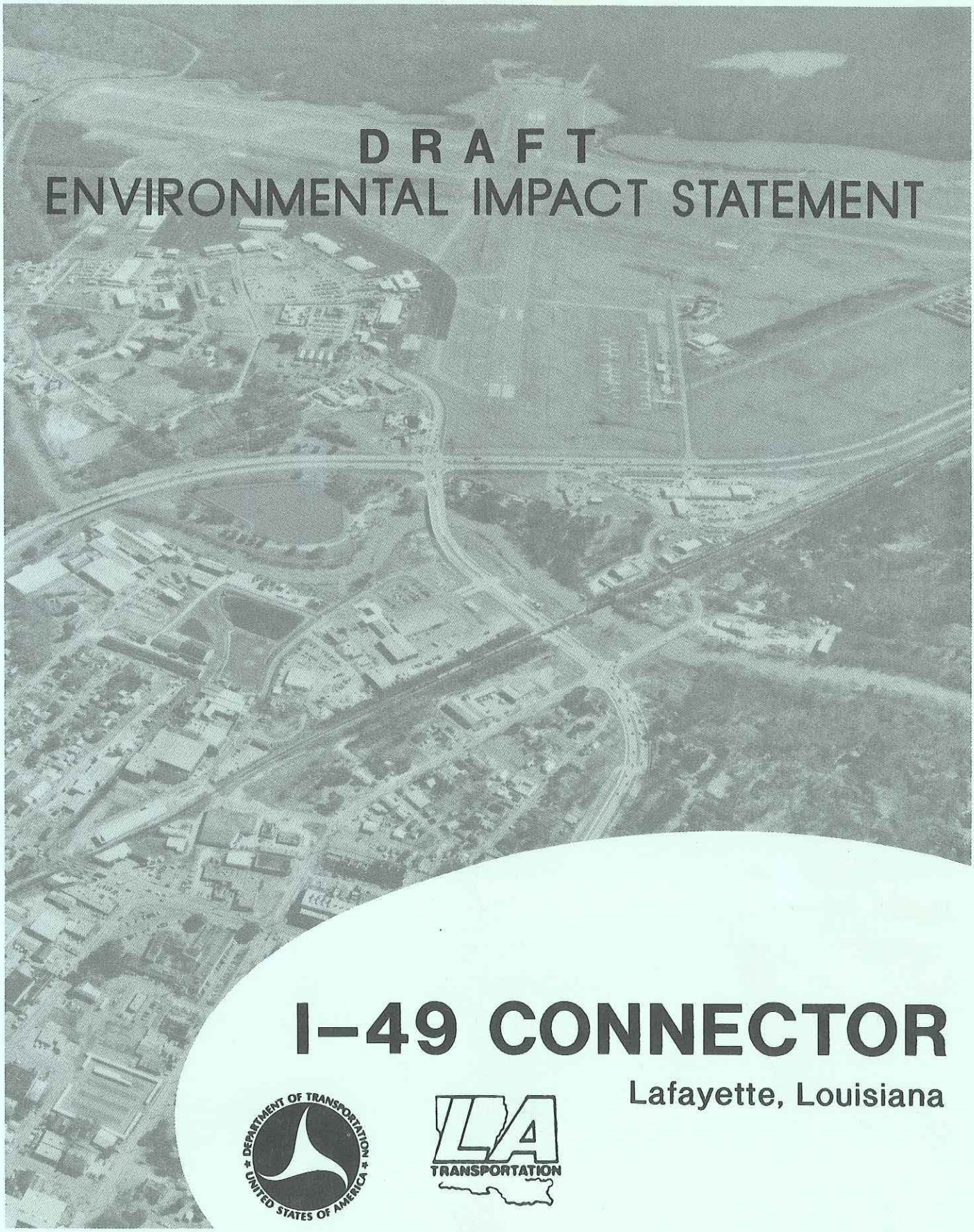
EIS No. FHWA-LA-EIS-92-01-D

State Project No. 700-24-73
Federal Aid Project No. De-0009(802)



DRAFT
ENVIRONMENTAL IMPACT STATEMENT

I-49 CONNECTOR

Lafayette, Louisiana

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

LA TRANSPORTATION

EIS No. FHWA-LA-EIS-92-01-D

State Project No. 700-24-73
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I-49 CONNECTOR

Lafayette, Louisiana

DRAFT
ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 U.S.C. 4332 (2) (c), 23 CFR 711,
and CEQ Regulation (40 CFR 1500-1508)
by the
U.S. Department of Transportation
Federal Highway Administration (FHWA)
and the
Louisiana Department of Transportation and Development (LDOTD)

5/1/92
Date of Approval

V. Pizzolato
For LDOTD

5/1/92
Date of Approval

William A. Lessmann
For FHWA

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This I-49 Connector Draft Environmental Impact Statement has been prepared to document the findings of location studies and an environmental impact assessment associated with a proposed freeway project on the Evangeline Thruway (U.S. Highways 90 and 167) in urbanized Lafayette, Louisiana. Comments on this Draft EIS are due by July 20, 1992 and should be sent to Mr. Vincent Pizzolato at the address above.

SUMMARY

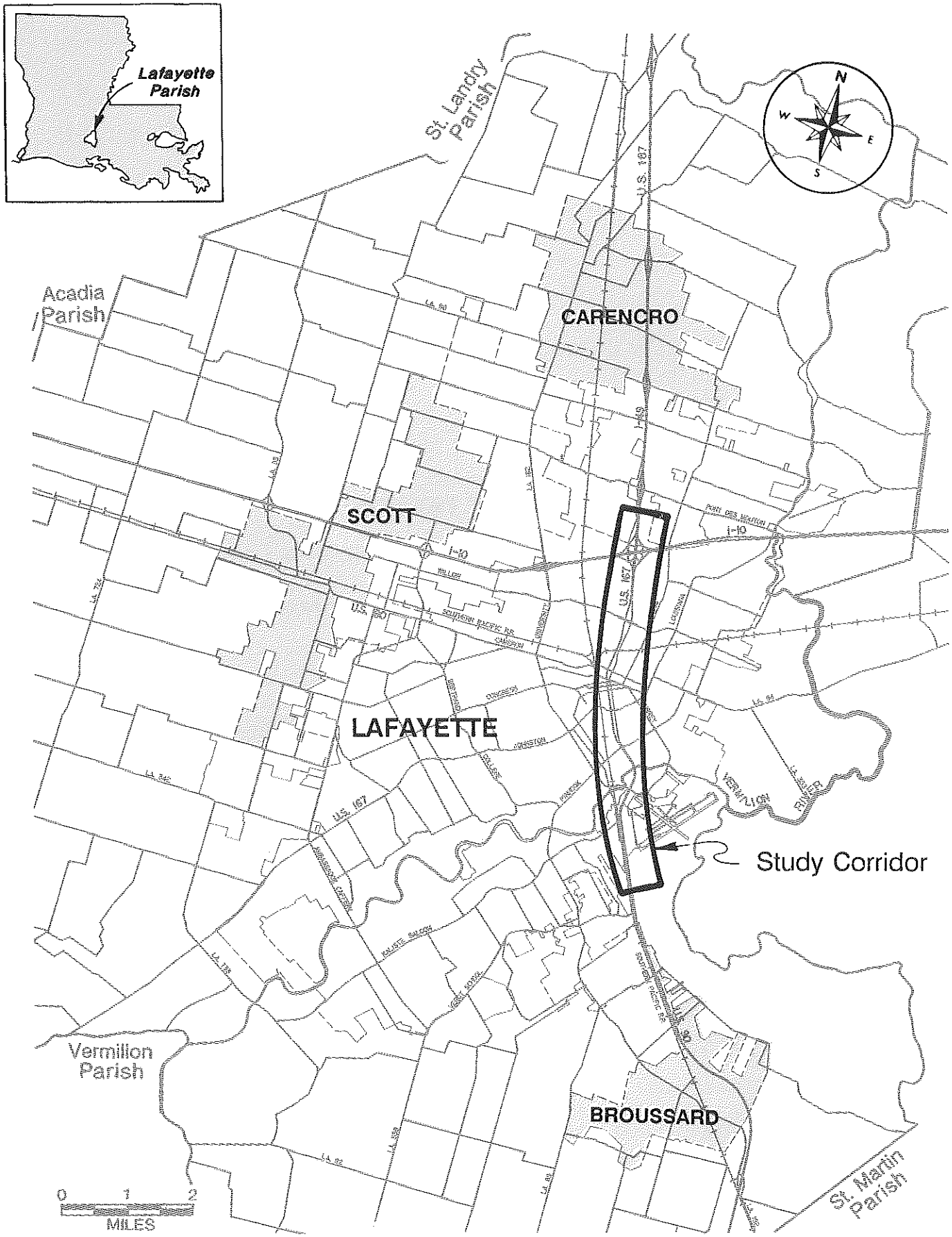


Exhibit S-1
PROJECT LOCATION

S.2 OTHER MAJOR ACTIONS PROPOSED BY GOVERNMENT AGENCIES

Several other government-sponsored projects having a bearing on the I-49 Connector, each with differing degrees and time frames of likely implementation, have been proposed and are in various stages of development. Generally, these other projects and the proposed I-49 Connector freeway complement each other well. The I-49 Connector and most of these other projects also could stand alone in serving their intended purpose.

The most important other proposed government-sponsored actions are noted below:

- **U.S. 90 South Freeway Upgrade** - U.S. 90 from Lafayette to New Orleans has been targeted in the LDOTD's long range planning to become a part of the state's freeway system, effectively serving as a southeasterly extension of I-49 (which currently terminates at its junction with I-10). Construction to freeway standards has been completed in some sections and is ongoing on other sections of the highway. As shown on Exhibit 1-3, implementation of the I-49 Connector would provide the critical connecting link through Lafayette from existing I-49 to the planned freeway upgrade to the south.

- **Loop Freeway** - A loop freeway around the metropolitan Lafayette area has been discussed and conceptually designed in prior studies. In the late 1970's, a Draft EIS with specific alternatives and associated impacts of the proposed loop was prepared. Generally, the loop would traverse the southwest and possibly northwest and northeast quadrants of the grid formed by I-10 and I-49/Evangeline Thruway. A recently completed comprehensive planning study for Lafayette recommends the reservation of enough right-of-way to ultimately implement the loop freeway.

- **I-10 Frontage Roads** - Frontage roads along each side of I-10 between Ambassador Caffery Parkway and the Vermilion River, crossing Evangeline Thruway/I-49 within the I-49 Connector study area limits, have been included in the long range transportation plan for Lafayette Parish. Planned improvements along I-10 in the area of the I-10/I-49 interchange would be important to planning the operational characteristics and system linkage of the I-49 Connector.

Other government-sponsored proposals and their relationship to the Connector freeway proposal are detailed in Section 1.3.1 and shown on Exhibit 1-4.

S.3 REASONABLE ALTERNATIVES CONSIDERED

S.3.1 TYPES OF IMPROVEMENTS

No-Build

The no-build option would consist of the Thruway continuing to operate as it does now, with few capacity or operational improvements of any magnitude. Localized projects aimed at particularly troublesome areas, such as turning lanes, new signalized intersections, etc., could evolve over time. Included in the no-build alternative would be the addition of a third lane on the Thruway each direction between the Southern Pacific spur and I-10.

Full Freeway

Implementation of a freeway concept in the study corridor is the preferred action, consistent with local and statewide goals. The freeway would be continuous within the study limits and be accompanied by a continuous parallel arterial roadway system for land access and local traffic circulation. Traffic on the freeway would flow non-stop while the parallel roadways would operate similar to the existing Evangeline Thruway. Numerous interchanges with ramp connections would be provided to enable traffic flow to and from the freeway. For the fully developed central core part of the study area along the Thruway between Pinhook Road and the Southern Pacific spur crossing, continuously elevated or continuously depressed freeway options are being considered to allow free passage on the many crossing streets.

S.3.2 FREEWAY ALTERNATIVES

Four alignment alternatives have been identified for the study corridor. These include the existing alignment (EA) and various combinations of the existing alignment and area directly adjacent to the Southern Pacific railroad (RR). Six freeway alternatives are under consideration on these four alignments:

- EA-1 Elevated
- EA-1 Depressed
- RR-3
- RR-4
- RR-5 Elevated
- RR-5 Depressed

Exhibit S-2 presents the alignment alternatives with interchange/access locations noted. Plates 1 through 5 in Appendix A show the alternatives in more detail.

The difference between the elevated and depressed alternatives on EA-1 and RR-5 is in the central core part of the study area between Pinhook Road and the Southern Pacific spur crossing. The elevated alternatives would be continuously on bridge with cross streets passing below, while the depressed alternatives would be continuously below grade with cross streets passing above. The elevated and depressed alternatives on EA-1 and RR-5 would be equivalent outside of the central core area.

Between Willow Street and I-10, two areas have been identified for "subalternatives" which could be utilized for any of the six freeway options previously described. First, at the Willow

Street interchange, normal and wide median freeway options are being considered for the area known locally as Gateway. Second, north of Willow Street to the northern limits of the project, at-grade and continuously elevated freeway options are being considered.

A third "subalternative", which could be utilized on either of EA-1 or RR-4, would be to extend Runway 10-28 at Lafayette Regional Airport approximately 350' to the east to improve the vertical alignment of University Avenue to meet project design criteria.

The range of estimated costs for the various freeway alternatives and subalternatives would be $147 to $211 million.

S.3.3 TYPICAL SECTIONS

Two basic typical sections are being considered depending on the alternative. These are schematically represented on Exhibit S-3.

For areas where the freeway alternatives would utilize the existing Thruway alignment, flanking parallel one-way roadways with periodic slip ramp connections would be provided (between Willow Street and I-10 one-way and two-way parallel roadways are being considered). The existing alignment would allow for EA-1 and RR-5 elevated or depressed freeway options in the central core area (top half of Exhibit S-3).

In areas where RR-3, RR-4, and RR-5 are adjacent to the Southern Pacific railroad, no parallel roadways directly adjacent to the freeway would be provided. Rather, the existing Evangeline Thruway approximately one and one-half blocks to the east would serve as a collection and distribution system. The slip ramp concept would be replaced by point access interchanges at up to two locations (University and Johnston). An elevated freeway in the central core area would be required for all alignments adjacent to the railroad (bottom half of Exhibit S-3).

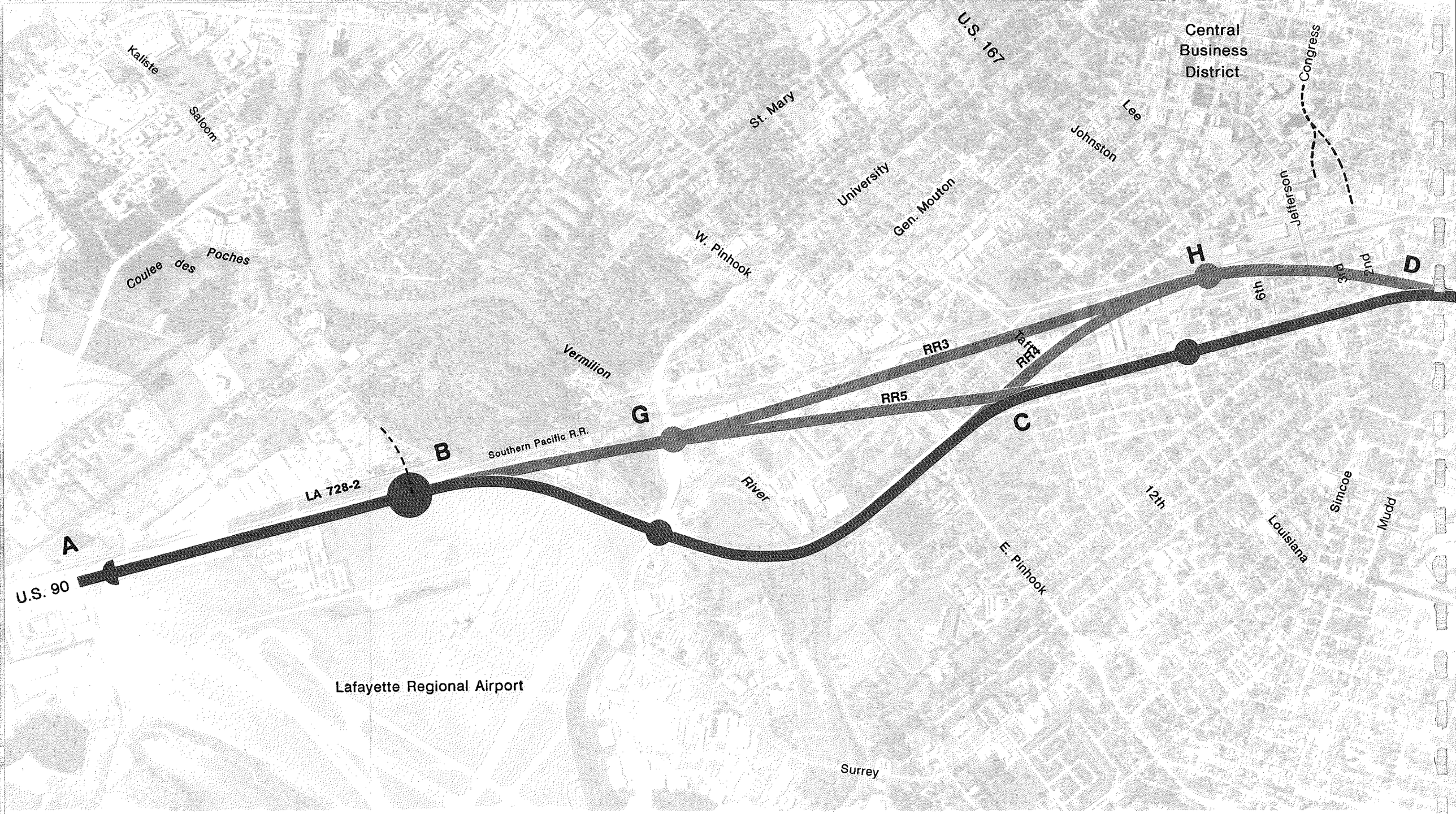
A 100,000 average daily traffic (ADT) generalization was adopted at the outset of the Draft EIS study as the design year 2015 corridor traffic assignment for planning and impacts analyses for the freeway alternatives. Additionally, a generalized 65%/35% freeway/parallel roadway traffic split was selected based on operations on other similar projects and development characteristics of the Connector corridor.

These traffic volumes indicate the need for a six lane freeway with four or six lane parallel roadways (two or three lanes each direction).

S.4 MAJOR IMPACTS OF PROJECT

S.4.1. POTENTIALLY SENSITIVE ISSUES

As a part of the information gathering process and as the I-49 Connector study has developed, several community concerns and other issues have been identified for various reasons as worthy of consideration in the development of highway alternatives and mitigating



Alignment Alternatives

EA1	Nodes A-B-C-D-E-F
RR3	Nodes A-B-G-H-D-E-F
RR4	Nodes A-B-C-H-D-E-F
RR5	Nodes A-B-G-C-D-E-F

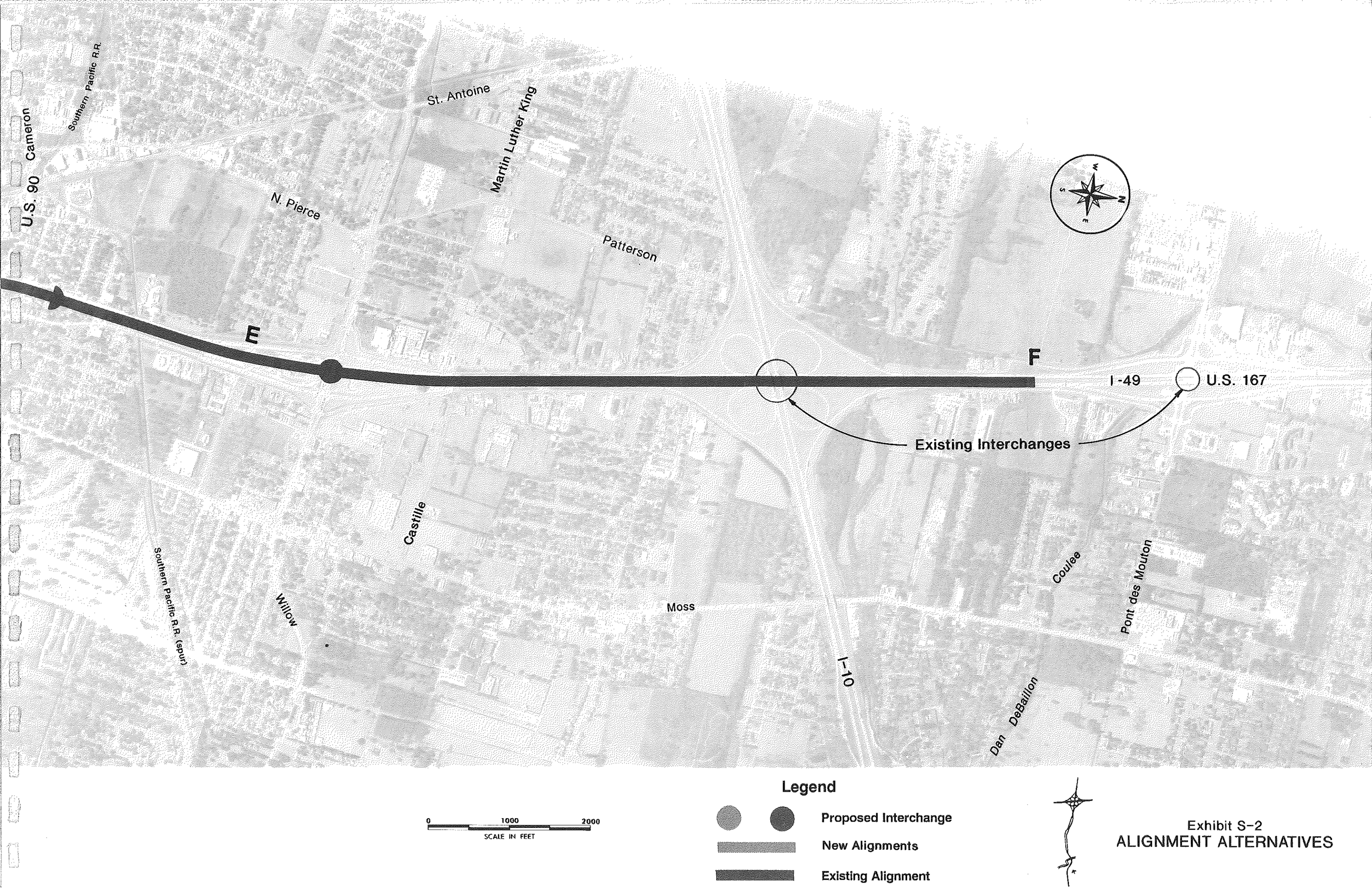


Exhibit S-2
ALIGNMENT ALTERNATIVES

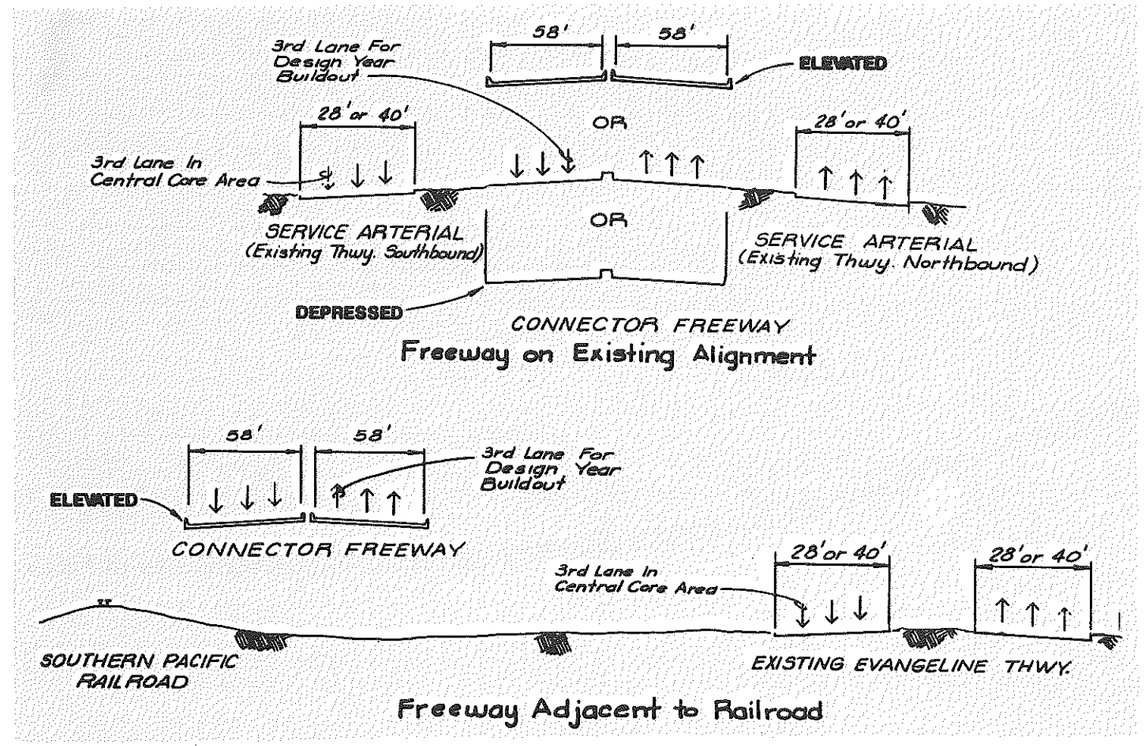


Exhibit S-3
SCHEMATIC TYPICAL SECTIONS

measures which might be available. These are reviewed below:

- Central Business District (CBD) - The Lafayette Downtown Development Authority (DDA), through its Growth Management Program study report, has expressed interest in the provision of adequate access to the CBD to stimulate redevelopment in this area.

- Gateway Lafayette - This landscaped area with visitors information center is situated by joint-use permit in LDOTD right-of-way in the median area of the existing Thruway near Willow Street. The Gateway may lie in the path of the proposed project.

- Churches - Several churches lie in the path of or directly adjacent to the proposed project.

- Sterling Grove Historic District - This nationally registered historic district is directly adjacent to the existing Thruway in the central core area.

- Traffic Circulation and Access - Will the Connector provide adequate opportunities for the movements of local traffic? Can circulation and

access be improved in areas, such as between Willow and I-10, where problems may currently exist?

- Beaver Park - This 4(f) property is situated near the southern end of the proposed project and flanks each side of the existing Thruway.

- Displacements - Residential and business displacements would occur as a result of the project.

S.4.2 ADVERSE IMPACTS

Dislocations

For each of the freeway alternatives, the most apparent impact of the project is the displacement of many residences and businesses, especially in the central core area between Pinhook Road and the Southern Pacific rail spur. A summary of the estimated required displacements for each alternative is presented in Table S-1.

The character of the neighborhoods through which the project passes is generally lower to lower-middle income, with a generalized 50% owner-occupancy ratio. Demographic and socioeconomic characteristics in the study area as established by 1970, 1980, and 1990 U.S. Census data indicate an out-migration of residents and a general decline of the study area as a residential environment over the last 20 years. In addition to residential units displaced by the proposed project, remaining neighborhoods may be impacted by the noise, visual presence, and scale of the freeway. This would be more particularly true for the elevated freeway in the central core area. The study area has the highest concentration of minority residents in the Lafayette area (some areas more than 75% black); therefore, the project requires a greater percentage of black relocations than the percentage of blacks in the region as a whole.

Table S-1

SUMMARY OF ALL DISLOCATIONS
BY PROPOSED ALTERNATIVE

	EA-1 Elevated	EA-1 Depressed	RR-3	RR-4	RR-5 Elevated	RR-5 Depressed
Residential Structures	166 (384)	176 (407)	140 (324)	100 (231)	206 (476)	216 (499)
Business Structures	43 (327)	51 (390)	*50 (752)	43 (383)	*48 (622)	*56 (685)
Non-Profit Organization	1	1	1	1	2	2
Total Structures	210	228	191	144	256	274

Note: Numbers in parenthesis represent residents or employees displaced.

* Includes the City of Lafayette Transit Garage/Public Works Facility.

Source: I-49 Connector Study Team, 1991

Research shows that adequate affordable replacement housing for homeowners currently exists within an approximate three mile radius of the project, but rental housing for non-owners is not currently sufficient in Lafayette within the ranges displaced tenants can afford.

Business displacements could range from many small retailers located predominantly in the median area of the existing Thruway to several industrial or heavy commercial operations located along the Southern Pacific railroad. The number of dislocated employees would range from an estimated 327 (EA-1) to 752 (RR-3). Businesses on the existing Thruway which would be displaced by EA-1 and RR-5 can be considered more neighborhood-oriented and less likely to re-establish at a new location. Some of the businesses on the railroad which would be displaced by RR-3, RR-4, and RR-5 are dependent on rail access and would necessarily have to relocate to a new location outside the study area. Although no dislocations would occur, the business community between Willow Street and I-10 would experience a change in traffic circulation patterns and access due to the closure of two median openings currently providing access from the existing Evangeline Thruway. Two subalternatives for this area have been developed to provide alternative access.

A search of the local market shows generally adequate space in and around the study area for the relocation and re-establishment of dislocated businesses. One exception might be several gasoline retailers, who depend on their location on the high traffic volume Thruway to capture drive-by customers.

Up to two churches could be displaced by the project, with one church, Christ the King, displaced by all alternatives. Each of these churches are about 1,000 square feet wood frame buildings.

One of two subalternatives identified for the Willow Street area probably would require dislocation of the Lafayette Convention and Visitors Bureau visitors center buildings located in the wide median area between the northbound and southbound Thruway. These buildings, accompanied by substantial landscaping including two ponds, comprise what is known locally as Gateway Lafayette. Gateway is situated in LDOTD right-of-way and permitted as a joint use facility with the understanding that it would be removed if deemed appropriate by LDOTD for the purpose of highway construction.

Cultural Resources

None of the alternatives would dislocate any buildings on or potentially eligible for listing on the National Register of Historic Places. Noise and proximity impacts, unless mitigated, would occur at St. Genevieve Church and school which is a part of the Sterling Grove Historic District. The Historic District as a whole would not be substantively impacted.

Air and Noise

Noise levels under all build alternatives would increase as a result of projected growth in traffic volumes. For many locations, noise would be at a level above federal criteria such that it is considered a negative impact (unless mitigated). The number of residences which would be noise-impacted according to federal criteria would range from 119 to 203. Other sensitive sites also would be noise-impacted.

Build alternatives would not have a negative impact on local air quality; build

access be improved in areas, such as between Willow and I-10, where problems may currently exist?

- Beaver Park - This 4(f) property is situated near the southern end of the proposed project and flanks each side of the existing Thruway.

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Cultural Resources

None of the alternatives would dislocate any buildings on or potentially eligible for listing on the National Register of Historic Places. Noise and proximity impacts, unless mitigated, would occur at St. Genevieve Church and school which is a part of the Sterling Grove Historic District. The Historic District as a whole would not be substantively impacted.

Air and Noise

Noise levels under all build alternatives would increase as a result of projected growth in traffic volumes. For many locations, noise would be at a level above federal criteria such that it is considered a negative impact (unless mitigated). The number of residences which would be noise-impacted according to federal criteria would range from 119 to 203. Other sensitive sites also would be noise-impacted.

Build alternatives would not have a negative impact on local air quality; build

alternatives would have a positive impact on regional air quality due to lower emissions. The no-build alternative would result in increased overall emissions.

Waste Sites

Alternatives RR-3 and RR-5 would traverse an abandoned landfill site adjacent to the Southern Pacific railroad which is currently utilized by the Lafayette Department of Public Works. Alternatives RR-3 and RR-4 would traverse other potentially contaminated sites adjacent to the railroad, including a site recently rejected for development due to concerns about possible clean-up requirements. Depending on the alternative, an estimated 10 (for RR-3) to 51 (EA-1) underground storage tank sites would be encountered. From five (RR-3 and RR-4) to eight (EA-1) facilities which produce hazardous wastes would be encountered.

Wetlands

Each alternative would potentially impact wetlands at the Gateway Lafayette ponds and at the Vermilion River. One of two subalternatives for EA-1 and RR-4 would require a 350' extension of Runway 10-28 at Lafayette Regional Airport and thus impact up to five acres of wetlands southeast of the airport. Total impacted wetlands would be estimated to range from two to seven acres.

S.4.3 POSITIVE IMPACTS

The benefits of the proposed freeway would accrue due to the improved transportation system and higher levels of traffic service. Both the local transportation network and statewide system would experience benefits. Travel times would be reduced for both freeway travelers and users of the local network. In general, local circulation and access would be improved both in the Evangeline Thruway corridor and on other streets in the local system (due to an attractive alternative transportation facility which is anticipated to divert traffic). Accessibility from outlying areas to the areas serviced by the Thruway, including the CBD, would be improved. Accessibility to the southern part of the state would be improved if the Connector project is implemented in conjunction with the proposed U.S. 90 freeway upgrade (currently in place or under way in some areas).

The proposed Connector would be compatible with statewide and local goals which have been established through the political and planning processes. The project, at the crossroads of I-10 and I-49, would be anticipated to provide intangible benefits by improving the economic competitiveness of the region. The project could provide the impetus for redevelopment of the elderly central core portion of the corridor study area. There would be an opportunity to use acquired right-of-way which is not used for highway purposes for landscaping and visual amenities.

According to AASHTO (American Association of State Highway and Transportation Officials) guidelines, direct benefits (reduction in travel time, vehicle operating, and accident costs) would outnumber direct costs by a ratio of almost three to one. This does not include the major economic stimulus created by the infusion of construction expenditures.

S.4.4 DISCUSSION OF ELEVATED AND DEPRESSED FREEWAYS

Elevated or depressed freeway options could be implemented in the central core area for Alternatives EA-1 and RR-5. Because of drainage considerations, elevated roadways are normally constructed in south Louisiana. Each option, elevated or depressed, offers unique considerations, with a synopsis below:

- In general, the elevated freeway would have a greater visual presence and proximity impact on the surrounding community. The depressed freeway would be less visible and could be perceived by the local community as less of a barrier.

- The depressed freeway requires special considerations to facilitate pavement drainage, including ten additional residential displacements and eight additional small business displacements.

- The depressed freeway offers built-in noise reduction features due to the side retaining walls.

- The St. Genevieve Church (part of the Sterling Grove Historic District) may not experience the full benefits typically associated with the less visible depressed freeway because of a required 4' high retaining wall along a portion of its property line near the front of the church.

- Space under an elevated freeway could be used for joint development. This would be an asset if utilized appropriately but could be a liability if the use is inappropriate or if poorly maintained. Both options would have other joint use opportunities in the central core area.

- Piles for a depressed freeway would generally be 20' deeper than for an elevated facility. Although unlikely, this extra depth could cause penetration of the sole source Chicot Aquifer.

- Traffic maintenance during construction would be less complex for the elevated option.

S.5 ADDITIONAL ACTIONS REQUIRED FOR IMPLEMENTATION OF PROJECT

S.5.1 PROJECT ALTERNATIVES

Several alternatives regarding the specifics of project implementation have been identified in this Draft EIS. Major unresolved issues concerning the project alternatives as described throughout this report are:

- Highway Type - No-Build or Full Freeway?

- Freeway Alignment - EA-1, RR-3, RR-4, or RR-5?

- Freeway Type In Central Core Area - Elevated or Depressed?

- University Interchange - For EA1 and RR4, relocate runway at Lafayette Regional Airport or implement below-design criteria vertical geometry on University underpass?

- Willow Street Interchange - Normal or Wide Median?

- Area From Willow Street to I-10 - At-grade freeway or elevated freeway on bridge?

S.5.2 SUMMARY OF POTENTIAL MITIGATION MEASURES

Displacements - In addition to normal federal and LDOTD payments for property acquisition and relocations, there may be a need for federal rental housing to supplement the local market supply.

Noise - Noise would increase for some residents not displaced by the freeway and in parts of Beaver Park and the Sterling Grove Historic District, plus at several other sensitive receptors. Walls or earthen berms may be warranted to diminish the noise impacts of the project.

Wetlands - From two to seven acres of wetlands could be adversely impacted by the project. Mitigation options include restoration, creation, and purchase of replacement wetlands.

Joint Development - Potential exists for integrating all or some of the existing Gateway into the freeway project, with further public and agency coordination required to determine the desirability of this action. Other joint development opportunities, including special emphasis on the appearance of the highway and surrounding terrain, exist in the central core area. This would include landscaping and pleasing bridge or retaining wall structures.

S.5.3 OTHER FEDERAL ACTIONS REQUIRED

In addition to this Draft EIS, other actions required of federal agencies for project implementation may include:

- Final Environmental Impact Statement with federal agencies' approvals

- Funding

- Design and plan development

- Right-of-way and property acquisitions

- Section 404 and Section 10 permits from the Corps of Engineers involving wetlands and waters of the United States

- Land transfers involving federal agencies

- Approval by the Federal Aviation Administration for necessary alterations which may be required at the Lafayette Regional Airport

- Possible Section 4(f) and 6(f) Statements (depending on judgement of severity of noise impacts to Beaver Park and the Sterling Grove Historic District plus the magnitude of visual and proximity impacts to the Historic District)

- Section 106 Memoranda of Agreement concerning archaeological and/or historical properties.

S.6 SUMMARY ASSESSMENT OF ALTERNATIVES

Impacts to the human and natural environments which may result from implementation of the project alternatives have been determined and reported in detail in Chapter 4. Using this information, two generalized impacts analysis matrices have been prepared to condense and summarize the positive and adverse impacts of the project. Shown as Exhibit S-4a, the first matrix compares the no-build and freeway alternatives while the second matrix, S-4b, compares the various freeway alternatives being considered for implementation.

