N**) Schools _____

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *The following facilities are adjacent to the project area: Herbert Wallace Memorial Volunteer Fire Department located at 4040 US 90 Westwego, LA; Jefferson Community Health Center located at 4090 US 90 Westwego, LA; and Avondale Multipurpose Civic Center which is located next to Jefferson Community Health Center.*

(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____

(**Y** or N) Public parks *There is a park with a walk/bike path located next to the Avondale Multipurpose Civic Center off of US 90 in Westwego, LA.*

(Y or **N**) Wildlife Refuges _____

(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**)
Is the project within a historic district or a national landmark district? (Y or **N**)
If the answer is yes to either question, list names and locations below:

_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)_____

_____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History *Avondale Field Production FAC located 4 miles west of the Mississippi River in Westwego, LA*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: The following facilities are adjacent to the project area: *Hwy 90 Fuel Mart 4001 US 90, Westwego, LA;DND Enterprise Inc. 3900 US 90 Westwego, LA; and Avondale Truck stop LLC 3110 US 90 Avondale, LA.*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:
_____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *Well 214220 is an active injection well adjacent to the project area and is located at 29° 54' 33.55"N and 90° 12' 7.47"W.*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many:_____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closure to one lane of traffic while working in the other may occur but there will still be one lane open at all times. Access will be maintained for residents and businesses at all times.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *NA*

Phoebe Thibodeaux
Point of Contact

225.766.7400
Phone Number

March 31, 2011
Date

Interim Project I-11c Avondale West Median Widening
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$1,000,000	1	$1,000,000
Removal of Structures and Obstructions	LS	$650,000	1	$650,000
Removal of Existing Pavement Section (1)	LF	$10	85,659	$856,590
Removal of Existing Bridge	EA	$75,000	1	$75,000
Removal of Existing Traffic Signals at Capitol Drive	EA	$10,000	4	$40,000
Excavation and Embankment (2)	LS	$1,250,000	1	$1,250,000
US 90 Improvements (3)	PM	$755	10,185	$7,689,675
Frontage Road Improvements	PM	$329	5,439	$1,789,431
US 90 Bridges (4)	SY	$650	1,600	$1,040,000
Drainage (5)	PM	$450,000	1.93	$868,500
Erosion Control (6)	PM	$75,000	1.93	$144,750
Pavement Markings (7)	LS	$75,000	1	$75,000
Traffic Signals (8)	EA	$150,000	3	$450,000
			Subtotal	**$15,928,946**
Mobilization			5% of Subtotal Cost	$796,447
Traffic Control			5% of Subtotal Cost	$796,447
			Subtotal	**$17,521,841**
			20% Contingencies	$3,504,368
			Total Construction Cost	**$21,026,209**
Right-of-Way and Control-of-Access	Lump	$3,500,000	1	$0
Utility Relocations (9)	Lump	$964,489	1	$964,489
			Total Cost	**$4,464,489**
Environmental			2% of Total Construction Cost	$420,524
Design Engineering			8% of Total Construction Cost	$1,682,097
CE&I			10% of Total Construction Cost	$2,102,621
Land Acquisition Services			xx% of Total Construction Cost	$315,393
			Total Implementation Cost	**$30,011,333**

(1) Includes removal of US 90 pavement & shoulders along with side road removals.
(2) Includes Embankment for US 90 Improvements for wide median section.
(3) Assumes PCC Pavement section due to urban area. Includes PCC Pavement, PCC Shoulder, Curb and Class II Base Course
(4) Assumes 2-12' lanes, 10' outside shoulder, 8' inside shoulder and Barrier Railing.
(5) Assumes possible subsurface drainage due to curb & gutter section.
(6) Includes all BMP materials for entire project limits
(7) Assumes pavement markings only in areas of actual work within project areas. .
(8) Signals at Live Oak Blvd, Butler Dr, and Avondale Garden Rd.
(9) Assumes utility relocations due to US 90 Improvements with new wide median section. Cost of approx. $500k/mile.

Interim Project I-12 Huey P. Long Interchange Upgrade
STAGE 0 Preliminary Scope and Budget Checklist

District 02 Parish Jefferson Route US 90, US 90 Business (Westbank Expressway)

Control Section 005-10 Length (miles) 1.15

Begin Project (CS Log Mile) 5.10 End Project (CS Log Mile) 6.25

Control Section 283-09 Length (miles) 1.91

Begin Project (CS Log Mile) 9.78 End Project (CS Log Mile) 7.88

Total Project Length (miles) 3.06

Project Category (Safety, Capacity, etc.) Capacity Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve both capacity. Capacity improvement is needed because trips from westbound US 90 Business to northbound US 90 had 2002 ADT of 46,412 and is projected to have ADT of 52,714 in 2030. Trips in the opposite direction are expected to have similar volumes, and upon completion of the widening of the Huey P. Long Bridge on US 90, volumes are expected to increase. At present all trips through the existing interchange between the bridge and the Westbank Expressway to the east must travel through an intersection controlled by stop signs. Traffic safety improvements also are needed as indicated in the safety analysis to minimize the number of crashes in the same area.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided urban principal arterial except for the elevated section across the railroad. As it approaches the project area, the Westbank Expressway is a six-lane divided urban principal arterial, but once it enters the project area it is reduced to four lanes and the median narrows. DOTD reported ADT in the US 90 / US 90 Business interchange to be 37,399 in 2009.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 21 and 22 of 23. There are several major elements to the work here. (1) From the west, the eastbound lanes of US 90 as they separate from US 90 Business will be aligned a little farther to the east and become a new two lane grade separation parallel to the existing one. (2) The existing structure will be converted to a

three lane west bound facility with the right lane being an exit-only lane to the existing exit ramp that, after passing under the structures, it will be realigned to continue east in a straight line as a single lane to merge with the two lanes approaching from the west to form the three lane frontage road before reaching Segnette Blvd. (3) The existing surface roadway that connects the frontage roads of the Westbank Expressway with the interchange is aligned into the center of the ROW from Wayne Avenue to a point about 1,500 feet west of Segnette Blvd. This project would realign the roadways to continue the frontage roads through this section, which would provide an additional travel lane. (4) From the widened westbound frontage road, a directional ramp will extend across the existing railroad. This ramp makes the exiting ramp to US 90 unnecessary, (5) The intersection of US 90 and LA 18 would be reconfigured to eliminate the traffic signal and to reduce turning movements by creating a bypass route to connect LA 18 to the west with Nine Mile Point Road.

- Design Exceptions: The curves for the existing at grade ramp are sharp for the anticipated speed through interchange.
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 10 crashes between Lapalco Boulevard and the US 90 / US 90 Business interchange, 6 with injury and 4 property damage only and 205 crashes between the US 90 / US 90 Business interchange and Westwood Drive, 71 with injury and 134 property damage only.
- Alternatives to Project Concept: A more complex interchange with directional ramps connecting both frontage roads and mainlines in an east west direction with travel lanes in a north south direction,
- Future ITS / Traffic Considerations: The existing signalized intersection at LA 18 becomes unnecessary, and the stop sign controlled ramp intersection is eliminated. The signals at Segnette Blvd and Beechgrove Drive must be reconfigured to be compatible with the realigned roadways. Dynamic Message Signs and traffic cameras should be located on each of the three approaches.
- Construction Traffic Management/Property Access Considerations: The various elements would have varying impacts on the operation of the roadways during construction. The major impact on operations is the widening of the frontage roads to the east especially relative to access to adjacent property during construction. In terms of sequence of construction, the new directional ramp from westbound US 90 Business to

northbound US 90 must be completed and operational before work can begin on the realignment and new grade separation for northbound US 90 from the west.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

There are two sites on the ERNS database, one in the ROW and one adjacent. Adjacent to ROW there are three gasoline stations, a truck stop, and a used car site; two of the gasoline stations and the used car site have enforcement and compliance histories. Other potential environmental concerns include unknown pits within the additional required ROW near the US 90 / Nine Mile Point Road intersection, an archaeological site in the area, and the potential for significant cypress trees in the wooded areas. Also adjacent to the ROW are a volunteer fire department and a major park, and in the ROW there is an undedicated rest area known as Pops Strohman Park.