Exhibit S-4a
HIGHWAY TYPE ALTERNATIVES
SUMMARY MATRIX

	HUMAN/SOCIOECONOMIC										NATURAL ENVIRONMENT							ENGINEERING							
EVALUATION CRITERIA / ALTERNATIVE DESIGN CONCEPTS	PROJECTED GROWTH, DEVELOPMENT, AND ECONOMICS	DISPLACEMENTS	SENSITIVE LAND USES	PARKS AND RECREATION AREAS	CULTURAL RESOURCES	AESTHETICS	CIRCULATION AND ACCESS	NOISE	UNDERGROUND TANKS	WASTE SITES	AIR QUALITY	WATER QUALITY	WETLANDS	FLOODPLAINS	WILDLIFE HABITAT	ENDANGERED SPECIES	COASTAL ZONE MANAGEMENT	RIGHT-OF-WAY	GEOMETRY	IMPLEMENTATION COSTS	USER COSTS	TRAFFIC SERVICE	UTILITIES	SAFETY	MAINTENANCE OF TRAFFIC
NO BUILD	⊗	⊗	⊗	⊗	⊗	⊗	●	⊗	⊗	⊗	●	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	⊗	●	●	⊗	⊗	⊗
FREEWAY	○	●	●	⊗	⊗	⊗	○	●	⊗	⊗	⊗	⊗	●	⊗	⊗	⊗	⊗	●	○	●	○	○	●	○	●

LEGEND

- POTENTIALLY HIGHLY POSITIVE IMPACT ○
- POTENTIALLY POSITIVE IMPACT ⊗
- NO APPARENT IMPACT OR CHANGE ⊗
- POTENTIALLY NEGATIVE IMPACT ●
- POTENTIALLY HIGHLY NEGATIVE IMPACT ●

Exhibit S-4b
FREEWAY ALTERNATIVES SUMMARY MATRIX

		HUMAN/SOCIOECONOMIC										NATURAL ENVIRONMENT							ENGINEERING							
	EVALUATION CRITERIA / FREEWAY ALTERNATIVE	PROJECTED GROWTH, DEVELOPMENT, AND ECONOMICS	DISPLACEMENTS (Res./Bus.)	SENSITIVE LAND USES	PARKS AND RECREATION AREAS	CULTURAL RESOURCES	AESTHETICS	CIRCULATION AND ACCESS	NOISE	UNDERGROUND TANKS (Number Impacted)	ABANDONED LANDFILL & POTENTIAL WASTE SITE	AIR QUALITY (Local)	WATER QUALITY	WETLANDS (Potentially Impacted Acreage)	FLOODPLAINS	WILDLIFE HABITAT	ENDANGERED SPECIES	COASTAL ZONE MANAGEMENT	RIGHT-OF-WAY (Additional Acreage Required)	GEOMETRY	IMPLEMENTATION COSTS (Range in $ Millions)	USER COSTS (Estimated Avg. Time Savings Year 2015)	TRAFFIC SERVICE	UTILITIES	SAFETY	MAINTENANCE OF TRAFFIC
EXISTING ALIGNMENT	EA-1 ELEVATED	○	● 166/44	●	⊗	⊗	●	○	●	● 51	⊗	⊗	⊗	● 7 Acre	⊗	⊗	⊗	⊗	● 58 Acre	○	● $147-159	○ 15 Min.	○	⊗	○	⊗
EXISTING ALIGNMENT	EA-1 DEPRESSED	○	● 176/52	●	⊗	⊗	⊗	○	●	● 51	⊗	⊗	⊗	● 7 Acre	⊗	⊗	⊗	⊗	● 59 Acre	○	● $159-171	○ 15 Min.	○	●	○	●
COMBINATION ALIGNMENTS	RR-3	○	● 140/51	●	⊗	⊗	●	○	●	● 10	⊗	⊗	⊗	● 2 Acre	⊗	⊗	⊗	⊗	● 107 Acre	○	● $195-206	○ 15 Min.	○	⊗	○	⊗
COMBINATION ALIGNMENTS	RR-4	○	● 100/44	●	⊗	⊗	●	○	●	● 39	⊗	⊗	⊗	● 7 Acre	⊗	⊗	⊗	⊗	● 64 Acre	○	● $153-165	○ 15 Min.	○	⊗	○	⊗
COMBINATION ALIGNMENTS	RR-5 ELEVATED	○	● 206/50	●	⊗	⊗	●	○	●	● 46	⊗	⊗	⊗	● 2 Acre	⊗	⊗	⊗	⊗	● 90 Acre	○	● $189-200	○ 15 Min.	○	⊗	○	⊗
COMBINATION ALIGNMENTS	RR-5 DEPRESSED	○	● 216/58	●	⊗	⊗	⊗	○	●	● 46	⊗	⊗	⊗	● 2 Acre	⊗	⊗	⊗	⊗	● 91 Acre	○	● $200-211	○ 15 Min.	○	●	○	●

LEGEND

- ○ POTENTIALLY HIGHLY POSITIVE IMPACT
- ⊗ POTENTIALLY POSITIVE IMPACT
- ⊗ NO APPARENT IMPACT OR CHANGE
- ● POTENTIALLY NEGATIVE IMPACT
- ● POTENTIALLY HIGHLY NEGATIVE IMPACT

Notes:

1. Highway construction expenditures would generate economic development. Secondary development and corridor redevelopment opportunities would be enhanced due to the improved transportation system. The project would stimulate redevelopment in the corridor.
2. The St. Genevieve Catholic Church in the Sterling Grove Historic District would be directly adjacent to the freeway; EA-1 Depressed and RR-5 Depressed may pose less of a visual intrusion than the elevated alternatives. Gateway Lafayette potentially could be displaced by each alternative.
3. Each alternative would be expected to improve access to parks and recreation areas.
4. Visual and noise impacts to components of the Sterling Grove Historic District would occur, although no displacements would be required.
5. The depressed freeway alternatives for EA-1 and RR-5 would be less visually imposing than the elevated alternatives.
6. For each alternative, the existing Thruway would be supplemented by a new freeway, thus providing a dual roadway system. Land access would continue to be provided by the existing Thruway.
7. RR-3 and RR-5 would traverse an abandoned landfill site currently in use as a maintenance facility by the Lafayette Department of Public Works. RR-3 and RR-4 traverse an environmentally questionable site between Johnston and Jefferson Streets near the railroad. Clean-up of these sites would be potentially positive to the human environment.
8. Impacts for regional level would be potentially positive for all build alternatives.
9. At this time, there is no reason to believe the project would cause adverse impacts to the sole source Chicot Aquifer.
10. Wetlands encroachments could occur at Gateway Lafayette, the Vermillion River, and east of Lafayette Regional Airport.
11. Freeways inherently provide the highest possible traffic safety.
12. The depressed freeway alternatives for EA-1 & RR-5 may require a more detailed construction sequencing scheme to maintain traffic.

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CHAPTER 1

Purpose Of and Need for Proposed Action

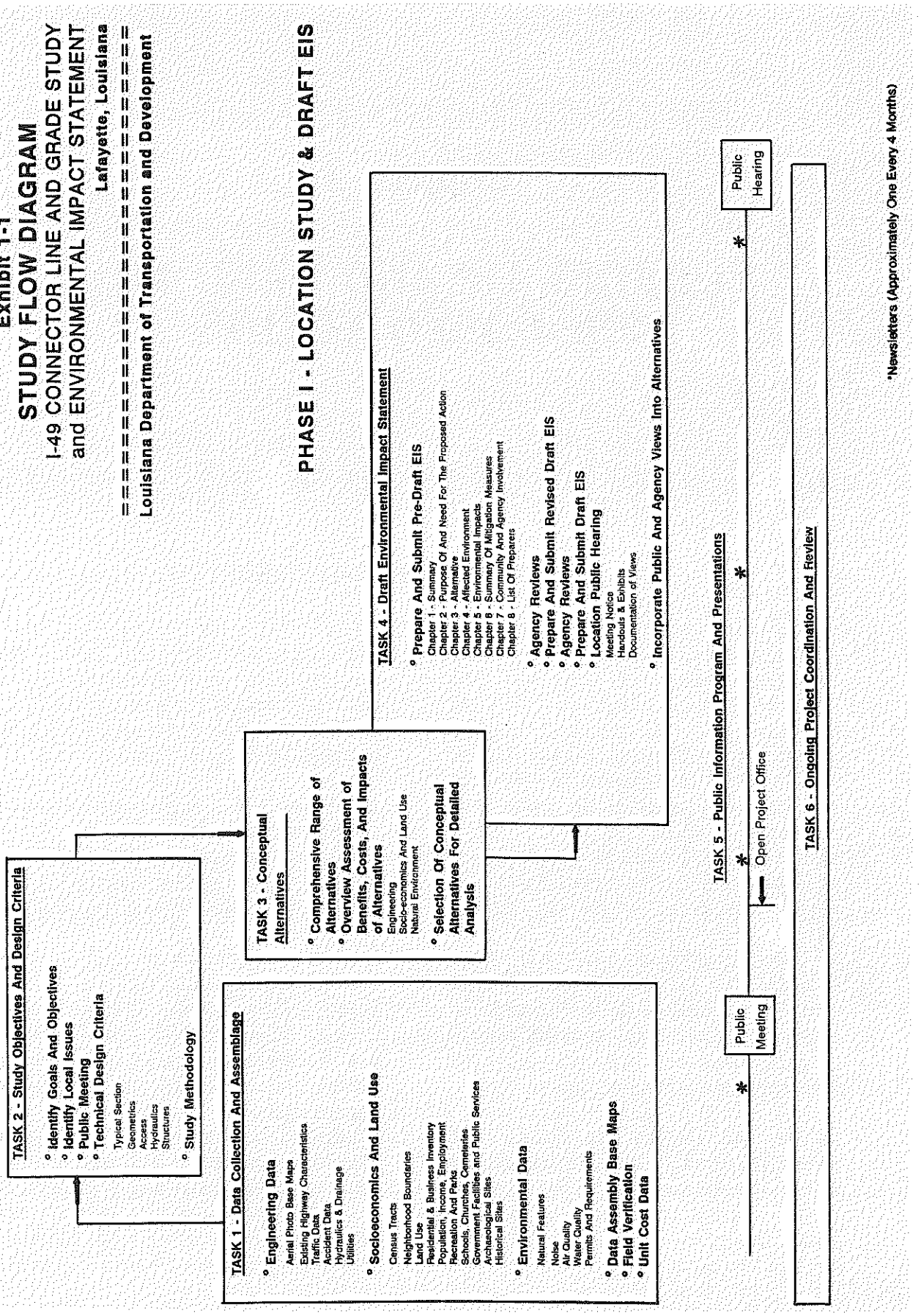


Exhibit 1-1
STUDY FLOW DIAGRAM
I-49 CONNECTOR LINE AND GRADE STUDY
and ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana
Louisiana Department of Transportation and Development
PHASE I - LOCATION STUDY & DRAFT EIS
TASK 2 - Study Objectives And Design Criteria
Identify Goals And Objectives
Identify Local Issues
Public Meeting
Technical Design Criteria
Typical Section
Geometrics
Access
Hydraulics
Structures
Study Methodology
TASK 1 - Data Collection And Assemblage
Engineering Data
Aerial Photo Base Maps
Existing Highway Characteristics
Traffic Data
Accident Data
Hydraulics & Drainage
Utilities
Socioeconomics And Land Use
Census Tracts
Neighborhood Boundaries
Land Use
Residential & Business Inventory
Population, Income, Employment
Recreation And Parks
Schools, Churches, Cemeteries
Government Facilities and Public Services
Archaeological Sites
Historical Sites
Environmental Data
Natural Features
Noise
Air Quality
Water Quality
Permits And Requirements
Data Assembly Base Maps
Field Verification
Unit Cost Data
TASK 3 - Conceptual Alternatives
Comprehensive Range of Alternatives
Overview Assessment of Benefits, Costs, And Impacts of Alternatives
Engineering
Socio-economics And Land Use
Natural Environment
Selection Of Conceptual Alternatives For Detailed Analysis
TASK 4 - Draft Environmental Impact Statement
Prepare And Submit Pre-Draft EIS
Chapter 1 - Summary
Chapter 2 - Purpose Of And Need For The Proposed Action
Chapter 3 - Alternative
Chapter 4 - Affected Environment
Chapter 5 - Environmental Impacts
Chapter 6 - Summary Of Mitigation Measures
Chapter 7 - Community And Agency Involvement
Chapter 8 - List Of Preparers
Agency Reviews
Prepare And Submit Revised Draft EIS
Agency Reviews
Prepare And Submit Draft EIS
Location Public Hearing
Meeting Notice
Handouts & Exhibits
Documentation of Views
Incorporate Public And Agency Views Into Alternatives
TASK 5 - Public Information Program And Presentations
Public Meeting
Open Project Office
Public Hearing
TASK 6 - Ongoing Project Coordination And Review
*Newsletters (Approximately One Every 4 Months)

Study and Draft EIS, and Phase II - Functional Plans and Final EIS. Work for Phase I of the Connector study has been broken into six major tasks, with the relationship of each task to each other and the overall project flow chart shown on Exhibit 1-1, Study Flow Diagram.

Three major areas of study have been identified as engineering, human environment, and natural environment. The engineering work has developed alternatives for the type and location of a highway facility, with the potential impacts to people (human environment) and natural resources (natural environment) subsequently assessed. The results of Phase I studies have been documented and discussed in this Draft EIS, with a public hearing to follow. Interested parties have been kept abreast of study progress via the Connector project newsletter, with four mailings in Phase I.

The goal of Phase I work is the determination of the type of improvement to be provided, if any, and the location of the highway facility. Phase II would develop more engineering detail for the highway type and alignment selected in Phase I. Additionally, a Final EIS would be published with a more precise analysis of likely impacts associated with the selected alternative.

Policy statements of the goals and objectives for the Connector project have been established as follows:

Goals

- In accordance with federal guidelines, to determine the feasibility of improving transportation in the study corridor by comprehensively and objectively assessing the environmental and engineering factors associated with any potential project.

- Ultimately, to implement an improvement program, if the project proves feasible, which is in accordance with the recently completed Lafayette Metropolitan Area Transportation Plan comprehensive study for Lafayette Parish.

Objectives to Attain Goals

- Public participation and input.

- Alternative alignment and highway type studies, including engineering feasibility.

- Impact studies on the natural environment and human environment to determine positive and/or adverse effects of project.

- Documentation and publication of studies in the Draft and Final Environmental Impact Statements.

- Formal Public Hearing(s) prior to the selection of an alternative for implementation.

1.2 DESCRIPTION OF PROPOSED PROJECT

The proposed project is in Lafayette Parish, Louisiana, within the city limits of Lafayette (1990 pop. 94,440). The proposed action includes construction in the Evangeline Thruway U.S. 90/U.S. 167 corridor of a freeway with accompanying interchanges and flanking collector/ distributor roadways for local traffic

circulation and land access. LDOTD has previously studied the freeway concept which would be compatible with its long range highway goals for U.S. 90 south of Lafayette.

The existing Evangeline Thruway is a north-south arterial passing through the older part of Lafayette. It serves local residential and business traffic and also functions as an integral part of the federal-aid primary highway network servicing south Louisiana. Construction and freeway implementation would begin just south of the Lafayette Regional Airport (commercial service) and continue north to the current southern terminus of I-49 just south of the I-10/I-49 interchange, a length of approximately four and one-half miles. Exhibit 1-2 presents the Evangeline Thruway study corridor.

The existing Thruway alignment and several partially new alignments within the corridor are being considered for implementation of the freeway. In addition to the freeway proposal, a "no build" alternative has been identified. The "no-build" alternative would establish a base for comparison of other options. This Draft EIS describes the conceptual engineering aspects and feasibility of the freeway alternatives, and associated impacts to the natural and human environments. A "partial upgrade" alternative has been dismissed for further study as unable to meet the needs for the project (refer to Section 2.3.1). The densely developed urban setting of the older part of Lafayette has been considered fully in the highway planning, assessment of impacts, and potential mitigation of adverse impacts.

1.3 NEED FOR PROJECT

1.3.1 SYSTEM LINKAGE

The existing Evangeline Thruway (U.S. 90 and U.S. 167) is currently a vital link in both local and regional transportation networks. Traversing a dense urban area mixed with residential and commercial development, the Thruway provides service to properties fronting directly on the highway and is a major component in Lafayette's arterial street grid. Additionally, the highway functions as U.S. 90 connecting I-10 and I-49 to south Louisiana and eventually New Orleans. Also, U.S. 167 utilizes part of the Thruway and provides service to areas southwest of Lafayette. U.S. 90 and U.S. 167 are integral parts of the federal highway network and serve key roles in providing transportation to the population of south Louisiana.

A freeway upgrade of the Evangeline Thruway in Lafayette accompanied by continuous parallel land service roadways -- implementation of the I-49 Connector -- would serve to improve the vital transportation role that the highway plays and also be compatible with state, regional, and local plans in terms of system linkage.

1.3.1.a State Plans

U.S. 90 from Lafayette to New Orleans has been targeted in the LDOTD's long

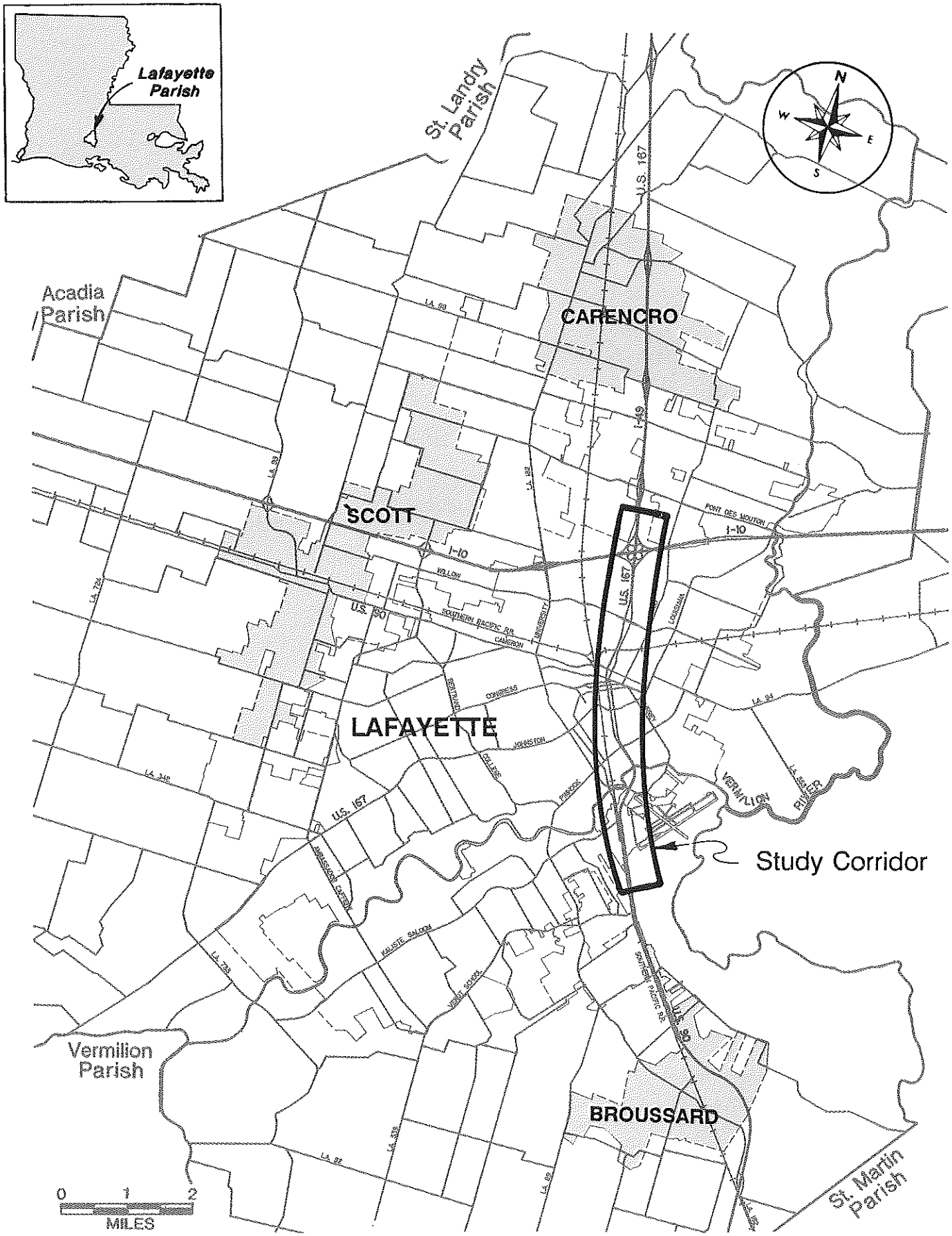


Exhibit 1-2
PROJECT LOCATION

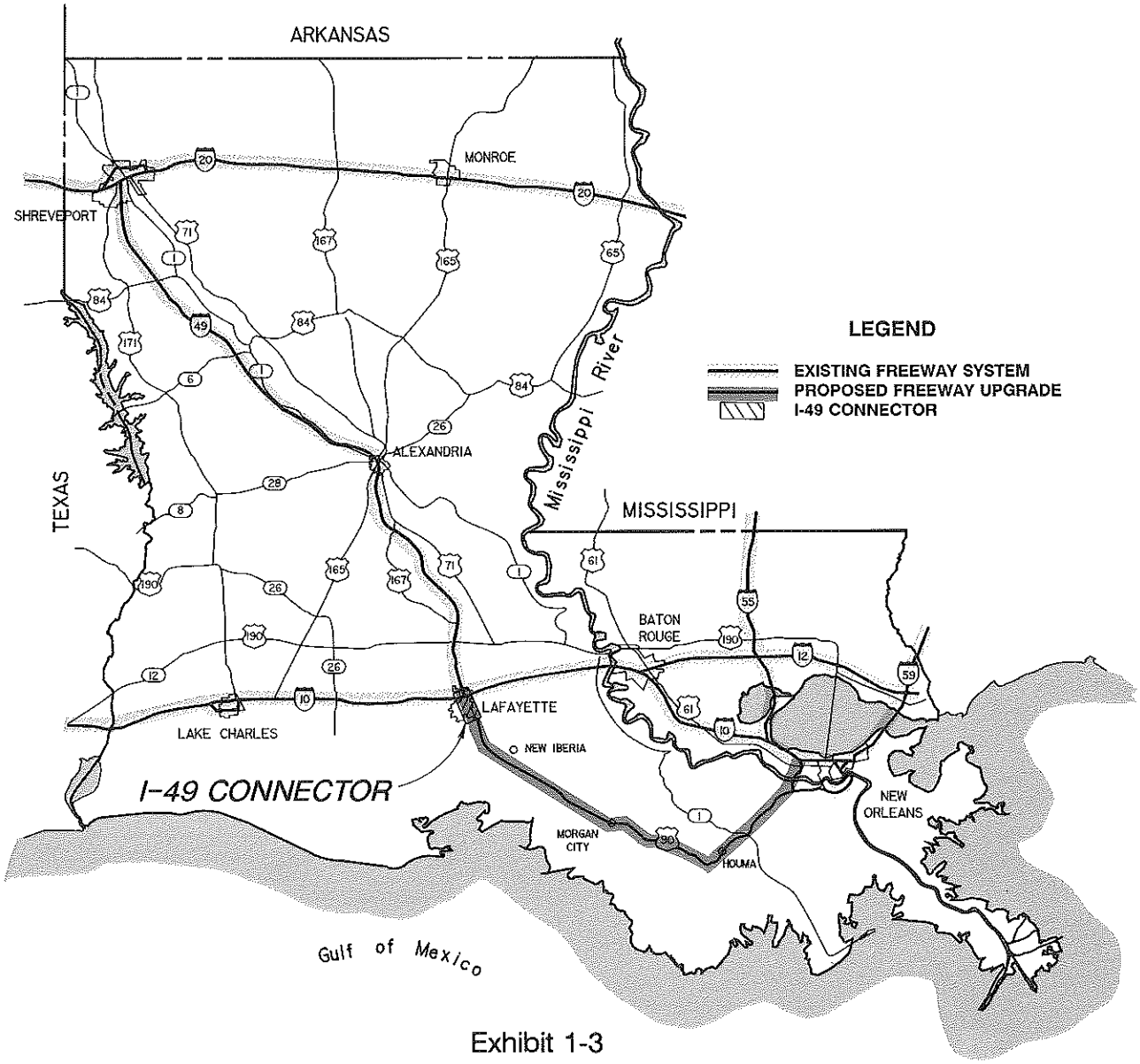


Exhibit 1-3
CONNECTOR RELATIONSHIP TO LOUISIANA FREEWAYS

range goals to become a part of the state's freeway system, effectively serving as a southeasterly extension of I-49 (which currently terminates at its junction with I-10). Construction to freeway standards is now ongoing on some sections of the highway. As shown on Exhibit 1-3, implementation of the I-49 Connector would provide the critical connecting link through Lafayette from existing I-49 to the planned freeway upgrade to the south.

1.3.1.b Regional Plans

A loop freeway around the metropolitan Lafayette area has been discussed and conceptually designed in prior studies. In

the late 1970's, a Draft EIS with specific alignments and associated impacts of the proposed loop was prepared. The recently completed Lafayette Metropolitan Area Transportation Plan comprehensive study also recommends a perimeter roadway (not initially to freeway standards). Generally, the loop would traverse the southwest and possibly northwest and northeast quadrants of the grid formed by I-10 and I-49/Evangeline Thruway.

The I-49 Connector freeway meshes favorably with the proposed loop or can stand alone in providing transportation benefits. In the long term, when combined with the proposed loop, the Connector would generally form the eastern leg of a full perimeter freeway (the Connector is near the eastern perimeter of the developed urban area with marshes to the east restricting further appreciable development). Should the proposed loop be implemented without the Connector freeway, the perimeter freeway would be only partial, on the western and possibly northern edges of the urban area.

1.3.1.c Local Plans

A key component of the I-49 Connector would be continuous flanking parallel roadways in addition to the freeway. These parallel roadways would serve the purpose of local land access and would become a part of Lafayette's arterial network, completely serving the same purpose as the existing Thruway.

Several other elements of the local highway network that have a distinct bearing on the proposed Connector either have been recently completed, are under construction, or are planned and likely will be implemented in the near future.

- The University Avenue extension across the Vermilion River in 1988 to connect with the Evangeline Thruway at Surrey Street has created a major arterial intersection. Traffic service is provided from the Thruway directly to the airport on the east (via Surrey Street) and directly to the central business district (CBD) and University of Southwestern Louisiana (USL) areas on the west (via the University extension).

- The Kaliste Saloom Road extension and widening project now under construction will provide a new major arterial intersection with the Thruway just south of the University/Surrey intersection and further open access to the southwest part of Lafayette Parish.

- A new interchange is planned on I-10 east of Moss Street for the Louisiana Avenue extension (now under design). This project would generally create a parallel corridor to the Evangeline Thruway that has a connection to and crosses to the north side of I-10.

These recently completed and ongoing major highway projects have caused/will cause some degree of change in the focus of the transportation system. This change is anticipated to include more emphasis on the Thruway as a key part of the local arterial network.

In addition to linkage to the various components of the existing and imminent highway network, the I-49 Connector is also related to other major proposed public projects in the area, most of these transportation oriented.

- The Lafayette Regional Airport, providing general aviation and commercial jet service to the metropolitan area, is on the Thruway

alignment at the southeast corner of its intersection with Surrey Street. The Thruway is the primary ground transportation link to the airport. The airport terminal building is now accessed from Surrey Street but has been tentatively identified in a new airport master plan to be relocated to front on U.S. 90.

- A multi-modal transit center providing a central transfer location for the city's public transit bus system, boarding facilities for AMTRAK and Greyhound, and a central location for a taxi stand has been progressing through the planning and design process and construction appears imminent in the near future.

- The Jean Lafitte Center adjacent to Beaver Park and Vermilionville just east of the Thruway at the Vermilion River will be developed by the National Park Service as a part of the statewide system of Jean Lafitte parks.

- The recently completed Lafayette Metropolitan Area Transportation Plan (LTP) study was conducted jointly by the LDOTD and the Lafayette Areawide Planning Commission (LAPC) to computer- model projected future traffic flow patterns and plan future transportation system requirements for the entire Lafayette metropolitan area. The I-49 Connector is one part of the system which has been modeled and demonstrated to be necessary in order to serve future traffic requirements. According to the LTP study, the Connector freeway is warranted with or without the proposed loop freeway discussed previously.

- The provision of frontage roads along each side of I-10 between Ambassador Caffery Parkway and the Vermilion River, crossing Evangeline Thruway/ I-49 within the I-49 Connector study area limits, has been included in the Lafayette Transportation Plan comprehensive study for short range implementation (1992-1996). Near term frontage road improvements along I-10 would be important to planning the operational characteristics and system linkage of the I-49 Connector and should consider the long range needs for the I-49/I-10 system in the interchange area.

- A Lafayette Public Works Department administration building has been let for construction at a cost of approximately $1.5 million. This two story building will be located in the study corridor on the north side of University Avenue adjacent to the Southern Pacific railroad.

Exhibit 1-4 graphically summarizes the relationship of the proposed I-49 Connector to pertinent major actions in the region (noted in the preceding text) which have recently been completed, are imminent, or are being contemplated.

1.3.2 EXISTING AND PROJECTED TRAFFIC CONDITIONS

The Evangeline Thruway is a four-lane or six-lane signalized arterial roadway for its limits in Lafayette until tieing to I-49 at the north end of the Connector project.

The four-lane highway is characterized on its north and south ends by flanking two-way service roads (one lane each direction). In the central section, the Thruway is a one-way couplet, three lanes each direction, utilizing streets that are a part of the original city street grid.

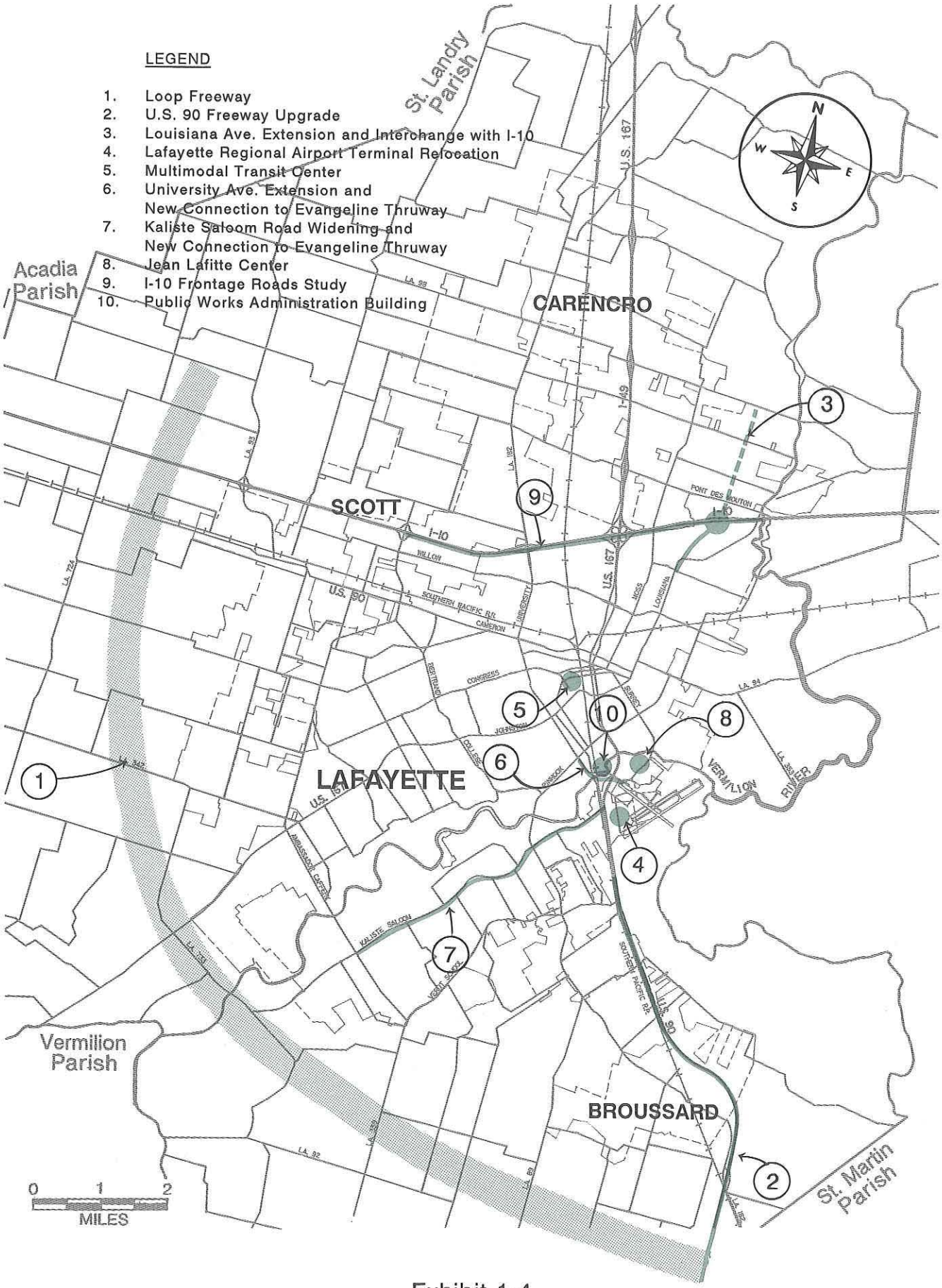


Exhibit 1-4
SUMMARY OF PROJECT'S RELATIONSHIP TO OTHER ACTIONS

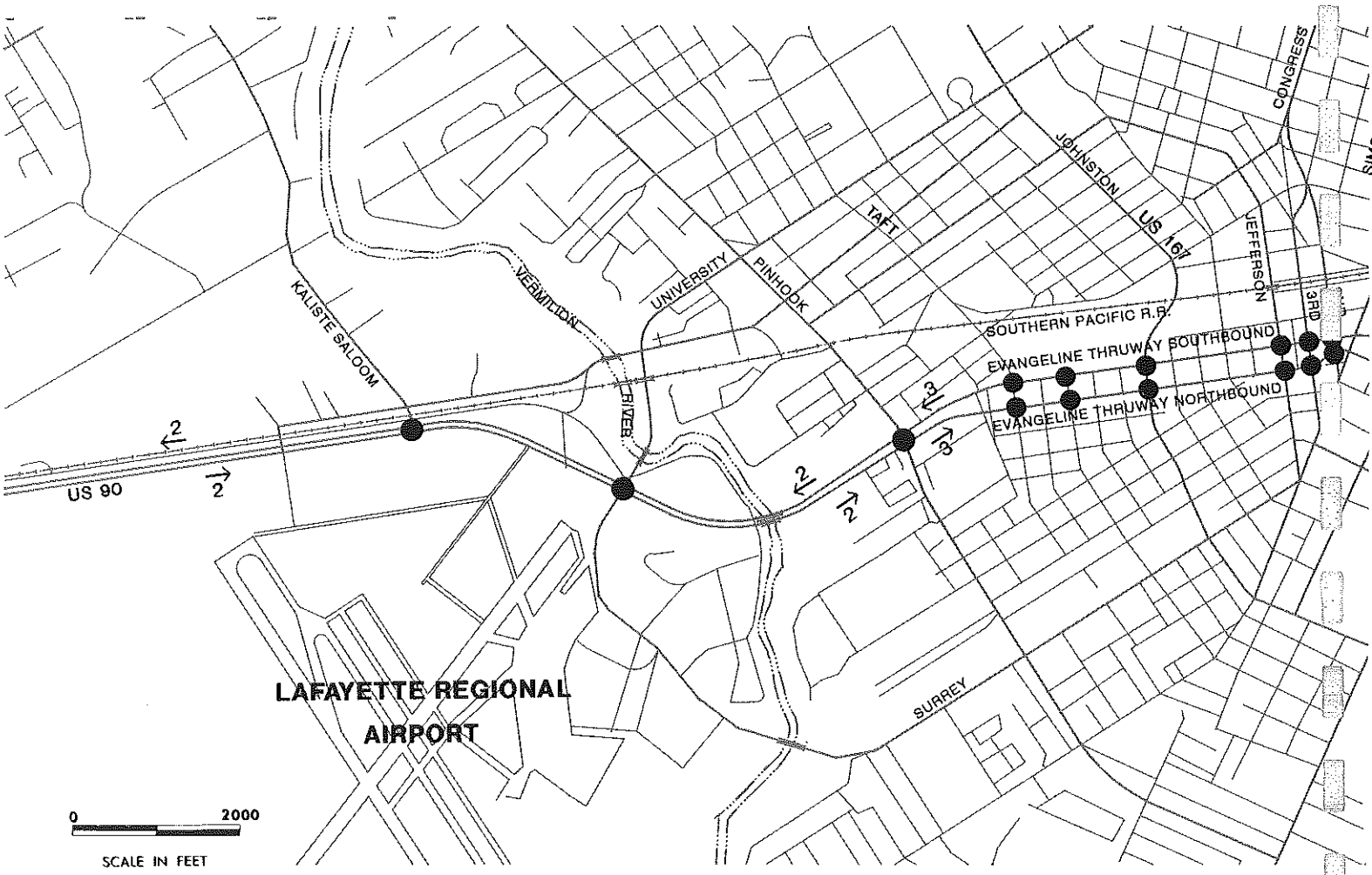


Exhibit 1-5 presents Lafayette's roadway network in the study area and highlights signalized intersections and other features of the Evangeline Thruway.

Like many major highways in urban areas, traffic volumes on the Thruway have grown steadily over the last several decades. Volumes are currently approaching the physical capacity of the highway during peak traffic periods (volumes currently exceed capacity in the four-lane section between the Southern Pacific spur and I-10). The recently completed Lafayette Metropolitan Area Transportation Plan comprehensive study indicates that future traffic volumes warrant high capacity improvements in the Evangeline Thruway Corridor. [Wilbur Smith, 1992].

Traffic volumes on the I-10 and I-49 freeways at the northern terminus of the I-49 Connector also have been rising steadily. Traffic counts have shown that volumes on I-10 and I-49 contribute substantially to volumes on the Thruway. Also, counts indicate that the combination

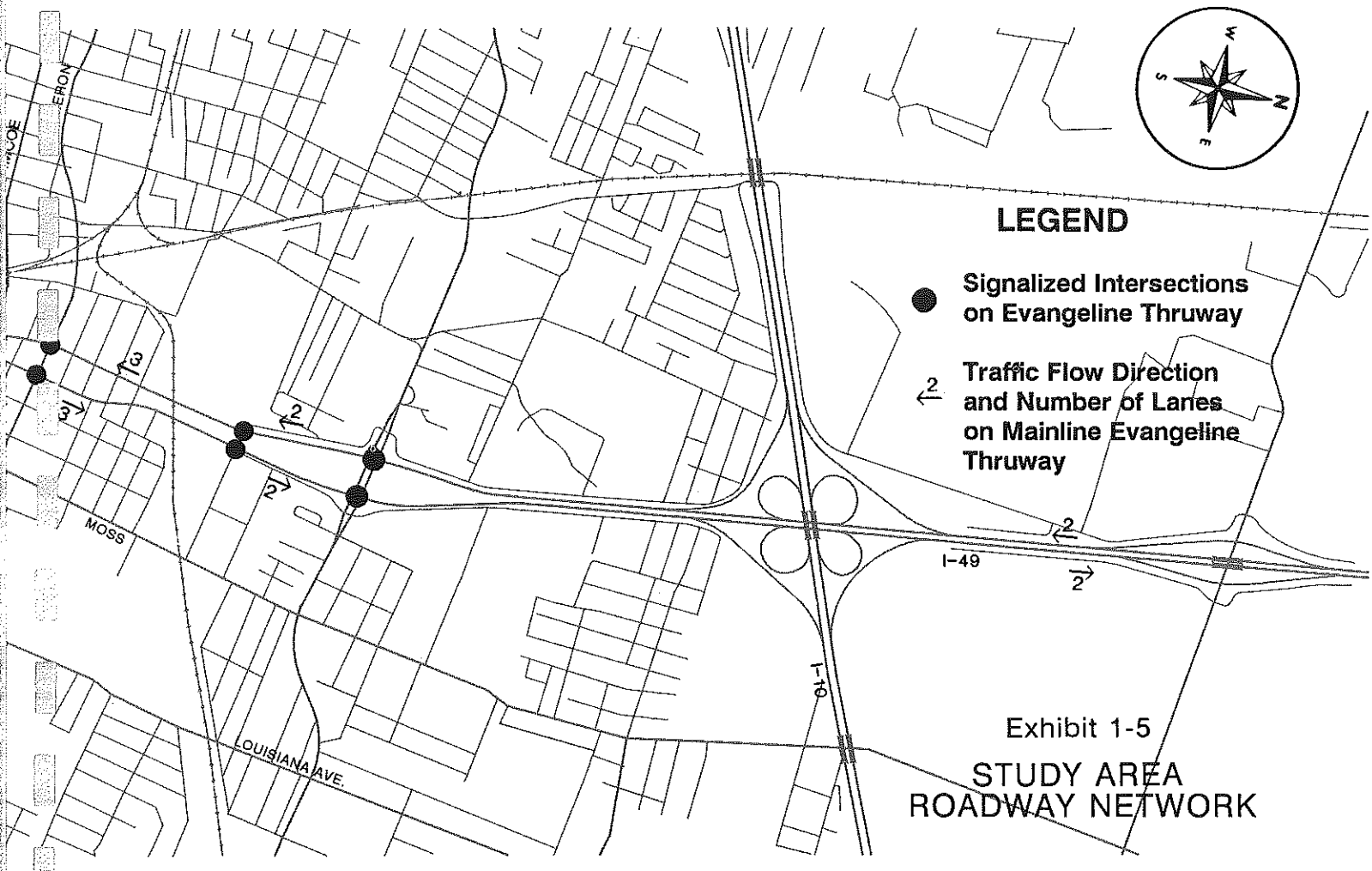


Exhibit 1-5
STUDY AREA ROADWAY NETWORK

of I-10 and Evangeline Thruway is currently being used as a perimeter roadway around the northern and eastern parts of the area.

Exhibits 1-6a, b, c and d show traffic histories and trends on both the Evangeline Thruway and interstate highways in the immediate surrounding area, based on one-day counts performed annually by the City of Lafayette. The regional economic upturn and downturn of the recent past can be noted in the increase and reduction of traffic volumes for the years 1980 through 1990. The graph (1-6a) for Evangeline Thruway indicates that current volumes are approaching the generalized roadway capacity of about 42,000 ADT (average daily traffic) [Wilbur Smith, 1991]. The Draft EIS adopted year 2015 "no build" corridor traffic of 69,000 ADT would greatly exceed the 42,000 capacity.

Exhibit 1-6a
TRAFFIC HISTORIES & TRENDS
EVANGELINE THRUWAY BETWEEN 2nd AND 3rd STREETS

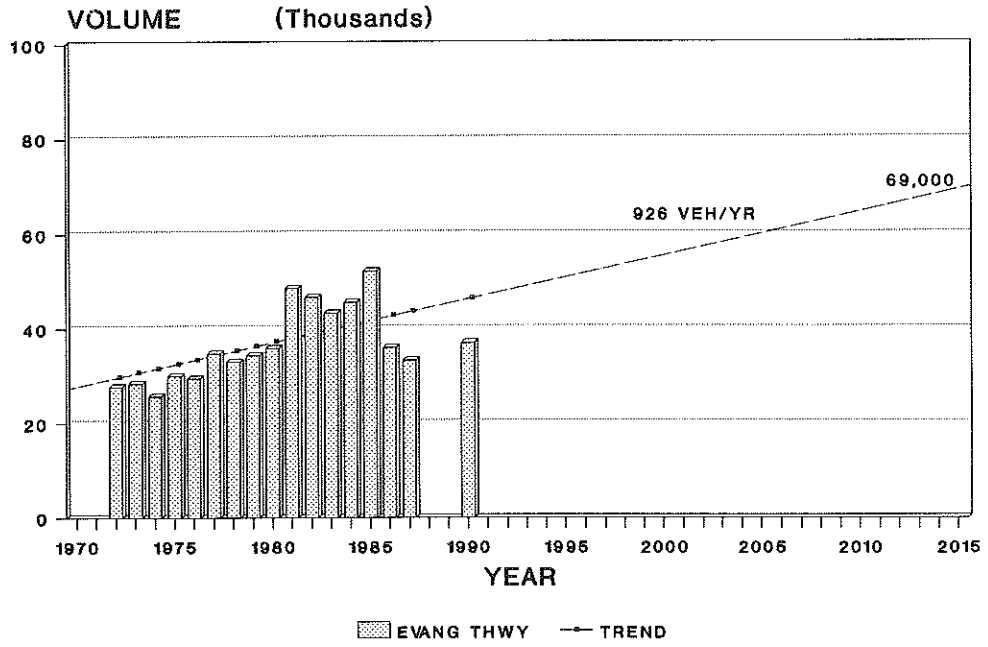
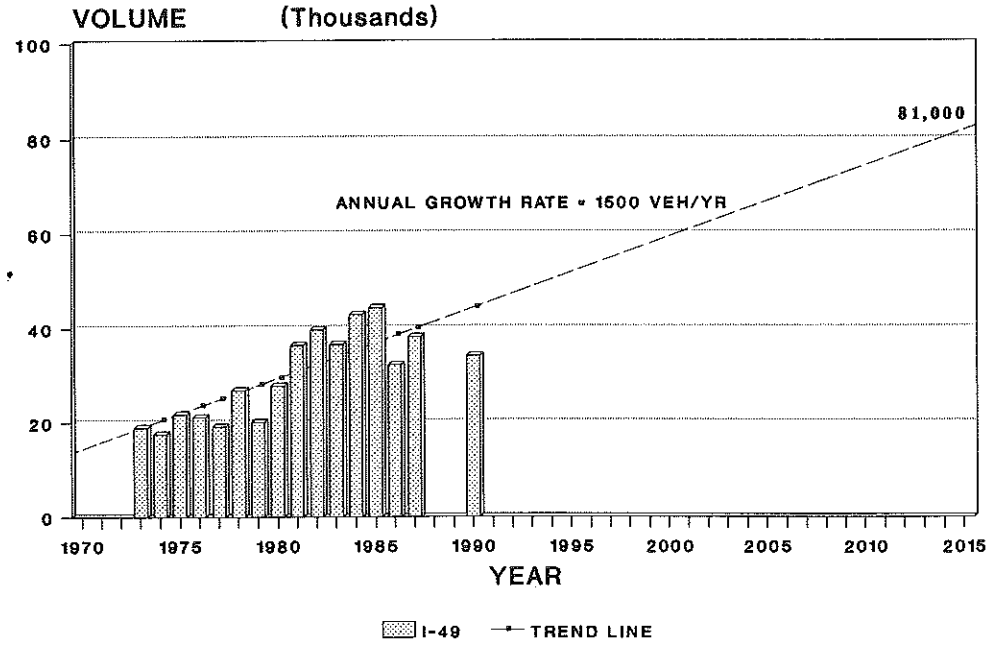


Exhibit 1-6b
TRAFFIC HISTORIES & TRENDS
I-49 NORTH OF I-10



SOURCE: City of Lafayette

Exhibit 1-6c
TRAFFIC HISTORIES & TRENDS
I-10 EAST OF EVANGELINE THRUWAY

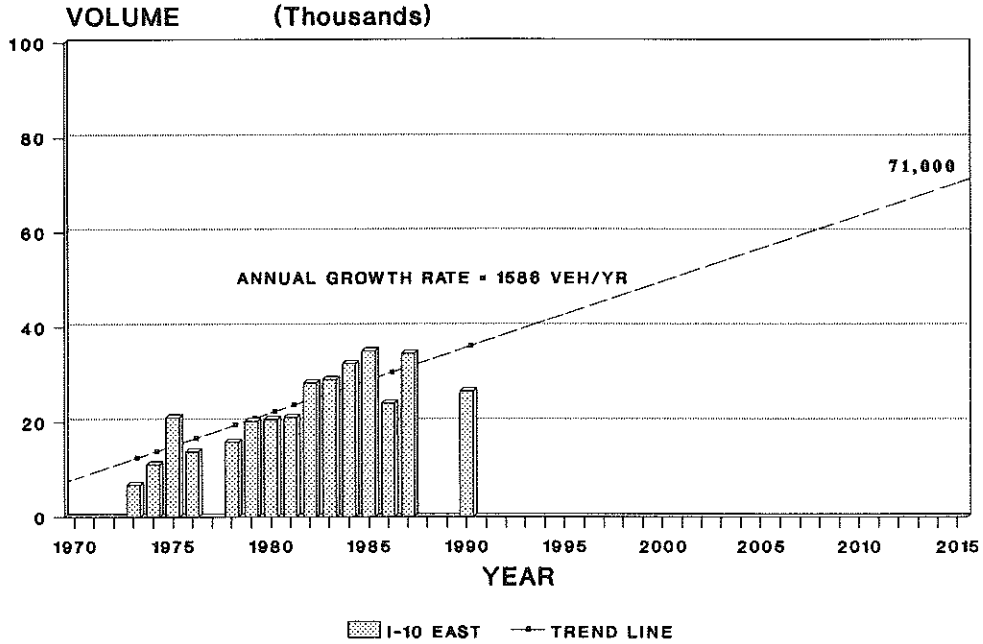
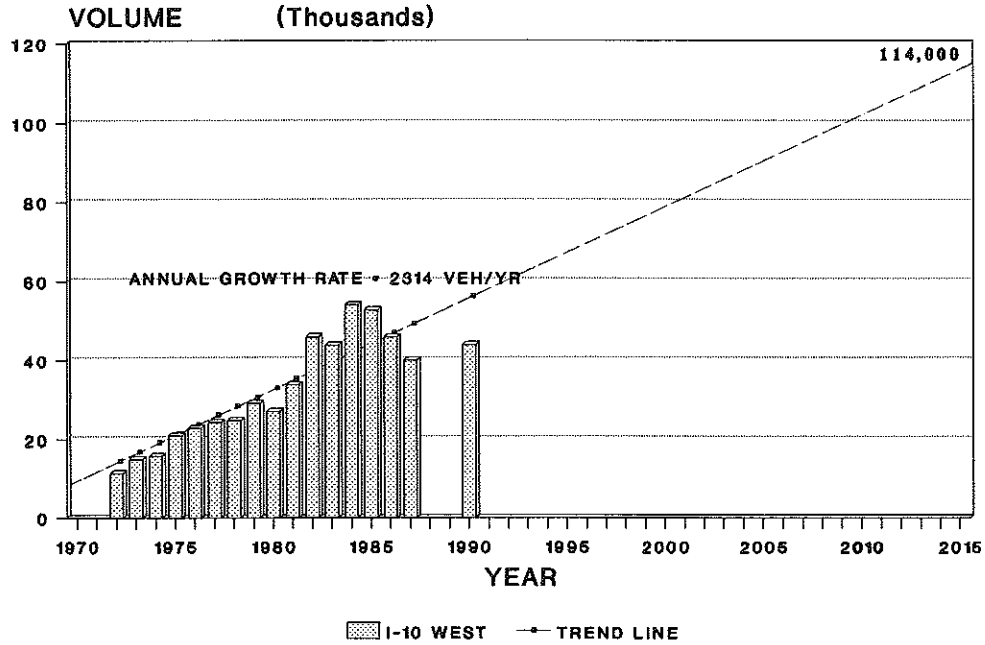


Exhibit 1-6d
TRAFFIC HISTORIES & TRENDS
I-10 WEST OF EVANGELINE THRUWAY



SOURCE: City of Lafayette

In conjunction with high traffic volumes, operational difficulties occur at several Thruway signalized intersections and cross street/service road intersections. Between Willow Street and I-10 on the northern end of the project, traffic congestion and circulation across and/or onto the existing Thruway is a strong concern of that area's business community.

Through traffic on the Evangeline Thruway (to and from south Louisiana), including trucks, must mix with local traffic and passes through the residential districts in the core area of the project between Pinhook Road and the Southern Pacific Railroad spur. Trucks comprise approximately 10% of total Thruway traffic in this area.

On the northbound lanes just prior to Simcoe Street, reverse curvature is introduced to avoid the St. Genevieve Catholic Church and other components of the Sterling Grove Historic District. This design feature, implemented during initial construction of the Thruway couplet system, causes a posted reduction in speed to 25 mph and has been noted in some prior years as the cause for increased accidents.

The Connector freeway would be expected to provide an attractive alternative route for the movement of local traffic, thus reducing congestion on nearby city streets (such as University Avenue).

Implementation of the I-49 Connector would alleviate existing and projected future traffic capacity deficiencies, reduce travel times, and offer the opportunity to eliminate or improve other aspects of the Thruway and surrounding street system. The provision of a dual roadway system, freeway plus flanking parallel roadways, continuous for the length of the corridor, offers improved operational flexibility and capacity for traffic and maintains or improves land access for residences and businesses.

1.3.3 REGIONAL TRANSPORTATION AND LAND USE PLANS

Several prior transportation studies or transportation components of more comprehensive studies, dating back to 1968, have identified the desire and need for a freeway in the Evangeline Thruway corridor:

- Lafayette Core Area Development Plan and Improvements Program, Planning Services, Inc., 1968, recommended consideration of elevating Evangeline Thruway in the one block strip between the existing roadway couplet, with the two present roadways being used as frontage roadways for adjacent developments (Planning Services Inc., 1968).

- R/UDAT (Regional/Urban Design Assistance Team) Study, American Institute of Architects, 1978, recommended completion of the Evangeline Thruway as a controlled access highway by rerouting it parallel to the Southern Pacific Railroad (AIA, 1978).

- LDOTD study, 1984, presented traffic studies and detailed geometric layouts for a freeway facility from Broussard, Louisiana, to I-10, elevated in the area between the existing couplet system (LDOTD, 1984).

- VISION LAFAYETTE, A Blueprint for the Future, 1987, a comprehensive

city-sponsored study, recommended pursuit of the completion of I-49, with emphasis placed "as it crosses the inner core of Lafayette" and accesses New Iberia, Morgan City, and New Orleans (City of Lafayette, 1988).

In 1987, the Lafayette Areawide Planning Commission (LAPC) was created by the governor's office and given jurisdiction as the metropolitan planning organization (MPO) for the Lafayette area, including the cities of Lafayette, Scott, Broussard, Carencro, and the remainder of Lafayette Parish. To date, LAPC has not formally adopted an official Thoroughfare Plan for the parish. The LAPC "working plan" is currently being more fully developed based on the recently completed Lafayette Metropolitan Area Transportation Plan comprehensive study for presentation to and review by the various municipalities and political jurisdictions in Lafayette Parish. The "working plan" designates a freeway in the Evangeline Thruway corridor from I-10 south to the Lafayette/St. Martin Parish line, in addition to a loop roadway in the southwest, northwest, and northeast quadrants of the area. It is expected that as the "working plan" goes through the review and adoption process, the freeway component of the plan will remain conceptually intact.

In addition to providing a freeway in the Evangeline Thruway corridor, the Connector project would maintain an adjacent arterial classification roadway such as now exists. The I-49 Connector freeway proposal is fully compatible with the roadway layout shown on the LAPC working plan.

The last officially adopted transportation plan for the City of Lafayette is dated 1978 and was developed by the Lafayette Regional Planning Commission, the agency responsible for planning at that time. The Evangeline Thruway is not shown as a freeway facility on that plan.

Although it has not developed an official plan, the LDOTD has long had the goal of completing U.S. 90 from Lafayette to New Orleans as a freeway facility. That course has been implemented or is currently under way at several locations on the approximately 130 mile length of highway. The I-49 Connector is compatible with the state freeway goal for U.S. 90 in that it would provide the connecting link through Lafayette from U.S. 90 to I-49. The effective limits of I-49 would then extend continuously from Shreveport to Lafayette and then New Orleans.

Proposals have been made to extend I-49 north from Shreveport to Kansas City and even Chicago. The Connector freeway, then, is also compatible with national highway planning in that it fits into the scheme of an expanded I-49 system.

1.3.4 LEGISLATION AND GOVERNMENTAL SUPPORT

Recognizing a need and potential public benefits generated by a freeway facility in the Thruway corridor, in 1987 the U.S. Congress funded what is now known as the I-49 Connector Study. Leading up to and subsequent to this federal legislation, recent support for the freeway upgrade has come from various political subdivisions both in Lafayette and communities on U.S. 90 south. Some of this support has come specifically for the Lafayette freeway while other support has been for the more general goal of "I-49 extension" (U.S. 90 freeway upgrade) from

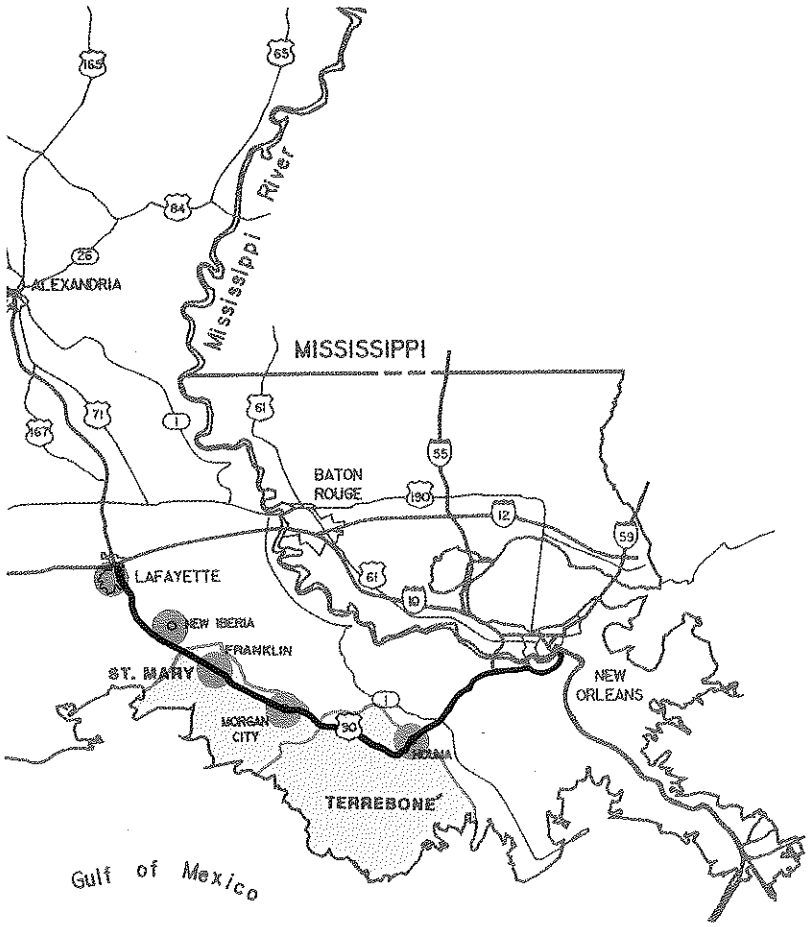


Exhibit 1-7
U.S. 90 COMMUNITY SUPPORT FOR I-49 EXTENSION

I-10 to New Orleans, which includes the I-49 Connector in Lafayette.

The following, graphically presented on Exhibit 1-7, have been identified as recently passing resolutions of support for "the extension of I-49" (list may not be all inclusive):

Cities

Lafayette
New Iberia
Franklin
Morgan City
Houma

Parishes

Terrebone
St. Mary

The City Council and Mayor of Lafayette have signed resolutions of support almost annually since 1981, initially focused on the Evangeline Thruway locally and more

recently on the overall I-49 extension (U.S. 90 freeway upgrade) to New Orleans.

Some of the stated justifications for the extension of I-49 include:

- Lower Louisiana south of Lafayette to New Orleans has sustained the greatest economic growth in the state over the last 25 years.
- An improved transportation system would stimulate tourism development and additional economic growth for this area.
- Part of the National Strategic Oil Reserve is on U.S. 90 and continuous freeway access and ties to the interstate system may be an issue of national defense.
- The Louisiana Offshore Oil Platform (LOOP) and other oil related and marine industries would be more accessible.
- A more suitable hurricane evacuation route for the coastal regions of Louisiana would be provided.

1.3.5 MODAL INTERRELATIONSHIPS

The Evangeline Thruway lies at the crossing of Interstate Highways 10 and 49, with I-10 being the most southerly of the coast-to-coast interstates in the national system. Types of transportation other than personal vehicle which would benefit to varying degrees from improved access provisions of the proposed I-49 Connector include rail, air, and transit.

The Southern Pacific Railroad maintains a mainline running north-south paralleling most of the study corridor but east-west on a regional and national basis. AMTRAK runs three passenger trains weekly from Los Angeles to New Orleans with a stop in Lafayette. Approximately 12 freight trains run on the mainline daily.

The Lafayette Regional Airport lies near the south end and on the east side of the Connector study corridor. The airport provides general aviation and commercial jet services to the metropolitan area. The Connector would provide direct connections to Interstates 10 and 49 and thus freeway service to the terminal area. The management of Lafayette Regional Airport is currently studying the long range plan of moving the terminal from its existing location on Surrey Street to a location fronting on U.S. 90.

City of Lafayette Transit (COLT) is a public transit agency with 12 routes providing bus service, including special handicap provisions, within the city limits (refer to Exhibit 3-6). Inter-city bus service is provided by Greyhound.

A new multi-modal transit center is planned in the Connector study area adjacent to the Southern Pacific mainline between Jefferson and Johnston Streets (refer to Exhibit 1-4). This CBD-area transit center would house the COLT transfer station, Greyhound bus boarding facility, AMTRAK boarding facility, and Post Office. A provision for taxi service will also be provided. The close proximity of the Connector freeway to the multi-modal center complements the overall transportation system.

1.3.6 SAFETY AND STRATEGIC VALUES

The proposed I-49 Connector is considered to have safety and strategic

values in addition to its other merits. Safety to motorists on the Thruway in Lafayette would improve due to design features of freeways which inherently provide for reduced accident rates when compared to other types of facilities. In a broader sense of safety, coupled with implementation of the freeway plan on U.S. 90 south of Lafayette, the Connector can provide the highest level evacuation facility in the event of a south Louisiana hurricane or other disaster. On a national scale, the Connector and U.S. 90 freeway offer excellent highway access and retrieval opportunities in an emergency for the strategic petroleum oil reserve stored in salt domes on the Louisiana coast and along the Mississippi River.

1.3.7 ECONOMIC FACTORS

Highway improvements unquestionably generate changes in the functioning of an area's economy. The proposed I-49 Connector would enhance the location of the Lafayette region at the cross-roads of I-10 and I-49 and would improve accessibility into and around the Lafayette area, perhaps the single most important economic benefit to be derived from the project.

Upgrading the present Evangeline Thruway, a one-way arterial couplet, with a freeway comprised of mainline and arterial parallel roadways, would have a positive impact on the lifestyles of many people living in the Lafayette area through improved mobility (an increase in the ability to get around in the community). Increased mobility permits more choices in locating one's place of residence relative to the place of employment. It also permits greater participation in civic and social activities available in the Lafayette area. A major concentration of these employment, civic and social activities occurs in the nearby Lafayette central business district.

The inclusion of parallel roadways would improve local traffic circulation. Much of the through traffic would be on the mainline freeway, leaving the flanking roadways predominantly for local traffic only. The parallel roadways would be less congested than the present arterial facility.

The proposed project would reduce the user costs for persons travelling U.S. 90/U.S. 167/I-49. Estimates indicate travel times would be reduced by over 16,000 person hours on an average weekday in the design year 2015.

Reduction of vehicle operating costs would be a direct benefit of I-49 Connector users. Such cost reductions would be the result of design features which reduce speed changes and stops, and improve capacity. Fuel consumption, accident costs, and other vehicle costs associated with stop and go traffic conditions would also be reduced. (Refer to Chapter 4.2.3)

The concept of joint development involves the utilization of a highway corridor for purposes other than a roadway. Joint development offers the opportunity to improve the urban environment through landscaping, open space, parking areas, or other amenities. The highway project (given aesthetic appeal) could serve as the stimulus to create redevelopment, economic investment, and vitality in the currently depressed areas adjacent to the corridor.

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American Institute of Architects Regional Urban Design Assistance Team. 1978. *R/UDAT Lafayette, Louisiana.*

City of Lafayette, 1988. *VISION LAFAYETTE: Today/Tomorrow.* Prepared under the Administration of Mayor Dud Lastrapes.

Louisiana Department of Transportation and Development, 1984. *Evangeline Thruway Improvements (US 90), Vermillion River to Broussard, Lafayette Parish, Feasibility Study, State Project No. 700-16-76.*

Planning Services Inc., 1968. *Lafayette Core Area Development and Improvements Program.* Prepared for City of Lafayette and Parish of Lafayette through Lafayette Regional Planning Commission.

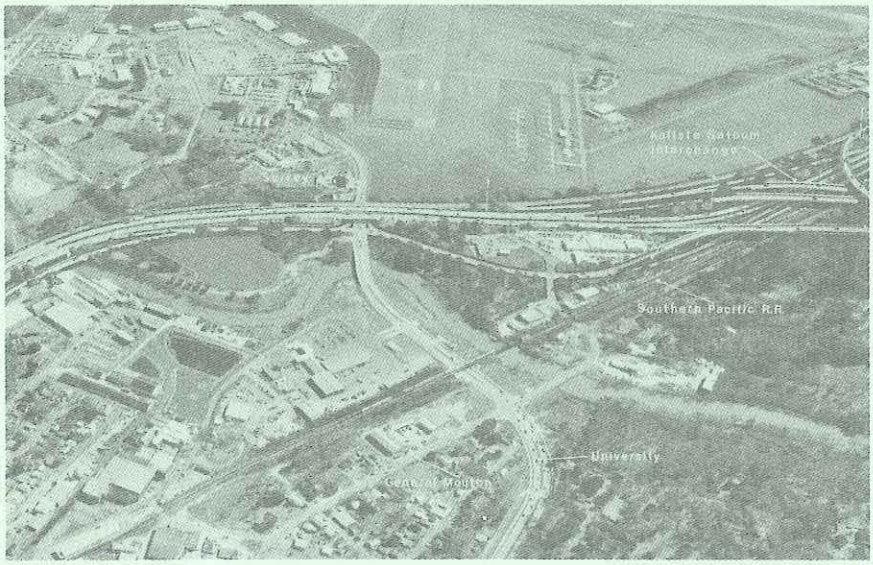
Wilbur Smith Associates, 1991. *Lafayette Transportation Plan Technical Memorandum No. 2.*

Wilbur Smith Associates, 1992. *Lafayette Transportation Plan Final Report.*

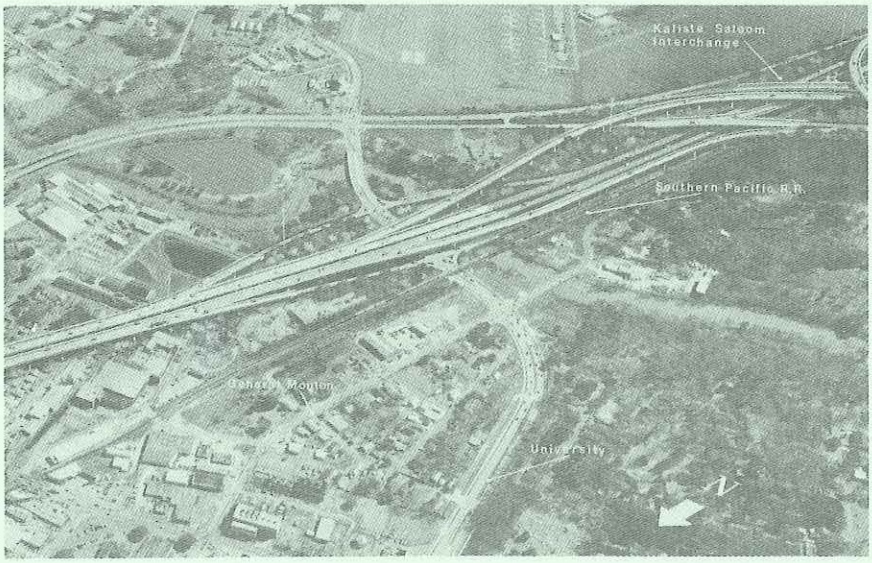
CHAPTER 2

Alternatives

THE PINHOOK/UNIVERSITY AREA



EA-1



RR-5

Chapter 2

ALTERNATIVES

2.1. SELECTION OF REASONABLE ALTERNATIVES

Highway improvement alternatives for study and possible implementation in the Evangeline Thruway corridor have been identified based on the overall project goal of improving transportation in the corridor in a practical manner, minimizing adverse socioeconomic impacts and considering engineering issues. Major technical requirements of the project and other design goals which have been developed include:

- Minimum requirements for traffic service, which establish such features as number of lanes and interchange locations. Level of service (LOS) "D" in the design year 2015 has been established as the minimum for the I-49 Connector project (LOS is a term qualitatively describing traffic flow and operations, ranging from LOS "A" (best) to LOS "F" (worst); refer to Appendix B for more detail on LOS descriptions).

- Design speeds for various roadway classifications, which play a major role in determining the physical shape and space requirements of a highway so that traffic can operate comfortably and safely. For the Connector project, design speeds have been established as follows:

Connector Freeway	60 mph
Parallel One Way Roadways and Other Arterials	40 mph
Ramps (near junction with freeway)	40 mph
Other Roadways	
Collector	30 mph
Local	30 mph

- Basic elements of the typical sections to determine width and safety features of the facility.

- Vertical clearances over highways of 16.5' (except 15.5' for collector and local streets) and over railroads of 23'.

- Drainage and hydraulics to meet state and federal guidelines.

- Aesthetics and joint development opportunities to provide satisfactory transportation improvements in ways that are sensitive to community concerns and the urban setting of the project. Visual enhancement opportunities for the highway are an important part of this process.

- Local access and circulation goals to maintain or improve service to and the vitality of the existing street network and abutting properties. To attain this goal the following major streets which currently intersect the Thruway and cross the Southern Pacific railroad have been identified to remain open and a functioning part of the local network:

  Kaliste Saloom
  University/Surrey
  Pinhook (U.S. 90 BUS.)
  Taft
  Johnston (U.S. 167)
  Jefferson
  3rd
  2nd
  Simcoe
  Mudd (U.S. 90)
  Willow

Lee Street/6th Street (collector street) and streets which form a T-intersection with the Thruway or other local streets have not necessarily been targeted to remain open (to allow for design flexibility). Some of the local streets may remain open depending on the design alternative chosen for implementation.

When considering the alternatives for improving transportation in the Evangeline Thruway corridor, two primary questions have been addressed: What type of highway improvement is desirable and would be most effective in meeting the goals of the project? Should this highway improvement remain on the same alignment as the existing Evangeline Thruway or is there another alignment that is better operationally, lessens adverse impacts, or reduces cost?

For the area within the study limits, initial work consisted of identification of numerous highway type, typical section, and alignment alternatives and then overview analysis to establish the focus of more detailed studies to be performed. This preliminary assessment was conducted to "weed out" potential alternatives which have deficiencies such that they are considered not suitable for further consideration, thus allowing the concentration of available resources to study more prudent options. The worthiness of each preliminary alternative was gauged based on its ability to achieve the goal of practically improving transportation in the corridor while keenly considering impacts to both the human and natural environments.

Based on the results of these preliminary investigations, several typical section and alignment alternatives for a freeway project, as well as a "no-build" alternative, have been advanced for more detailed study and are the focus of this Draft EIS. Other alternatives have been eliminated from further consideration. The final choice of an alternative for implementation will not be made until each of the alternative's impacts and comments on the Draft EIS and public hearing have been fully evaluated.

2.2 ALTERNATIVES CONSIDERED

2.2.1 TYPES OF IMPROVEMENTS

2.2.1.a No-Build

The no-build option would generally consist of the Thruway continuing to operate as it does now, with few capacity or operational improvements of any magnitude. Localized projects aimed at particularly troublesome areas, such as turning lanes, new signalized intersections, etc., could evolve over time. Included in the no-build alternative would be the addition of a third lane on the Thruway each direction between the Southern Pacific spur and I-10.

2.2.1.b Full Freeway

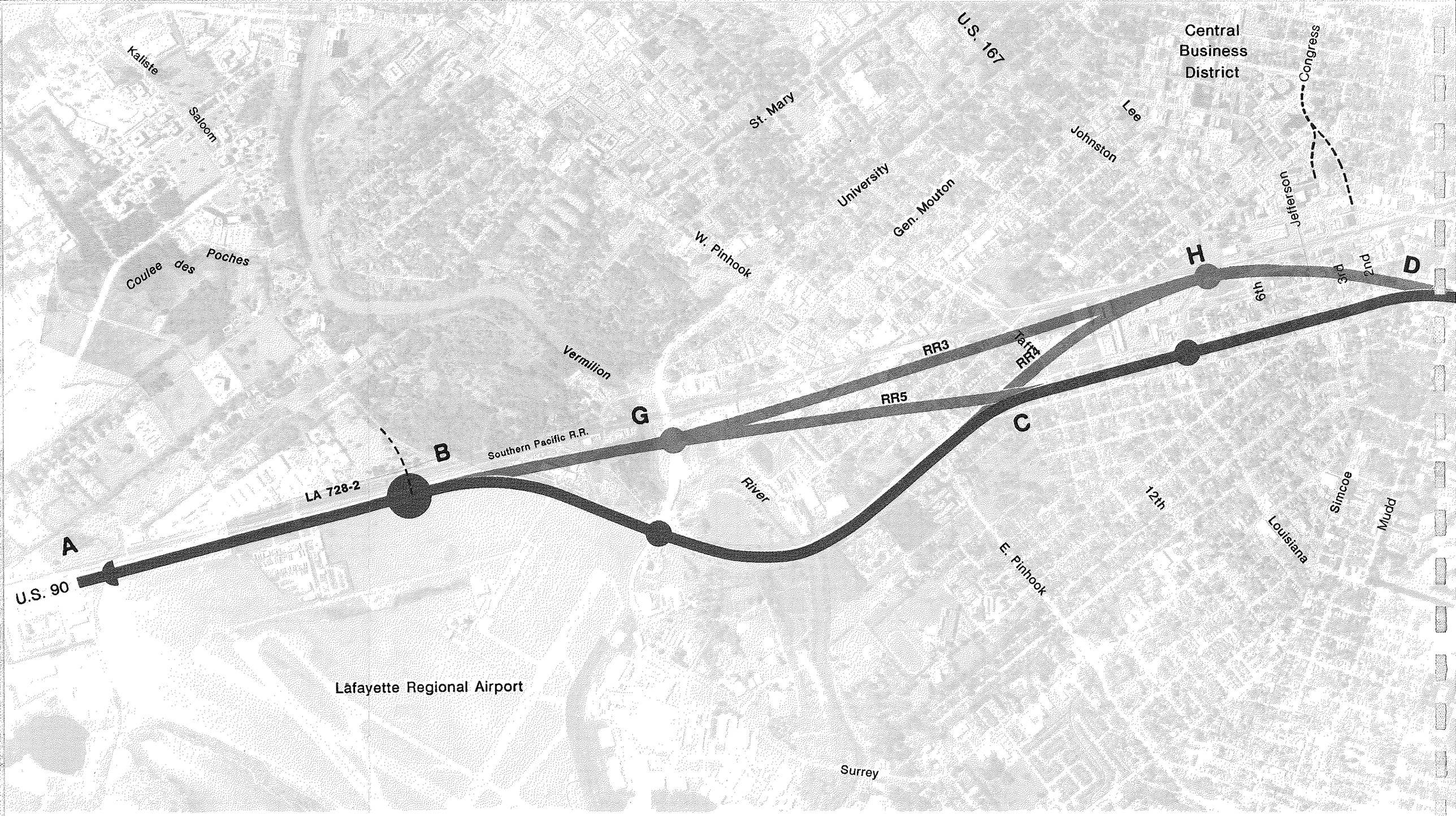
Implementation of a freeway in the study corridor is the preferred alternative concept, consistent with local and statewide goals. The freeway would be continuous within the study limits and be accompanied by a continuous parallel arterial roadway system for land access and local traffic circulation. Traffic on the freeway would flow non-stop while the parallel roadways would operate similar to the existing Evangeline Thruway. Periodic interchanges with ramp connections would be provided to enable traffic flow to and from the freeway.

For the fully developed central core part of the study area along the Thruway between Pinhook Road and the Southern Pacific spur crossing, continuously elevated or depressed freeway options are being considered to allow free passage on the many crossing streets. To facilitate the collection and transport of rainfall runoff on the pavement, the elevated freeway concept has been the typical application on similar projects in the generally flat terrain of south Louisiana. Local terrain, however, with the Vermilion River serving as a low-lying drainage basin, may facilitate a gravity-flow drainage depressed freeway concept. Preliminary drainage studies based on the conceptual nature of the Draft EIS roadway layouts, while not confirming all details of the technical requirements to provide a gravity flow system, have indicated that conceptually the depressed drainage system would function within project drainage design criteria. Should the depressed freeway option be further pursued for possible implementation subsequent to this Draft EIS, more detailed engineering and hydraulic analysis would be performed during Final EIS studies to further confirm the drainage functions and other detailed design features of the depressed freeway.

2.2.2 ALIGNMENT AND INTERCHANGE ALTERNATIVES

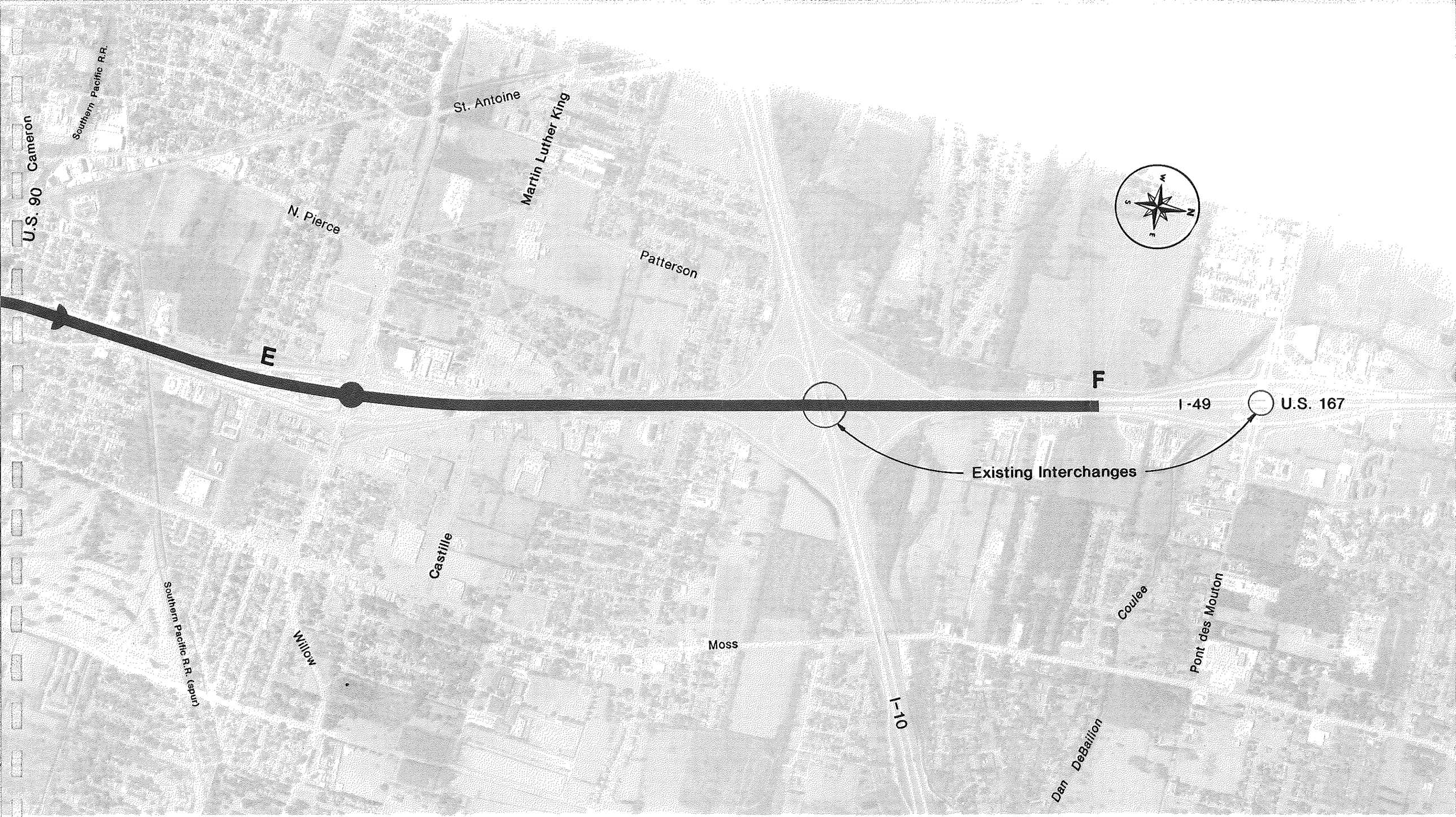
Four alignment alternatives for a freeway project have been identified using the rationale described in Section 2.1. These include the existing alignment and various combinations of the existing alignment and area directly adjacent to the Southern Pacific Railroad. Six freeway alternatives are under consideration on these four alignments:

- EA-1 Elevated
- EA-1 Depressed
- RR-3
- RR-4
- RR-5 Elevated
- RR-5 Depressed



Alignment Alternatives

EA1	Nodes A-B-C-D-E-F
RR3	Nodes A-B-G-H-D-E-F
RR4	Nodes A-B-C-H-D-E-F
RR5	Nodes A-B-G-C-D-E-F



0 1000 2000
SCALE IN FEET

Legend

- Proposed Interchange
- New Alignments
- Existing Alignment

Exhibit 2-1
ALIGNMENT ALTERNATIVES

Exhibit 2-1 presents the alignment alternatives with proposed interchange locations noted. Six "subalternatives" that can be used interchangeably amongst the alternatives have been identified and are described in 2.2.2.a.

2.2.2.a Alternatives Fully On The Existing Thruway Alignment (EA-1 Elevated and EA-1 Depressed)

The existing Thruway alignment is described by nodes A-B-C-D-E-F on Exhibit 2-1. Interchanges are proposed for:

- Kaliste Saloom
- University/Surrey
- Johnston (U.S. 167)
- Mudd (U.S. 90) -partial interchange
- Willow

Proposed interchange locations are shown on Exhibit 2-1 with additional description provided in Tables 2-1 through 2-4 and Plates 1 through 5 in Appendix A (refer to the Plate Index in Appendix A for Plate references for each project alternative). The interchange locations have been selected with regard to traffic flow, traffic service needs, spacing requirements, physical constraints, and practicality.

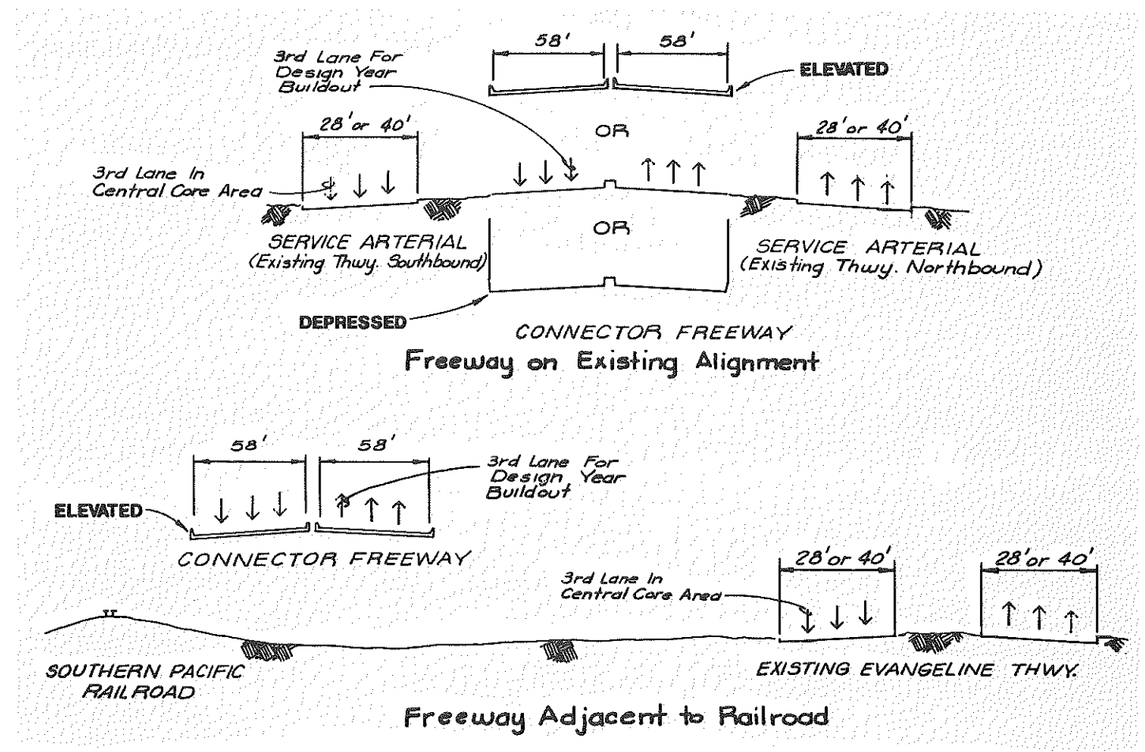


Exhibit 2-2
SCHEMATIC TYPICAL SECTIONS

Socioeconomic conditions typically associated with a major highway corridor in an urban area are already present along the existing Thruway. For a freeway project, additional impacts such as residential and business displacements can be expected in the core area from Pinhook Road to the Southern Pacific Breaux Bridge rail spur.