D. Cost Estimate

- Engineering Design: $ 2,956,937
- Environmental (document, mitigation, etc.): $ 739,234
- R/W Acquisition: (C of A if applicable) $ 3,424,043
- Utility Relocations: $ 997,500
- Construction (including const. traffic management): $ 40,657,891

TOTAL PROJECT COST **$ 48,775,605**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-12 Huey P. Long Interchange Upgrade
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Agricultural, Vacant, Commercial, and Recreational*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N)** Cemeteries _____
(Y or **N)** Churches _____
(Y or **N)** Schools _____
(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *Nine Mile Point Volunteer Fire Company - Station 79, 9409 E. Clark St, Westwego; Jefferson Parish Water Department, 1540 River Park Rd, Westwego; Jefferson Parish Drainage Department, 1561 River Park Rd, Westwego; Transportation Department, 1440 US 90, Bridge City; and Alario Center at the Bayou Segnette Sports Complex, 2000 Segnette Blvd, Westwego are adjacent to project area, but not affected.*
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(**Y** or N) Public recreation areas *Bayou Segnette State Park, 7777 Westbank Expressway, Westwego is adjacent to the project areas, but not affected.*
(**Y** or N) Public parks *Pops Strohman Memorial Park, an undedicated site within the ROW, is located adjacent to the pavement removal activity in the interchange area, but not affected.*
(Y or **N**) Wildlife Refuges _____
(**Y** or N) Historic Sites *During a previous filed investigation, one new archaeological site (16JE29) was identified just north of US 90 near C.S. 1680+00. Due to right-of-entry issues, no subsurface testing was done. This area is adjacent to the project area but away from the work area and will not be impacted.*

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?
(**Y** or N) If so, where? *There are cypress trees within the interchange area near Pops*

Strohman Memorial Park. We did not have access to areas off of the existing ROW so it is unknown if there are additional significant trees in the additional required ROW areas.

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS *a tractor trailer spilled its contents in the curve of the US 90 West exit ramp from the Huey P. Long Bridge at Bridge City; Moon's New and Used Auto Parts, 9581 WBE, Westwego, AI 80641*

(**Y** or N) Enforcement and Compliance History *Moon's New and Used Auto Parts, 9581 WBE, Westwego, AI 80641; Bridge City Spur, 1597 US 90, Westwego, AI 69375; Brother's Food Mart, 9000 Westbank Expressway, Westwego, AI 70966*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *Quick-N-Karry, 9528-A Westbank Expressway, Westwego; Brother's Food Mart, 9000 Westbank Expressway, Westwego; and Bridge City Spur, 1597 US 90, Westwego*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *Within the ROW, there are four plugged and abandoned wells and one well with an expired permit. One of the wells within the ROW is adjacent to the pavement removal activity in the interchange area. Adjacent to the ROW, there are two plugged and abandoned wells and one with an expired permit.*

Are there any possible residential or commercial relocations/displacements? (**Y** or N**)** How many? *Westbank Truck Stop & Casino, 9800 Westbank Expressway, Westwego and F&F Auto Sales, 9900 Westbank Expressway, Westwego may be affected due to the additional required ROW to construct the new ramp from westbound US 90B to the northbound US 90.*

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *No closures of US 90 are anticipated. The new elevated sections will not affect traffic because they are off the*

existing ROW. The removal of surface streets will not occur until the new portions are in operation.

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. *No areas of concern were observed during a recent field visit. However, the 2006 Phase I ESA report noted four large unknown pits on the north side of US 90, west of Nine Mile Point Road. A vacuum truck was present at the time and the pits were filled with liquid and appeared to be unlined. These pits are visible in the 2007 aerial available on SONRIS. The site is now the location of the new Westbank Truck Stop & Casino and is an area that will require additional ROW to construct the new ramp from westbound US 90B to the northbound US 90.*

Monica Herrera
Point of Contact

225.766.7400
Phone Number

March 30, 2011
Date

Interim Project I-12 Huey P. Long Interchange Upgrade
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$100,000	1	$100,000
Removal of Structures and Obstructions	LS	$450,000	1	$450,000
Removal of Existing Surface Roads (Interchange Area)	SY	$10	34,476	$344,760
Removal of Existing Traffic Signals (1)	EA	$10,000	1	$10,000
US 90 Improvements (Sta. 1732+00 to Sta. 1773+35) (2)	LF	$810	4,135	$3,349,350
LA 18 (Connection Improvements) (3)	LF	$244	2,933	$715,652
Directional Ramp (US 90 WB to US 90 NB) (3)	SY	$115	3,365	$386,975
Directional Ramps (US 90 EB to US 90 NB) (3)	SY	$115	5,027	$578,105
Directional Ramp Loop (US 90 SB to US 90 EB) (3)	SY	$115	6,239	$717,485
Merge Ramps (US 90 EB/WB to US 90 NB) (3)	SY	$115	3,665	$421,475
Drainage (4)	PM	$300,000	2.00	$600,000
Erosion Control (5)	PM	$75,000	2.00	$150,000
Pavement Markings (6)	LS	$100,000	1	$100,000
2-Lane Flyover Bridge (US 90 EB to US 90 NB) (7)	SY	$650	17,435	$11,332,750
2-Lane Flyover Bridge (US 90 WB to US 90 NB) (7)	SY	$650	10,915	$7,094,750
Traffic Signal Systems (8)	LS	$150,000	2	$300,000
Traffic Camera	LS	$100,000	3	$300,000
DMS Pedestal mounted	LS	$350,00	3	$1,050,000
			Subtotal	**$28,001,302**
Mobilization			5% of Subtotal Cost	$1,400,065
Traffic Control			5% of Subtotal Cost	$1,400,065
			Subtotal	**$30,801,432**
			20% Contingencies	$6,160,285
			Total Construction Cost	**$36,961,719**
Right-of-Way and Control-of-Access (9)	Lump	$2,500,000	1	$2,500,000
Utility Relocations (10)	Lump	$997,500	1	$997,500
			Total Cost	**$3,497,500**
Environmental			2% of Total Construction Cost	$739,234
Design Engineering			8% of Total Construction Cost	$2,956,937
CE&I			10% of Total Construction Cost	$3,696,172
Land Acquisition Services			2.5% of Total Construction Cost	$924,043
			Total Professional Services	$8,316,387
			Total Implementation Cost	**$48,775,605**

(1) Quantities for entire signal removal.
(2) Assumes PCC Pavement section due to urban area. Includes PCC Pavement, PCC Shoulder and Class II Base Course.
(3) Assumes 8" Asphalt, 2' Aggregate Shoulders and 12" Class II Base Course
(4) Assumes possible subsurface drainage due to curb & gutter section.
(5) Includes all BMP materials for entire project limits.
(6) Assumes pavement markings only in areas of actual work within project areas.

(7) Includes superstructure and substructure.
(8) Replace 2 existing signals with new modernized equipment.
(9) Costs reflect values diminished in their Highest and Best Use potential by ROW and COA
(10) Assumes utility relocations due to widened median section at cost of approx. $500k/mile.

Interim Project I-13a WB Expressway Lane Addition – Ames Blvd. to Westwood Dr.
STAGE 0 Preliminary Scope and Budget Checklist

District 02____ Parish Jefferson Route US 90 Business (Westbank Expressway)

Control Section 283-09 Total Project Length (miles) 0.64

Begin Project (CS Log Mile) 6.25 End Project (CS Log Mile) 5.61

Project Category (Safety, Capacity, etc.) Capacity Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve capacity. Currently, additional westbound capacity is needed at the end of the existing elevated freeway structure to remove the existing constraint that results from the three freeway lanes on the structure being reduced to two on the descent and then to one as the left lane is a left turn only lane at the Westwood Drive intersection, a distance of approximately 2,500 feet.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 Business on the elevated structure east of Ames Boulevard is a 6 lane freeway, and the US 90 Business Frontage Road is a six lane divided urban principal arterial; the FEIS reports ADT on the frontage road in Westwego of 62,698 in 2002 and projects ADT of 71,587 in 2030 No Build. It also reports ADT of 65,553 farther east in the Westwood intersection area for 2002 and projects 81,180 in 2030. DOTD reports 66,189 in 2002 for the portion of the elevated Freeway just east of the Westwood intersection. The project is designed to improve the transition from the condition of a 6 lane freeway and six lane frontage road to the east to only the 6 lane frontage road to the west.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheet 23 of 23. The frontage road will be widened between the base of the elevated freeway and a point beyond Westwood Drive to permit the left and center lanes of the freeway to be continuous and to become the left and center lanes of the frontage road. The two lane frontage road merging from the right would drop its right lane past Westwood. Also a new left turn lane would be created in the median and the U-turn lanes would be adjusted for the reduced median width.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B Data from 2003 reports 205 crashes between the US 90 / US 90 Business interchange and Westwood Drive, 71 with injury and 134 property damage only.

Without these improvements, in the Westwood area, westbound traffic is expected to continue to operate at LOS F in the PM peak from 2002 through 2030, and eastbound traffic will deteriorate from LOS B to LOS C.

- Alternatives to Project Concept: No arterial alternatives were identified.
- Future ITS / Traffic Considerations: Without these improvements, the arterial system will continue to operate at LOS F westbound in the Westwood area.
- Construction Traffic Management/Property Access Considerations: There would be minor delays during construction. No access would be impacted.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):
Adjacent to the ROW there are two gasoline stations, both have enforcement and compliance histories and one has a leaking UST. Also there are one church, one school, and one dry cleaner.

D. Cost Estimate

• Engineering Design:	$ 123,468
• Environmental (document, mitigation, etc.):	$ 30,867
• R/W Acquisition: (C of A if applicable)	$ 0
• Utility Relocations:	$ 250,000
• Construction (including const. traffic management):	$ 1,697,691
TOTAL PROJECT COST	**$ 2,102,026**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-13a WB Expressway Lane Addition – Ames Blvd. to Westwood Dr.
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Vacant, Commercial, and Residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(**Y** or N) Churches *Shepherd Lutheran Church, 6700 Westbank Expressway, Marrero*
(**Y** or N) Schools *Concordia Lutheran School, 6700 Westbank Expressway, Marrero*
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:

_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**) If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(**Y** or N) Leaking Underground Storage Tanks *7340 Westbank Expressway, Marrero, AI 72377*

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History *Gasco (Westwood Spur), 7101 Westbank Expressway, Marrero, AI 74020; and Westwood Truck Stop, 7340 Westbank Expressway, Marrero, AI 72377*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *Gasco (Westwood Spur), 7101 Westbank Expressway, Marrero; and Westwood Truck Stop, 7340 Westbank Expressway, Marrero*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (**Y** or N) If yes to any, give names and locations: *Westbank Cleaners, 6900-F Westbank Expressway, Marrero*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**) How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**) If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *Closures of US 90B and associated Westbank Expressway ramps associated with the new westbound lane are not anticipated.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. *NA*

Monica Herrera
Point of Contact

225.766.7400
Phone Number

March 30, 2011
Date

Interim Project I-13a WB Expressway Lane Addition – Ames Blvd. to Westwood Dr.
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$25,000	1	$25,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Excavation and Embankment (1)	LS	$200,000	1	$200,000
Roadway Improvements (2)	SY	$150	3,114	$467,100
Left Turn Lane/U-Turn Improvements (3)	SY	$150	1,956	$293,400
Drainage (4)	LS	$150,000	1	$150,000
Erosion Control (5)	LS	$25,000	1	$25,000
Pavement Markings (6)	LS	$15,000	1	$15,000
Traffic Signals (Modification) (7)	LS	$50,000	1	$50,000
			Subtotal	**$1,275,500**
Mobilization			5% of Subtotal Cost	$63,775
Traffic Control			5% of Subtotal Cost	$63,775
			Subtotal	**$1,403,050**
			10% Contingencies	$140,305
			Total Construction Cost	**$1,543,355**
Right-of-Way and and Control-of-Access	Lump	$0	N/A	$0
Utility Relocations (8)	Lump	$250,000	1	$250,000
			Total Cost	**$250,000**
Environmental			2% of Total Construction Cost	$30,867
Design Engineering			8% of Total Construction Cost	$123,468
CE&I			10% of Total Construction Cost	$154,336
Land Acquisition Services			0% of Total Construction Cost	$0
			Total Implementation Cost	**$2,102,026**

(1) Assumes quantities for turn lanes and roadway improvements.
(2) Assumes 12" Asphalt, 12" Class II Base Course, Curb and Sidewalk Replacement.
(3) Assumes 12" Asphalt, 12" Class II Base Course & Curb
(4) Assumes extensions of pipe and new inlets for subsurface drainage.
(5) Includes all BMP materials for entire project limits
(6) Assumes pavement markings only in areas of actual work.
(7) Assumes relocation of existing mast arm at northeast quadrant of intersection.
(8) Assumes utilities to be moved for lane widening

Interim Project I-13b EB Expressway Lane Addition – Westwood Dr. to Ames Blvd.
STAGE 0 Preliminary Scope and Budget Checklist

District 02____ Parish Jefferson_____ Route _____US 90 Business (Westbank Expressway)

Control Section 283-09 Total Project Length (miles) 0.48

Begin Project (CS Log Mile) 6.28 End Project (CS Log Mile) 5.80

Project Category (Safety, Capacity, etc.) _____Capacity_____ Date Prepared: _____March 2011____

A. Purpose and need for the project: The project purpose is to improve capacity. Additional eastbound capacity is needed in the approach to the Westwood Drive and the ascent to the elevated freeway section.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc) US 90 Business Frontage Road is a six lane divided urban principal arterial; the FEIS reports ADT in Westwego of 62,698 in 2002 and projects ADT of 71,587 in 2030 no build. It also reports ADT of 65,553 farther east in the Westwood intersection area for 2002 and projects 81,180 in 2030. DOTD reports 66,189 in 2002 for the portion of the elevated roadway just east of the Westwood intersection.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheet 23. Extend the fourth lane on the left from the approximately 560 feet now in service to approximately 4,000 feet.
- Design Exceptions: N/A_____
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B Data from 2003 reports 205 crashes between the US 90 / US 90 Business interchange and Westwood Drive, 71 with injury and 134 property damage only. See Traffic Report Appendix B Data from 2003 reports 205 crashes between the US 90 / US 90 Business interchange and Westwood Drive, 71 with injury and 134 property damage only. Without these improvements, in the Westwood area, westbound traffic is expected to continue to operate at LOS F in the PM peak from 2002 through 2030, and eastbound traffic will deteriorate from LOS B to LOS C.
- Alternatives to Project Concept: A shorter extension of about 2,500 feet was considered that would begin at Westwood.
- Future ITS / Traffic Considerations: _The Westwood signal would be modified to be compatible with the geometry.

- Construction Traffic Management/Property Access Considerations: There would be some minor delays during construction. No access would be impacted.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):
Adjacent to the ROW there are two gasoline stations, both have enforcement and compliance histories and one has a leaking UST. Also there are one church, one school, and one dry cleaner.

D. Cost Estimate

• Engineering Design:	$ 97,429
• Environmental (document, mitigation, etc.):	$ 24,357
• R/W Acquisition: (C of A if applicable)	$ 0
• Utility Relocations:	$ 250,000
• Construction (including const. traffic management):	$ 1,339,652
TOTAL PROJECT COST	**$ 1,711,438**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-13b EB Expressway Lane Addition – Westwood Dr. to Ames Blvd.
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Vacant, Commercial, and Residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(**Y** or N) Churches *Shepherd Lutheran Church, 6700 Westbank Expressway, Marrero*
(**Y** or N) Schools *Concordia Lutheran School, 6700 Westbank Expressway, Marrero*
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)
If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks *7340 Westbank Expressway, Marrero, AI 72377*

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History *Gasco (Westwood Spur), 7101 Westbank Expressway, Marrero, AI 74020; and Westwood Truck Stop, 7340 Westbank Expressway, Marrero, AI 72377*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *Gasco (Westwood Spur), 7101 Westbank Expressway, Marrero; and Westwood Truck Stop, 7340 Westbank Expressway, Marrero*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (**Y** or N) If yes to any, give names and locations: *Westbank Cleaners, 6900-F Westbank Expressway, Marrero*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**) How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *Closures of US 90B and associated Westbank Expressway ramps associated with the new eastbound lane are not anticipated.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. *NA*

Monica Herrera
Point of Contact

225.766.7400
Phone Number

March 30, 2011
Date

Interim Project I-13b EB Expressway Lane Addition – Westwood Dr. to Ames Blvd.
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$25,000	1	$25,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Excavation and Embankment (1)	LS	$150,000	1	$150,000
Turn Lane Improvements (2)	SY	$150	3,610	$541,500
Drainage (3)	LS	$150,000	1	$150,000
Erosion Control (4)	LS	$25,000	1	$25,000
Pavement Markings (5)	LS	$15,000	1	$15,000
Traffic Signals (Modification) (6)	LS	$50,000	1	$50,000
Mobilization Traffic Control			**Subtotal**	**$1,006,500**
			5% of Subtotal Cost	$50,325
			5% of Subtotal Cost	$50,325
			Subtotal	**$1,107,150**
			10% Contingencies	$110,715
			Total Construction Cost	**$1,217,865**
Right-of-Way and Control-of-Access	Lump	$0	N/A	$0
Utility Relocations (7)	Lump	$250,000	1	$250,000
			Total Cost	**$250,000**
Environmental			2% of Total Construction Cost	$24,357
Design Engineering			8% of Total Construction Cost	$97,429
CE&I			10% of Total Construction Cost	$121,787
Land Acquisition Services			0% of Total Construction Cost	$0
			Total Implementation Cost	**$1,711,438**

(1) Assumed quantities for turn lanes and roadway improvements.
(2) Assumed 12" Asphalt, 12" Class II Base Course, Curb and Sidewalk Replacement.
(3) Assumed extensions of pipe and new inlets for subsurface drainage.
(4) Cost includes all BMP materials for entire project limits.
(5) Assumed pavement markings only in areas of actual work within project areas. (6) Move or replace existing mast arm at northeast quadrant of intersection.
(7) Assumed utilities to be moved lane widening and for the left turn/U-turn.