EA-1 Elevated and EA-1 Depressed alternatives are being considered for implementation on the existing Thruway alignment. The top half of Exhibit 2-2 presents the typical section concept for these freeways, including flanking parallel one-way arterial roadways for the full length of the project (between Willow Street and I-10 one-way and two-way parallel roadways are being considered).

Table 2-1
ALTERNATIVE EA-1 (ELEVATED AND DEPRESSED) INTERCHANGES/ACCESS

Appendix A Plate No.	Interchange [1] Location	Interchange Type	Service Provided
1	Begin Project	Slip Ramp* Half Diamond	Service from Connector south to parallel roadways and then Kaliste Saloom extension, Lafayette Regional Airport, and University
2a or 2c	Kaliste Saloom /University	Combination 3 Level Directional and Slip Ramp* Full Diamond	Direct service from Connector north to Kaliste Saloom extension, Lafayette Regional Airport, and University extension; direct service from Connector south to University and airport; indirect service to other locations via one-way parallel roadways; service from Kaliste Saloom to one-way parallel roadways north & south and then airport and University
3a or 3e	Johnston	Slip Ramp* Full Diamond	Direct service from Connector north and south to Johnston and CBD; indirect service to other locations via one-way parallel roadways
4a, 4b, 4c or 4d	Mudd	Slip Ramp* Half Diamond	Direct service from Connector north to Mudd and CBD; indirect service to Simcoe, 2nd, 3rd, Jefferson, and CBD via one-way parallel roadways
4a, 4b, 4c or 4d	Willow	Slip Ramp* Full Diamond	Direct service from Connector north and south to Willow street; indirect service to other locations via one-way parallel roadways (south of Willow) and existing two-way frontage roads (north of Willow).
5	I-10	Existing Cloverleaf	Freeway to freeway service.

[1] These interchange/access locations and types are the result of studies conducted based on existing physical constraints and limited traffic flow and projection data available during the Draft EIS studies. The locations and types of interchanges envisioned, as well as other judgements made at this time, are considered valid for Draft EIS work and have been used to assess, tabulate, and report environmental impacts of the various highway type and alignment alternatives. They should be considered open to change during Final EIS studies, should this be warranted as a result of increased information and detailed engineering studies.

* "Slip Ramp" refers to a free flow mid-block ramp connection from the freeway to the one-way parallel roadway, or vice versa.

Table 2-2
ALTERNATIVE RR-3 INTERCHANGES/ACCESS

Appendix A Plate No.	Interchange[1] Location	Interchange Type	Service Provided
1	Begin Project	Slip Ramp* Half Diamond	Service from Connector south to parallel roadways and then Kaliste Saloom extension, Lafayette Regional Airport, and University
2b	Kaliste Saloom	Combination 3 Level Directional and Slip Ramp* Half Diamond	Direct service from Connector north to Kaliste Saloom extension; service from Kaliste Saloom to one-way arterials north & south, then Lafayette Regional Airport and University
2b	University	Conventional Full Diamond	Direct service from Connector north to University and Lafayette Regional Airport; direct service from Connector south to University west and CBD; service from Connector south to airport here or at Begin Project interchange; utilize existing underpass on University at railroad
3b	Johnston	Single Point Full Diamond	Direct service from Connector north and south to Johnston and CBD; new underpass on Johnston at railroad
4a, 4b, 4c or 4d	Mudd Willow I-10	Same as Table 2-1	Same as Table 2-1

Table 2-3
ALTERNATIVE RR-4 INTERCHANGES/ACCESS

Appendix A Plate No.	Interchange[1] Location	Interchange Type	Service Provided
1	Begin Project	Slip Ramp* Half Diamond	Service from Connector south to parallel roadways and then Kaliste Saloom extension, Lafayette Regional Airport, and University
2a or 2c	Kaliste Saloom/ University	Combination 3 Level Directional with Slip Ramp* Full Diamond	Direct service from Connector north to Kaliste Saloom extension, Lafayette Regional Airport, and University extension; direct service from Connector south to University and airport; indirect service to other locations via one-way service arterials; service from Kaliste Saloom to one-way parallel roadways north & south, then airport and University
3c	Johnston	Single Point Full Diamond	Direct service from Connector north and south to Johnston and CBD; new underpass at railroad
4a,4b, 4c or 4d	Mudd Willow I-10	Same as Table 2-1	Same as Table 2-1

[1] See footnote Table 2-1

* "Slip Ramp" refers to a free flow mid-block ramp connection from the freeway to the one-way parallel roadway, or vice versa.

Table 2-4
ALTERNATIVE RR-5 (ELEVATED AND DEPRESSED) INTERCHANGES/ACCESS

Appendix A Plate No.	Interchange[1] Location	Interchange Type	Service Provided
1	Begin Project	Slip Ramp* Half Diamond	Service from Connector south to parallel roadways and then Kaliste Saloom extension, Lafayette Regional Airport, and University
2d	Kaliste Saloom	Combination 3 Level Directional with Slip Ramp* Half Diamond	Direct service from Connector north to Kaliste Saloom extension; service from Kaliste Saloom to one-way parallel roadways north & south, then Lafayette Regional Airport and University
2d	University	Conventional Full Diamond	Direct service from Connector north to University and Lafayette Regional Airport; direct service from Connector south to University west and CBD; service from south to airport here or at Begin Project interchange; utilize existing underpass on University at railroad
3d or 3f	Johnston	Slip Ramp* Full Diamond	Direct service from Connector north and south to Johnston and CBD; indirect service to other locations via one-way parallel roadways
4a, 4b, 4c or 4d	Mudd Willow I-10	Same as Table 2-1	Same as Table 2-1

[1] See footnote Table 2-1
* "Slip Ramp" refers to a free flow mid-block ramp connection from the freeway to the one-way parallel roadway, or vice versa.

Slip ramp connections would be provided in advance of each interchange crossing street ("slip ramp" refers to a free flow mid-block ramp connection from the freeway to the one-way parallel roadway, or vice-versa). For the existing alignment, this concept is believed to offer the best flexibility in providing for adequate freeway operations, providing for local land and street access, and minimizing adverse socioeconomic impacts. It also offers increased traffic capacity in the event of mainline overcrowding or closure. The parallel roadway concept has been used in prior LDOTD studies.

The Existing Alignment In the Central Core Area (With Design Considerations Noted for the Elevated and Depressed Alternatives)

Utilization of the existing alignment in the central core area between Pinhook Road and the Southern Pacific rail spur would allow for an elevated or possibly depressed freeway option (refer to Plates 3a or 3e, Appendix A). EA-1 Elevated would be continuously on bridge with cross streets passing below while EA-1 Depressed would be continuously below grade with cross streets passing above.

The depressed option in Lafayette is being considered because depressed freeways many times are more compatible with urban area environments such as the central core of Lafayette. This is true to varying degrees, based on the precise setting of a project and the perception of individuals that live in the community and drive on the roadway. Factors associated with depressed freeways that could enhance their compatibility with the urban environment include:

- Less visibility and intrusion on the surrounding community
- Perception by the community as being less of a barrier or dividing line because the freeway is not as noticeable
- Noise attenuation which occurs due to built-in components of depressed freeways (such as retaining walls)

Also, for the case at hand, the depressed option may be more suited to create a pleasing environment to stimulate development and redevelopment in the declining central core section of the Thruway and surrounding area.

Technical Considerations for the Elevated and Depressed Alternatives

Due to the flat low-lying terrain of South Louisiana, a depressed roadway raises technical questions not normally associated with an elevated facility. These are reviewed below, and must be considered in the overall assessment of the alternatives and selection of one for implementation.

Roadway Drainage and Associated Effects
Rainfall runoff on the depressed freeway would be collected and transported to the Vermilion River by gravity flow. To accomplish this within drainage design criteria, crossing streets must be "bubbled" up (raised) to maintain a satisfactory hydraulic gradient for freeway drainage and at the same time provide proper vertical underclearance to the freeway. This "bubble" would cause profile adjustments on the cross streets extending beyond the limits of the northbound and southbound Thruway outer-most right-of-way lines (the cross street adjustments at the right-of-way lines would range from zero feet to six feet in height, with one to three feet typical). The most pronounced adjustments would be required on Mudd Avenue and then Simcoe Street. Refer to Plates 3e and 3f for profiles of the local crossing streets which illustrate the above discussion.

The intersection areas of the ground level northbound and southbound Evangeline Thruway would be raised as much as necessary to meet the adjusted cross streets. In some cases this would require triangular shaped parcels of additional right-of-way on each side of the cross street and on the outsides of the Thruway ground level roadways (a typical size for each triangular shape would be 25' x 200'). In one area, on the southbound Thruway between Jefferson and Mudd, the existing roadway would be shifted towards the freeway to provide an opportunity for placement and grading of the low embankment within existing right-of-way between intersections (because of its deteriorated condition, the existing Thruway has been identified for pavement reconstruction as a part of the I-49 Connector project regardless of whether the elevated or depressed alternative is implemented).

At the St. Genevieve Church in the narrow corridor area, the project is a tight fit (either elevated or depressed). For the depressed alternative, a retaining wall that

extends from the Simcoe/northbound parallel roadway intersection eastward approximately 150' and northward along the northbound parallel roadway for approximately 100' would be required. This wall would vary from approximately four to zero feet in height. No driveway closures or other access impacts due to this wall would occur. Not associated with drainage considerations, the northbound Thruway could be required to be cantilevered or otherwise suspended over the depressed freeway in the narrow corridor area near Simcoe Street.

The elevated freeway would fill the air space in the narrow corridor area.

Soils Conditions and Water Table

Conditions of the soil and the elevation of the water table along the proposed project would be important in establishing detailed design elements of the depressed alternative. These two factors would determine what type of foundation to provide for the roadway pavement and whether or not the roadway should be anchored down to prevent it from "floating" on the water table (if the water table is higher than the pavement elevation). The soils conditions are also important for the structural elements of the elevated and depressed alternatives (such as bridge piers or retaining walls).

In May, 1981, soil borings taken in the project area in association with the University Avenue extension project indicated the ground water elevation at that time to be between elevations 7' and 11', approximately five feet below the lowest grade of a depressed Connector roadway. The soil borings also indicated mostly sand in the strata approximately 15' to 20' below ground.

Chicot Aquifer

The Chicot Aquifer is a sole source aquifer supplying Lafayette's drinking water. Some structural elements of both the elevated and depressed alternatives, particularly piles which support bridges or retaining walls, have the potential to penetrate the aquifer, depending on its elevation in the project area. In general, piles for the depressed alternative would extend 20 feet lower than for the elevated alternative. In the unlikely event that the aquifer is 20 feet or less below the existing surface, then the general excavation associated with the depressed alternative also would disrupt the aquifer. Excavation to 20' below ground of an abandoned landfill in the project area in association with the University Avenue extension and general sewer excavations to a typical depth of 15' in the Lafayette area have been performed with no indications of penetration of the Chicot Aquifer.

The Existing Alignment From the Airport Area To Pinhook

South of the central core area EA-1 Elevated and EA-1 Depressed would be equivalent. Between the south end of the project and Pinhook Road, the freeway generally would be at-grade with overpass grade separation structures at the University/Surrey interchange and the Vermilion River. In the University/Surrey interchange area, two "subalternatives" have been identified in consideration of the FAA-required Runway Protection Zone (RPZ) for Runway 10-28 at Lafayette Regional Airport. With the existing Thruway alignment just 650' off the end of Runway 10-28, the RPZ restricts the height of the I-49 Connector freeway overpass so that air traffic can operate safely.

Subalternatives A and B

Subalternative A (Plate 2c, Appendix A) would consist of establishing the Connector freeway at its highest permissible elevation in consideration of the existing RPZ, and then developing a University/Surrey underpass profile that provides proper vertical clearance for passage of vehicles beneath the freeway overpass. The University/Surrey underpass on Subalternative A would require a pumping facility to transport rainfall runoff to the Vermilion River and would be subject to 8% grades and a design speed of 20 mph (project design criteria calls for a design speed of 40 mph on arterial/interchange roadways such as University/Surrey).

Subalternative B (Plate 2a, Appendix A) was identified to provide a profile on University/Surrey which meets project design speed criteria and which would eliminate the pumping requirements at a freeway interchange roadway. Subalternative B would entail the extension of Runway 10-28 on its east end approximately 350', with a corresponding shift in the 10-28 RPZ. This would allow the Connector mainline overpass to be raised approximately 11', with University/Surrey raised correspondingly. For Subalternative B, the University/Surrey underpass would have a design speed of 40 mph and would not require pumping. Also, the University/Surrey parallel roadway intersection areas would not be extensively below grade and the need for retaining walls and/or additional right-of-way would be diminished.

Preliminary engineering investigations and contacts with airport officials indicate that the 350' runway extension could fit on currently-owned airport property. Field investigations show that a portion of this airport land is considered jurisdictional wetlands (it has been de-foliated routinely in the past). Estimates are that a maximum of five acres of these wetlands would be covered by the footprint of the embankment required for the runway.

There is a possibility that detailed engineering would show that subsurface soils conditions in the area would require a larger embankment footprint than would fit on airport land (a prior runway extension of about 200' constructed in 1967 has subsided up to approximately four feet and has been removed from service). Any encroachment beyond the airport property line would require additional wetlands takings and impact Bayou Tortue (a small tributary of the Vermilion River), possibly causing the need for its realignment.

Investigations were made as to the need, technical feasibility, and practicality of providing an interchange at Pinhook Road rather than University/Surrey. Results of these investigations indicate the higher practicality and greater traffic service of an interchange at University rather than Pinhook Road (refer to 2.3.2 for additional information).

The Existing Alignment Between The Southern Pacific Spur And I-10

North of the Southern Pacific spur to I-10, several subalternatives have been identified for the Willow Street interchange and for the developed business area between Willow and I-10. These are described below.

Subalternatives C and D

Subalternative C in the Willow Street interchange area (Plates 4b and 4d, Appendix A) would establish the freeway alignment through the center of the Gateway Lafayette landscaped area and

visitors information center (operated by the Lafayette Convention and Visitors Commission). Interchange ramps would approximately follow the existing ground level Thruway alignment. The Gateway is situated by joint use agreement on LDOTD right-of-way and by terms of the agreement is subject to removal if deemed appropriate for highway improvements. Subalternative C would require removal of a large part of the Gateway landscaping and probably necessitate removal of the visitors center buildings (or probably render the visitors center ineffective if it was to remain under an elevated freeway).

Subalternative D (Plates 4a and 4c, Appendix A) would bend each directional roadway of the freeway around Gateway approximately on the same alignment as the existing Thruway, probably allowing visitors center buildings to remain and retaining most of the landscaping. The visitors center would be "boxed in" by the freeway structures. Access opportunities still would be provided from the ground level parallel roadways.

The profile of the mainline freeway between the Southern Pacific spur and Willow Street would be dependent for Subalternatives C and D on whether the EA-1 Elevated or Depressed freeway alternative is implemented in the central core area. For EA-1 Elevated the freeway would be continuously elevated on bridge either in the median area or on the perimeter of Gateway. For EA-1 Depressed the freeway would transition from below grade at the Southern Pacific spur to elevated on bridge at Willow, again either in the median area or on the perimeter of Gateway. The EA-1 Elevated option would allow Donlon Avenue to remain open under the freeway and may provide greater access opportunities to the median area for Subalternative D. All alternatives for the Willow Street mainline overpass propose to place the freeway on structure (rather than embankment), a feature that will maintain sight lines across the freeway.

Subalternatives E and F

Subalternative E (Plates 4b and 4c, Appendix A) proposes an at-grade mainline freeway for the area between Willow Street and the existing ramp connections on the south side of the I-10 interchange. Subalternative E requires the closing of two median openings between Willow and I-10 that provide access to the existing two-way frontage roads and developed business community on each side of the Thruway. Traffic currently using these openings (approximately 14,000 ADT for both locations) would be redirected to Willow Street. Under Subalternative E the one-way parallel roadway system flanking the freeway would end at Willow Street with the existing two-way frontage roads remaining intact between Willow and I-10. A closely spaced network of four frontage road and ramp intersections on Willow Street would result (currently four intersections of mainline Thruway and frontage roads).

Subalternative F (Plates 4a and 4d, Appendix A) proposes an elevated freeway between Willow Street and the southern ramp connections of the I-10 interchange. Subalternative F also requires the closure of the two median openings between Willow and I-10, but allows the extension of the one-way parallel roadway to a termination point on the north side of Willow. Traffic currently using the median openings to be closed would be redirected to utilize the free-flow U-turn roadways provided on the north side of Willow and just south of I-10. Utilizing part of a shopping center's parking area, Martin Luther King Drive

would pass under the freeway and be realigned to connect with Castille Avenue. Crossover locations between the two parallel roadways would be provided at MLK/Castille and where the elevated section returns to grade south of I-10. North of the point where the elevated section returns to grade the existing two-way frontage roads would remain. Subalternatives E and F would be compatible with any future plans for the I-10/I-49 interchange area.

2.2.2.b Alternatives On New Alignment (Parts of RR-3, RR-4, RR-5 Elevated, and RR-5 Depressed)

Three alignment options utilizing some of the existing Thruway and some new alignment sections adjacent to the Southern Pacific railroad have been recognized as potentially worthy. These can best be described by traversing from node to node as indicated on Exhibit 2-1. The three alignments offer four alternatives for consideration:

- RR-3
- RR-4
- RR-5 Elevated
- RR-5 Depressed

All alignment options are the same from the south end of project to Kaliste Saloom Road and from Mudd Avenue to the north end of project.

As for EA-1, interchanges are proposed at Kaliste Saloom, University/Surrey, Johnston, Mudd, and Willow. Subalternatives C or D and E or F as described in 2.2.2.a could be used interchangeably for each of the RR alternatives. Subalternatives A or B as previously described for EA-1 would also be applicable for use on RR-4. Refer to Tables 2-2 through 2-4 and Plates 1 through 5 in Appendix A (see the Plate Index in Appendix A for Plate references for each project alternative).

Generally, the primary reason for utilizing part of the railroad corridor for implementation of a freeway highway project would be to potentially minimize adverse socioeconomic and environmental impacts. Secondarily, there may be potential for improving alignment and addressing other engineering considerations. It should be recognized that development of a freeway along the Southern Pacific railroad would introduce a second urban highway in the same general corridor as the existing Thruway, with some of the same impacts attributed. From an engineering and operations standpoint, the close proximity of the freeway and railroad requires special considerations in the development of interchanges and access provisions.

The typical section concept for the freeway when it would be adjacent to the Southern Pacific railroad is shown on the bottom half of Exhibit 2-2. No parallel arterial roadways directly adjacent to the freeway would be provided. Rather, the existing Evangeline Thruway approximately one and one-half blocks to the east would serve as collection and distribution roadways. The slip ramp concept would be replaced by point access interchanges at up to two locations. An elevated freeway in the central core area from Pinhook to the Southern Pacific spur would be required for RR-3 and RR-4 while RR-5 could be elevated or depressed.

RR-3 A-B-G-H-D-E-F (refer to Plates 1, 2b, 3b, and 4a,b,c, or d) From south to north, this combination alignment would parallel the Southern Pacific mainline to Johnston Street, then bend to rejoin the

existing alignment near Mudd. Segment BGHD replaces BCD of EA-1. RR-3 is the smoothest and most direct mainline connection from south of the airport to I-10. RR-3 would necessarily be elevated from the Vermilion River to north of Willow Street.

The mainline roadway would be further removed from the Lafayette Regional Airport, thus providing the opportunity for a University interchange which avoids the Runway 10-28 protection zone and eliminates the consideration of extending Runway 10-28 on its east end (refer to the discussion in 2.2.2.a).

For RR-3, a two level single point diamond interchange with a new railroad underpass is proposed at Johnston Street. This configuration is considered the most functional and practical in consideration of the close proximity and requirements of the railroad. For the EA alternatives, no railroad underpass at Johnston is proposed because the mainline freeway alignment is far enough removed from the railroad that the underpass is not deemed necessary for proper operations of the Connector freeway.

RR-3 traverses an abandoned landfill site on the north side of University Avenue east of the Southern Pacific railroad that currently accommodates the City Public Works Department. In the Willow Street interchange area, Subalternatives C or D could be implemented. From Willow north to I-10, Subalternatives E or F would be applicable.

RR-4 A-B-C-H-D-E-F (refer to Plates 1, 2c, 3c, and 4a,b,c, or d) Segment C-H-D would replace segment C-D, the core area, of EA-1. Impacts in the core area would be shifted more to the warehousing and other facilities along the Southern Pacific railroad.

RR-4 would necessarily be an elevated freeway from the Vermilion River to north of Willow Street. RR-4 would remain on the existing Thruway alignment in the airport area and thus requires consideration of Subalternatives A and B (see 2.2.2.a). As for RR-3, RR-4 would include a railroad underpass at the Johnston Street interchange. In the Willow Street and I-10 areas Subalternatives C or D and E or F would be considered.

RR-5 Elevated and Depressed A-B-G-C-D-E-F (refer to Plates 1, 2d, 3d or 3f, and 4a,b,c, or d) Segment B-G-C replaces B-C of EA-1 and then the existing alignment is utilized north from near Pinhook. The freeway alignment would be smoother and more direct than EA-1. Similar to RR-3, RR-5 avoids the Runway 10-28 RPZ and eliminates the consideration of Subalternatives A and B for the University area as described in 2.2.2.a. RR-5 traverses an abandoned landfill site on the north side of University east of the Southern Pacific railroad that currently accommodates the city Public Works Department. RR-5 could be implemented as an elevated or possibly depressed freeway in the central core area since it utilizes the existing Thruway alignment north of Pinhook (refer to 2.2.2.a for considerations regarding the depressed option). In the Willow Street and I-10 areas, Subalternatives C or D and E or F would be considered.

2.2.3 BASIC LANEAGE AND TRAFFIC OPERATIONS

2.2.3.a Basic Laneage

A 100,000 average daily traffic (ADT) generalization has been adopted as a design year 2015 corridor traffic assignment for planning and impacts analyses for the freeway alternatives of the Draft EIS studies.

Additionally, a generalized 65%/35% freeway/parallel roadway traffic split has been selected based on operations on other similar projects and development characteristics of the Connector corridor. For the no-build alternative, 69,000 ADT on the Thruway has been determined appropriate as a design year traffic assignment (the no-build would not be expected to capture traffic from other area roadways nor generate additional traffic and thus is lower than the "build" traffic of 100,000 ADT).

Using the generalized Connector figures of a 100,000 ADT total corridor volume and 65% freeway 35% parallel roadway traffic split yields a mainline design volume of 65,000 ADT and a parallel roadway design volume of 35,000 ADT for the freeway alternative of the Connector project. As demonstrated in the following calculations, with 11% trucks, directional split D of 55%, and percent peak hour traffic K of 10%, a six lane freeway is required to service the 65,000 ADT in the design year 2015 at Level Of Service D or better.

Given: 60 mph Freeway

LOS D
D = 55%*
K = 10%*
T = 11%*

* From LDOTD 1983/1988 Evangeline Thruway Studies

$SF = MSF \times N \times f_t$

SF = Service Flow Rate (vehicles per hour)
MSF = Maximum Service Flow Rate (passenger cars per hour)
= 1700 for LOS D
N = No. of Lanes Each Direction
= 3
f_t = Truck Adjustment factor = 0.90

SF = 1700 x 3 x 0.90 = 4590 vph (one direction)

$ADT_{MAX} = SF / (K \times D)$

$ADT_{MAX} = 4590 / (.10 \times .55) = 83{,}500 > 65{,}000$

Using N = 2 (4 lane freeway) yields an ADT_{MAX} = 55,700, less than the design year planning assignment of 65,000.

Reference: 1985 Highway Capacity Manual

The six-lane freeway concept has been used in planning and impact analyses for the various freeway alignment and highway type alternatives. Auxiliary lanes as required would supplement the basic six lanes. Final laneage and geometric details developed in the Final EIS will be

based on more up-to-date traffic projections of the Lafayette Transportation Plan, an ongoing independent project assessing transportation needs of the entire Lafayette metropolitan area.

The generalized 35% parallel roadway assignment results in an ADT volume of 35,000. Generally, this ADT is anticipated to be attained near slip ramp interchanges and for the central core area where the local street grid will be heavily depended on for collection and distribution of traffic to and from the freeway. With these conditions, the basic laneage on the existing Thruway would be adequate for the parallel roadways when utilized in conjunction with the freeway system. This results in laneage on the one-way parallel roadways of two lanes each direction from the south to Pinhook, three lanes in the central core area, and two lanes from the Southern Pacific spur to the north end of project. This laneage would be supplemented as required at intersections and with free flow slip ramp connections to the parallel roadways. The above-described configuration has been used in the Draft EIS impacts analyses.

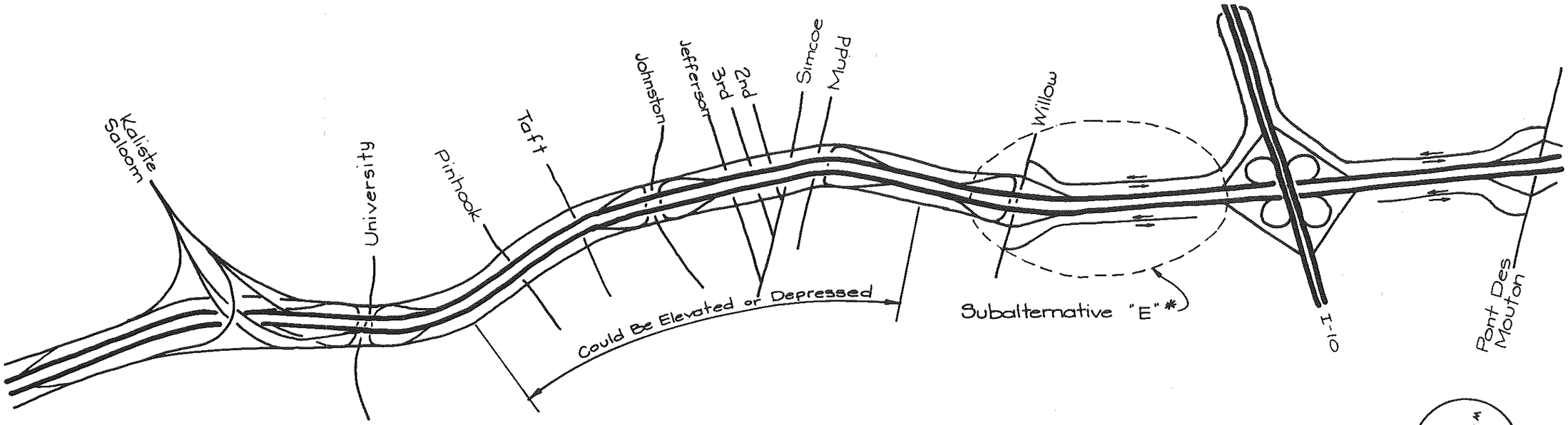
For the no-build alternative, the six-lane core area couplet system on Evangeline Thruway could not accommodate the 69,000 ADT unconstrained demand volume assignment (42,000 ADT maximum as noted in Section 1.3.2). Traffic would experience level of service "F".

In addition to the freeway and no-build alternatives, a "partial upgrade" improvement alternative was considered which would maintain the existing Thruway in the central core area and avoid displacements and other impacts. This also could not accommodate the unconstrained demand volume assignment. Refer to Section 2.3.1 for more information.

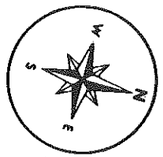
2.2.3.b Traffic Operations

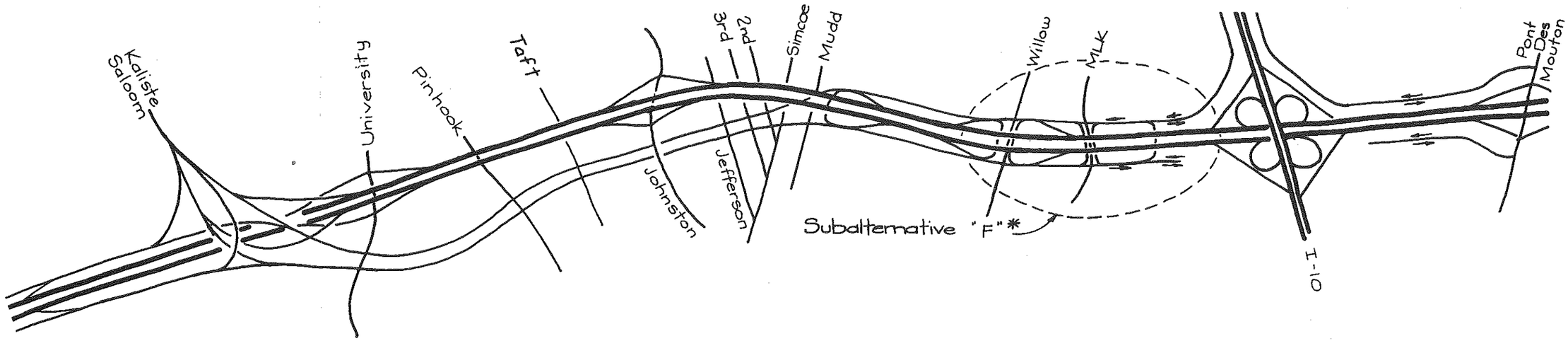
Schematic representations of traffic operations on the freeway alternatives are shown on Exhibit 2-3. For each alternative, flanking parallel roadways for land service and freeway collection/ distribution are provided for the full length of the freeway. From the airport north to Willow Street, the parallel roadways would be one-way, with two or three lanes provided for each direction of travel. This one-way operation would be similar to operations on the existing Evangeline Thruway and, in fact, would utilize the existing Thruway from Pinhook Road to near Willow Street. Between Willow Street and I-10, the existing Thruway would be converted to freeway operations. Subalternatives E and F, respectively, propose either to continue to use the existing two-lane, two-way frontage roads on each side or to implement a continuation of the one-way system to north of Willow Street.

As described in Section 2.1 and shown on Exhibit 2-3, for each alternative alignment many streets crossing the freeway will remain open to traffic, tieing into the flanking one-way roadways, to provide local traffic circulation and land access to abutting properties. Additionally, a new crossover north of Willow Street connecting Martin Luther King Dr. with Castille Avenue and tieing to the frontage roads is proposed for Subalternative F. Two unsignalized median openings between Willow Street and I-10 which provide partial traffic service (left and right turns from the Thruway to the frontage roads and right turns from the frontage roads to the Thruway, but no direct frontage road-to-frontage road



EA-1 Elevated & Depressed





RR-3

* Subalternatives "E" & "F" Are Interchangeable For All Alignment Alternatives.

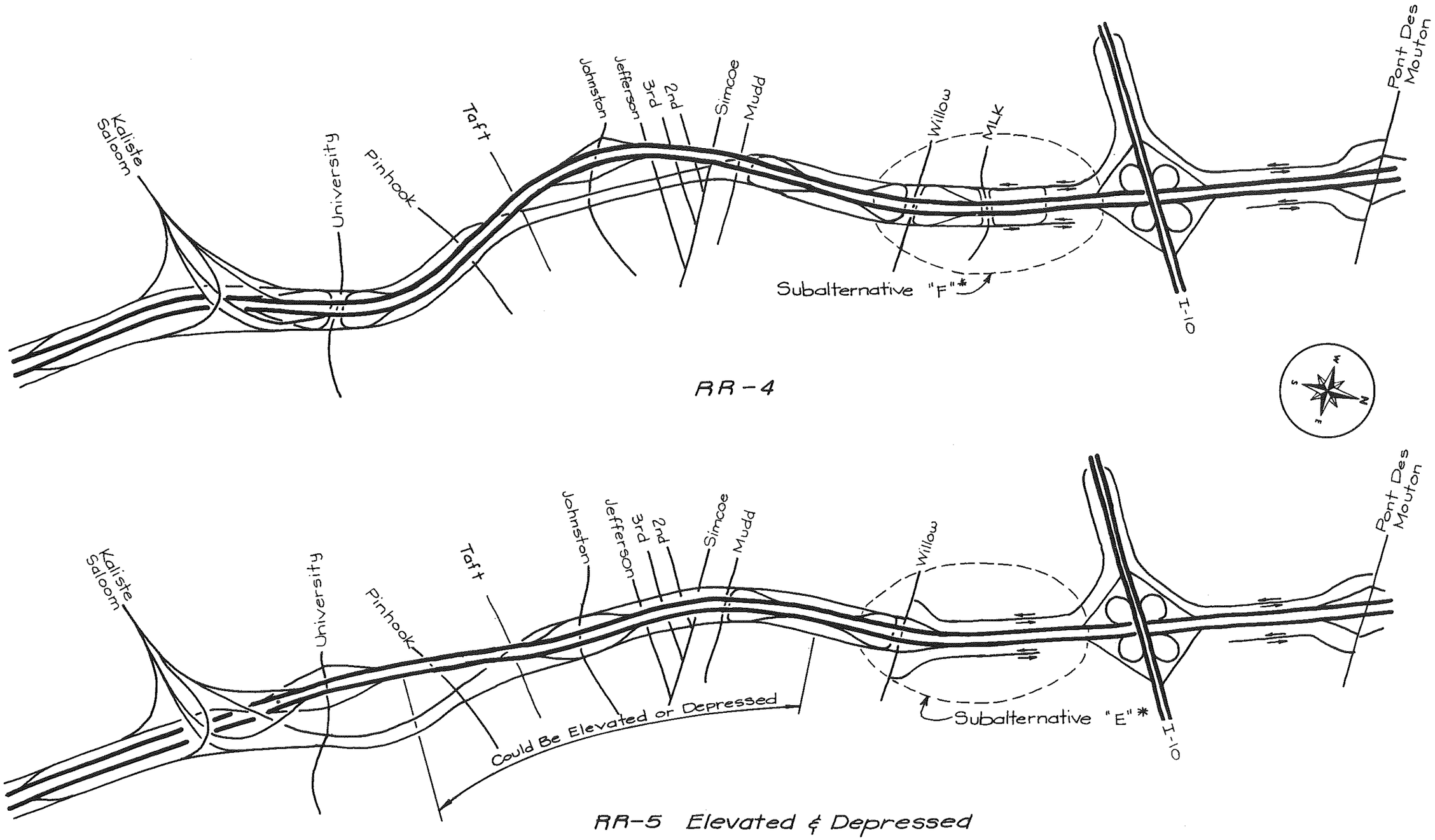


Exhibit 2-3
SCHEMATIC LAYOUTS
OF ALTERNATIVES

crossing of the Thruway) would be removed. Most traffic currently using the median openings would be redirected to the Willow Street interchange and then the parallel frontage roads.

For the elevated and depressed alternatives for EA-1, the freeway would be centered between the flanking parallel roadways. Slip ramps would join the two roadway systems and provide the means of travelling from the freeway to the parallel roadways and ultimately abutting properties or the city street system. Driveway access to properties on the driver's right would be unrestricted for the full length of project (except near exit ramp junctions as indicated on Exhibit 2-4). Other features of the operational concept for EA-1 would be turn-arounds for U-turn movements provided in advance of many signalized intersections and fully directional movements provided at the intersections.

Exhibit 2-4 demonstrates roadway operations at a typical location along EA-1. The number and location of through crossing streets would be the same for the elevated and depressed freeway alternatives (refer to Exhibit 2-3), except that Donlon Avenue would remain open under the freeway for the elevated options but would be cut off by the depressed options. The elevated option would allow for additional mid-block turn-around locations and the maintenance of some additional low-volume local streets currently forming a T-intersection with the Thruway.

RR-3, RR-4, and RR-5 (elevated and depressed) incorporate some of the slip ramp concept as described for EA-1. For new alignment sections adjacent to the Southern Pacific railroad, the more traditional (in Louisiana) diamond type interchange concept is utilized. As for EA-1, flanking parallel roadways (in the form of the existing Evangeline Thruway) would be provided in the same general corridor as the freeway, offset about one and one-half blocks to the east of the freeway for varying lengths depending on the alternative.

Exhibit 2-5 demonstrates roadway operations for RR-3, RR-4, and RR-5 at a typical diamond type interchange and this relationship to the existing Thruway. Movements from the proposed freeway to the existing Thruway would be somewhat more cumbersome when compared to slip ramp operations. For RR-3, two slip ramp interchanges would be replaced by diamond types (at University and Johnston). For RR-4 and RR-5 one slip ramp interchange would be replaced by a diamond type (at Johnston for RR-4 and University for RR-5).

For alternatives paralleling the Southern Pacific mainline in the central core area, RR-3 and RR-4, an underpass on Johnston Street at the railroad would be necessary to allow proper operations of the freeway and ramp system. This would eliminate the option for a depressed freeway in the central core and necessitate an elevated freeway. The railroad underpass on Johnston Street (not necessary for EA-1 and RR-5) would benefit traffic operations on the local network by supplementing existing underpasses at University Avenue and Jefferson Street and is consistent with city goals and prior studies indicating the need for improved crossings of the railroad.

The number and location of crossing streets for RR-3, RR-4, and RR-5 would be the same as provided for EA-1.