Interim Project I-13c Westbank Expressway Signal Improvements
STAGE 0 Preliminary Scope and Budget Checklist

District 02 Parish Jefferson Route US 90 Business (Westbank Expressway Frontage Road)

Control Section 283-09 Total Project Length (miles) 2.49

Begin Project (CS Log Mile) 8.49 End Project (CS Log Mile) 6.00

Project Category (Safety, Capacity, etc.) Capacity Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve capacity.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 Business Frontage Road is a six lane divided urban principal arterial; the FEIS reports ADT in Westwego of 62,698 in 2002 and projects ADT of 71,587 in 2030 no build. It also reports ADT of 65,553 farther east in the Westwood intersection area for 2002 and projects 81,180 in 2030. DOTD reports 66,189 in 2002 for the portion of the elevated roadway just east of the Westwood intersection.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheet 23 of 23. Adjust timing for varying conditions for the signals between Segnette Boulevard and Westwood Drive and upgrade with communications/interconnect and modernized hardware as needed.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B Data from 2003 reports 205 crashes between the US 90 / US 90 Business interchange and Westwood Drive, 71 with injury and 134 property damage only. Without these improvements, in the Westwood area, westbound traffic is expected to continue to operate at LOS F in the PM peak from 2002 through 2030, and eastbound traffic will deteriorate from LOS B to LOS C.
- Alternatives to Project Concept: No alternative was identified.
- Future ITS / Traffic Considerations: This is an ITS project to improve traffic operations. In addition to the traffic signals and interconnection, the project would install four traffic camera poles. These would be installed at Avenue D, Wilson Street, Avenue K, and just west of 5th Street, which define the ends of the tangent sections between the Huey P. Long interchange and the Harvey Canal.

- Construction Traffic Management/Property Access Considerations: There should be very minor impact on traffic operation and no impact on access to adjacent property.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):
Adjacent to the ROW there are ten gasoline stations of which two have an enforcement and compliance history and one of these has a leaking UST, three churches, two schools, two parks, and two dry cleaners.

D. Cost Estimate

• Engineering Design:	$ 245,568
• Environmental (document, mitigation, etc.):	$ 61,392
• R/W Acquisition: (C of A if applicable)	$ 0
• Utility Relocations:	$ 300,000
• Construction (including const. traffic management):	$ 3,376,555
TOTAL PROJECT COST	**$ 3,983,515**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Interim Project I-13c Westbank Expressway Signal Improvements
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Public, Recreational, Vacant, Commercial, and Residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____

(**Y** or N) Churches *New Life Fellowship Church, 978 Avenue B, Westwego; Bethesda House of Prayer, 7601 Westbank Expressway, Westwego; and Shepherd Lutheran Church, 6700 Westbank Expressway, Marrero are adjacent to the project area, but not impacted.*

(**Y** or N) Schools *Concordia Lutheran School, 6700 Westbank Expressway, Marrero and the property line for Stella Worley Middle School, 801 Spartan Lane, Westwego are adjacent to the project area, but not impacted.*

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) *Westwego Post Office, 1335 Westbank Expressway, Westwego is adjacent to the project area, but not impacted.*

(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas *A small portion of Bayou Segnette State Park, 7777 Westbank Expressway, Westwego is adjacent to the project area, but not impacted.*

(Y or **N**) Public parks *Westwego Park, off Avenue C and the Westbank Expressway is adjacent to the project area, but not impacted.*

(**Y** or N) Wildlife Refuges _____

(**Y** or N) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:

_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)
If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks *7340 Westbank Expressway, Marrero, AI 72377*
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____
(**Y** or N) Enforcement and Compliance History *Gasco (Westwood Spur), 7101 Westbank Expressway, Marrero, AI 74020; and Westwood Truck Stop, 7340 Westbank Expressway, Marrero, AI 72377*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *Hebert's Fina, 978 Avenue A, Westwego; Enterprise Auto Wholesale, 1000 Central Avenue, Westwego; Central Spur, 1200 Westbank Expressway, Westwego; Shell #137508, 1608 Westbank Expressway, Westwego; Gasco (Westwood Spur), 7101 Westbank Expressway, Marrero; Westwood Truck Stop, 7340 Westbank Expressway, Marrero; Shell #101225, 833 Westbank Expressway, Westwego; Mike's Cigarette Express, 7500 Westbank Expressway, Marrero; Enterprise Auto Wholesale, 1000 Central Ave, Westwego; RSC Equipment Rental, 14444 Westbank Expressway, Westwego*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (**Y** or N) If yes to any, give names and locations: *Golden Cleaners, 1020-C Westbank Expressway, Westwego; Westbank Cleaners, 6900-F Westbank Expressway, Marrero*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**) How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *Closures of US 90B associated with the signalization improvements are not anticipated.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. *NA*

Monica Herrera
Point of Contact

225.766.7400
Phone Number

March 31, 2011
Date

Interim Project I-13c Westbank Expressway Signal Improvements
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$15,000	1	$15,000
Removal of Structures and Obstructions	LS	$50,000	1	$50,000
Removal of Existing Traffic Signals	EA	$10,000	8	$80,000
Excavation and Embankment	LS	$15,000	1	$15,000
Drainage (1)	LS	$25,000	1	$25,000
Erosion Control (2)	LS	$20,000	1	$20,000
Pavement Markings	LS	$10,000	1	$10,000
Traffic Signal Systems (3)	LS	$200,000	8	$1,600,000
Interconnect Traffic Signal Systems (4)	LF	$24.50	13,137	$321,856
Traffic Camera Poles	LS	$100,000	4	$400,000
			Subtotal	**$2,536,856**
Mobilization			5% of Subtotal Cost	$126,843
Traffic Control			5% of Subtotal Cost	$126,843
			Subtotal	**$2,790,542**
			10% Contingencies	$279,054
			Total Construction Cost	**$3,069,596**
Right-of-Way and Control-of-Access	Lump	$0	N/A	$0
Utility Relocations (5)	Lump	$300,000	1	$300,000
			Total Cost	**$300,000**
Environmental			2% of Total Construction Cost	$61,392
Design Engineering			8% of Total Construction Cost	$245,568
CE&I			10% of Total Construction Cost	$306,960
Land Acquisition Services			0% of Total Construction Cost	$0
			Total Professional Services	**$613,919**
			Total Implementation Cost	**$3,983,515**

(1) Assumes drainage relocation due to new pole locations
(2) Includes all BMP materials for entire project limits
(3) Replace 7 signals with new equipment
(4) Interconnect 9 signals
(5) Assumes relocations for new pole locations

Freeway Project F-1 Des Allemands West New Freeway
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish Lafourche_____ Route _____US 90__

Control Section 005-07 Total Project Length (miles) __2.28

Begin Project (CS Log Mile) 7.34 End Project (CS Log Mile) 9.62

Project Category (Safety, Capacity, etc.) Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. As through traffic increases, there is a need for the safety benefits that result from the separation of high speed through traffic from local traffic and from the higher level of safety generally provided by freeways in comparison to arterial roadways. The need for an increase in capacity is derived from the need for a regional interstate corridor rather than from local or parish-wide travel.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial with a 20 foot wide median; Counts provided by DOTD indicate that the 2009 ADT was 16,152. The FEIS projected 2030 No Build ADT as 36,449 and Interstate traffic as 36,776 in the same area.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 1, 2, and 3 of 11. An at-grade four lane divided interstate highway will be constructed in the space between existing US 90 and the railroad embankment. At the west end of the project, it will be elevated to provide a diamond interchange to be constructed with an extension of the existing US 90 as the connecting road. US 90 from this intersection to a connection with LA 631 via an extension of Logan Street will provide access to the properties on the south side of the ROW. In the east, the new interstate will enter the alignment of the existing bridge over Bayou Des Allemands with a curve that transitions the new alignment to the existing bridges.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 91 crashes between LA 1 and LA 632, 1 fatal crash, 29 with injury and 61with property damage only__
- Alternatives to Project Concept: The alternatives include the proposed action in the EIS that begins at generally the same location, turns to the right, and crosses the pond and the bayou at a

distance from the developed area; the same alignment as described here, but elevated between the interchange and the bridge; or an elevated freeway in the center of the ROW with a one-way frontage road on either side. The first is unpopular with the residents of the area and all three would be more costly.

- Future ITS / Traffic Considerations: No signalized intersections are planned in this project. The only candidate locations would be the ramp terminals at the interchange.
- Construction Traffic Management/Property Access Considerations: General delays will be experienced during construction of the tie-ins at each end, but much of the construction can take place without disrupting the flow of traffic. Parcels served by US 90 will continue to have roadway access during and after construction, but travel from the east will be routed via LA 631 and local roads connecting to US 90 or via the new interchange.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

There are potential wetland impacts based on data from I-49 EIS, especially in the interchange area. Also, there appear to be structures within DOTD ROW that may need to be relocated, and there appear to be areas of uncontrolled dumping.

D. Cost Estimate

• Engineering Design:	$ 3,554,663
• Environmental (document, mitigation, etc.):	$ 888,666
• R/W Acquisition: (C of A if applicable)	$ 1,700,000
• Utility Relocations:	$ 637,197
• Construction (including const. traffic management):	$ 48,876,620
TOTAL PROJECT COST	**$ 55,657,146**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

_____

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-1 Des Allemands West New Freeway
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *wetlands, commercial, residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N)** Cemeteries _____
(Y or **N)** Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**)

If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. *The project area stops at the Bayou des Allemands bridge.*

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or N)
If so, where? *As the project is on new alignment that has not been field surveyed, the potential exists for significant trees to be adjacent to or in the wooded areas of the new alignment.*

What year was the existing bridge built? *1961*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____
(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) _____
_____
If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations:
_____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or **N**) List the type and location of wells being impacted by the project. _____

Are there any possible residential or commercial relocations/displacements? (**Y** or N)
How many: *Approximately three businesses with six buildings currently operating partially within DOTD ROW in the vicinity of US 90 Station 475+00.*
Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____
What type of detour/closures could be used on the job? *US 90 will become a frontage road under this scenario. US 90 will remain open and access to businesses and residential streets will be maintained during construction.*

Did you notice anything of concern during your site/windshield survey of the area?
If so, explain below. *Within the new ROW in the vicinity of Stations 475+00 to 490+00 and at 545+00, there appears to be uncontrolled dumping. Junked cars, trash, and abandoned trailers are present in these areas.*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

April 11, 2011
Date

Freeway Project F-1 Des Allemands West New Freeway
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing (1)	LS	$500,000	1	$500,000
Removal of Structures and Obstructions	LS	$100,000	1	$100,000
Removal of Existing Pavement (2)	SY	$15	47,744	$716,160
General Excavation (3)	CY	$7.50	291,581	$2,186,860
Embankment (4)	CY	$17	104,359	$1,774,097
I-49 Roadway (5)	LF	$955	16,822	$16,065,010
Bridge Structure (Overpass) (6)	SY	$650	23,072	$14,996,800
Drainage (7)	PM	$50,000	3.19	$159,500
Erosion Control (8)	PM	$30,000	3.19	$95,700
Pavement Markings (9)	PM	$40,000	3.19	$127,600
			Subtotal	**$36,721,728**
Mobilization			5% of Subtotal Cost	$1,836,086
Traffic Control			5% of Subtotal Cost	$1,836,086
			Subtotal	**$40,393,901**
			10% Contingencies	$4,039,390
			Total Construction Cost	**$44,433,291**
Right-of-Way Acquisition	Lump	$1,500,000	1	$1,500,000
Utility Relocations (10)	Lump	N/A	1	$637,197
			Total Cost	**$2,137,197**
Environmental			2% of Total Construction Cost	$888,666
Design Engineering			8% of Total Construction Cost	$3,554,663
CE&I			10% of Total Construction Cost	$4,443,329
Land Acquisition Services				$200,000
			Total Professional Services	**$9,086,658**
			Total Implementation Cost	**$55,657,146**

(1) Clearing for new Freeway section
(2) Removal of existing US 90.
(3) Assumes 3 foot excavation and removal of existing ground.
(4) Assumes 1.25 feet for roadway embankment and 1foot for center median.
(5) Includes road, shoulder and base material.
(6) Includes superstructure and substructure.
(7) Assumes drainage improvements along project limits.
(8) Includes all BMP materials for entire project limits
(9) Assumes pavement markings only in areas of actual work within project area.
(10) Assumes utility adjustments along Old US 90 at $250,000/mile.

Freeway Project F-2 Bayou Des Allemands Bridge Improvements
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish Lafourche and St. Charles_____ Route _____US 90__

Control Sections 005-07 and 005-08 Total Project Length (miles) ____0.38

Begin Project (CS Log Mile) 9.62 End Project (CS Log Mile) 0.02

Project Category (Safety, Capacity, etc.) Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. Currently, the US 90 Bridge at Bayou Des Allemands has no shoulders and has horizontal curves with inadequate sight distance. Improvements are needed to enable it to better serve interstate traffic_____

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial; DOTD reports ADT of 16,152 in 2009 on the west side of the bridge and ADT of 28,157 in 2010 on the east side; ADT of 1,577 in 2010 was reported for LA 632. The FEIS projected 2030 No Build as 36,449 and Interstate traffic as 36,776.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheet 3 of 11. The existing US 90 bridge crossing Bayou Des Allemands will be widened to add 6 foot inside shoulders and 10 foot outside shoulders. In the curves, the inside shoulders will be widened to 12 feet. Depending on the sequence of construction within the Freeway Program, there would be varying designs for the termination of this work on the east side of the bayou. If Project F-3 has been completed or is under construction, the bridge will tie directly into the elevated section of that section. Otherwise, the shoulder widening would occur in the existing alignment/
- Design Exceptions: The curves are 3 degrees, which is too sharp for 60mph, even with 12 foot shoulders. The design speed in the curves will be 55 mph.
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B. Data from 2003 reports 91 crashes between LA 1 and LA 632, 1 fatal crash, 29 with injury and 61with property damage only__
- Alternatives to Project Concept: The alternatives include the design in the EIS that realigns I-49 to the south out of the US 90 ROW or a new bridge adjacent to the existing. The former is much more costly, and the latter, while incurring less additional cost, would be more disruptive to the community.

- Future ITS / Traffic Considerations: _There are no signalized intersections in this project.
- Construction Traffic Management/Property Access Considerations: Temporary lane closings and general delays will be experienced during construction. At periods during construction it may be necessary to route traffic to LA 631 that provides an alternative crossing. There is no effect on access.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):
The principal environmental issues are the USCG, USACE, and Scenic Rivers permits that must be obtained.

D. Cost Estimate

• Engineering Design:	$ 690,208
• Environmental (document, mitigation, etc.):	$ 172,552
• R/W Acquisition: (C of A if applicable)	$ 0
• Utility Relocations:	$ 300,000
• Construction (including const. traffic management):	$ 9,490,359
TOTAL PROJECT COST	**$ 10,653,119**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-2 Bayou Des Allemands Bridge Improvements
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Residential, commercial, water*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. *The Bayou des Allemands Bridge will be widened as part of the project; Bayou des Allemands is a Louisiana Scenic River.*

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)
If so, where? _____

What year was the existing bridge built? *1961*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: *The Bayou des Allemands Bridge will be widened under this project; Bayou des Allemands is navigable.*

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) _____
If so, give the name and location: *This was addressed in Interim Project 4a.*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. _____

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There will be lane closures on the Bayou des Allemands Bridge during widening. It is planned that at least one lane will remain open in each direction to provide for traffic flow during construction activities. If this proves infeasible, traffic can be routed temporarily to the bridge on LA 631.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

April 11, 2011
Date

Freeway Project F-2 Bayou Des Allemands Bridge Improvements
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing (1)	LS	$50,000	1	$50,000
Removal of Structures and Obstructions (1)	LS	$25,000	1	$25,000
Removal of Bridge Superstructure (2)	SF	$10	42,123	$421,230
Excavation and Embankment (3)	LS	$50,000	1	$50,000
Sideroad Tie In (4)	SY	$110	2,143	$235,730
Bridge Structure (Overpass) (5)	SY	$700	8,136	$5,695,200
Drainage (6)	PM	$55,000	0.38	$20,900
Erosion Control (7)	PM	$50,000	0.38	$19,000
Pavement Markings (8)	PM	$50,000	0.38	$19,000
			Subtotal	**$6,536,060**
Mobilization			(5% of Subtotal Cost)	$326,803
Traffic Control			(5% of Subtotal Cost)	$326,803
			Subtotal	**$7,189,666**
			20% Contingencies	$1,437,933
			Total Construction Cost	**$8,627,599**
Right-of-Way Acquisition	Lump	N/A	1	$0
Utility Relocations (9)	Lump	N/A	1	$300,000
			Total Cost	**$300,000**
Environmental			(2% of Total Construction Cost)	$172,552
Design Engineering			(8% of Total Construction Cost)	$690,208
CE&I			(10% of Total Construction Cost)	$862,760
Land Acquisition Services				$0
			Total Professional Services	**$1,725,520**
			Total Implementation Cost	**$10,653,119**

(1) Assumes clearing for sideroad tie-in
(2) Removal of existing shoulders. 24 foot travel lanes in each direction to remain.
(3) Excavation and Embankment for sideroad work.
(4) Includes road, shoulder and base material.
(5) Includes superstructure and substructure.
(6) Assumes drainage improvements along project limits.
(7) Includes all BMP materials for entire project limits
(8) Assumes pavement markings only in areas of actual work within project areas.
(9) Assumes utilities attached to bridge structures and some utility relocations would tie into existing US 90.