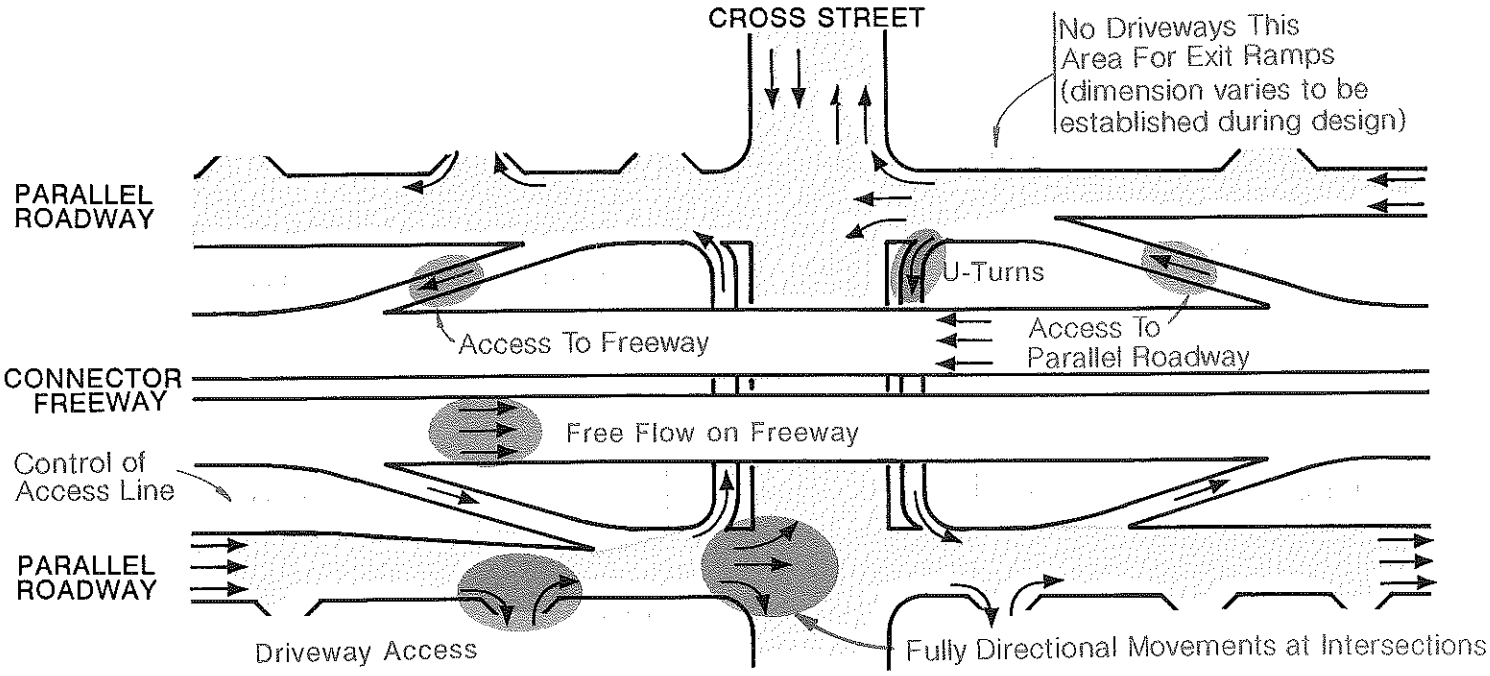


Exhibit 2-4
TYPICAL TRAFFIC OPERATIONS FOR EXISTING ALIGNMENT OPTIONS

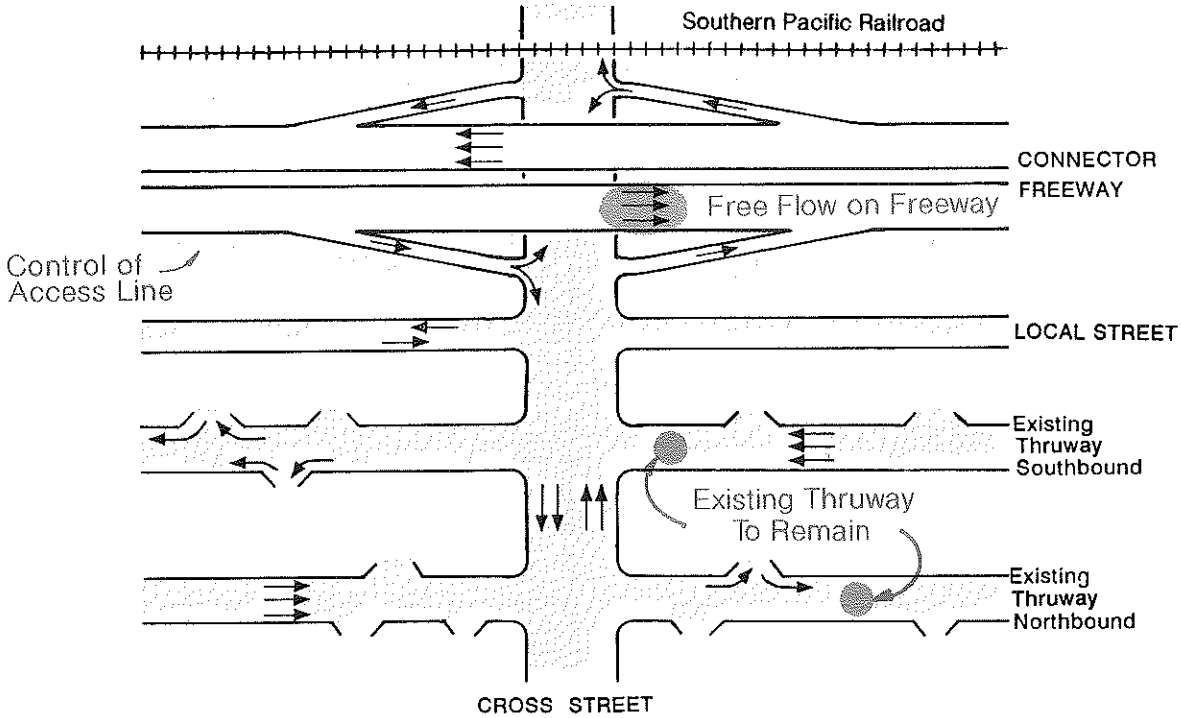


Exhibit 2-5
TYPICAL TRAFFIC OPERATIONS FOR ALIGNMENTS ADJACENT TO RAILROAD

2.2.4 COSTS

Preliminary highway construction, utilities, and right-of-way acquisition cost estimates have been developed for each of the alternatives and subalternatives described earlier (see Tables 2-5 and 2-6). This includes six freeway alternatives on four alignments (EA-1, EA-1 Depressed, RR-3, RR-4, RR-5, and RR-5 Depressed). The cost estimates are dependent on which subalternatives are chosen for implementation and therefore are presented as ranges in Table 2-5 for the

Table 2-5
IMPLEMENTATION COST ESTIMATES
($ Millions)

Alternative	Engineering & Construction	Utilities	Right-of-Way & Acquisitions	Total Cost Range
EA-1 Elevated	$129-141	2	16	$147-159
EA-1 Depressed	$137-149	4	18	$159-171
RR-3	$160-171	2	33	$195-206
RR-4	$136-148	2	15	$153-165
RR-5 Elevated	$153-164	2	34	$189-200
RR-5 Depressed	$160-171	4	36	$211

Source: I-49 Connector Study Team, 1991

Table 2-6
SUBALTERNATIVE INCREMENTAL COSTS
($ Millions)

	Base Conditions (Least Cost)		Extra Costs Associated With Subalternatives			
Alternative	Subalternatives	Cost	A	D	F	Maximum Cost
EA-1 Elevated	B, C, E	$147	$1	$1	$10	$159
EA-1 Depressed	B, C, E	$159	$1	$1	$10	$171
RR-3	C, E	$195	N/A	$1	$10	$206
RR-4	B, C, E	$153	$1	$1	$10	$165
RR-5 Elevated	C, E	$189	N/A	$1	$10	$200
RR-5 Depressed	C, E	$200	N/A	$1	$10	$211

six primary alternatives. Table 2-6 indicates the least expensive subalternative combinations and the extra costs which would be incurred if Subalternative A is substituted for Subalternative B, Subalternative D substituted for Subalternative C, and Subalternative F substituted for Subalternative E.

Subalternative A (depressed underpass on University) is estimated to cost slightly more than Subalternative B (runway extension) due to extra costs associated with excavation and retaining wall treatments plus pump station requirements. These costs would more than offset the runway extension cost estimated to be $2 million. Subalternative D (Willow Street wide median) is estimated to cost slightly more than Subalternative C (Willow Street narrow median) because of an increase in required structure length to traverse the perimeter of the Gateway. Subalternative F (elevated freeway north of Willow) would cost more than Subalternative E (at-grade freeway) because of the additional bridge requirements and the connection of Martin Luther King and Castille.

The differential cost for the elevated and depressed alternatives for EA-1 and RR-5 is attributable to the central core area. In this area, the major cost component for the elevated alternatives is the continuous twin bridge on the mainline freeway while the major cost components for the depressed alternative are the excavation, cross-street bridges, and structural retaining walls required.

The precision of these cost estimates is compatible with the conceptual nature of the layouts presented in Appendix A. Because of greater familiarity and experience in south Louisiana with elevated rather than depressed construction and because of unknown circumstances which could be encountered during detailed design and then excavation and construction of the depressed alternative, there is a likelihood that costs for the elevated alternatives have been more accurately estimated than for the depressed alternative. The cost estimates can be expected to change as the conceptual designs are advanced and more design details are known.

Pavement ratings and LDOTD staff evaluations indicate that the riding surface of the existing Thruway is in fair to poor condition and will most likely continue to deteriorate. Therefore, at locations where the proposed project uses the same alignment as the existing Thruway, construction costs include reconstruction of the existing Thruway pavement. At the south and north ends of the project this pavement would be used as the freeway while in the central core area the existing Thruway would function as freeway collector/distributor roads.

For EA-1 and RR-4, existing bridges on the Thruway over the Vermilion River, though not structurally deficient, have been included in the cost estimates to be reconstructed for various reasons, including an allowance for widening with no clearance reduction on the river and/or mainline profile considerations.

Cost estimates for the depressed alternatives anticipate that all utilities within the proposed freeway construction area would be rerouted across the freeway corridor on highway bridges. Cost estimates for the elevated alternatives anticipate that approximately one-half of existing utilities would be rerouted.

2.3 ALTERNATIVES ELIMINATED FROM DETAILED STUDY

Initial identification of highway improvement alternatives included several concepts in addition to those presented in Section 2.2. These additional alternatives included conceptual highway types and alignments identified by the I-49 Connector Study Team and also those offered for consideration by local officials and the general public. By virtue of an overview analysis of the apparent benefits and detriments of each alternative, some ideas have been rejected because of critical deficiencies which have caused them to be judged not worthy of additional consideration, thus allowing the concentration of study efforts on more likely alternatives. In this preliminary analysis, each alternative was gauged on the basis of technical feasibility, practicality, function, impacts to the human and natural environments, and future needs.

2.3.1 REJECTED CONCEPTUAL HIGHWAY TYPES

Partial Upgrade Alternative

In addition to the full freeway alternatives, a "partial upgrade" option was considered in order to provide the highest possible level of transportation improvements on the existing Thruway without major acquisitions of right-of-way and displacements. Essentially, this alternative would entail implementation of components of the freeway plan south of Pinhook Road and north of the Southern Pacific spur, with the central core area continuing to operate as a signalized one-way couplet system. This would yield freeway-arterial-freeway roadway progression on the Thruway when proceeding south to north from the airport area to the I-10/I-49 interchange. Improvements outside of the central core would be designed in such a way as to allow for future upgrade in the core area that would yield a full freeway system through Lafayette.

The partial upgrade alternative was reviewed with regard to the needs and basis for the I-49 Connector project as these were presented in Section 1.3:

System Linkage

The partial upgrade is not compatible with the state's long-time goal of implementing a freeway in the U.S. 90 corridor which is intended to effectively extend I-49 from Lafayette to New Orleans. Also, the partial upgrade is not as responsive locally to the increased emphasis placed on the Evangeline Thruway by the recently completed University Avenue extension, the 2nd and 3rd connection, and Willow Street widening projects plus the soon-to-be-opened Kaliste Saloom extension.

Traffic Conditions

Traffic on the existing Evangeline Thruway is currently exceeding or approaching the highway's capacity. Continued traffic growth is expected (69,000 average daily traffic in the design year 2015) such that traffic level of service F will prevail in the near future unless capacity improvements are provided. Since the partial upgrade option would continue to utilize the existing Evangeline Thruway signalized one-way couplet system in the central core area of the project (to minimize right-of-way and property acquisitions), it cannot provide

adequate traffic service and thus does not meet the primary goal of the project - to improve transportation in the corridor.

Transportation and Land Use Plans

As discussed in Section 1.3.3, several prior studies by various authors have identified a freeway in the Evangeline Thruway corridor as a desirable action. Also, the current LAPC "working plan" for Lafayette thoroughfares as well as the current Lafayette Metropolitan Area Transportation Plan comprehensive study indicate a freeway in the Evangeline Thruway corridor. With a signalized arterial segment in the central core area, the partial upgrade is not compatible with these prior studies and current plans.

Legislation and Governmental Support

The charge of the 1987 federal legislation authorizing the I-49 Connector study was "to provide limited continuous access" for any highway improvement. The Lafayette City Council has almost annually passed resolutions of support for "the extension of I-49" in the Evangeline Thruway corridor. Since the partial upgrade option would not be a continuous freeway, and also would have traffic capacity deficiencies, it would not meet the intent of the federal and local governmental bodies for a freeway-type facility.

Other Factors

The partial upgrade option would not provide freeway service to Lafayette Regional Airport (freeway access is always a goal when considering ground transportation links to airport terminal facilities). Multi-modal service as related to the planned downtown transit center also would not be as great.

Under the partial upgrade, the discontinuance of the freeway and accompanying traffic congestion would not as much enhance the economic potential of Lafayette as being at the crossroads of two major freeways (I-10 and extended I-49). The partial upgrade also would do nothing in the deteriorating central core area to stimulate development and redevelopment.

The attractiveness of the improved Thruway as a freeway to capture traffic from area local streets and thus reduce congestion on these streets would not exist for the partial upgrade alternative.

The partial upgrade option has been rejected based on the above analysis.

At-Grade Freeway

Section 2.2 described at-grade, elevated, and depressed freeway alternatives for consideration at various locations along the Thruway. The at-grade freeway is proposed to be used only at locations not requiring grade separations or at the Kaliste Saloom interchange. The at-grade freeway alternative has been rejected at other locations along the Thruway because this would require overpasses or underpasses on the many cross streets, with construction impacts due to vertical geometry extending approximately 500' into the neighborhoods and other areas on each side of the Thruway. With each cross street elevated 15 - 20 feet to cross over the freeway, the existing ground level Thruway could not intersect with the cross streets to provide local traffic circulation and access or provide movements to and from the freeway. Traffic operating characteristics would be severely hindered and the severe dislocations and other adverse socioeconomic impacts of this concept due to the cross street overpasses

are over and above the impacts caused by the freeway alternatives which have been retained.

Double Deck Option

In recognition of the many displacements required by EA-1, RR-3, RR-4, and RR-5, a double-decked option was identified as potentially appropriate to lessen adverse socioeconomic impacts. In order to accommodate the double-decking in the central core area, the existing Thruway would remain at its current location with a freeway suspended approximately 25' above. The freeway would be supported on straddle bents (one column on each side of the existing Thruway), with a deck width of at least 44' and up to 74' for mainline traffic. Ramps connecting to the freeway would require additional width.

The double deck freeway concept has been rejected for several reasons. First, it is apparent that large numbers of displacements along the Thruway in the central core area would be required, substantially nullifying the purpose of this concept. These displacements would occur because the deck width for each direction of the freeway (up to 74') would generally be wider than the existing right-of-way (50'). Additionally, the development of ramp connections from the freeway to the ground level Thruway would necessitate up to 50' additional right-of-way for up to 1500' at each ramp.

Second, adverse quality-of-life impacts (beyond any which may be experienced under the alternatives which have been retained) due to the erection of elevated structures and columns on the frontage of residences and businesses would result. These adverse additional quality-of-life impacts would come from 1) very close proximity to freeway traffic noise for residents; 2) loss of scale and intrusion of steel/concrete structures with fewer opportunities for a pleasing appearance due to the straddle bent nature of the project; and 3) the tunnel effect created for local traffic when driving on the existing Thruway.

Third, the structure type required for construction of this kind would generally be more expensive with no gain in traffic service and increased socioeconomic impacts. Additionally, structural columns continuously directly adjacent to the ground level Thruway could pose an unnecessary safety hazard which is greater than for the alternatives which have been retained.

2.3.2 REJECTED ALIGNMENT AND INTERCHANGE ALTERNATIVES

In addition to the still-viable freeway alternatives described in Section 2.2, six other potential freeway alignments were reviewed and then rejected as not appropriate. These are shown on Exhibit 2-6 and described below. Each alternative has been rejected for further study due to the reasons cited.

RR-1 (A-B-G-H-E-F) This alignment is similar to RR-3 except with segment H-E of RR-1 replacing HDE of RR-3. Segment H-E was originally thought viable as an alignment which could reduce adverse socioeconomic impacts because of its partial path through currently undeveloped open land just southwest of the Willow Street interchange. Several factors have been identified, however, which yield segment H-E impractical. These are described in the following text.

First, ramp service to the Mudd and CBD areas from the north, and vice-versa, via half diamond slip ramps to the existing parallel service arterials would be precluded. An attempt to provide this ramp service on the H-E alignment would be impacted by the Southern Pacific spur and the close proximity of the Southern Pacific mainline, causing multiple costly railroad/cross street grade separations and associated adverse impacts extending into the CBD and other areas west of the railroad mainline. Additionally, Mudd Avenue would be precluded from this ramp access and Simcoe Street would be severed and rendered non-continuous across the freeway.

Second, the City of Lafayette maintains a 15 million gallons per day (MGD) water treatment plant, currently being expanded to 20 MGD, in direct conflict with alignment H-E. The logistics and costs ($25 - 30 million, order of magnitude) of moving this water plant indicate avoidance of the plant would be desirable.

Third, the currently undeveloped land that comprises about 50% of the H-E alignment has recently been purchased and is being advanced as a relocation site for a large retailer presently located near the intersection of the Thruway and Willow Street. Property surveys and architectural/engineering work are now underway for that project.

Fourth, the mainline freeway alignment on Segment H-E is subject to relatively sharp reverse curvature when compared to other options, making alignment H-E less desirable from an operational standpoint.

Finally, an overview analysis indicates that residential and business displacements are not reduced in great numbers on alignment H-E when compared to other options. This factor, then, does not atone for the encumbered access, operational, and logistical considerations described above.

RR-2 (A-B-C-H-E-F) Dismissed for the same reasons as RR-1.

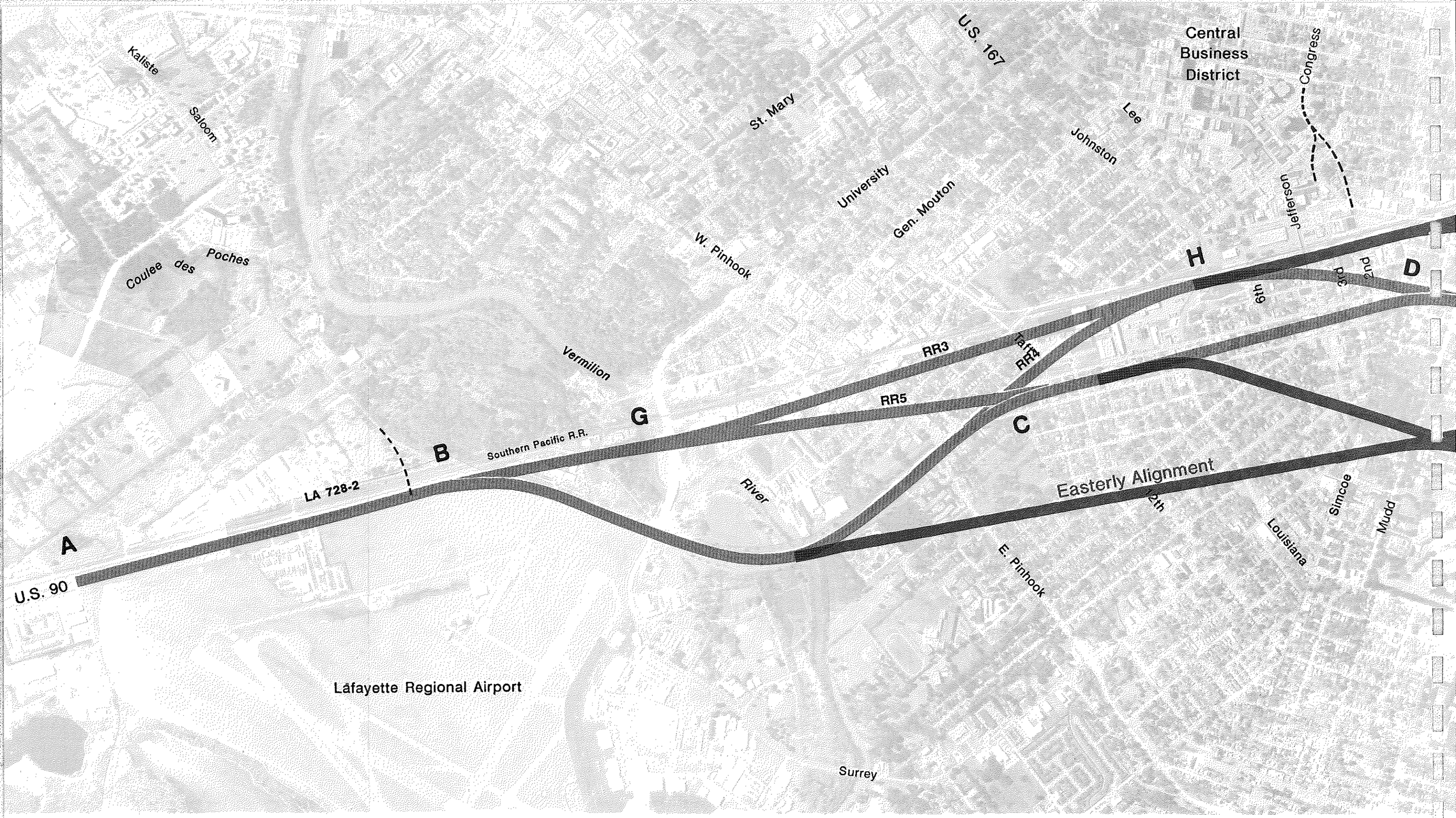
RR-6 From north to south, this option would deviate from existing U.S. 167 just south of the I-10 interchange and proceed southwest across predominantly vacant land to the railroad approximately at Willow Street, then south to meet segment H-E of RR-1. There are several reasons why RR-6 apparently is not prudent.

First, utilization of the existing alignment between I-10 and node E can be accomplished for any type of highway improvement with few, if any, residential or business displacements. It appears that there is no overriding warrant to move from the existing alignment and cause the creation of a parallel roadway in the same corridor.

Second, the physical location of the point of departure from existing U.S. 167 between Willow Street and I-10 would affect and restrict the ability to connect the existing Thruway, the proposed roadway, I-10, and I-49 in a practical, functional, and technically correct way.

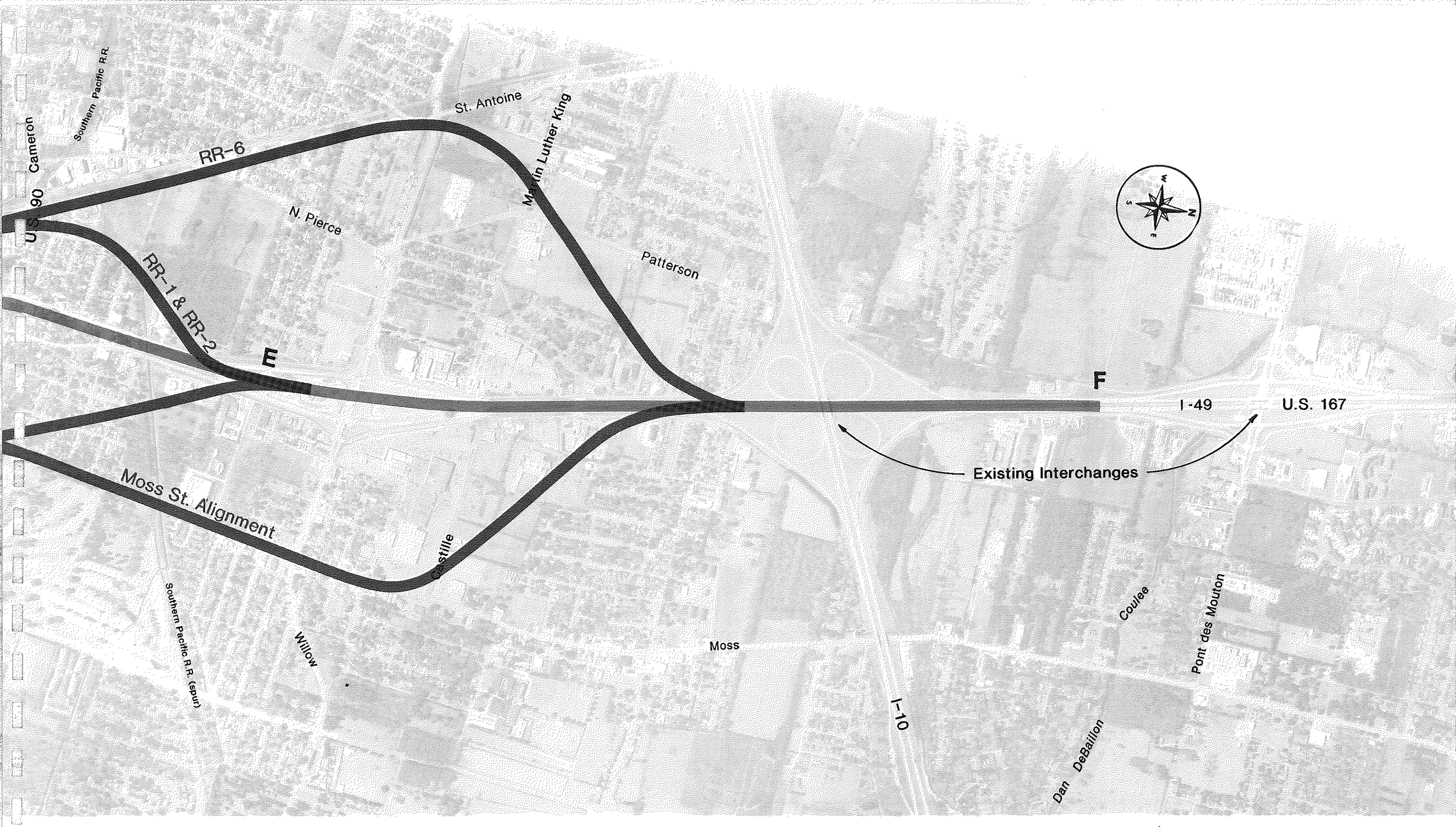
Third, although RR-6 would traverse mostly through open terrain, it would encounter and impact an existing elementary school, with a high chance of relocation requirements.

Finally, RR-6 would cause residential and maybe business displacements that otherwise would not occur as it passed through the developed areas just south and west of I-10 and adjacent to the Southern Pacific Railroad just south of Willow Street.



Alignment Alternatives

EA1	Nodes A-B-C-D-E-F
RR3	Nodes A-B-G-H-D-E-F
RR4	Nodes A-B-C-H-D-E-F
RR5	Nodes A-B-G-C-D-E-F



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Legend

Rejected Alignments

Alignments For Additional Consideration

Exhibit 2-6
REJECTED ALIGNMENTS

Moss Street The Moss Street option would depart from the existing Thruway at approximately the same point as RR-6 and proceed southeast to Moss Street and then south to intersect with the existing Thruway in the central core area. It is considered not viable for the first and second reasons given above for the rejection of RR-6.

Additionally, the alignment would traverse either directly through the Northgate Mall development or the fully established residential area to the north and east and then cause substantial displacements, disruptions, and other severe impacts as it continued south along Moss Street. This includes possible adverse impacts on about 2500' frontage of City Park.

Although some of the existing Thruway central core area impacts would be avoided by the Moss Street alignment, it appears that more adverse impacts would be created with no gain in transportation service or other factors to offset this.

Easterly Alignment This alternative would consist of a straight-line connection from the existing Thruway just south of Willow Street to the curve at the Vermilion River. This route would traverse established neighborhoods in a mostly diagonal manner, causing many residential and some business displacements. It is apparent that displacements and other neighborhood disruptions would be more severe with the Easterly Alignment than with any other option. The creation of a parallel corridor with an increase in adverse socioeconomic impacts is not offset by the minimal gain in the marginally more direct alignment.

Moss/Easterly Alignment This combination of the above two alignments would be deficient for the same reasons as each alignment is deficient standing alone.

Pinhook Interchange

During the investigation of interchange locations for the proposed I-49 Connector as described in 2.2, consideration was also given to an interchange at Pinhook Road. However, design guidelines, safety, practicality, and cost considerations would not be favorable for the location of an interchange at Pinhook with an interchange at University Avenue in such close proximity. When choosing between the two locations, University Avenue is considered a more desirable interchange location than Pinhook Road in part for the following reasons:

- Reduced emphasis of Pinhook Road due to the new Vermilion River crossings on University Avenue and the combination of the Thruway and Kaliste Saloom Road. Also, an additional river crossing is planned for the South College Road extension.

- Availability of and utilization of the existing railroad underpass on University Avenue to service I-49 Connector interchange traffic.

- The University Avenue interchange would provide more direct Lafayette Regional Airport access when approaching from both the south and north.

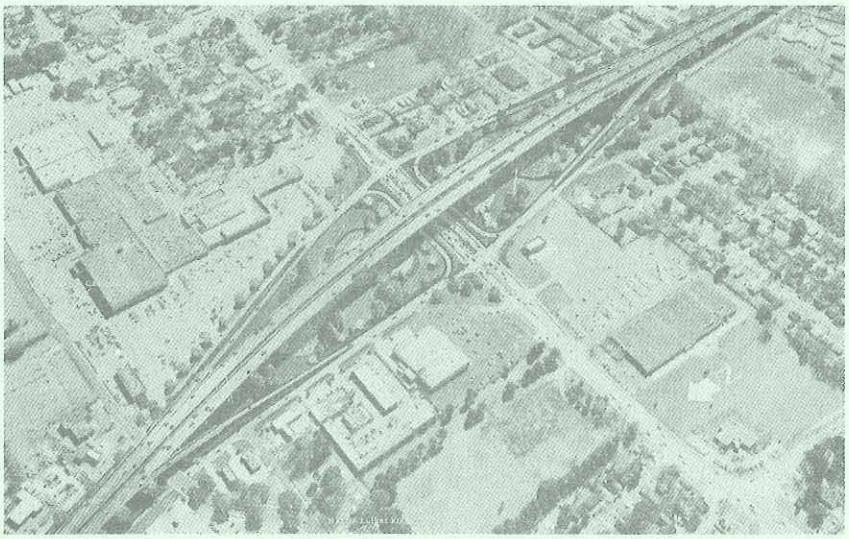
- The University Avenue interchange would provide more direct access to the USL and CBD areas when approaching from the south (direct access from the north provided on Johnston and Mudd).

- The Pinhook Road interchange would require a roadway layout that has special geometric considerations and increased impacts in the developed area between Pinhook Road and Johnston Street. This would be true due to the close spacing between the Pinhook Road and Johnston Street interchanges and required new underpass on Pinhook at the railroad.

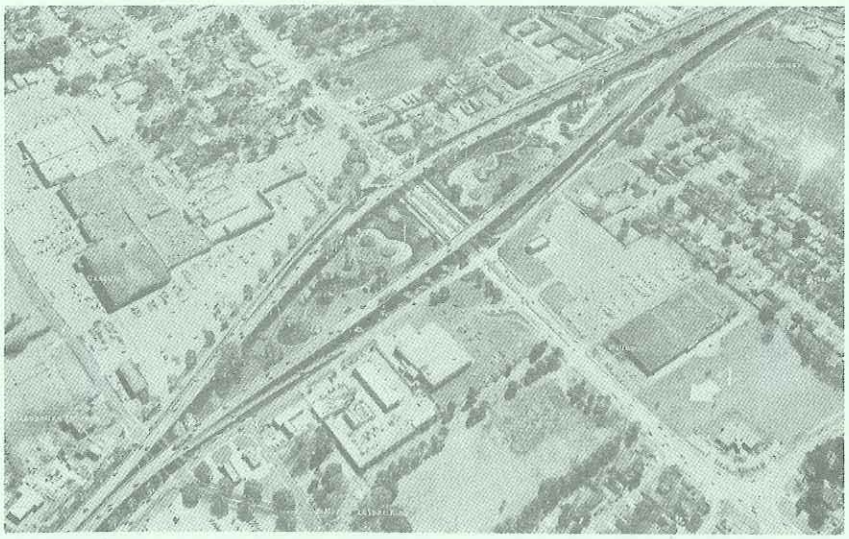
CHAPTER 3

Affected Environment

WILLOW ST. INTERCHANGE



NORMAL MEDIAN



WIDE MEDIAN

Chapter 3

AFFECTED ENVIRONMENT

3.1 DESCRIPTION OF ANALYSIS AREAS

A project the magnitude of the proposed I-49 Connector freeway can have impacts not only to the immediate area surrounding the project but also to a broader region. For this reason, throughout the engineering and impact studies of the I-49 Connector Draft EIS, two basic analysis areas have been delineated and assessed. These are the regional study area and the immediate study area adjacent to the Evangeline Thruway, or study corridor.

The regional study area has been defined as Lafayette Parish while the study corridor can best be described as running north-south from the airport to I-10 with the western limits just west of the Southern Pacific Railroad and eastern limits along Moss and then Surrey Streets.

For the purposes of gathering data and consistency of comparisons, the corridor study area has been defined more precisely as following certain U.S. census tract boundaries that as closely as possible match the general study corridor.

The Lafayette Parish and corridor study areas are presented at 1" = 2 mi. on Exhibit 3-1. The corridor area protruding to the southwest (defined by a census boundary) is not in close proximity to the proposed project but is not densely developed and therefore does not appreciably affect the statistical analyses. Throughout this report, graphical aids to depict the region are typically presented at 1" = 2 mi. or 1" = 1 mi. while the corridor study area is usually shown on 1" = 1000' aerial photography.

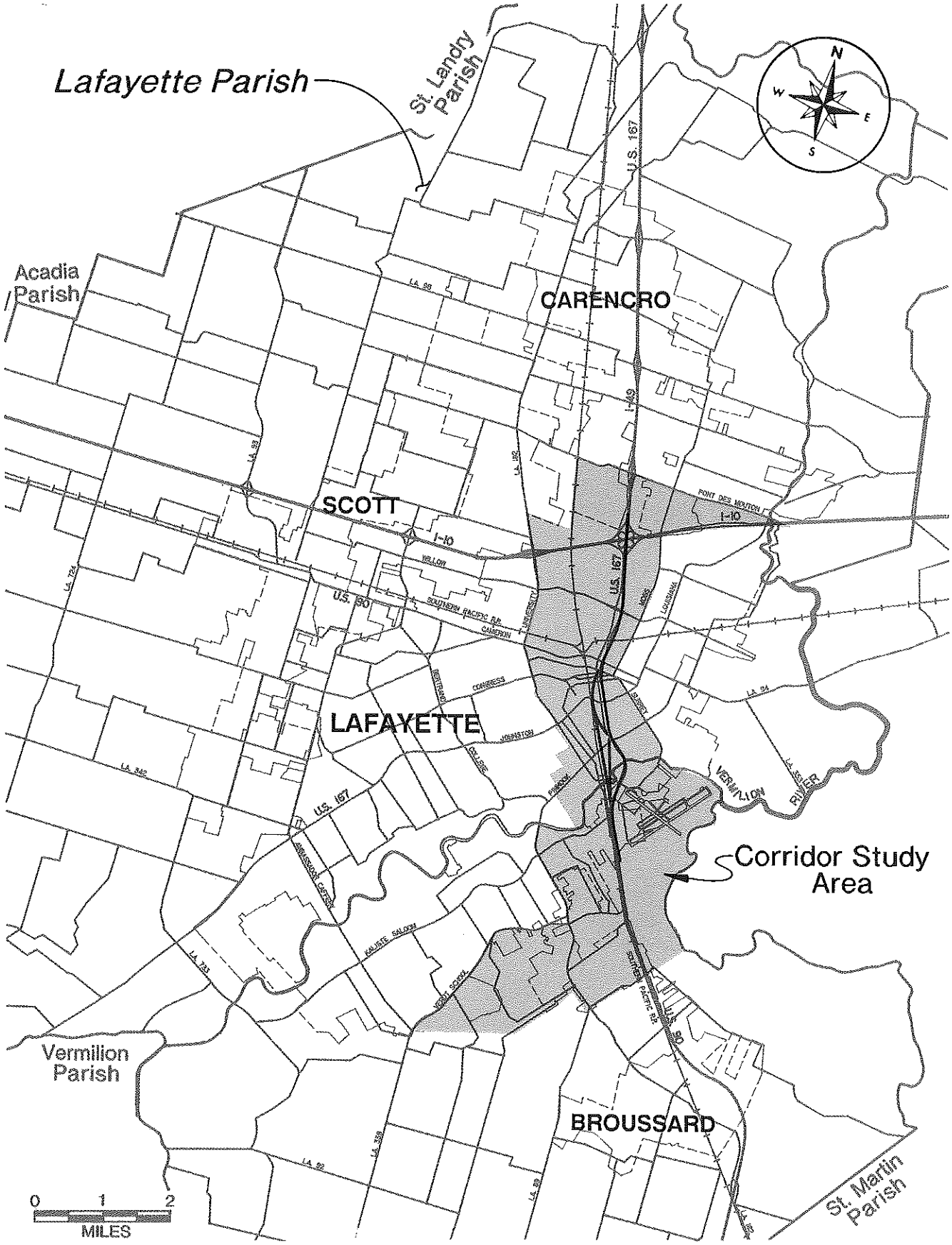


Exhibit 3-1
CORRIDOR STUDY AREA

3.2 HUMAN ENVIRONMENT

3.2.1 LAND USE AND TRANSPORTATION

3.2.1.a Existing Land Use

As of 1940, the Lafayette urbanized area included the original town of Vermilionville, the University of Southwestern Louisiana (USL) campus, and the surrounding neighborhoods. Little urbanization took place during the 1940's except along Johnston Street, University Avenue, Cameron Street, Moss Street and the area surrounding what is now known as the Evangeline Thruway. The Lafayette Regional Airport to the south was constructed during this decade.

From 1950 to 1965, major urbanization occurred, with single family residential construction to the southwest leading all development activity. During that fifteen year period, the City of Lafayette began to follow a pattern where populations spread into new residential developments, leaving behind substandard housing and deteriorating commercial centers.

From 1965 to 1973, the city experienced continued decentralization with development spreading in all directions. Between 1973 and 1983, the city experienced phenomenal growth in commercial, residential and especially industrial development. At the 1982 employment peak, approximately 30 percent of all Lafayette area jobs were directly related to the oil and gas industry. Indirectly, these jobs supported a substantial number of jobs in retailing, services, construction, government and other sectors of the economy. This economic growth resulted in industrial development occurring at Southpark Industrial Complex, along Cameron Street and along the corridor between U.S. 90 and Pinhook Road. The Acadiana Mall and the Northgate Mall retail shopping centers flourished during that time. During 1982, 1983 and 1984, the number of building permits issued for new housing starts were 1,421, 1,303 and 1,034, respectively.

Even though the Oil Center, the area generally bounded by Pinhook Road, South College Road, Girard Park Drive and University Avenue, was developed in 1952 and showed continued growth in the 1960's, it was during the period from 1973 to 1983 that the area emerged as a white collar support center for both on-shore and off-shore oil operations in Southern Louisiana and the Gulf of Mexico. The Oil Center is basically comprised of office complexes and serves the oil and gas industry along with other professional offices.

Since 1984, Lafayette's development (or changes in land use) has been almost negligible due mostly to the downturn in the domestic oil industry and the area's economic dependence on a single cyclical industry. A large number of existing residential, commercial and industrial units became vacant during this time as a result of the recession experienced in southwest Louisiana. The number of building permits for new home construction declined in 1985 to 497 and continued to decline in 1986 to 240 and in 1987 to 111. Over the three years, 1988-1990, the number of permits has increased steadily to 335 in 1990. In addition, most residential units and many of the commercial establishments are being

occupied. However, there are no signs of any major residential, commercial or industrial developments currently being planned which would convert existing land uses.

The generalized existing land use of the corridor area is shown on Exhibit 3-2, which has been developed using two sources. One source was the 1979 Land Use Plan for Lafayette prepared by the Department of Community Development's Planning Division. This is the most recent land use map for the City and has been utilized to show the land uses surrounding the immediate corridor. Adjustments were made to this inventory where deemed appropriate. The second source was an adjacent land use inventory performed in 1991 specifically for the I-49 Connector project. This inventory entailed a windshield survey of all the individual land uses in the immediate study area.

The land use categories employed for this study and depicted on Exhibit 3-2 are Residential, Commercial, Industrial, Public Parks, Public and Semi-Public lands and Vacant lands. The most prominent non-residential land use feature is the Lafayette Regional Airport which is depicted on the southern portion of the land use map. Retail facilities are scattered throughout the City, with some clusters and strips identifiable on the land use map. The Central Business District (CBD), Northgate Mall area, Oil Center, Johnston Street area and Pinhook-Kaliste Saloom area are some prominent clusters or strips of commercial land uses. Industrial clusters or strips appear on Cameron Street and in the Southpark Industrial Complex. Residential land use is scattered throughout the area, but the southwestern portion of the City has been and probably will continue to be developed as primarily single family residential property.

In the corridor area itself, certain land use trends can be identified. Residential land uses are being replaced by commercial land uses. Section 3.2.2.b discusses population decreases in the study area over the last 20 years that support this trend. This transition is occurring in spots scattered along the Evangeline Thruway from the Lafayette Regional Airport to the Southern Pacific Railroad Breaux Bridge Spur. Most residences in this area are relatively inexpensive single family detached units. Most commercial uses in the corridor area are service-type facilities such as fast food restaurants, small shops and gas stations. However, the area along the Evangeline Thruway from the Southern Pacific Railroad Breaux Bridge Spur to Interstate 10 is considerably different. This area consists of major clustering of commercial activities such as a climate controlled retail shopping mall, major department stores, and major motels as well as fast food restaurants, small businesses, and gas stations. Also located in this area is Gateway Lafayette. As shown on Exhibit 3-2, Gateway is the area between the northbound and southbound lanes of the Evangeline Thruway north of the Southern Pacific Railroad Breaux Bridge Spur. Gateway consists of the Lafayette Visitors and Convention Bureau Tourist Information Center and a wide array of landscaped areas and ponds. This tourist information and beautification project, situated on LDOTD right-of-way by joint use agreement (refer to Appendix D for details), was funded by both private and public contributions. Its grand opening was held on May 11, 1990.

Within the central business district (CBD), the land use map shows some typical patterns such as industrial uses located

near the railroad, residential areas situated around the periphery of the downtown area, retail uses concentrating along collector streets with other retail/ commercial uses scattered along major arterials. However, the CBD does have a patchwork land use pattern with office and commercial uses found on the same block. With the increased demand for legal and other office space, downtown residential buildings are being converted in lieu of the development of standard office buildings.

Another development which is directly dependent on the major transportation system is the Northpark Industrial Park just north of I-10 and west of I-49. This industrial park was developed in the mid-1980's by the Lafayette Economic Development Authority as a sister site to the Southpark Development. Northpark comprises 122 acres of which four (4) occupants occupy approximately one-third of the park space. The largest facility is a 230,000 square foot Autozone distribution center which serves a five state area.

Zoning

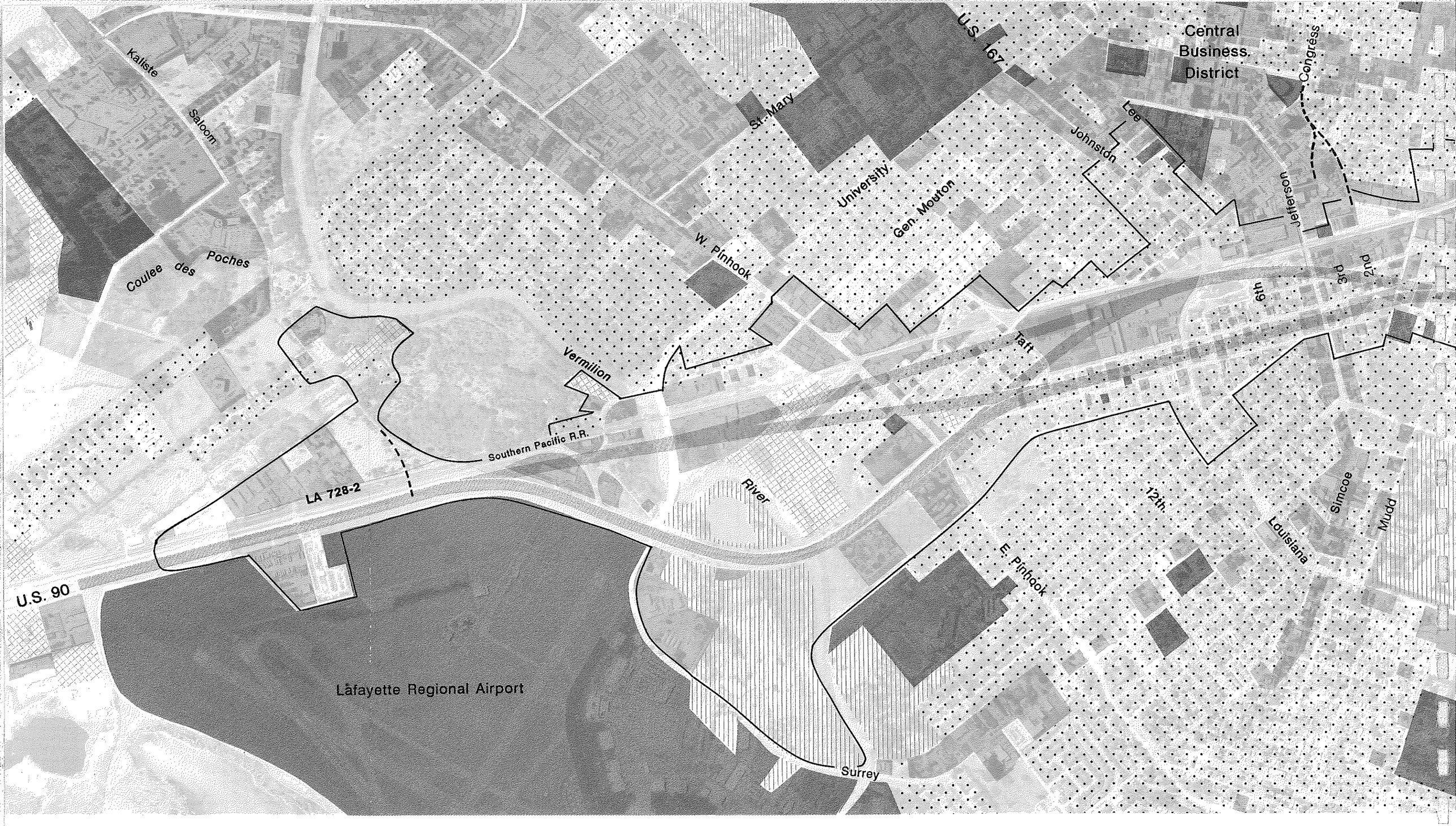
The City of Lafayette has several development control measures or instruments which regulate development. A comprehensive zoning ordinance, subdivision regulations and building permits are the basic means employed to control development activities in the City. The City's zoning ordinance has five basic classifications: Residential, Business, Industrial, Central Business District, and Growth Area District. These basic classifications are subdivided into separate districts. Each of these districts permits different types of uses, specifying the bulk of the buildings, the required yards, the necessary off-street parking and other prerequisites for development. Exhibit 3-3 depicts the zoning classifications in and adjacent to the study area. Lafayette Parish has all of the same with the exception of the zoning ordinance.

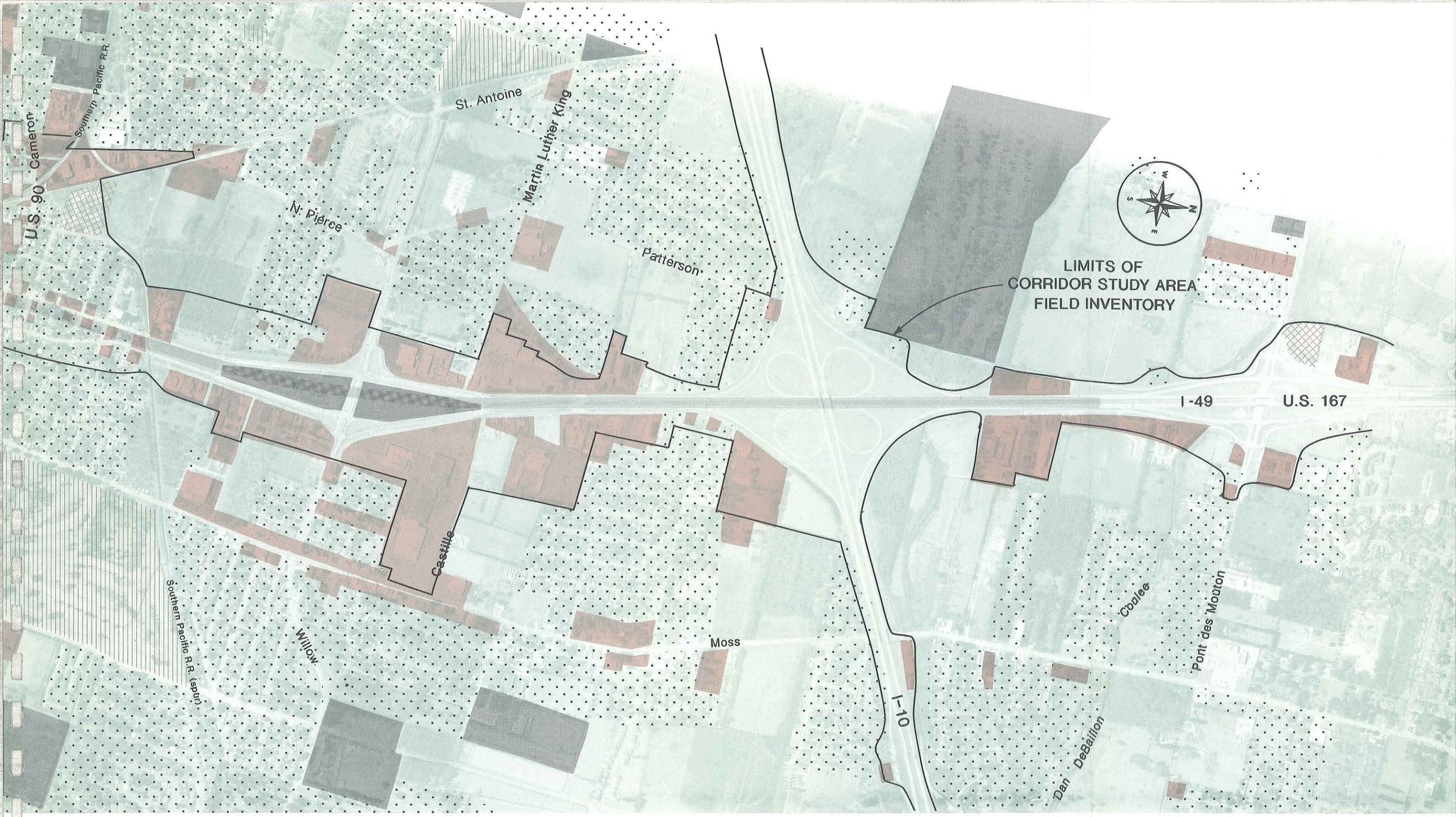
3.2.1.b Transportation

Existing System

As a small to medium-sized urban area, Lafayette is serviced by a wide spectrum of transportation modes, including personal vehicle, local bus transit, interstate bus, interstate passenger rail, commercial jet and general aviation, and even boat transportation on the Vermilion River. Personal vehicles utilizing city streets and state or federal highways, not unexpectedly, account for the major portion of all trip ends in Lafayette Parish.

Lafayette's roadway system to accommodate personal vehicles and bus transit consists of the full hierarchy of street classifications - freeways (I-10 and I-49), major arterials (including Johnston and Evangeline Thruway), other arterials (such as Cameron/Mudd), collectors (Jefferson), and local streets. Interstate 10 runs east-west in the upper half of Lafayette Parish. It was built in the 1970's approximately at the northern limits of developed Lafayette. Interstate 49, upgraded from U.S. 167 and opened locally in 1981, runs north-south and ties to I-10 in the eastern half of the parish, projected south through Lafayette as the Evangeline Thruway (consisting of parts of U.S. 90 and U.S. 167). The urbanized area of Lafayette spreads predominantly to the southwest from the I-10/I-49 intersection and is serviced by an arterial network that traverses the area in random fashion. In addition to the Evangeline


Central
Business
District
U.S. 167
Congress
Lee
Johnston
Jefferson
St. Mary
University
Gen. Mouton
W. Pinhook
Kaliste
Saloom
Coulee des Poches
6th
3rd
2nd
Taft
Vermilion
Southern Pacific R.R.
LA 728-2
River
12th
Simcoe
Louisiana
Mudd
E. Pinhook
U.S. 90
Lafayette Regional Airport
Surrey



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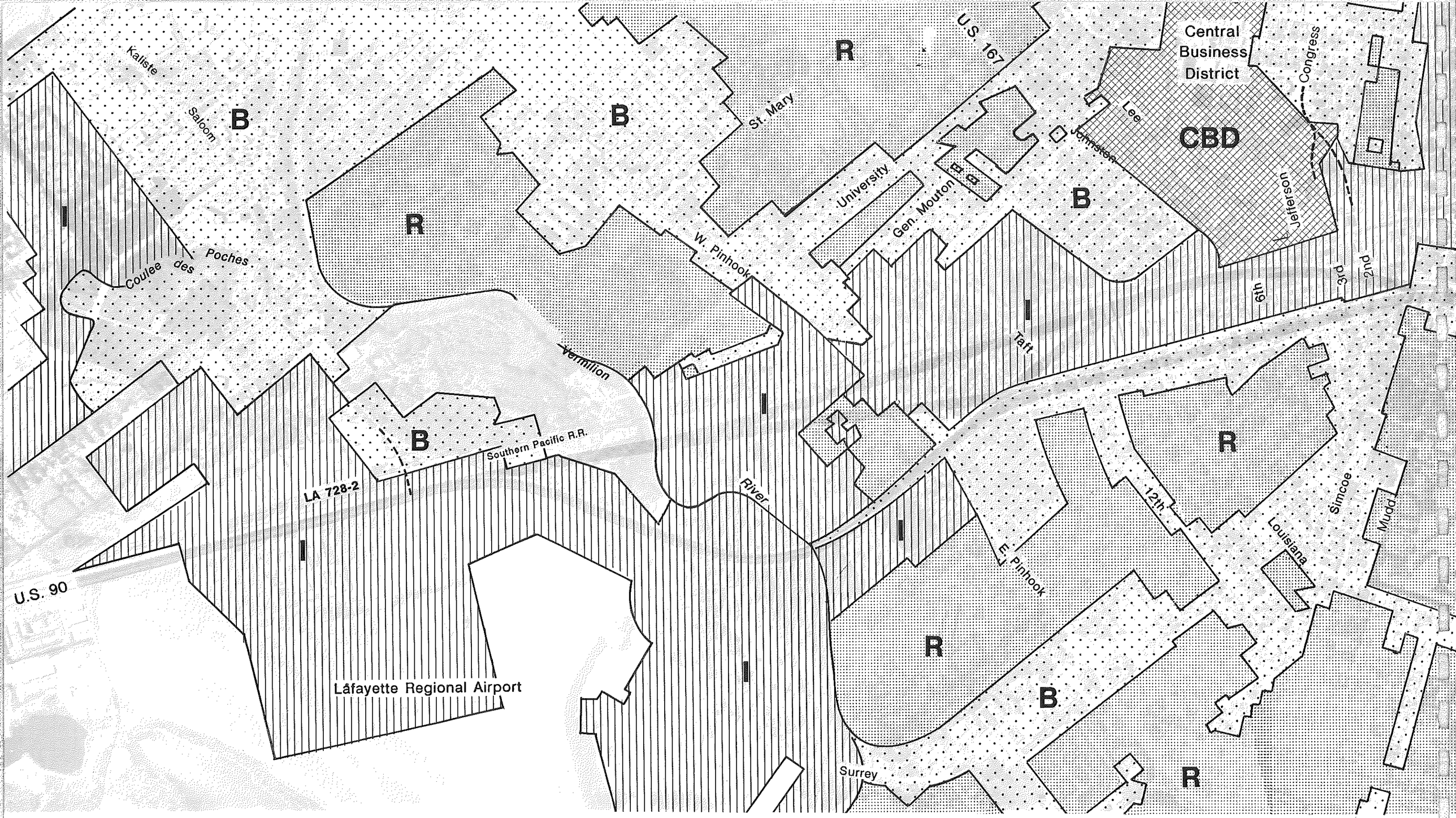
Source: 1979 Land Use Plan and I-49 Connector Study Team 1991 Field Inventory

Legend

- Residential
- Commercial
- Industrial
- Public Parks
- Public & Semi-Public Lands
- Vacant Lands Or Street Area

Exhibit 3-2
EXISTING LAND USES


Central Business District
CBD
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Kaliste Saloom
St. Mary
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Congress
Johnston
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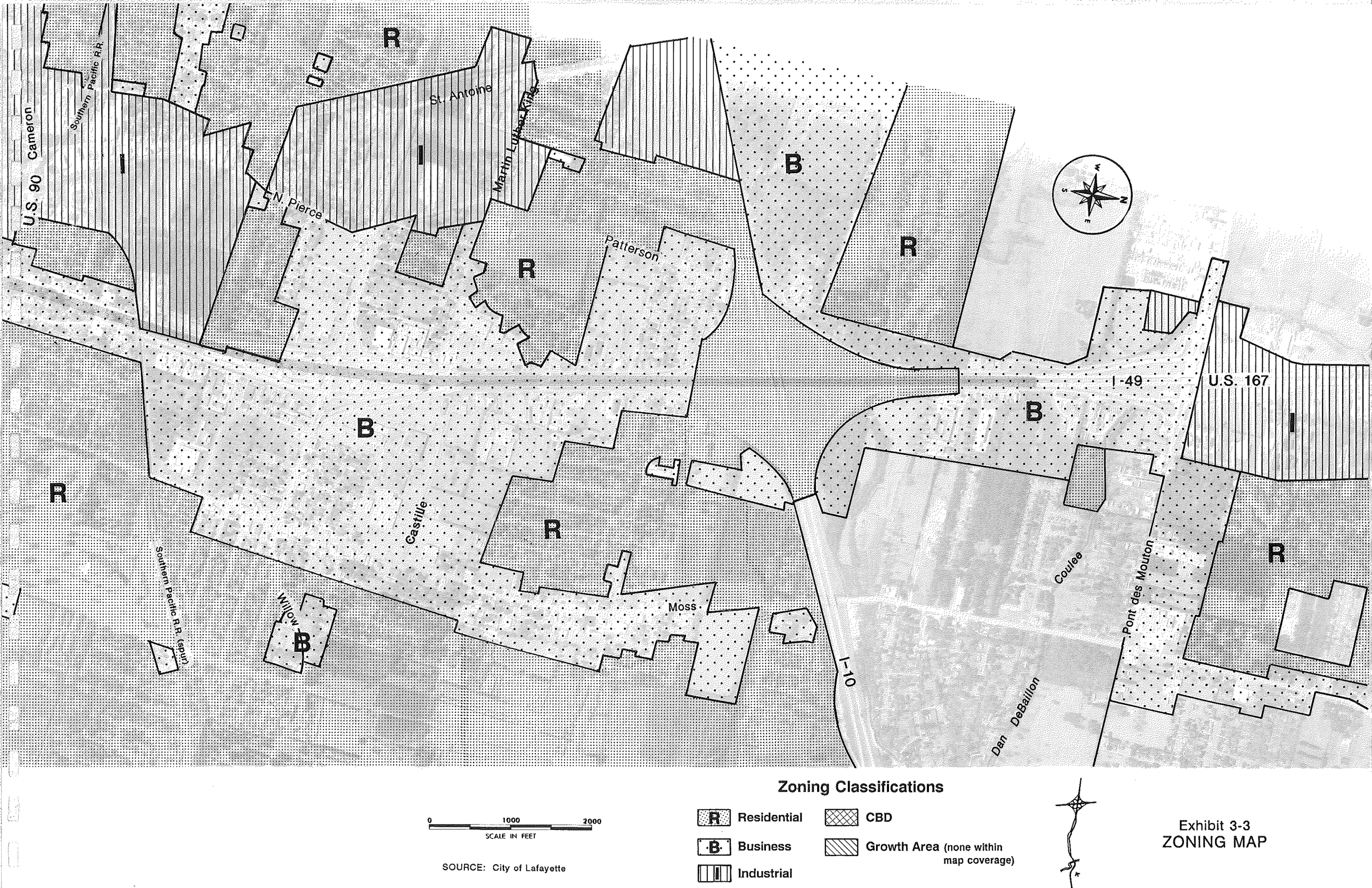
Gen. Mouton
Jefferson
Coulee des Poches
W. Pinhook
6th
3rd
2nd
Taft
Vermilion
Southern Pacific R.R.
LA 728-2
River
12th
Simcoe
Mudd
Louisiana
E. Pinhook
U.S. 90
Lafayette Regional Airport
Surrey



SOURCE: City of Lafayette

Exhibit 3-3
ZONING MAP

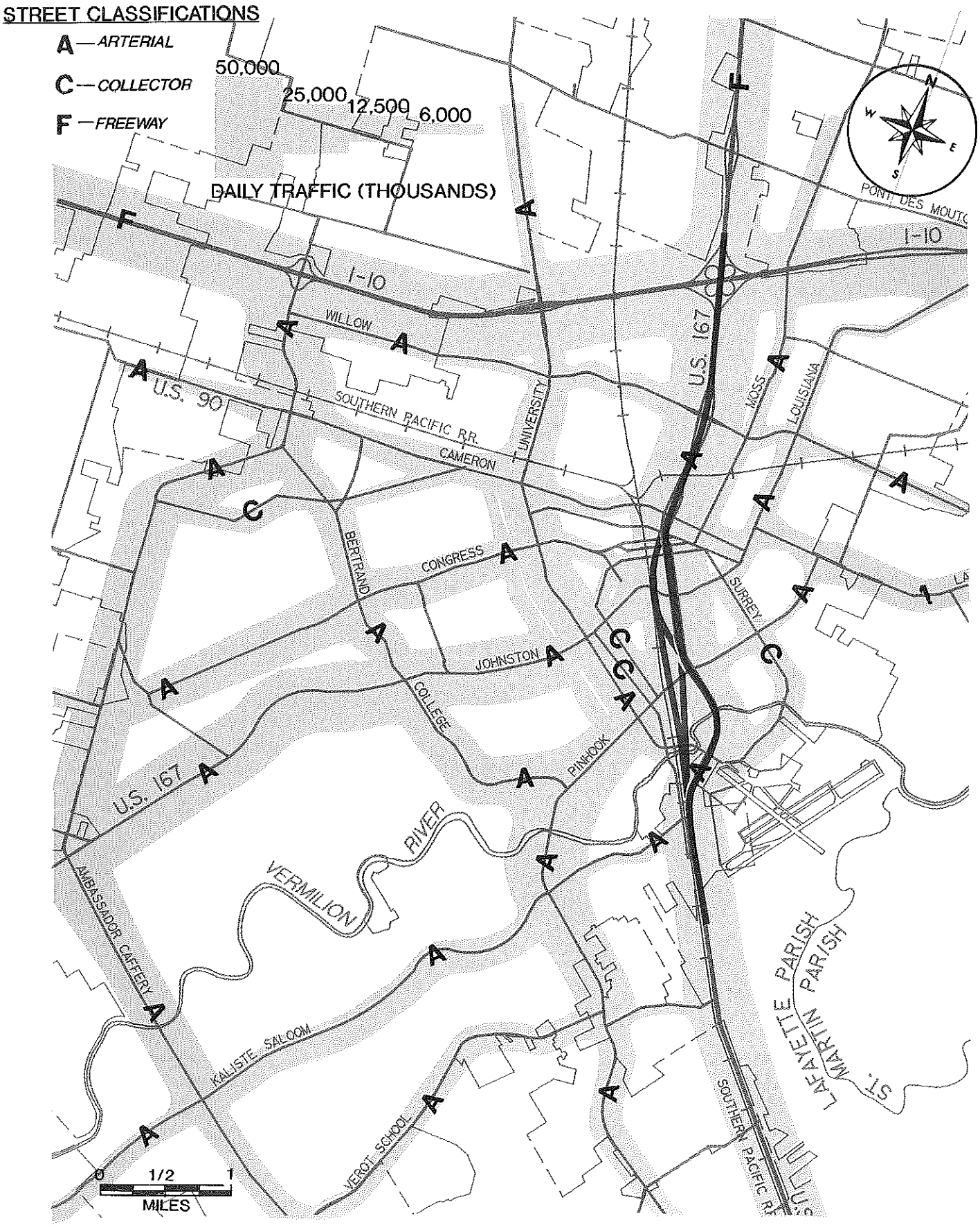
Thruway, other major arterials are Johnston Street (U.S. 167) radiating from the center of the city to the southwest and Ambassador Caffery Parkway, an incomplete peripheral roadway on the west side of the city. For many years, this highway network lagged behind the steady and sometimes rapid growth of the community as an oil center since the 1950's. Although great strides have been made in the last decade and progress continues today, the consensus of local planners is that the regional roadway network has not yet caught up with Lafayette's growth.

Exhibit 3-4 presents Lafayette's transportation network and highlights major traffic flows and patterns in the area. The importance of the Evangeline Thruway can be readily observed both in the geographical and physical location of the highway as an extension of I-49 and in the volume of traffic that utilizes the facility. Currently only I-10 and parts of Ambassador Caffery Parkway and Pinhook Road carry as much traffic as the Evangeline Thruway.

The Thruway traffic stream is composed of both local traffic using the Thruway as a part of the arterial city street grid and regional traffic passing through the city to or from south Louisiana, one of the more densely populated areas of the state and heavily developed around the oil and gas industry. Information gathered as a part of the ongoing Lafayette Transportation Plan (an independent study of regional transportation conducted separately but in coordination with the I-49 Connector study) indicates that approximately one-third of the 44,000 daily trips made on the central section of the Thruway begin and/or end outside of Lafayette Parish, with the remaining two-thirds beginning and ending within the Parish. Approximately 10% have both their beginning and ending outside of Lafayette Parish.

The city street system in the immediate Thruway study area was presented on Exhibit 1-5. As shown, the existing Thruway traverses the older part of Lafayette in the central third of the study corridor and is the result of construction in 1963 connecting U.S. 90 south of Lafayette with U.S. 167 north of the city. The Thruway is a one-way couplet (three lanes each direction) in the central area and four lane divided arterial with shoulders at its north and south ends. In the core area, the Thruway passes adjacent to the eastern fringe of the Lafayette CBD and is important in providing CBD access. The Thruway has signal control on 13 intersecting streets resulting in 24 signalized intersections along the four and one-half miles being considered for construction. These signals are linked to a centrally operated computerized signal control system operated by the City of Lafayette. Additionally, most of the signals are interconnected along the length of the Thruway.

In the central core area, driveway access to a mix of residences and business is provided frequently on both the left and right sides of each directional roadway of the one-way couplet. Intersections are spaced the distance of a typical city block (about 300'). Right-of-way is generally 50' wide to accommodate each 40' directional roadway, with many trees overhanging the travel lanes. Proceeding from north to south, U.S. 167 turns from the Thruway in a southwesterly direction on the major thoroughfare known locally as Johnston Street. Proceeding from south to north, U.S. 90 utilizes the Thruway and turns west at Mudd Avenue.



Source: City of Lafayette

Exhibit 3-4

STREET CLASSIFICATIONS AND TRAFFIC FLOW MAP

In the northern third of the project between the Southern Pacific spur and I-10, the Thruway is flanked by two-lane, two-way frontage roads on each side.

These frontage roads service traffic to and from the enclosed Northgate Mall and the many businesses in this strip commercial area. They intercept driveways and most crossing streets and therefore provide for partially controlled access on the Thruway. Only two streets, Willow and Donlon, both at signalized intersections, fully cross the Thruway north of the railroad spur. Between Willow and I-10, two median openings provide for partial movements between the freeway and frontage roads. The Thruway has a wide median at Willow Street which was established during 1960's construction as the location for a future grade separation interchange. This median area recently has been developed by a citizen's group with local government support as Gateway Lafayette, a landscaped area with ponds and a visitors information center. Access to the center is via left hand "exits" into the median area. The Gateway is an LDOTD permitted joint use activity and by agreement subject to decisions made by LDOTD regarding the need and use of the land for highway purposes (refer to Appendix D for details of the joint use agreement).

The southern third of the Thruway south of Pinhook is characterized by mostly developed frontage but relatively few driveway connections. On the west side of the Thruway south of University Avenue, a two lane two-way frontage road is provided, situated between the Thruway and Southern Pacific mainline. Beginning at the south end of the project near the limits of Lafayette Regional Airport property and continuing south, a two-lane, two-way frontage road on the east side begins to accompany the frontage road on the west side. Development south of the project limits is intermittent commercial and industrial, with driveway connections to the west side frontage road crossing the railroad mainline (13 trains daily, on average).

The Thruway is the predominant roadway providing ground transportation to the Lafayette Regional Airport. Other major local service areas of the Thruway include the residential/business mix adjacent to the Thruway in the central core, the CBD, the University of Southwestern Louisiana, and the strip commercial/ shopping area between the Southern Pacific spur tracks and I-10. Concern has been expressed by business owners in this latter area that the existing Thruway system does not provide adequate access to allow their businesses to prosper. They point to an inadequate number of lanes on the mainline north of the Southern Pacific spur and the two median openings between Willow and I-10 that allow only partial traffic movements to and from the frontage roads. City and state transportation officials have recently studied the situation but no improvement program is imminent.

Review of accident information and consultation with city officials indicates that currently there are no annually recurring "abnormal" accident locations on the Thruway mainline. "Abnormal" is defined by LDOTD as having at least five accidents annually and an accident rate at least twice as high as the average rate for similar type roadways in Louisiana. On occasion in prior years, the sharp curve in the northbound Thruway near St. Genevieve church has been noted as "abnormal".

City officials also have observed a high accident location on the east frontage road at its intersection with Castille

Street, in close proximity to the Northgate Mall. The intersection geometry which includes components of the Thruway mainline and high turning traffic volumes may create driver confusion at this location. As noted previously, studies have recently been conducted to identify roadway improvements in this area which would include this intersection. No improvements appear imminent at this time.

Recent and Ongoing Transportation Improvements

In the mid-1980's, recognizing deficiencies in the local street system, Lafayette voters approved a sales tax with proceeds dedicated to fund $72.5 million in street and drainage improvements within the City. Many of the street projects included in this capital program have been completed, with others in partial stages of completion. The thrust of the city's program is to provide intersection improvements, roadway widening, or new roadways to provide relief for developed areas of the city currently experiencing traffic deficiencies, with attention given to the need for more crossings of the Vermilion River. Projects either completed or planned as a part of this program or state/federal projects that have a bearing on the proposed I-49 Connector are presented on Exhibit 3-5 and keyed by number to the descriptions below (numbers 8 and 10 are not shown since they occur outside the map coverage limits):

1. Willow Street widening to five lanes from the Thruway west to University (open to traffic)

2. Improvements and reconstruction of 2nd and 3rd Streets to form a one-way couplet with three lanes each direction tieing Congress Street (major east-west arterial) directly to the Evangeline Thruway (open to traffic)

3. Extension of University Avenue as a four-lane divided roadway from Pinhook Road under the Southern Pacific railroad and across the Vermilion River to tie into the Thruway near the airport at Surrey Street (open to traffic)

4. Widening of Surrey Street to three lanes from its intersection with the Thruway at University to Pinhook. (under design)

5. Participation in the joint city/state project to widen Kaliste Saloom to five lanes and create a new intersection with the Thruway (under construction)

6. Extension of Louisiana Avenue (Johnston Street) to north of I-10 with a new LDOTD-sponsored interchange on I-10 about one and one-half miles east of I-49, creating a generally parallel new corridor to the Thruway north of Johnston Street (under design)

7. Extension of S. College Road from Pinhook south across the Vermilion River to LA 89, creating a new parallel corridor to the Thruway south of the river (under design)

In addition to these projects, several other projects affecting the Thruway have been proposed and, if built, would be implemented by LDOTD:

8. The extension of Ambassador Caffery Parkway (arterial circumferential) in the southwest quadrant to connect to U.S. 90 near Broussard, providing a continuous arterial route on the

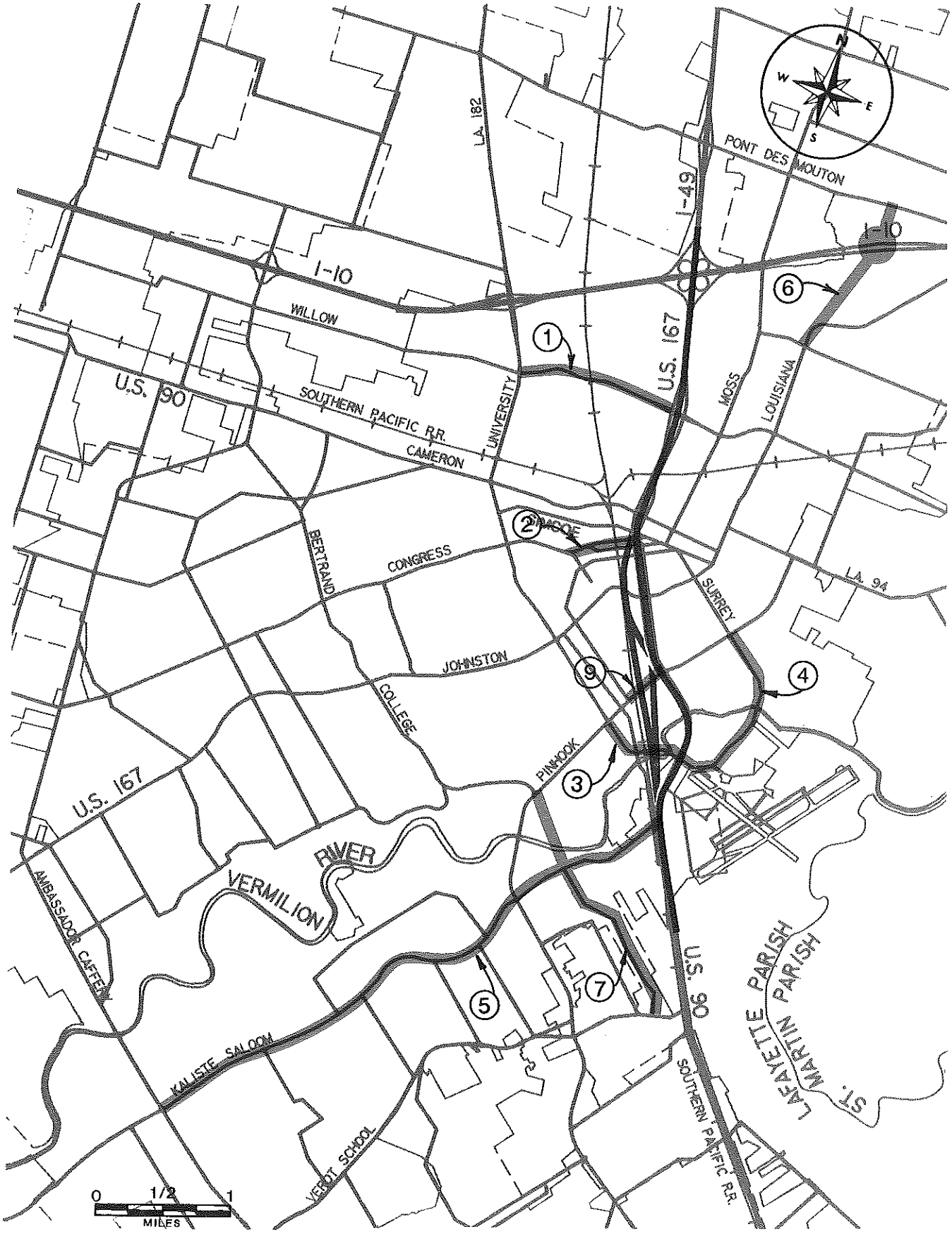


Exhibit 3-5
RECENT, ONGOING, AND PROGRAMMED
TRANSPORTATION IMPROVEMENTS

Parkway from U.S. 90 to I-10 as an alternative to the Thruway (not yet begun)

9. Intersection improvements on Pinhook at the Thruway (design completed)

10. A loop roadway in the southwest quadrant connecting U.S. 90 south of Broussard to I-10 west of Scott and continuing through the northwest and northeast quadrants of the parish (not yet begun)

Many of the above projects which are open to traffic serve to increase the focus of the Evangeline Thruway as an important part of the local highway network. Particularly important are the University extension to create a railroad underpass, new river crossing, and a major intersection with the Thruway and the Kaliste Saloom widening and new Thruway intersection. The combined effect of these projects appears to reduce the dependence on Pinhook Road as the primary means of crossing the Vermilion into the southern part of the parish by instead providing University to the Thruway southbound or the Thruway southbound to Kaliste Saloom west.

An independent study (Lafayette Transportation Plan), conducted separately but in coordination with the I-49 Connector study, has recently been completed and provides computer modeling of anticipated traffic flow patterns considering the above transportation system improvements, the I-49 Connector, and other proposed roadways throughout the parish.

Major Thoroughfare Plan

The end result of the Lafayette Transportation Plan study will be a recommended roadway system that, if implemented, would to the highest practical level satisfy Lafayette Parish's transportation needs through the year 2012, based on the computer generated traffic assignments. The Lafayette Areawide Planning Commission (LAPC) will then present the recommended plan for review, possible refinement, and adoption as the official Thoroughfare Plan for Lafayette Parish. The last officially adopted plan for the parish was developed by the Lafayette Regional Planning Commission (a forerunner to LAPC) in 1978.

Bus Transit Service

Bus transit service within the City of Lafayette is provided by City of Lafayette Transit (COLT). Fares are forty-five cents and special handicap services are available on request (twenty cents). Operations are Monday through Saturday from 6:30 A.M. to 6:30 P.M. Bus service areas and routes are shown on Exhibit 3-6.

3.2.2 SOCIOECONOMICS

Existing socio-economic conditions in the study area have been determined utilizing data compiled by the U.S. Census Bureau and information supplied by LAPC. At the time of compilation, complete, detailed, census data was available for the decades through 1980, with partial data available from the 1990 census. In this report when census data is appropriate to describe conditions, where possible, 1990 data has been utilized. Where 1990 data was not available, 1980 and previous census data has been used.

3.2.2.a Neighborhoods

Neighborhoods are relatively small, residentially-oriented areas of a city with

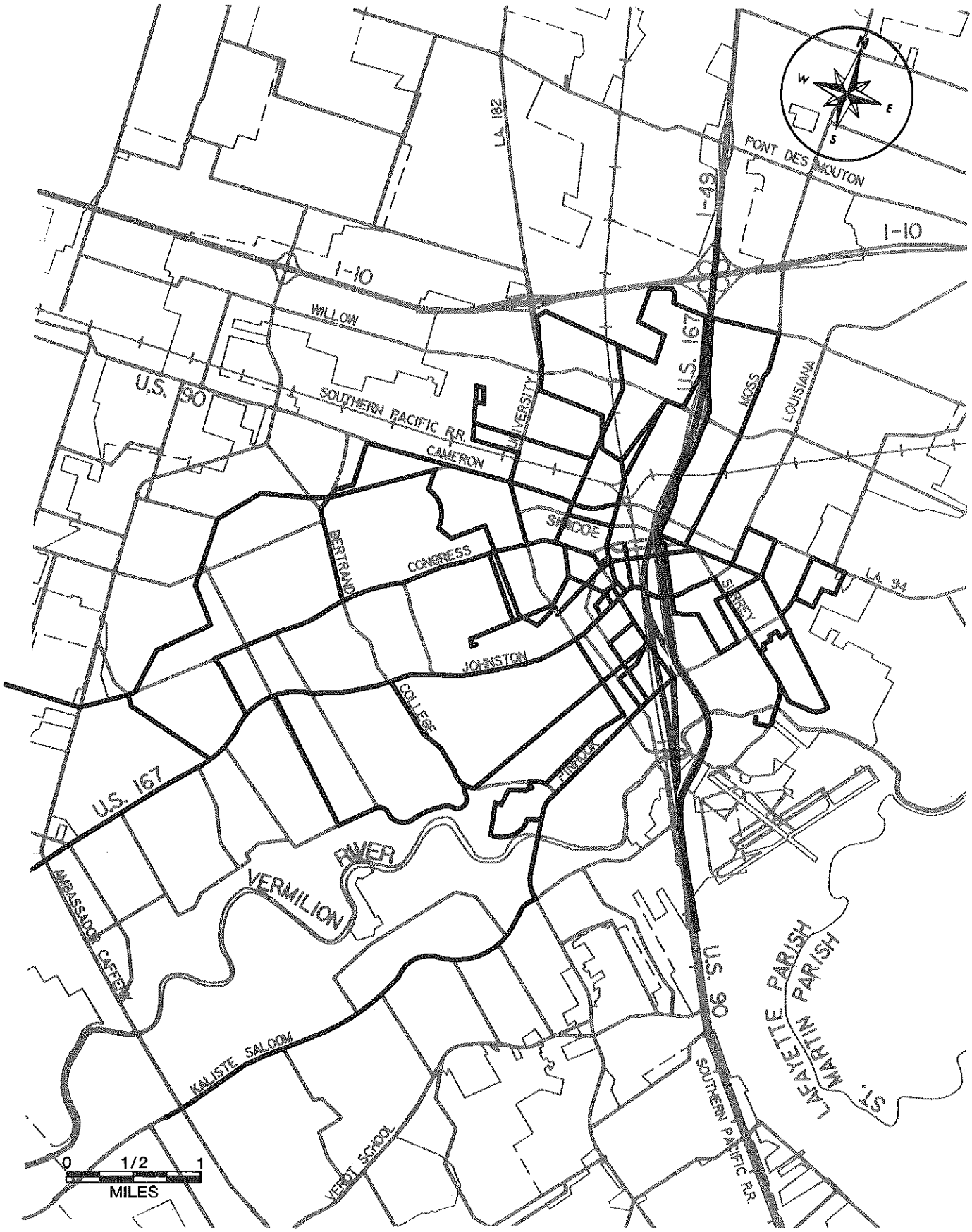


Exhibit 3-6
COLT TRANSIT SERVICE AREAS

social and economic similarities with which people can identify. They are typically defined as areas based on walking or bicycle riding as the travel mode with a network of social activities emanating from the home to elementary schools, to small local stores, to neighbors, and perhaps to churches and nearby recreational facilities. Urban planners look upon neighborhoods as small areas bounded by major arterials.

In this study, the term "neighborhoods" is used even though Lafayette has no commonly recognized neighborhood boundaries or names. Neighborhoods have been defined using census tract boundaries, with nine census tracts constituting the corridor study area as shown on Exhibit 3-7.