Freeway Project F-3 Des Allemands New Freeway Bypass
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90_

Control Section 005-08 Total Project Length (miles) 2.36

Begin Project (CS Log Mile) 0.02 End Project (CS Log Mile) 2.38

Project Category (Safety, Capacity, etc.) _____Safety and Capacity Date Prepared: ___March 2011

A. Purpose and need for the project: The purpose of this project is to improve safety and capacity, to connect the sections of freeway to the west with I-310, and to provide access to Des Allemands in St. Charles Parish

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial; DOTD reported ADT in 2010 on US 90 as 28,157 in the vicinity of LA 632 ADT and as 1,577 on LA 632. The FEIS projected 2030 No Build ADT as 36,449 and Interstate traffic as 36,776.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 4 and 5 of 11. Beginning at the widening of the bridge, the alignment of a new freeway will diverge from US 90 by continuing along the tangent of the central span for a short distance as it returns to grade and then beginning a long curve to join the tangent of US 90 approximately 2.4 miles away along the US 90 baseline. As it approaches from the south LA 632 (WPA Road) will be rerouted to the east and then north to provide the connecting road for a diamond interchange with I-49 and intersections with US 90 and LA 631. Existing LA 632 will dead-end at the freeway on both sides. The majority of this new freeway is at grade on a fill section as presented here. However, as the area traversed is a Wetland Mitigation Bank, the costs of acquiring, obtaining a permit for, and mitigating a wider fill section ROW must be compared to the costs of a narrower ROW, less mitigation, and an elevated structure. The scope of this task does not extend to this level of detail.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 46 crashes between LA 632 and LA 306, 13 with injury and 33 with property damage only.

- Alternatives to Project Concept: The alternatives to the proposed project are the same alignment on structure and the design included in the I-49 FEIS that is elevated and longer.
- Future ITS / Traffic Considerations: No signalized intersections are planned in this project. The only candidate locations would be the ramp terminals at the proposed interchange. If this project is operating prior to completion of Project F-4, signals warning drivers of the end of Control of Access and the signalized intersection at LA 306 would be needed as eastbound vehicles approach the end of the project area.
- Construction Traffic Management/Property Access Considerations: Operation of US 90 should not be affected except at the tie-in's at each end of the project. Access to existing US 90 will not be interrupted.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

The principal issue is the need for ROW within the Paradis Mitigation Bank. This is a former oil and gas field with numerous wells believed to be plugged and abandoned, but it also is a USACE approved wetland mitigation bank. If the required ROW has begun development as wetlands, it will need to be mitigated. Also, there appears to be a potential 4(f) impact if the American Legion Ballfields/Des Allemands Playground is publicly owned, a gasoline station adjacent with a UST, and potential relocation of two residences and one commercial site.

D. Cost Estimate

• Engineering Design:	$ 4,900,475
• Environmental (document, mitigation, etc.):	$ 1,225,119
• R/W Acquisition: (C of A if applicable)	$ 2,850,000
• Utility Relocations:	$ 350,000
• Construction (including const. traffic management):	$ 67,381,531
TOTAL PROJECT COST	**$ 76,707,125**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-3 Des Allemands New Freeway Bypass
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *Residential, commercial, agricultural, wetlands*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(**Y** or N) Public recreation areas *American Legion Ballfields/Des Allemands Playground are in the ROW.*
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(**Y** or N)
If so, where? *Two cypress trees located on the Des Allemands Post office property and several live oaks located adjacent to Vanacor's in Des Allemands. There could be additional significant trees in the Paradis Oil and Gas Field and near the residences on Mitchell Lane.*

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____
(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) _____
If so, give the name and location: *Jubilee #607, 17178 Hwy 90, Des Allemands, LA* (Chevron station)

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *The new alignment is within the boundary of the former Texaco Paradis Oil and Gas field, most of the wells south of US 90 have been plugged and abandoned.*

Are there any possible residential or commercial relocations/displacements? (**Y** or N)
How many? *Apparent relocations include one commercial building, one barn, and two houses that are within the required new ROW at Mitchell Lane.*

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary lane closures are anticipated for interchange work and roadway removal.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below.

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

April 19, 2011
Date

Freeway Project F-3 Des Allemands New Freeway Bypass
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing (1)	LS	$800,000	1	$800,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Removal of Existing Pavement (2)	SY	$15	25,475	$382,125
General Excavation (3)	CY	$7.50	218,901	$1,641,758
Embankment (4)	CY	$17.50	81,217	$1,421,299
I-49 Roadway (5)	LF	$675	14,271	$9,632,925
LA 632 Improvements (5)	LF	$510	6,815	$3,475,650
LA 632 Overpass (6)	SY	$650	23,078	$15,000,700
Bayou Des Allemands structure (6)	SY	$650	19,546	$12,704,900
Median Barrier (6)	LF	$150	3,826	$573,900
Drainage (7)	PM	$100,000	2.70	$270,000
Erosion Control (8)	PM	$60,000	2.70	$162,000
Pavement Markings (9)	PM	$70,650	2.70	$190,755
			Subtotal	**$46,406,013**
Mobilization			5% of Subtotal Cost	$2,320,301
Traffic Control			5% of Subtotal Cost	$2,320,301
			Subtotal	**$51,046,614**
			20% Contingencies	$10,209,323
			Total Construction Cost	**$61,255,937**
Right-of-Way Acquisition	Lump	$2,500,000	1	$2,500,000
Utility Relocations (10)	Lump	N/A	1	$350,000
			Total Cost	**$2,850,000**
Environmental			2% of Total Construction Cost	$1,225,119
Design Engineering			8% of Total Construction Cost	$4,900,475
C E & I			10% of Total Construction Cost	$6,125,594
Land Acquisition Services				$350,000
			Total Professional Services	**$12,601,187**
			Total Implementation Cost	**$76,707,125**

(1) Clearing for Freeway Section and LA 632 Improvements.
(2) Removal of existing US 90.
(3) Assumes 3 foot excavation and removal of existing ground.
(4) Assumes a1.25 foot roadway embankment and 1' foot for median.
(5) Includes road, shoulder and base material.
(6) Includes superstructure and substructure.
(7) Assumes drainage improvements along project limits.
(8) Includes all BMP materials for entire project limits
(9) Assumes pavement markings only in areas of actual work within project areas.
(10) Assumes utility relocations at both tie-in locations of LA 632 and at beginning and end of the project.

Freeway Project F-4 Des Allemands-Paradis Freeway Upgrade
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90__

Control Section 0005-08 Total Project Length (miles) 1.27

Begin Project (CS Log Mile) 2.38 End Project (CS Log Mile) 3.65

Project Category (Safety, Capacity, etc.) _____Safety__ Date Prepared: _____March 2011_____

A. Purpose and need for the project: The project purpose is to improve safety

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial and LA 635 is a two lane roadway; DOTD reported ADT in 2010 on US 90 as 30,758 in the vicinity of LA 635 and as 1,492 on LA 635. The FEIS projected 2030 Interstate traffic to have ADT of 37,974 in this section.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 5 and 6 of 11. The existing US 90 alignment will be converted to a freeway by replacing the grass median with paved shoulders and a median barrier. Control of Access will be extended the entire length. As a result, LA 635 will become a dead-end roadway with access only from LA 631.
- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): _____See Traffic Report Appendix B. Data from 2003 reports 46 crashes between LA 632 and LA 306, 13 with injury and 33 with property damage only.
- Alternatives to Project Concept: The alternative to the proposed project is the design included in the I-49 FEIS that provides for an elevated mainline highway.
- Future ITS / Traffic Considerations: No signalized intersections are planned in this project. If this project is operating prior to completion of Project F-3 or Project F-5, “Freeway Ends” signs will be needed, and eastbound trips will need to be warned of the signal at LA 306.
- Construction Traffic Management/Property Access Considerations: Temporary lane closings and general delays will be experienced during construction, but will not be scheduled in peak directions. Adjacent parcels will not have access to US 90. The Paradis Wetland Mitigation Bank occupies virtually all property to the south. On the north side there are multiple owners,

many of whom have access to LA 631 and / or LA 635. Property and / or access rights will be acquired as necessary.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Bayou Saute d'Ours, near intersection of US 90 and LA 635, crosses under US 90. This area is considered culturally sensitive and will require additional investigation.

D. Cost Estimate

• Engineering Design:	$ 343,309
• Environmental (document, mitigation, etc.):	$ 85,827
• R/W Acquisition: (C of A if applicable)	$ 0
• Utility Relocations:	$ 50,000
• Construction (including const. traffic management):	$ 4,720,497
TOTAL PROJECT COST	**$ 5,199,634**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-4 Des Allemands-Paradis Freeway Upgrade
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *industrial, agricultural (Paradis Mitigation Bank is adjacent to the project area)*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N**) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(**Y** or N) Historic Sites *Bayou Saute d'Ours, near intersection of US 90 and LA 635, crosses under US 90 in the project area. Due to archaeological finds associated with Bayou Saute d'Ours north of the project area, this area is considered culturally sensitive and will require additional investigation if affected.*

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N)** If so, where? _____

What year was the existing bridge built? *NA*
_____

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____
(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) _____
If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or N) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: *Paradis Gas Processing Plant, 15849-A Old Spanish Trail, Paradis and Discovery Paradis Fractionation Plant, 15849-B Old Spanish Trail, Paradis are adjacent to project area, but not affected.*

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**)
How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *There are no closures anticipated for US 90 during construction. Temporary closures to one lane of traffic while working in the median may occur.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. _____