Table 3-1 shows various population characteristics of the census tracts, with statistics differing widely in each of the selected characteristics (1980 most current data available). As discussed more completely in Section 3.2.2.b, Census Tracts 2, 8 and 9 had high concentrations of non-white populations.

Elderly people tend to be less mobile and are more sensitive to impacts of a transportation facility. In 1980, nine percent of the population of the study area was 65 years of age or over. While some census tracts had relatively low percentages of elderly persons, Census Tracts 1, 2, 8, 11 and 15 displayed percentages larger than other tracts in the study area.

Certain data on owner-occupied housing units is an indication of neighborhood stability, cohesiveness and economic welfare. Table 3-2 depicts some of the housing characteristics of the census tracts (1980 most current data available). A high owner-occupied ratio usually indicates stability and cohesiveness in a neighborhood. In the study area, 50 percent of the housing units were owner-occupied in 1980. Suburban portions of the study area north of I-10 exhibited the highest percentage of owner-occupied housing units, while the central portion of the study area exhibited low percentages of home ownership.

Longevity of occupancy is also an indicator of the stability and cohesiveness of a neighborhood. A high percentage of households being occupied by the same household for ten or more years usually means that a neighborhood is stable. In the study area, in 1980, 39.9 percent of all households were being occupied by the same households as in 1969 or earlier. Census Tracts 2 and 8 exhibited the highest percentages of occupancy since 1969 or earlier, while Census Tracts 10, 14 and 15 exhibited the lowest tenure during that period.

Median household income and median housing unit value data also indicate the economic welfare of a neighborhood. In 1980, the City of Lafayette had a median household income of $16,913 and a median housing unit value of $57,900, with the Parish having similar figures. During the same period, the study area had a median household income of $11,419 and a median housing unit value of $38,400. Census Tracts 1, 2 and 8 had median household incomes below the study area median, while Census Tracts 2, 8, 9 and 11 had median housing unit values lower than the study area median.

Another area which would be impacted by this project is the Lafayette central business district. The CBD is the center for many government-related activities, legal offices, banks, professional offices, retail stores and restaurants. Generally, the CBD is defined as the area bounded

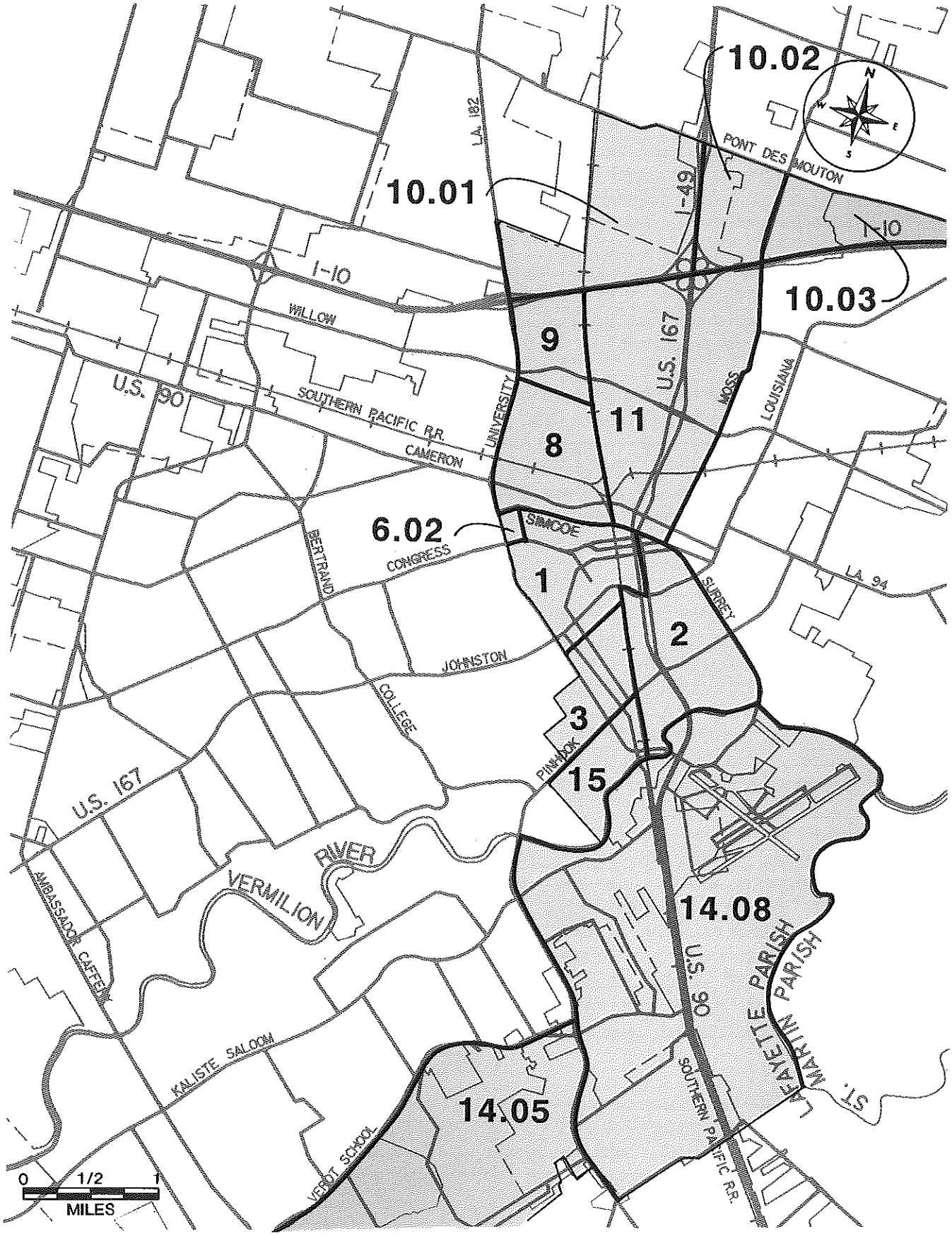


Exhibit 3-7
NEIGHBORHOOD DELINEATIONS

Table 3-1

POPULATION CHARACTERISTICS OF CENSUS TRACTS
WITHIN THE STUDY AREA - 1980

Census Tract	Population	Percent Non-White	Percent Under 18	Percent Over 65
1	2,193	34	16	18
2	5,003	73	31	12
3	3,436	34	8	9
8	4,930	79	32	11
9	2,937	98	43	4
10	2,304	13	28	1
11	6,839	36	33	10
14	3,471	8	18	1
15	827	14	34	16
Study Area	31,940	52	27	9
City	81,961	29	27	8
Parish	150,017	21	30	6

Source: U.S. Bureau of the Census, 1980.

Table 3-2

HOUSING CHARACTERISTICS OF CENSUS TRACTS
WITHIN THE STUDY AREA - 1980

Census Tract	Persons Per Household	Median House Unit Value	Median Income	Percent Owner-Occupied	Percent Renter-Occupied	Percent Vacant	Longevity Of Households*
1	2.02	$38,400	$9,265	36.0	54.8	9.2	39.5%
2	2.94	$25,500	$10,465	53.6	41.9	4.6	49.4%
3	1.92	$41,300	$11,419	28.7	64.4	6.9	36.0%
8	2.96	$23,500	$9,217	52.0	43.3	4.6	52.7%
9	4.07	$26,500	$12,698	60.7	35.8	3.5	33.9%
10	3.11	$69,400	$21,654	77.1	16.1	6.8	5.6%
11	2.91	$33,800	$13,903	58.4	36.8	4.7	36.6%
14	2.95	$56,800	$32,852	62.5	31.2	6.3	21.6%
15	2.56	$73,200	$23,162	62.6	34.7	2.7	21.2%
Study Area	2.64	$38,400	$11,419	50.3	44.3	5.4	39.9%
City	2.74	$57,900	$16,913	54.6	40.8	4.6	31.4%
Parish	2.90	$59,100	$18,602	63.1	31.6	5.1	28.7%

* Percent Of Households That Moved In Prior To 1969.

Source: U.S. Bureau of the Census, 1980.

by the Evangeline Thruway, Johnston Street, University Avenue and Congress Street, which is basically the area of Census Tract 1.

An area of distinct importance is the Sterling Grove Historic District. This residential area comprises 59 buildings which date mainly from the period 1890 to 1934. The District is roughly bounded by East Simcoe Street, the Evangeline Thruway, Chopin Street and North Sterling Street (the limits of the District are shown graphically in Section 3.2.3 on Exhibit 3-11). Many of the buildings are located along the District's two major streets, Sterling Street and Elizabeth Avenue, with some fronting the Thruway.

Both large and small residences occur side by side in the District as do residences of different styles. Of the two major streets in the District, Sterling Street is the grander. It has large lots, live oaks, deep setbacks and a mixture of one- and two-story houses. Structures on Elizabeth Avenue are more or less consistent, with one-story houses set nearer the street.

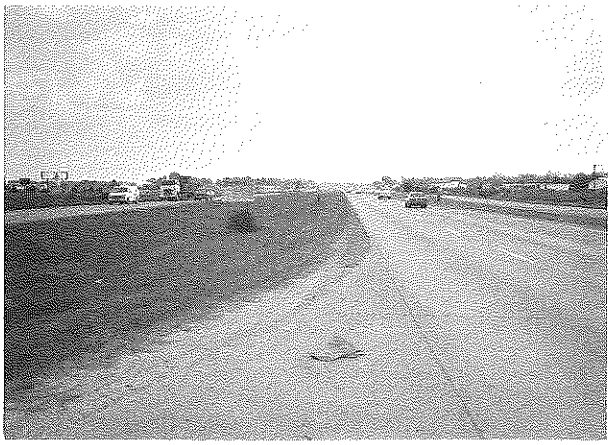
The only important non-residential feature of the district is the St. Genevieve Roman Catholic Church Complex, which consists of an imposing circa 1925 brick Romanesque Revival church, a circa 1930 Colonial Revival parish hall and a two-story brick rectory. This church is situated at the corner of the Evangeline Thruway and Simcoe Street. There is also a related single-story school building on Elizabeth Avenue.

The Sterling Grove Historic District is locally important in the area of architecture and is a fine grouping of older structures in the City of Lafayette. It is the only area which features a large component of Victorian and Edwardian buildings. The District contains a full-fledged Greek Revival plantation house (one of only three two-story Greek Revival houses in the City). It also contains what is thought to be the City's only example of decorative Victorian vergeboards. The District has a large and impressive Italianate galleried house which is one of only three Italianate residences in the City. Aside from these earlier buildings, the District is distinguished by an unusually varied collection of post-1910 structures.

Representative photographs of the corridor study area immediately adjacent to the Evangeline Thruway are shown on the following pages.

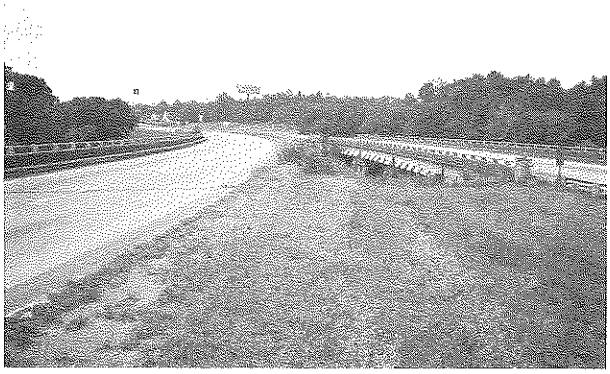
3.2.2.b Population Characteristics and Trends

The population of Lafayette Parish has grown from 57,743 persons in 1950 to 164,762 persons in 1990. The largest percentage growth by decade occurred during the decade of the 1950's. Lafayette Parish increased by 46.6 percent, or 26,913 persons, during that time. The smallest ten year percentage growth occurred during the decade of the 1980's when the population of the Parish increased by only 9.8 percent (14,745 persons). Most population estimates made during the last decade revealed that the recession associated with a decline in the oil and gas industry during the mid-1980's resulted in an actual decline of population since the mid-point of the decade. However, as stated, the Parish did experience a net increase for the decade. Interestingly, even as the Parish's population and the City's population increased between 1970 and 1990, the population of the corridor area has decreased from 32,996 to 28,529, exhibiting a loss of 4,467 persons. This decline in population of the study area is

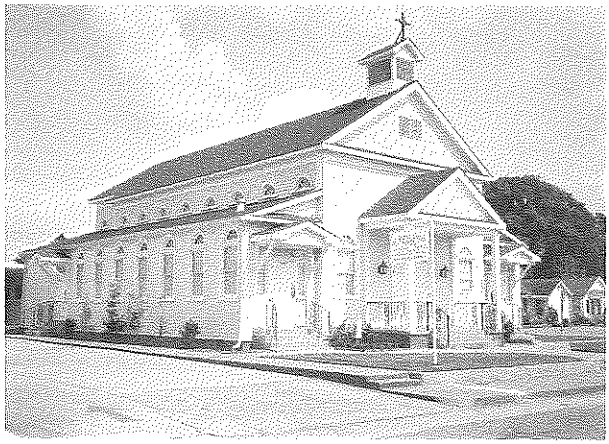


Near Lafayette Regional Airport Looking South on the Thruway

Looking South on the Thruway Flanked Both Sides by Beaver Park



At Beaver Park Looking North on the Thruway



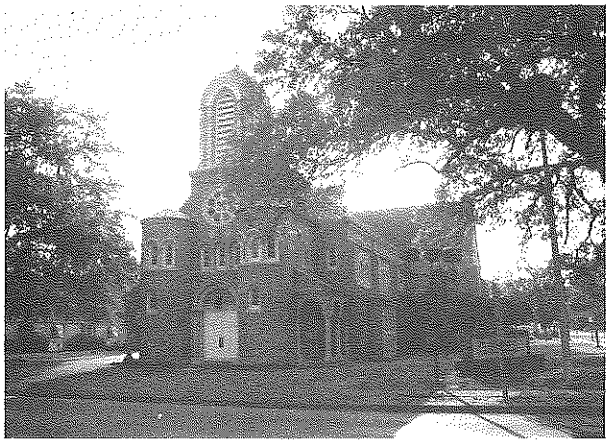
St. Patrick's Church

Between the Northbound and Southbound Thruway at 11th Street

Adjacent to Southern Pacific Railroad Looking North Near Taft

Northbound on the Thruway in the Central Core Area

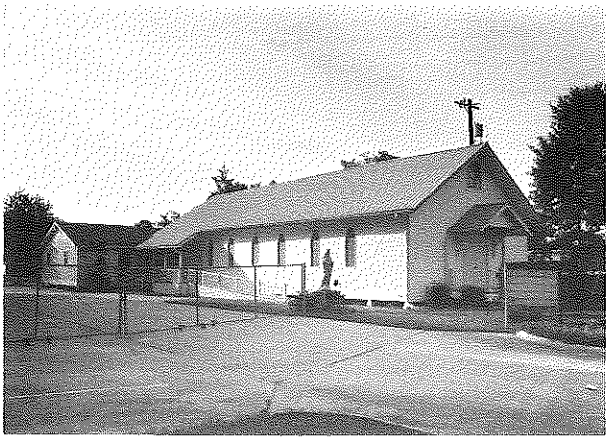
Looking South at the Corner of Jefferson and the Southbound Thruway



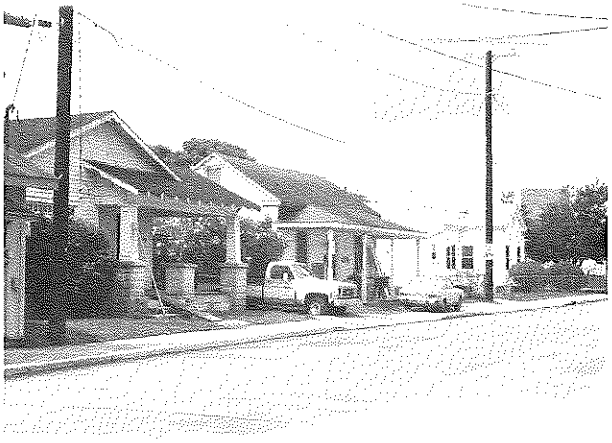
St. Genevieve Catholic Church on the East Side of the Northbound Thruway in the Sterling Grove Historic District

Look West on 3rd Street Toward the CBD Between the Thruway and Railroad

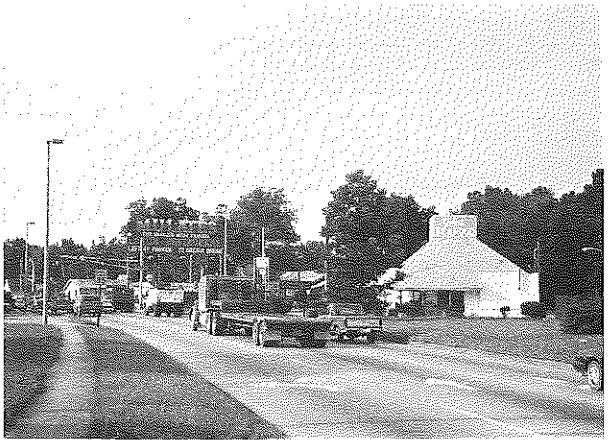
Residence Fronting the Northbound Thruway near the Sterling Grove Historic District



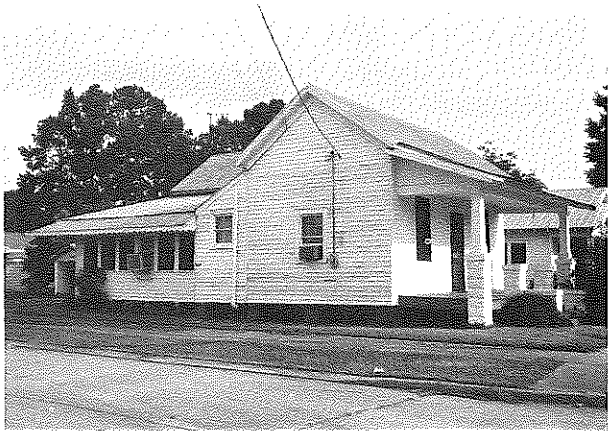
Christ The King Church on the Median Side of the Southbound Thruway Near Mudd



Looking From the Northbound Thruway West on 2nd Street

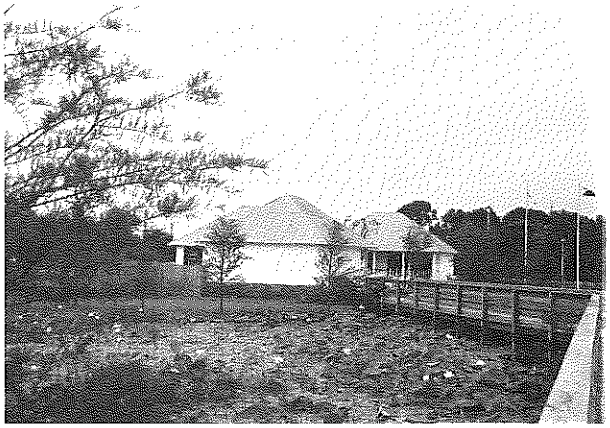


Looking South Near Mudd and the Southbound Thruway

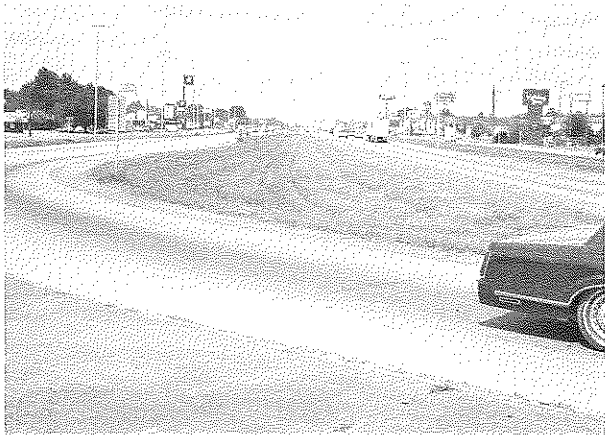


Between the Northbound and Southbound Thruway Near Mudd

Gateway Wide Median Area and Landmark Oak Tree



Gateway Visitors Center Buildings



Looking North Between Willow and I-10

directly reflective of the changes in land use which have occurred during this period.

Table 3-3 presents population growth since 1950 for the United States, Louisiana, Lafayette Parish, the City of Lafayette, and the corridor study area. Exhibit 3-8 demonstrates the relative decline of the study area as a residential base compared to the rest of the region.

The decreased growth rate experienced by Lafayette Parish during the latter part of the 1980's was in large measure attributed to a net out-migration of people. The population of the Parish increased by 14,745 persons between 1980 and 1990. There were an estimated 26,800 births and 7,800 deaths during this period, resulting in a net out-migration of 4,255 people.

Growth and Projections

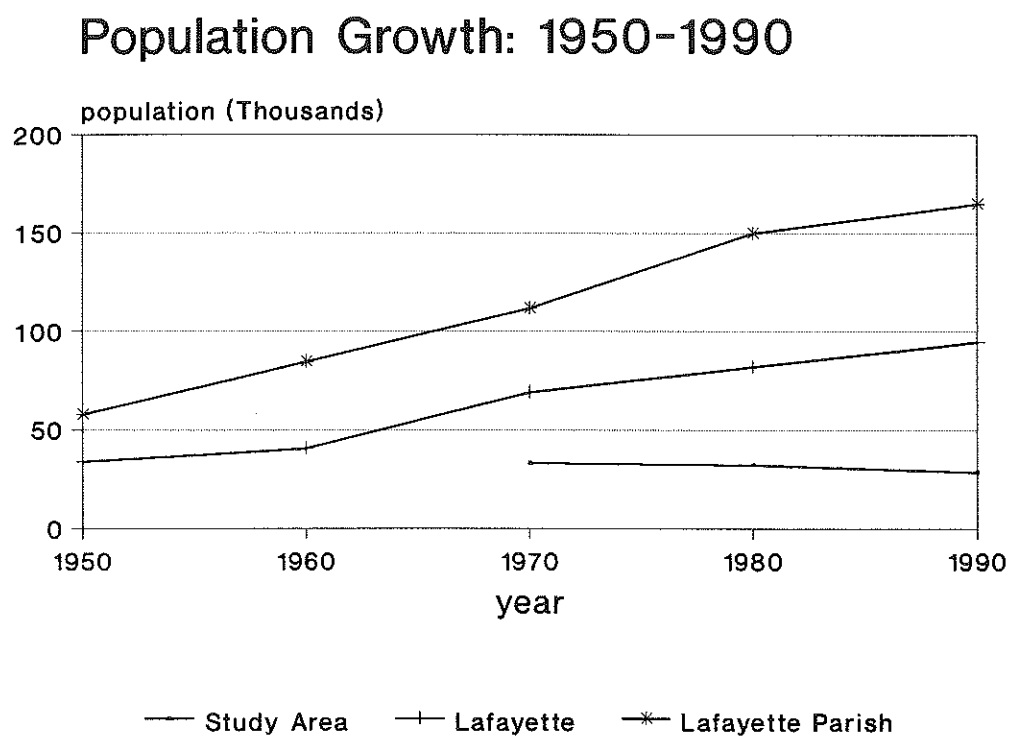
Population projections for Lafayette Parish were recently prepared by the Lafayette Areawide Planning Commission (LAPC) for use in the ongoing Lafayette Transportation Plan study. The forecasts indicate that by the Year 2010, more than 240,000 persons will be living in Lafayette Parish. Forecasts for the Parish equate to an average annual growth rate of 1.6 percent through the Year 2010. The projected growth was determined by assignments to each of 316 traffic study zones based on estimates of holding capacity for each zone. Major growth areas are expected to occur in the northeast area of the Parish, east of the Evangeline Thruway, both north and south of I-10, in the southwest portion of the City to west of LA 93, and south to Broussard. Exhibit 3-9 shows major population and economic development growth areas in the Parish superimposed on 1990 population densities.

Table 3-3

POPULATION GROWTH 1950 - 1990

	1950	1960	1970	1980	1990
United States	151,326,000	179,323,000	203,302,000	226,546,000	249,632,692
Louisiana	2,683,516	3,257,022	3,641,306	4,206,116	4,219,973
Lafayette Parish	57,743	84,656	109,716	150,017	164,762
City of Lafayette	33,541	40,400	68,908	81,961	94,440
Study Area	---	---	32,996	31,940	28,529

Source: U.S. Bureau of the Census, 1950, 1960, 1970, 1980, 1990.



Source: U.S. Bureau of the Census

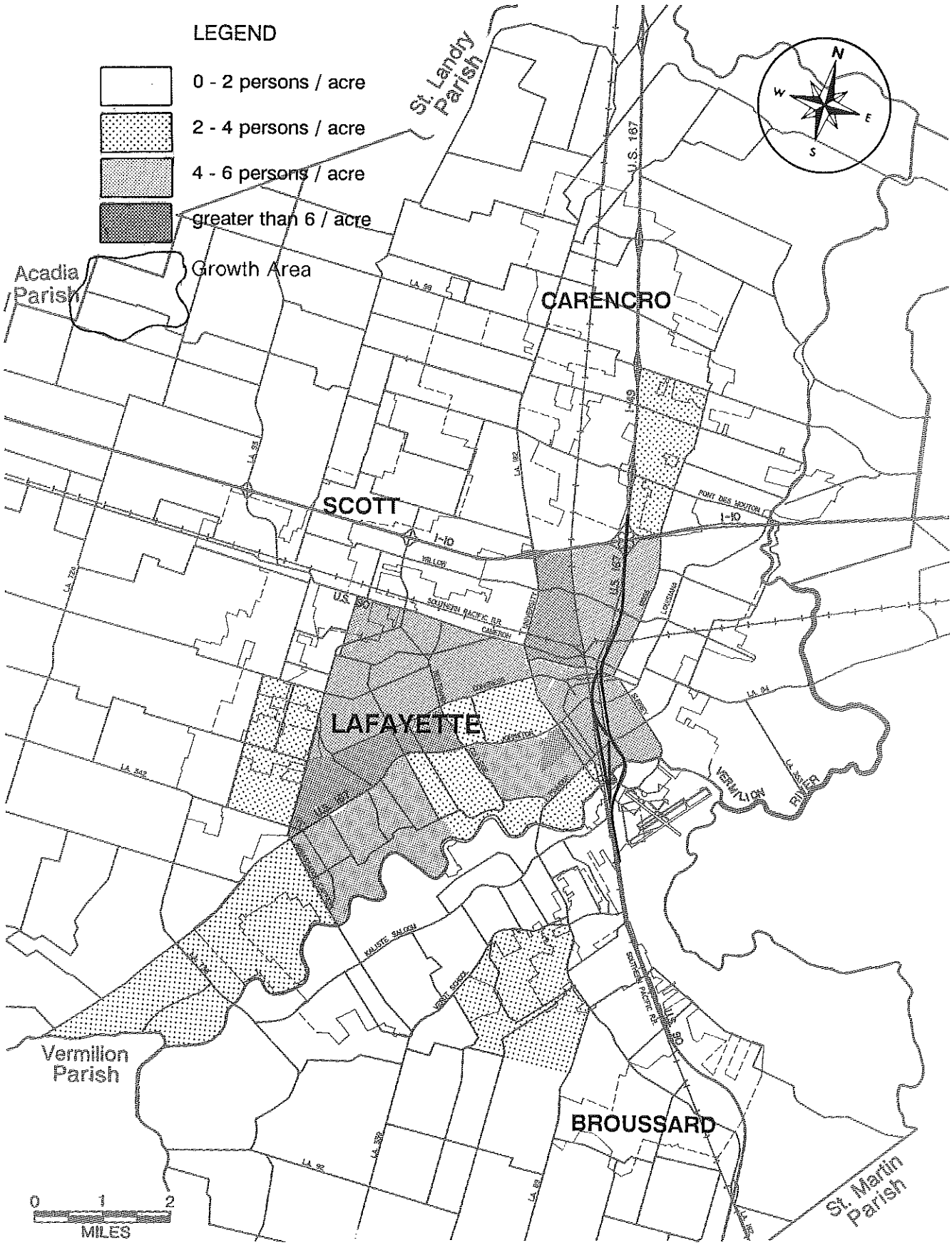
Exhibit 3-8
POPULATION GROWTH: 1950-1990

Age Distribution

The impacts resulting from a major transportation facility affect various age groups differently. Those that tend to have the most difficulty in adapting to or relocating due to the impacts of such a project are generally the young and the elderly. Table 3-4 depicts the age composition of the State, Parish, City and corridor study area (some 1990 data not available). Lafayette Parish had 47,895 persons under 18 years of age which accounted for 29 percent of the 1990 population. This was an increase of 1,742 persons over the 1980 figure and 5,972 persons over the 1970 figure in that age group. The 1980 figures revealed that in both the City of Lafayette and the study area, 28 percent of the population was under 18 years of age.

Lafayette Parish had 10,069 persons 65 years or older which accounted for 6.7 percent of the 1980 population. This age group accounted for 8.0 percent of the City of Lafayette's population, while in the study area, 9.2 percent of the 1980 population was 65 years of age or older. Lafayette's percentages for the young and elderly in 1980 were below Louisiana's 31.5 percent under 18 years of age and 9.5 percent 65 years or older.

The median age of the population of Lafayette Parish was 25.7 years in 1980. For that same year, the median age for the City's population was 26.0, while that of the study area was 26.1 years.



Source: U.S. Bureau of the Census, 1990 and
Lafayette Areawide Planning Commision

Exhibit 3-9
POPULATION DENSITIES AND GROWTH AREAS

Table 3-4

AGE COMPOSITION

	1970		1980		1990	
	Number	%	Number	%	Number	%
			Under 18			
Louisiana	1,387,337	38.1	1,329,064	31.5	1,228,012	29.1
Lafayette Parish	41,923	38.2	46,153	30.7	47,895	29.0
City of Lafayette	27,761	40.2	22,664	27.6	24,872	26.3
Study Area	12,369	37.4	8,906	27.8	N/A	N/A
			65 Years And Older			
Louisiana	306,725	8.4	403,766	9.5	468,417	11.1
Lafayette Parish	5,128	4.6	10,069	6.7	47,895	29.1
City of Lafayette	4,121	5.9	6,613	8.0	8,979	9.5
Study Area	2,513	7.6	2,949	9.2	N/A	N/A
			Median Age			
Louisiana	24.8	--	27.3	--	31.0	--
Lafayette Parish	22.8	--	25.7	--	N/A	--
City of Lafayette	23.0	--	26.0	--	N/A	--
Study Area	--	--	26.1	--	N/A	--

N/A - Not available at time of compilation
Source: U.S. Bureau of the Census, 1970, 1980, 1990.

Racial and Ethnic Composition

The spatial distribution of minority populations in Lafayette Parish based on the 1990 census is shown on Exhibit 3-10. Table 3-5 depicts the racial composition of the State, Parish, City and study area (some 1990 data not available). In 1970, Lafayette Parish had 85,640 white persons which accounted for 78.0 percent of the population and that number grew to 117,867 (78.5 percent of the population) in 1980. In 1990, this figure increased to 125,340, with the white percentage decreasing to 76.0 percent. The City of Lafayette had 51,578 white persons in 1970 (74.8 percent), 57,776 white persons in 1980 (70.4 percent), and 66,867 white persons in 1990 (70.8 percent). In the study area, 19,337 white persons accounted for 58.6 percent of the 1970 population. By 1980, the white population had dropped to 15,212 persons, accounting for 47.6 percent of the population.

In 1970, Lafayette Parish had 23,857 black persons representing 21.7 percent of the Parish population. The black population increased to 30,334 in 1980 (20.2 percent)

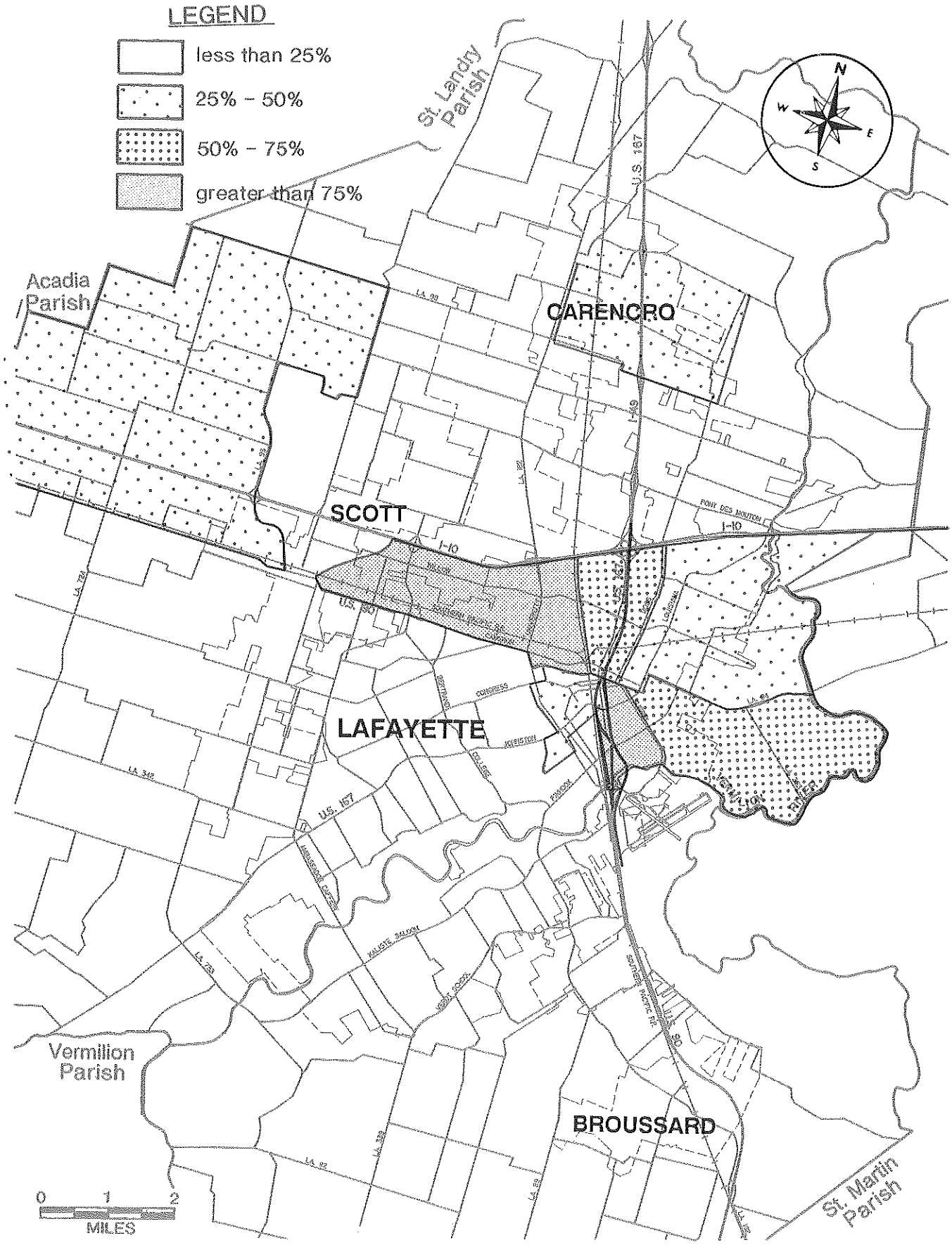


Exhibit 3-10
DISTRIBUTION OF MINORITY POPULATION

Table 3-5

RACIAL AND ETHNIC COMPOSITION

	1970		1980		1990	
	Number	%	Number	%	Number	%
			White			
Louisiana	2,541,498	69.7	2,912,172	69.2	2,839,138	67.3
Lafayette Parish	85,640	78.0	117,867	78.5	125,340	76.0
City of Lafayette	51,578	74.8	57,776	70.4	66,867	70.8
Study Area	19,337	58.6	15,212	47.6	N/A	N/A
			Black			
Louisiana	1,086,832	29.8	1,238,241	29.4	1,299,281	30.8
Lafayette Parish	23,857	21.7	30,334	20.2	36,846	22.3
City of Lafayette	17,162	24.9	22,832	27.8	25,679	27.2
Study Area	13,575	41.1	16,246	50.8	N/A	--
			Other			
Louisiana	12,976	0.35	55,487	1.3	81,554	1.9
Lafayette Parish	219	0.19	1,816	1.2	2,576	1.5
City of Lafayette	158	0.22	1,353	1.6	1,894	2.0
Study Area	84	0.28	591	1.8	N/A	N/A

N/A - Not available at time of compilation.
Source: U.S. Bureau of the Census, 1970, 1980, 1990.

and rose to 36,846 persons (22.3 percent)in 1990. The City of Lafayette had 17,162 black persons in 1970 which accounted for 24.9 percent of the population and the number of black persons increased to 22,832 (27.8 percent of the population) in 1980. In 1990, the black population rose to 25,679, representing 27.2 percent of the population of the City of Lafayette. The study area had 13,575 black persons in 1970, representing 41.1 percent of the population and this group grew to 16,246 persons (representing 50.8 percent of the population) in 1980.

The sector of the population which is neither black nor white was very small in 1970 and accounted for only 0.19 percent of the Lafayette Parish population. By 1990, this group still represented a very small segment of the Parish population (1.5 percent).

3.2.2.c Housing and Household Characteristics

Housing and household characteristics generally include information pertaining to housing values, housing ownership,

housing vacancy and household size. Table 3-6 displays these characteristics for the State, Parish, City and study area (1980 most current data available).

The total number of housing units in Lafayette Parish grew from 32,057 units in 1970 to 53,136 units in 1980. The housing stock in the City of Lafayette grew from 20,724 units in 1970 to 29,853 units in 1980. However, the number of housing units in the study area declined from 10,551 units in 1970 to 8,958 units in 1980.

The number of owner-occupied housing units in Lafayette Parish has increased from 20,621 units (64.3 percent) in 1970 to 33,542 units (63.1 percent) in 1980. In the City, the number of owner-occupied units has grown from 12,440 units (60.0 percent) in 1970 to 16,306 units (54.6 percent) in 1980. In spite of this, the number of owner-occupied units in the study area has decreased from 5,892 units (55.8 percent) in 1970 to 4,561 units (50.9 percent) in 1980. Logically, the percentage of renter occupancy has increased, where the percentage of owner occupancy has decreased. Vacancy rates between 1970 and 1980 have decreased for Lafayette Parish and the City, as well as for the study area.

In 1970, the median value of owner-occupied housing units was very close in the three areas. In Lafayette Parish, the City of Lafayette and the study area, the median owner-occupied housing values were $16,600, $16,800 and $16,100, respectively. However, by 1980, the median value of owner-occupied housing units in the study area was far below that of the Parish and City, as shown on Table 3-6. In 1970, the median contract rent to renter-occupied housing units in the study

Table 3-6

HOUSING AND HOUSEHOLD CHARACTERISTICS

	Total Housing Units (HU)	Total Households (HH)	Owner-Occupied (OO)	Percent Owner-Occupied	Renter Occupied (RO)	Vacant	Median Value ($) OOHU	Median Contract Rent ($) (ROHU)	Median Household Income ($)	Persons Per Household
1970										
Louisiana	1,150,950	1,052,038	663,453	63.1	388,477	92,858	14,600	62	----	3.37
Lafayette Parish	32,057	32,057	20,621	64.3	9,349	2,075	16,600	62	7,916	3.55
City of Lafayette	20,724	20,695	12,440	60.0	6,849	1,431	16,800	64	8,080	3.41
Study Area	10,551	10,347	5,892	55.8	3,863	661	16,100	66	9,464	3.71
1980										
Louisiana	1,548,419	925,139	----	59.7	486,649	123,533	43,000	156	----	2.91
Lafayette Parish	53,136	50,497	33,542	63.1	16,788	2,705	59,100	212	18,602	2.90
City of Lafayette	29,853	28,741	16,306	54.6	12,173	1,356	57,900	262	16,913	2.74
Study Area	8,958	9,426	4,561	50.9	4,020	502	38,400	185	11,419	2.64

Source: U.S. Bureau of the Census, 1970, 1980.

area was greater than that for the City and Parish. Ten years later, the reverse was true with the median contract rent of the City and Parish figures being greater than those of the study area.

In 1970, household size for Lafayette Parish, the City of Lafayette and the study area was well above three persons per household. In 1980, all three were below three persons per household, with the study area being the lowest at 2.64 persons per household.

3.2.2.d Economic Characteristics

Income Levels

Income and employment potential of residents may be affected by a change in a transportation system. Income levels may help to determine the sensitivity of certain area residents faced with relocation. In 1970, the median household income for Lafayette Parish was $7,916. This figure more than doubled in 1980 to $18,602. In the City of Lafayette, the median household income for 1970 was $8,080. Again, the median household income nearly doubled in 1980 to $16,913. The study area displayed a median household income of $9,464 in 1970, which was higher than both Parish and City figures. However, this number only increased to $11,419 in 1980, which was far below Parish and City figures. Table 3-6 displays median household income levels for Lafayette Parish, the City of Lafayette and the study area (1980 most current data available).