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

April 19, 2011
Date

Freeway Project F-4 Des Allemands-Paradis Freeway Upgrade
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing (1)	LS	$75,000.00	1	$75,000.00
Removal of Structures and Obstructions	LS	$100,000.00	1	$100,000.00
Removal of Median Opening	EA	$7,500.00	1	$7,500.00
General Excavation (2)	CY	$7.50	24,856	$186,420.00
Embankment (3)	CY	$17.50	10,357	$181,241.67
Median Shoulder Pavement (4)	LF	$305.00	6,214	$1,895,270.00
Median Barrier (5)	LF	$140.00	6,214	$869,960.00
Median Barrier Swale (6)	LF	$20.00	6,214	$124,280.00
Drainage (7)	PM	$50,000.00	1.18	$59,000.00
Erosion Control (8)	PM	$30,000.00	1.18	$35,400.00
Pavement Markings (9)	PM	$10,600.00	1.18	$12,508.00
			Subtotal	**$3,546,580**
Mobilization			5% of Subtotal Cost	$177,329
Traffic Control			5% of Subtotal Cost	$177,329
			Subtotal	**$3,901,238**
			10% Contingencies	$390,124
			Total Construction Cost	**$4,291,361**
Right-of-Way Acquisition	Lump	N/A	1	$0
Utility Relocations	Lump	N/A	1	$50,000
			Total Cost	**$50,000**
Environmental			2% of Total Construction Cost	$85,827
Design Engineering			8% of Total Construction Cost	$343,309
CE&I			10% of Total Construction Cost	$429,136
Land Acquisition Services				$0
			Total Professional Services	**$858,272**
			Total Implementation Cost	**$5,199,634**

(1) Clearing for the median barriers.
(2) Assumes 3' of Excavation removal of existing ground.
(3) Assumes 1.25 feet for roadway embankment and 1 foot for median.
(4) Includes shoulder and base material.
(5) Includes Barrier Railing
(6) Includes swale pavement and base material
(7) Assumes drainage improvements along project limits.
(8) Includes all BMP materials for entire project limits
(9) Assumes pavement markings only in areas of actual work within project areas.

Freeway Project F-5 Paradis New Freeway Bypass
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish St. Charles_____ Route _____US 90 _

Control Section 005-08 Total Project Length (miles) 3.85

Begin Project (CS Log Mile) 3.65 End Project (CS Log Mile) 7.50

Project Category (Safety, Capacity, etc.) _____Safety and Capacity___ Date Prepared: March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity Safety will need to be improved because, although Project I-6 and Project I-7 will have improved safety and efficiency on US 90 through Paradis and the approach to Mosella, the through traffic in this area will continue to pose safety hazards to the community. An additional safety benefit results from the higher level of safety generally provided by freeways in comparison to arterial roadways. Additional capacity is needed because of the projected growth in traffic if a freeway is completed between LA 1 and the Eastbank via I-310.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 is a four lane divided rural principal arterial west of LA 306. East of LA 306 in Paradis it is a four lane undivided urban principal arterial except for a distance of approximately 900 feet east of LA 306 where a median is provided to accommodate a left turn lane from westbound US 90 to southbound. If the Interim program has been completed, it will have become a four-lane divided urban arterial east of LA 306. LA 306 is a two lane roadway and I-310 is a six lane control of access interstate highway at its current terminus at US 90 and transitions to four lanes following its interchange with LA 3127. In 2010, DOTD reports ADT of 30,758 on US 90 west of LA 306, of 33,921 east of LA 306, of 3,837 on LA 306 , and of 37,736 on I-310. The FEIS projected ADT of 37,974 on I-49 in 2030.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 6, 7, and 8 of 11. This project would construct a new freeway from the alignment of existing US 90 west of LA 306 to turn eastward, provide a diamond interchange with LA 306, and continue south of the developed area of Paradis and Mosella until reaching a point south of Hahnville High School. It would then curve to the north, cross US 90 and the railroad, and join the existing structure of I-310. It would be at grade except for the grade separation at the LA 306 interchange, the grade separation to cross the Sunset Levee District

levee, and as it approaches US 90 where it would be elevated to travel over US 90 but under the entrance ramp constructed in Project I-8. In addition to the eastbound to northbound directional ramp constructed in Project I-8 and the existing directional ramps from southbound to westbound and westbound to northbound, the I-310 US 90 interchange would have the existing southbound to eastbound ramp that will continue to have a traffic signal, a new northbound ramp to US 90 with a traffic signal to allow left turns, and a new southbound ramp from US 90 that will share the existing southbound to eastbound signal. Existing US 90 will be abandoned and removed from LA 306 to a point approximately 4,000 feet to the west.

- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 66 crashes between LA 306 and I-310, 16 with injury and 50 property damage only.
- Alternatives to Project Concept: The alternatives include a fully elevated new roadway on generally the same alignment as discussed here or the design included in the I-49 FEIS that provides for an elevated mainline highway. Both alternatives would be more costly. An elevated roadway may be required to obtain a USACE 404 Permit, however. In that case, the alignment proposed here would be adjusted to provide horizontal sight distance.
- Future ITS / Traffic Considerations: A new signalized intersection is planned for the new northbound ramp to US 90, and modifications will be required at the existing southbound to eastbound ramp terminal at US 90 when the southbound entrance ramp is added and at the US 90 / LA 306 signalized intersection. If this project is operating prior to completion of Project F-4, "Freeway Ends" signs will be needed.
- Construction Traffic Management/Property Access Considerations: The majority of the construction can proceed without effect on the roadway network. However, there will be disruption at each end of the project to tie-in the new roadway. There also could be interference with travel when the structures are placed across US 90 and LA 306. Much of the adjacent property adjacent to the section of US 90 to be removed is within the Paradis Wetland Mitigation Bank and / or has access from LA 306 and / or LA 631. Some parcels on LA 306 may be affected by the Control of Access along LA 306 at the interchange ramp terminals. Property and / or access rights will be acquired as necessary.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

The principal concern is that the required ROW is largely wetlands, a portion of which is within the Paradis Mitigation Bank. This is a former oil and gas field with numerous wells believed to be

plugged and abandoned, but it also is a USACE approved wetland mitigation bank. If the required ROW has begun development as wetlands, it will need to be mitigated. In this case, there also are existing wetlands within the ROW both within and outside the mitigation bank. Other concerns are three potential relocations and potential significant trees. The western portion of this alignment is similar to the alignment in the EIS. However, that alignment turned north just east of Paradis.

D. Cost Estimate

- Engineering Design: $ 7,776,882
- Environmental (document, mitigation, etc.): $ 1,944,221
- R/W Acquisition: (C of A if applicable) $ 2,250,000
- Utility Relocations: $ 639,205
- Construction (including const. traffic management): $ 106,932,130

TOTAL PROJECT COST **$ 119,542,438**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-5 Paradis New Freeway Bypass
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *agricultural, residential, wetlands, commercial/industrial*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or **N)** Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N)** Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or N)
If so, where? *This project involves new alignment that traverses wetlands and farmland; the potential exists for significant trees to be located within this project area.*

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks _____

(**Y** or N) CERCLIS _____

(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or **N**) _____If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA – all wells are plugged and abandoned*

Are there any possible residential or commercial relocations/displacements? (**Y** or N)
How many? *One commercial, one residential, and an industrial facility appear to require relocation.*

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *This route extends south of existing US 90. Temporary lane closures are likely when the new interchanges are constructed.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

April 18, 2011
Date

Freeway Project F-5 Paradis New Freeway Bypass
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$800,000	1	$800,000
Removal of Structures and Obstructions	LS	$150,000	1	$150,000
Removal of Existing Pavement (1)	SY	$15	28,387	$425,805
General Excavation (2)	CY	$7.50	291,189	$2,183,917
Embankment (3)	CY	$17.50	107,118	$1,874,569
I-49 Roadway (4)	LF	$650	22,500	$14,625,000
LA 306 Improvements (4)	LF	$300	3,132	$939,600
LA 306 Overpass (5)	SY	$650	28,534	$18,547,100
Levee Bridge Structure (5)	SY	$650	28,556	$18,561,400
I-310 Structures (5)	SY	$650	32,860	$21,359,000
Drainage (6)	PM	$100,000	4.26	$426,000
Erosion Control (7)	PM	$55,000	4.26	$234,300
Pavement Markings (8)	PM	$50,000	4.26	$213,000
			Subtotal	**$80,339,692**
Mobilization			5% of Subtotal Cost	$4,016,985
Traffic Control			5% of Subtotal Cost	$4,016,985
			Subtotal	**$88,373,661**
			10% Contingencies	$8,837,366
			Total Construction Cost	**$97,211,027**
Right-of-Way Acquisition	Lump	$2,000,000	1	$2,000,000
Utility Relocations (9)	Lump	$639,205	1	$639,205
			Total Cost	**$2,639,205**
Environmental			2% of Total Construction Cost	$1,944,221
Design Engineering			8% of Total Construction Cost	$7,776,882
CE&I			10% of Total Construction Cost	$9,721,103
Land Acquisition Services				$250,000
			Total Professional Services	**$19,692,205**
			Total Implementation Cost	**$119,542,438**

(1) Removal of existing US 90.
(2) Assumes 3' of Excavation removal of existing ground.
(3) Assumes on 1.25' for roadway embankment and 1' for center median.
(4) Includes road, shoulder and base material.
(5) Includes superstructure and substructure.
(6) Assumes drainage improvements along project limits.
(7) Includes all BMP materials for entire project limits
(8) Assumes pavement markings only in areas of actual work within project areas.
(9) Assumes utility relocations along LA 306 for widening and work at interchange and utility adjustments at the beginning and end of project where I-49 transitions into US 90 and I-310 at $150,000/mile.

Freeway Project F-6 Westbank Expressway – Huey P. Long Interchange to Ames Blvd.
STAGE 0 Preliminary Scope and Budget Checklist

District 02_____ Parish Jefferson_____ Route _____US 90 Business

Control Section 283-09 Total Project Length (miles) 2.94

Begin Project (CS Log Mile) 8.55 End Project (CS Log Mile) 5.61

Project Category (Safety, Capacity, etc.) _____Safety and Capacity Date Prepared: ___March 2011

A. Purpose and need for the project: The project purpose is to improve safety and capacity. Capacity is needed because the US 90 Business corridor between the end of the existing elevated section of the Westbank Expressway and the US 90 / US 90 Business interchange that provides access to the Huey P. Long Bridge, has 2030 traffic projections ranging from 81,180 near Westwood Boulevard to 71,587 in Westwego, farther west. The projected PM Peak LOS for these links in 2030 are westbound, LOS F and LOS D, and eastbound, LOS C and LOS B, respectively. Safety improvements are needed to address the increased risk of crashes under these congested conditions.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): US 90 Business on the elevated structure east of Ames Boulevard is a 6 lane freeway, and the US 90 Business Frontage Road is a six lane divided urban principal arterial. To the west of Ames Boulevard, after a transition section, there is only a six lane divided urban principal arterial for a distance of approximately 2.37 miles after which the lanes are reduced to four for approximately 0.7 miles to the US 90 / US 90 Business interchange. The FEIS reports ADT on the frontage road in Westwego of 62,698 in 2002 and projects ADT of 71,587 in 2030 No Build. It also reports ADT of 65,553 farther east in the Westwood intersection area for 2002 and projects 81,180 in 2030. DOTD reports 66,189 in 2002 for the portion of the elevated Freeway just east of the Westwood intersection. The project is designed to improve the transition from the condition of a 6 lane freeway and 6 lane frontage road to the east to only the 6 lane frontage road to the west.
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): See Sheets 9, 10, and 11 of 11. The existing US 90 Business in this project will be converted to a freeway. The project between Ames Boulevard and Segnette Boulevard is essentially identical to the alignment in the I-49 EIS except that the existing structure continues to go to grade and then elevates again to cross Westwood Drive. West of Segnette Boulevard, the elevated mainline continues to approximately Nine Mile Point Road where it begins to go to

grade and tie into the ramps of the US 90 / US 90 Business Interchange as it was improved by Interim Project 12 (I-12).

- Design Exceptions: N/A
- Technical Analyses (traffic analysis, safety analysis, etc): See Traffic Report Appendix B. Data from 2003 reports 205 crashes between the US 90 / US 90 Business interchange and Westwood Drive, 71 with injury and 134 with property damage only.
- Alternatives to Project Concept: The alternative to the proposed project is the design included in the I-49 FEIS that provides for an elevated mainline highway.
- Future ITS / Traffic Considerations: Install an overhead DMS for the westbound approach to the Huey P. Long interchange.
- Construction Traffic Management/Property Access Considerations: Temporary lane closings and general delays will occur during construction at the western end of the project and on crossing streets, but will not be scheduled in peak directions. There will be no additional control of access, but Jung Blvd. will no longer cross the median.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist):

Construction will be entirely within existing ROW. Any adjacent affects were identified in Projects I-12, I-13a, and I-13b. Noise is a potential impact, but should not exceed levels reported in the I-49 EIS.

D. Cost Estimate

• Engineering Design:	$ 23,872,561
• Environmental (document, mitigation, etc.):	$ 2,984,070
• R/W Acquisition: (C of A if applicable)	$ 0
• Utility Relocations:	$ 1,684,186
• Construction (including const. traffic management):	$ 328,247,714
TOTAL PROJECT COST	**$ 356,788,531**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: _____

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Freeway Project F-6 Westbank Expressway – Huey P. Long Interchange to Ames Blvd.
STAGE 0 Environmental Checklist

ADJACENT LAND USE: *vacant, commercial, freeway, residential*

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe? _____

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location _____

Community Elements: Is the project impacting or adjacent to any:
(Y or **N**) Cemeteries _____
(Y or N) Churches _____
(Y or **N**) Schools _____
(Y or **N**) Public Facilities (i.e., fire station, library, etc.) _____
(Y or **N**) Community water well/supply _____

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or **N**) Public recreation areas _____
(Y or **N**) Public parks _____
(Y or **N**) Wildlife Refuges _____
(Y or **N**) Historic Sites _____

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or **N**) **Is the project within a historic district or a national landmark district?** (Y or **N**) If the answer is yes to either question, list names and locations below:
_____

Do you know of any threatened or endangered species in the area? (Y or **N**)
If so, which species? _____

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or **N**)
If yes, name the stream. _____

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or **N**)
If so, where? _____

What year was the existing bridge built? *NA*

Are any waterways impacted by the project considered navigable? (Y or **N**) If unknown, state so, list the waterways: _____

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(**Y** or N) Leaking Underground Storage Tanks *Identified in Interim Project I-13a,b,c*
(**Y** or N) CERCLIS _____
(**Y** or N) ERNS _____

(**Y** or N) Enforcement and Compliance History *Identified in Interim Project I-13a,b,c*

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N) If so, give the name and location: *Identified in Interim Project I-13a,b,c*

Any chemical plants, refineries or landfills adjacent to the project? (Y or **N**) **Any large manufacturing facilities adjacent to the project?** (Y or **N**) **Dry Cleaners?** (Y or **N**) If yes to any, give names and locations: _____

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. *NA*

Are there any possible residential or commercial relocations/displacements? (Y or **N**) How many? _____

Do you know of any sensitive community issues related to the project? (Y or **N**)
If so, explain _____

Is the project area population minority or low income? (Y or **N**) _____

What type of detour/closures could be used on the job? *Closures of US 90 and associated Westbank Expressway ramps are not anticipated. Temporary lane closures due to construction access to the median may occur.*

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. *NA*

Kerry Oriol
Point of Contact

225.766.7400
Phone Number

April 20, 2011
Date

Freeway Project F-6 Westbank Expressway – Huey P. Long Interchange to Ames Blvd.
Estimate of Probable Cost

Description	Unit	Unit Price	Quantity	Amount
Clearing and Grubbing	LS	$250,000	1	$250,000
Removal of Structures and Obstructions	LS	$500,000	1	$500,000
Removal of Existing Pavement (1)	LS	$50,000	1	$50,000
Excavation and Embankment (2)	LS	$850,000	1	$850,000
Roadway/Ramp Improvements (3)	SY	$120	44,243	$5,309,160
I-310 Structures (4)	SY	$800	312,629	$250,103,200
Drainage (5)	PM	$100,000	3.37	$337,000
Erosion Control (6)	PM	$75,000	3.37	$252,750
Pavement Markings (7)	PM	$62,000	3.37	$208,940
Traffic Signal Removal/Replacement (8)	EA	$175,000	7	$1,225,000
DMS Overhead	LS	$500,000	1	$500,000
			Subtotal	**$258,361,050**
Mobilization			3% of Subtotal Cost	$7,750,832
Traffic Control			2% of Subtotal Cost	$5,167,221
			Subtotal	**$271,279,103**
			10% Contingencies	$27,127,910
			Total Construction Cost	**$298,407,013**
Right-of-Way Acquisition	Lump	$0	1	$0
Utility Relocations (9)	Lump	$1,684,186	1	$1,684,186
			Total Cost	**$1,684,186**
Environmental (10)			1% of Total Construction Cost	$2,984,070
Design Engineering			8% of Total Construction Cost	$23,872,561
CE&I			10% of Total Construction Cost	$29,840,701
Land Acquisition Services			0% of Total Construction Cost	$0
			Total Professional Services	**$56,697,332**
			Total Implementation Cost	**$356,788,531**

(1) Assumes some incidental removals.
(2) Earthwork for bridge abutments, roadwork and any necessary grading under the elevated structures.
(3) Includes road, shoulder and base material.
(4) Includes superstructure and substructure along with lighting.
(5) Assumes drainage improvements along project limits.
(6) Includes all BMP materials for entire project limits
(7) Assumes pavement markings only in areas of actual work within project areas.
(8) Assumes removal and replacement of signals.
(9) Assumes utility relocations/street light relocations at $500,000/mile.
(10) The environmental allowance is reduced because the entire project would be within existing ROW.