Labor Force and Employment

In 1970, Lafayette Parish had 37,569 employed persons which accounted for 95.8 percent of the Parish civilian labor force. In the City, 24,219 persons (95.5 percent) were employed, while the study area had 11,276 employed persons, accounting for 94.8 percent of the study area civilian labor force. In 1980, total employment increased for the Parish and City by 83 and 57 percent, respectively. In the study area, however, total employment increased only marginally from 11,276 to 11,290 persons.

In Table 3-7, the different sectors of Lafayette's economy are presented (1980 most current data available). Since 1970, the technical, sales and administrative sector has been the largest and fastest growing sector of the Parish economy. This sector grew from 24.8 percent in 1970 to 33.6 percent in 1980 and surpassed the managerial and professional sector by 8.3 percentage points. In the City, the same transition occurred but to a lesser extent. The study area displayed a more even distribution of employment for each sector in 1970 and 1980. Employment in the study area increased or decreased by no more than 4 percentage points for any sector between 1970 and 1980. For the Parish, City and study area, employment in the farming, forestry and fishing sectors was negligible.

3.2.3 PUBLIC FACILITIES AND SERVICES

Many public facilities (non-profit organizations and government facilities) accommodate people in a specific area and would be subject to impacts caused by a new location of a transportation facility. Elementary schools typically would be one of the most impacted type of public facility. This is because schools have defined service areas, whereas other public facility service areas may not be as

Table 3-7

EMPLOYMENT IN PRIMARY SECTORS OF THE LAFAYETTE ECONOMY

	Lafayette Parish				City of Lafayette				Study Area			
	1970		1980		1970		1980		1970		1980	
Sector	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Managerial and Professional	10,472	27.9	17,381	25.3	7,489	30.9	10,716	28.2	2,538	22.5	2,083	18.4
Technical, Sales, Administrative	9,338	24.8	23,145	33.6	6,251	25.8	12,570	33.1	2,491	22.1	2,914	25.8
Service Occupations	5,934	15.8	8,054	11.7	4,122	17.0	5,173	13.6	2,608	23.1	2,717	24.1
Farming, Forestry Fishing	1,150	3.1	832	1.2	158	0.7	279	0.7	146	1.3	121	1.1
Precision Production, Craft, Repair	4,585	12.2	10,416	15.1	2,571	10.6	4,798	12.6	1,209	10.7	1,528	13.5
Operators, Fabricators, Laborers	6,090	16.2	8,989	13.1	3,628	15.0	4,504	11.8	2,284	20.3	1,927	17.1
Total Employment	37,569	100.0	68,817	100.0	24,219	100.0	38,040	100.0	11,276	100.0	11,290	100.0

Source: U.S. Bureau of the Census, 1970, 1980.

rigid. As defined for this study, other public facilities include religious institutions, fire stations, police stations, hospitals, ambulance dispatch centers, and any other government organization. Non-profit facilities such as religious institutions, schools and cemeteries located in or immediately adjacent to the study area are listed below with the number corresponding to the facilities shown on Exhibit 3-11.

Religious Institutions

1. Guiding Star
2. Lady of Wisdom
3. Wesley Baptist
4. First Presbyterian
5. Church of Ascension
6. Acadiana Baptist
7. Lafayette First Baptist
8. Good Hope
9. Institute of Divine
10. First United Methodist
11. Trinity CME
12. Temple Rodeph Sholom
13. St. Patrick
14. Mallalieu
15. St. James Missionary
16. Gethsemane
17. Good Hope Baptist
18. Immaculate Heart
19. Progressive Baptist
20. True Vine Metaphysical Research
21. Salvation Army
22. Davidson Memorial
23. Northside Baptist
24. Lafayette Church of God
25. St. Genevieve
26. Christ the King
27. St. Paul
28. St. Peter's Baptist

29. Washington Heights
30. St. Leo
31. Bethel
32. Living Way Fellowship
33. Miracle Life Fellowship

Schools

1. Vermilion Elementary
2. Paul Breaux Elementary
3. Immaculate Heart of Mary
4. Gethsemane Christian
5. Ascension Day
6. First Baptist Christian
7. Holy Family Catholic
8. St. Antoine Elementary
9. St. Genevieve Elementary
10. N.P. Moss Elementary
11. Holy Rosary Institute
12. Alice Boucher Elementary
13. J.W. Faulk Elementary
14. Northside High School
15. St. Leo-Seton Elementary

Cemeteries

1. Lafayette Memorial
2. Masonic
3. Lafayette Protestant
4. Trinity CME Church
5. Holy Sepulchre

City of Lafayette Transit (COLT) provides conventional fixed route bus service throughout the City. This mass transit system is comprised of 12 fixed routes (refer to Exhibit 3-6). Service hours for all the routes are from 6:30 a.m. to 6:30 p.m. on Monday through Saturday, and the fares range from forty-five cents for adults to twenty cents for the elderly and handicapped.

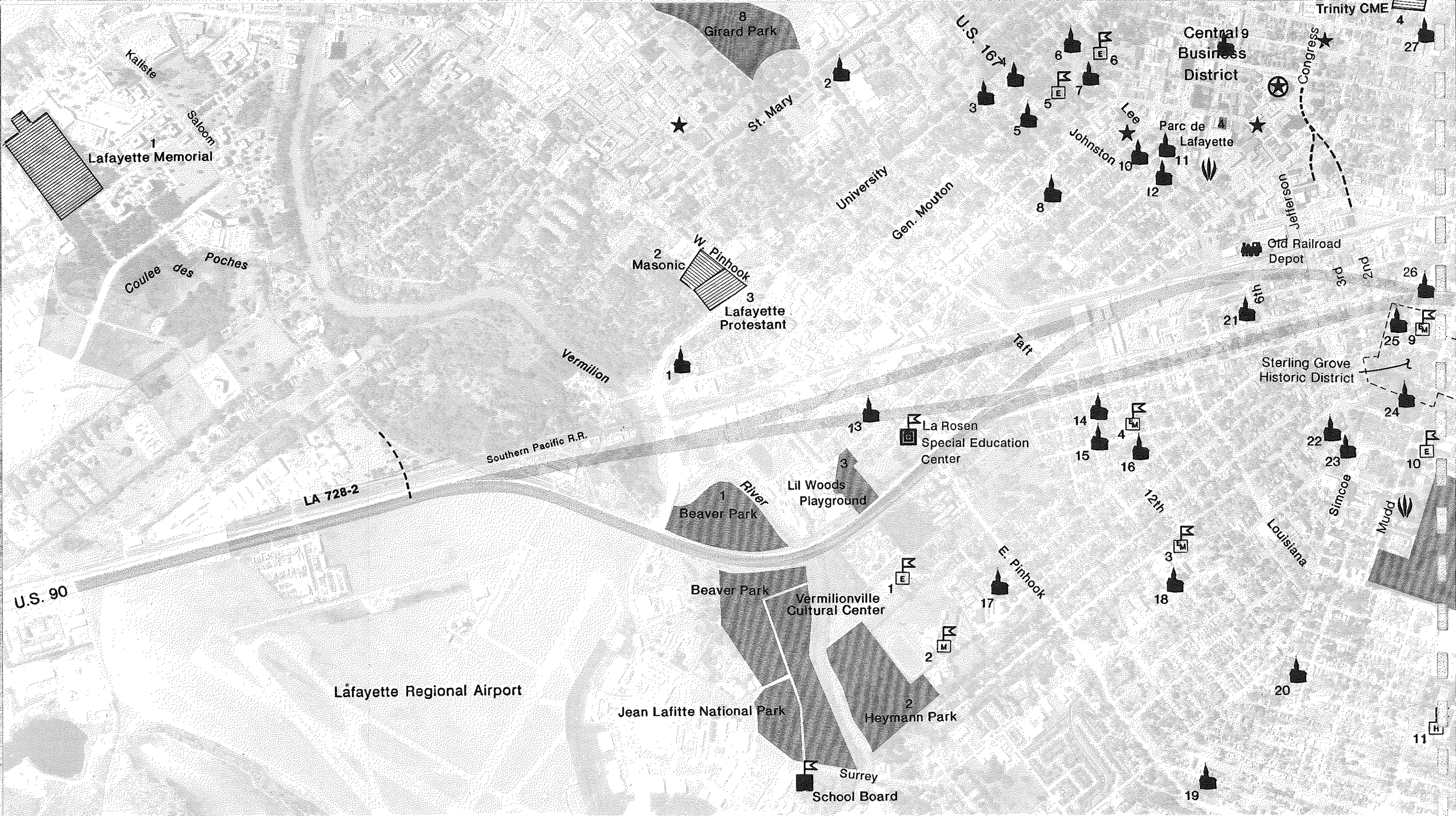
3.2.4 RECREATIONAL FACILITIES

The recreation program in the City of Lafayette is administered by the City of Lafayette Recreation and Parks Department, while the recreation programs outside of the City are administered by the Lafayette Parish Recreation and Parks Department. These departments are coordinated together under the title "Lafayette Recreation and Parks Department" (LRPD), but are legally separate.

The LRPD has approximately 1,062 acres of park land in 33 recreation areas throughout the City and Parish. Within the vicinity of the project there are eight parks and playgrounds, not including the Jean Lafitte National Park or the Vermilionville Cultural Center. These parks and recreation areas are presented on Exhibit 3-11, in addition to other public facilities.

The Vermilionville Cultural Center is located on the banks of the Vermilion River between Surrey Street and the Evangeline Thruway and is operated by the Bayou Vermilion District, which is a public commission (with taxing authority) whose members are appointed by the Lafayette Parish Council. This site has approximately 23 acres of land and features nine historic homes, a Cajun performance center, and a restaurant.

The Jean Lafitte National Park is located adjacent to Vermilionville and Beaver Park on Surrey Street. This park is the Lafayette Interpretive Center of the Acadian Culture Unit of Jean Lafitte National Historical Park and Preserve. This site comprises approximately ten acres and is presently in the planning stage.



LEGEND

- Elementary School
- Middle School
- High School
- Fire
- Cemetery
- Hospital
- Religious Institution
- Sheriff
- Police (City, State, Other Facilities)

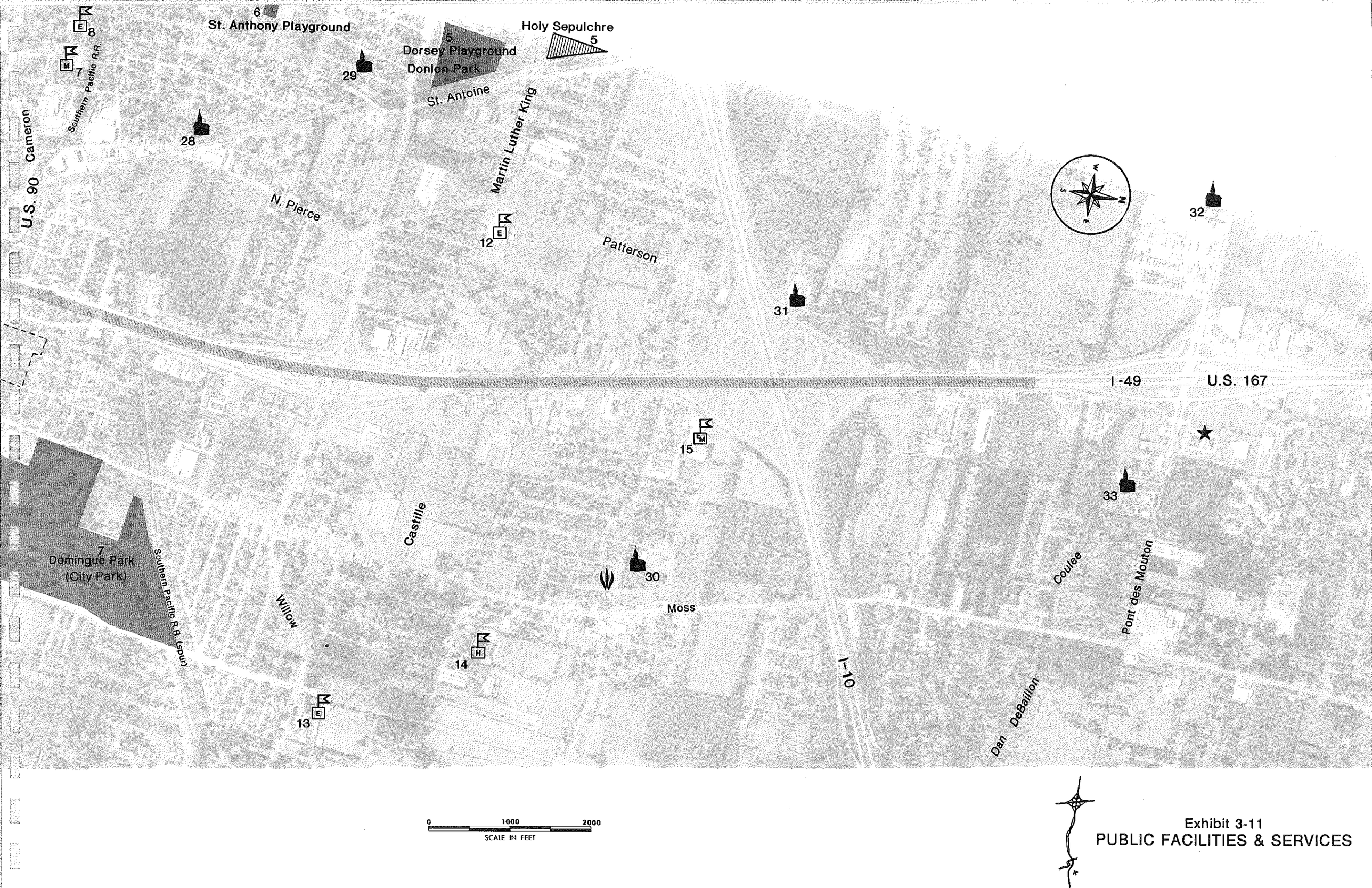


Exhibit 3-11
PUBLIC FACILITIES & SERVICES

The recreational parks located within or immediately adjacent to the study area are briefly described below, keyed by number to Exhibit 3-11:

1. Beaver Park - The Evangeline Thruway currently bisects this 20 acre park on Surrey Street and University Avenue. The park has lighted tennis courts, lighted softball fields, fishing ponds, a boat ramp, picnic tables, wooded areas, a children's playground and a tennis clubhouse.

2. Heymann Park - This 27.88 acre park on South Orange Street features a recreation center, a gymnasium, a swimming pool, basketball courts, a lighted playground, a boat ramp, picnic tables, a lighted baseball stadium, tennis courts, wooded areas and a lighted softball field.

3. Lil Woods Playground - This 2.96 acre playground on Ile Copales Avenue and Guidry Street contains basketball courts, picnic tables, tennis courts and a children's playground.

4. Parc de Lafayette - This 0.5 acre downtown park on Jefferson Street contains a sitting area and a fountain.

5. Dorsey Playground/Donlon Park - This 2.75 acre playground and park on Hilda Street features basketball courts, baseball fields, tennis courts, an open play area and a recreation center.

6. St. Anthony Playground - This 1.75 acre playground on Arthur, Edison and Helen Streets is comprised of softball fields, basketball courts and a children's playground.

7. Domingue Park (City Park) - This 103.6 acre park on Mudd Avenue consists of a swimming pool and bathhouse, a recreation center, a gymnasium, picnic tables, tennis courts, an 18 hole golf course and clubhouse, a football/ baseball stadium, a lighted baseball diamond and a children's playground.

8. Girard Park - This 33 acre park on Girard Park Drive and adjacent to the University of Southwestern Louisiana features picnic tables, tennis courts, basketball courts, a lighted baseball/softball/football field, a swimming pool, a fishing pond, a recreation center, a gymnasium, a jogging trail and a children's playground.

Vermilionville, Jean Lafitte Center, and each of the eight LRPD parks are protected by Section 4(f) of 49 U.S.C. 303 (part of the DOT act of 1966). Jean Lafitte Center is protected under Section 6(f)(3) of the Land and Water Conservation Fund Act. Based on information supplied by the U.S. Department of the Interior, Beaver Park, City Park, Donlon Park, and Heymann Park are also 6(f) protected. Refer to Section 3.2.6. for a description of 4(f) and 6(f) policies.

3.2.5 CULTURAL RESOURCES

The project area encompasses a part of Louisiana that has prehistoric and historical archaeological importance. It is rich in cultural history from its mixture of French, Acadian, and English backgrounds, especially in its Acadian (Canadian French immigrants) heritage, and has existing standing structures which add historical architectural flavor to the area.

Due to its magnitude and location within the City of Lafayette, the I-49 Connector project has warranted a study of the cultural resources in the project area, both archaeological and historical. The study conducted for the Draft EIS represents a cultural resources reconnaissance, or Level I Assessment and Preliminary Field Study, as defined by the Cultural Resources Code of Louisiana.

The primary aim of the Level I studies was to identify cultural resources in the proposed highway corridor and assess their importance. The corridor is an urban corridor, running through the heart of Lafayette. It cuts through the older sections of the city, the sections bearing the most architecturally prominent links with the city's past. Compliance with Section 106 procedures (National Historic Preservation Act) has promoted a thorough investigation into the significance of the sites and structures in the corridor study area in terms of criteria for the National Register of Historic Places (36CFR800.10). Standing structures and historical and prehistoric sites were inventoried through both records research and field investigations.

Refer to Exhibit 3-12 for locations of existing and potential cultural resources in the project area.

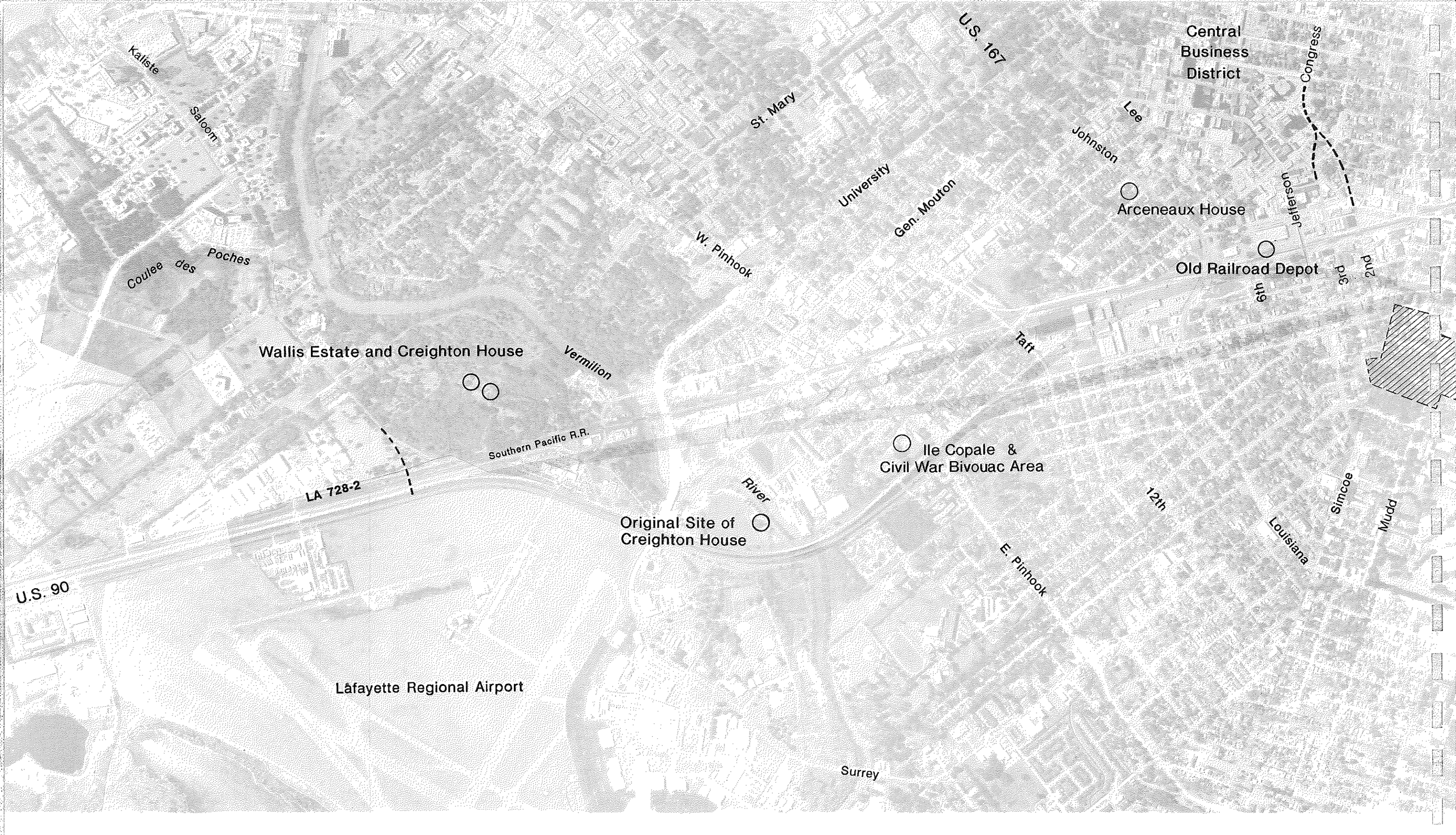
3.2.5.a Archaeological Sites

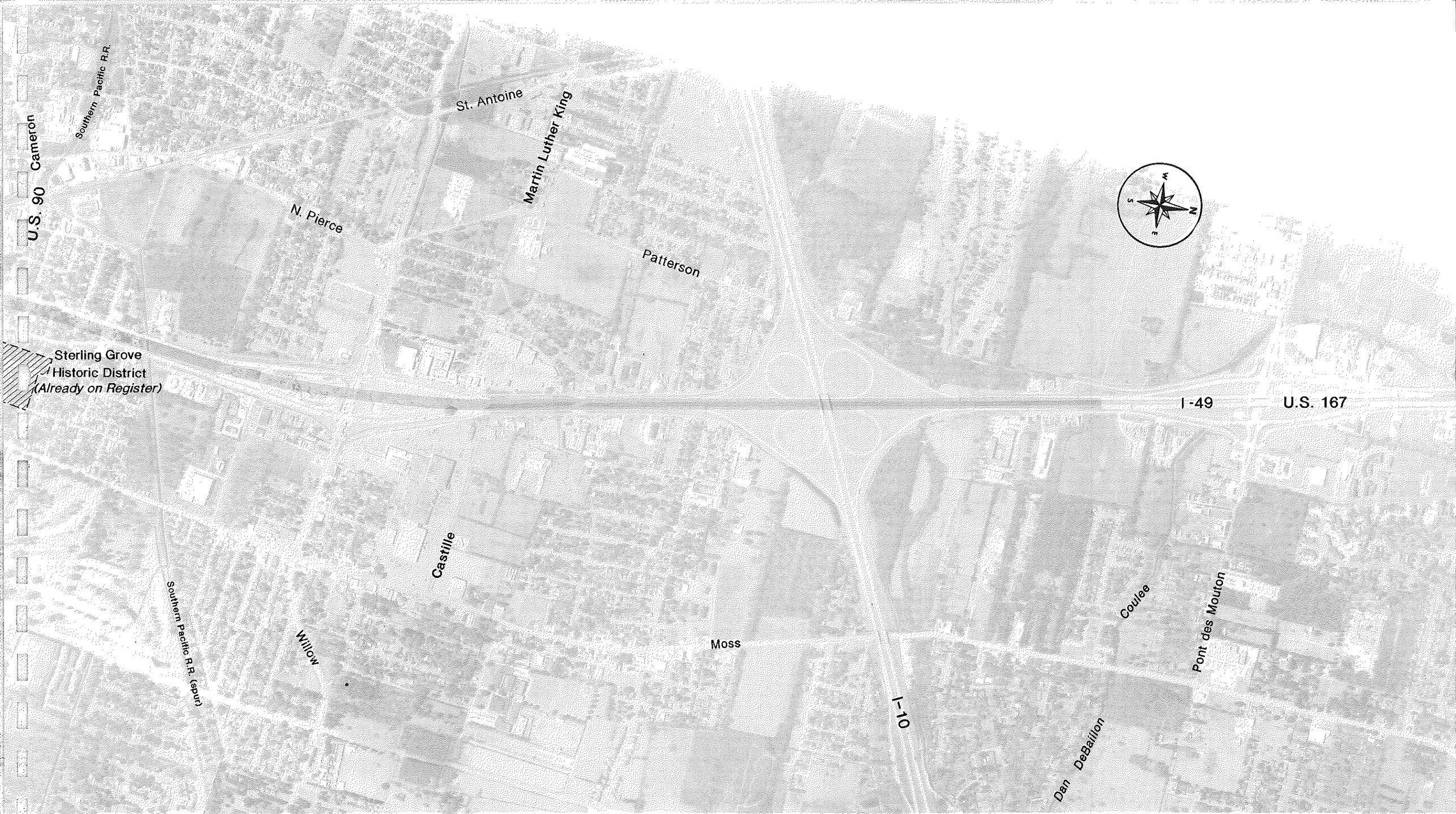
Prehistoric Sites

Only one known prehistoric site is located within the project area, the Beaver Park Boat Launch site (16LY). Concentrated investigation of this previously known location produced no artifacts, despite the excellent bare ground exposure and the freshly eroded banks along the full extent of the launch facility. No anthropic zones were detected in the river banks, and none were apparent in the eroded surface exposures. The site seems to have been completely eradicated.

Historic Sites

Besides the Sterling Grove Historic District, on the National Register of Historic Places, two additional locations in the corridor study area could have historical potential. Through records research, it is believed that the original Creighton home site and Ile Copale, the plantation home of U.S. Senator Alexander Mouton and the site of a Civil War encampment, were located within the project corridor. A ground search produced no surviving historical structures or materials, although a further intensive investigation would be needed to verify the historical potential of the two sites, which are located on the south bank of the Vermilion River west of Evangeline Thruway (original Creighton home site) and the school grounds of LeRosen school and the several blocks adjoining them to the west (Ile Copale). These two sites (except the area west of LeRosen, because it has been completely developed) potentially contain materials from early nineteenth century occupations, as well as a Civil War camp.


Kaliste
Saloom
Coulee des Poches
St. Mary
U.S. 167
Central
Business
District
Congress
Lee
Johnston
University
Gen. Mouton
W. Pinhook
Arceneaux House
Jefferson
Old Railroad Depot
3rd
2nd
6th
Taft
Wallis Estate and Creighton House
Vermilion
Southern Pacific R.R.
LA 728-2
Ile Copale &
Civil War Bivouac Area
River
Original Site of
Creighton House
12th
Louisiana
Simcoe
Mudd
E. Pinhook
U.S. 90
Lafayette Regional Airport
Surrey



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SCALE IN FEET

Source: Department of Culture, Recreation, and Tourism — SHPO

Legend

○ Sites Potentially Eligible For Historic Status (none affected by proposed project)

Exhibit 3-12
POTENTIAL HISTORIC SITES

3.2.5.b Standing Structures

Because the project area runs through one of the older parts of Lafayette, several architectural styles of structures were found in the corridor study area. These include: twentieth century bungalow with gallery or portico (1900-1940); Queen Ann Victorian, Classical Revival, southeast pyramidal roofed cottages (1860-1920); Shotgun, double shotgun, single pen and double pen cottages, and raised Gulf Coast cottage (1800-1900). Many of the structures also had French, Creole and Anglo-American influences.

The standing structures within the project area were inventoried and recorded to determine their architectural styles and construction, as well as their possible eligibility for the National Register of Historic Places. Forms were prepared for all the standing structures and the structures were classed in terms of their potential National Register eligibility. A total of 436 structures were inventoried in the project area. Consultation with the State Historic Preservation Officer indicates that three of these may be eligible for inclusion on the Register.

The two potential archaeologically historic sites, three potential historic structures, and the Sterling Grove Historic District are protected by Section 4(f) federal legislation (refer to Section 3.2.6 for details).

3.2.6 SECTION 4(f) AND 6(f) PROPERTIES

Under Section 4(f) of the Department of Transportation Act 49 USC 1653(f), the Federal Highway Administration cannot approve any program or project which requires the use of land from a significant publicly-owned public park, recreation area, wildlife or waterfowl refuge, or significant historic sites (on or eligible for the National Register of Historic Places) unless: (1) there is no feasible and prudent alternative to such use, and (2) the project includes all possible planning to minimize harm to the property from such use.

Section 6(f)(3) of the Land and Water Conservation Fund (LWCF) Act requires special coordination with and approval of the National Park Service (NPS) if lands which were acquired or developed with funds provided by LWCF are required for highway right-of-way. Section 6(f)(3) of the Act authorizes the NPS to prescribe conditions under which such lands may be converted to other than public outdoor recreational uses.

3.2.7 WASTE SITES

3.2.7.a Underground Storage Tanks

Underground storage tanks (UST's) are defined as any one or a combination of tanks (including connecting underground pipes) used to contain an accumulation of regulated substances (as defined in LAC 33: XI103) and the volume of which (including connecting underground pipes) is 10% or more beneath the surface of the ground. All UST's must be registered with the Louisiana Department of Environmental Quality (DEQ), Underground Storage Tank Division unless they have been filled with a solid inert material. The Department of Environmental Quality UST Description Report, supplemented by field review, was utilized in determining the location, ownership, capacity and content of registered UST's within the project area as shown in Table 3-8. This report includes only UST's which have been registered with DEQ or observed during field investigations. Some kind of tanks are not covered by regulation. These include tanks holding 110 gallons or less, farm and residential tanks holding 1100 gallons or less of motor fuel used for non-commercial purposes, tanks storing heating oil burned on the premises where it is stored, septic tanks and systems for collecting stormwater and wastewater, flow-through process tanks, and emergency spill and overfill tanks. Therefore, it is possible that unreported and or unregulated UST's may exist within the project area.

3.2.7.b Hazardous Material

Hazardous material, defined as material which has, or when combined with other material, will have a deleterious effect on people or the environment, can cause construction delays and costly remedial measures if discovered in the project area. The Department of Environmental Quality, Office of Solid and Hazardous Waste maintains an inventory of those facilities which produce hazardous material. This inventory, supplemented by field review, was used to determine the location of facilities within the project area which produce hazardous material, the ID number, and the amount of material which is produced each month, as shown in Table 3-9. It is important to note that this inventory is not all inclusive and there may be facilities in the project area which produce hazardous material which fail to appear in the inventory.

Exhibit 3-13 graphically summarizes the general locations of underground tanks and hazardous material and is keyed to the listings in Tables 3-8 and 3-9 for reference.

3.2.7.c. Other Potential Waste Sites

Contact with the Department of Environmental Quality's Inactive and Abandoned Waste Sites (IAS) group indicates that there are no official potential hazardous waste sites designated within the project corridor. However, consultation with IAS and Lafayette city officials revealed areas which could require more intensive investigation to determine the presence of hazardous waste contamination. Potential sites of unreported waste may occur along the Southern Pacific railroad, the concentration of light industry adjacent to the railroad, and gasoline stations located adjacent to Johnston Street which could require cleanup before construction could take place. A general review of Sandborn maps from 1892 to 1940 did not reveal any sites where it is obvious hazardous

Table 3-8

REGISTERED UNDERGROUND STORAGE TANKS IN THE PROJECT AREA
(Keyed by number to Exhibit 3-13)

No.	Facility Address	Owner	Size (gal)	Contents
1	J. W. Delahoussaye & Sons	J. W. Delahoussaye & Sons	500	Gas
	117 Zonolite Street	P. O. Box 90087	500	Gas
	Lafayette, LA	117 Zonolite Street	2,000	-
		Lafayette, LA		
2	La. State Police	La. State Police	10,000	-
	South Region	P. O. Box 6614	2,000	-
	1698 SE Evangeline Thru.	Baton Rouge, LA		
	Lafayette, LA			
3	City of Lafayette	City of Lafayette	3,000	Empty
	400 Dorset Avenue	400 Dorset Avenue	500	Gas
	Lafayette, LA	Lafayette, LA	12,000	Gas
			12,000	Gas
			4,000	Diesel
			12,000	Diesel
			12,000	Diesel
4	OMS #9	Military Dept. State of La.	2,000	Gas
	1806 Surrey Street	Jackson Barracks, Bldg. 37	2,000	Diesel
	Lafayette, LA	New Orleans, LA		
5	Eagle Wholesale Co.	Lantier Oil Co.	500	Gas
	413 Coolidge Street	P. O. Box 91608		
	Lafayette, LA	Lafayette, LA		
6	Schilling Distributing Co.	Schilling Distributing Co.	2,000	Gas
	215 E. Pinhook Road	215 E. Pinhook Road	1,000	Gas
	Lafayette, LA	Lafayette, LA	6,000	Diesel
			8,000	Diesel
			500	Unknown
			1,000	Empty
7	Trappy's Fine Food, Inc.	Trappy's Fine Food, Inc.	4,000	Gas
	501 Guidry Street	P. O. Box 136105		
	Lafayette, LA	New Iberia, LA		
8	Airport Shell	Marco Oil Co.	6,000	Diesel
	1551 SE Evangeline Thru.	P. O. Box 2579	6,000	Gas
	Lafayette, LA	Lafayette, LA	6,000	Gas
			10,000	Gas
			2,000	Empty
9	Hubert Herbert & Sons	Hubert Herbert & Sons	550	Gas
	601 General Mouton Avenue	601 General Mouton Avenue		
	Lafayette, LA	Lafayette, LA		
10	Jefferson Street Carwash	Lantier Oil Co.	1,000	Gas
	2000 Jefferson Street	P. O. Box 91608	1,000	Gas
	Lafayette, LA	Lafayette, LA	1,000	Gas
			1,000	Gas
			1,000	Gas
			2,000	Gas
			2,000	Gas

Table 3-8 continued

11	Magnolia Liquor Lafayette 209 Lucille Avenue Lafayette, LA	La. State Police P. O. Box 6614 Baton Rouge, LA	5,000 10,000	Diesel -
12	Pinhook Auto Laundry 1209 E. Vermillion Blvd. Lafayette, LA	Terry B. Mack Corp. 401 E. Pinhook Road Lafayette, LA	6,000 6,000 6,000	- - -
13	Central Shop 1617 Surrey Street Lafayette, LA	Lafayette Parish Gov't 1010 Lafayette Street Lafayette, LA	1,000 1,000 1,000	Diesel Gas Gas
14	Fuelman 1332 SW Evangeline Thru. Lafayette, LA	Fleet Fuel Mgmt. of Baton Rouge P. O. Box 46319 Baton Rouge, LA	6,000 6,000 10,000 10,000	Diesel Diesel Gas Gas
15	Exxon Station #50970 1339 SE Evangeline at Pinhook Lafayette, LA	Exxon Co., USA P. O. Box 4386 Houston, TX	6,000 6,000 6,000 500	Gas Gas Gas Unknown
16	DDL Building & Land Enterprises 1454 Surrey Street Lafayette, LA			
17	Qwik-Serve 1404 Surrey Street Lafayette, LA	Cheris Trahan 1404 Surrey Street Lafayette, LA	8,000 8,000	Gas Gas
18	Coury Moss Motors 1401 Surrey Street Lafayette, LA	Coury Moss Motors 1401 Surrey Street Lafayette, LA	560 2,000 2,000 1,000	- Gas Diesel -
19	Georgia Pacific 815 SW Evangeline Thru. Lafayette, LA	Lantier Oil Co. P. O. Box 91608 Lafayette, LA	2,000 1,000	Diesel Diesel
20	Welding Supply House 1300 Surrey Street Lafayette, LA	Welding Supply House 1300 Surrey Street Lafayette, LA	2,000	Diesel
21	Pacific Motor Trucking Co. 810 SW Evangeline Thru. Lafayette, LA	Pacific Motor Trucking Co. 1766 El Camino Real Burl, LA	20,000 10,000	Diesel Diesel
22	Jet 24 11th Street 201 11th Street Lafayette, LA	Rainbow Marketer's P. O. Box 54045 Lafayette, LA	8,000 8,000 8,000	Gas Gas Gas
23	Complete Stop #4 600 SW Evangeline Thru. Lafayette, LA	Marco Oil Co. P. O. Box 2579 Lafayette, LA	6,000 8,000 10,000	Gas Gas Gas
24	Thru-Way Food Mart 601 SE Evangeline Thru. Lafayette, LA	Thru-Way Food Mart 601 SE Evangeline Thru. Lafayette, LA	8,000 8,000 8,000	- - -

Table 3-8 continued

25	Leroy Bearb 210 Garfield Street Lafayette, LA	A. T. Oil P. O. Box 3965 Lafayette, LA	1,000 1,000 1,000	Gas Gas Gas
26	Greyhound Lines, Inc. 315 Lee Avenue Lafayette, LA	Exxon Co., USA P. O. Box 4386 Houston, TX	6,000 6,000	Diesel Diesel
27	Magnon Electric, Inc. 518 S. Pierce Street Lafayette, LA	La. State Police P. O. Box 6614 Baton Rouge, LA	1,000	Gas
28	Pumpelly Oil Co. 115 E. 2nd Street Lafayette, LA	Pumpelly, Inc. Oil Spanish Trail P. O. Box 610 West, LA	9,500 9,500 9,500 9,500 9,500	Gas Gas Gas Gas Gas
29	Southway Exxon #51058 218 Jefferson Boulevard Lafayette, LA	Exxon Co., USA P. O. Box 4386 Houston, TX	10,000 8,000 8,000 1,000	Gas Gas Gas Unknown
30	Cagle Supply Co. 401 East Third Street Lafayette, LA	Lantier Oil Co. P. O. Box 91608 Lafayette, LA	1,000	Gas
31	Cracker Barrel Stores #41 100 NE Evangeline Thru. Lafayette, LA	Cracker Barrel Stores, Inc. 12221 Industriplex Blvd. Baton Rouge, LA	6,000 8,000 8,000	Gas Gas Gas
32	Boudreaux's Lawn Mower 727 E. Simcoe Street Lafayette, LA	Raymond Boudreaux 727 E. Simcoe Street Lafayette, LA	4,000 4,000	Gas Gas
33	Sonniers Gulf 823 E. Simcoe Street Lafayette, LA	LBM Distributors P. O. Box 92128 Lafayette, LA	3,000 3,000 3,000 6,000	- - - -
34	Louisiana Motors 900 E. Simcoe Street Lafayette, LA	Prudhomme Oil Company 417 W. Grant St. Lafayette, LA	1,000 2,000	Gas Gas
35	Sigmor #845 944 E. Simcoe Street Lafayette, LA	Diamond Shamrock 9830 Lollonade Blvd. San Antonio, TX	10,000 10,000 10,000	Gas Gas Gas
36	Charter Food Store #309 1000 Louisiana Avenue Lafayette, LA	Circle K General P. O. Box 52084 Phoenix, AZ	10,000 8,000 6,000 547	Gas -
37	Acadiana Bait & Ammo 1202 Louisiana Avenue Lafayette, LA			
38	Swifty Foods #707 330 S. Pierce at Simcoe Lafayette, LA	Midsouth Rail Corp. 111 E. Capital Street Jackson, MS	8,000 8,000	Gas Gas

Table 3-8 continued

39	Service Distributing Co. 205 Monroe Street Lafayette, LA	Service Distributing Co. 205 Monroe Street Lafayette, LA	2,000 2,000 560 560	Gas Gas Unknown Varsol
40	Paul Comeaux 1308 Louisiana Avenue Lafayette, LA	D-C Oil Co., Inc. 306 Keeny Avenue Lafayette, LA	550 550	Gas Empty
41	Lafayette Distributors 100 N. Pierce Street Lafayette, LA	Lafayette Distributors 100 N. Pierce Street Lafayette, LA	2,000 2,000	Diesel Diesel
42	Mike-Baker Brick Co. 419 N. Buchanan Street Lafayette, LA		500	Gas
43	Cracker Barrel Stores #211 323 Mudd Avenue Lafayette, LA	Cracker Barrel Stores, Inc. 12221 Industriplex Blvd. Baton Rouge, LA	12,032 12,032 12,032	Gas Gas Gas
44	Thruway Canal 840 NW Evangeline Thru. Lafayette, LA	Canal Refining Co. P. O. Box 8 124 E. Oak Street Church Point, LA	3,000 3,000 8,000 8,000	(2) Gas Gas Gas Gas
45	Trans La. Gas Company 122 N. Pierce Street Lafayette, LA	Trans La. Gas Company P. O. Box 4331-420 West Pinhook Road Lafayette, LA	2,000 1,000	Gas Diesel
46	Duhons Discount Gas 900 NW Evangeline Thru. Lafayette, LA	Duhons Discount Gas 900 NW Evangeline Thru. Lafayette, LA	6,000 6,000	Gas Gas
47	Gulf Oil Corp. 1100 NE Evangeline Thru. & Tissington Lafayette, LA	Chevron USA Inc./Marketing 1301 McKinney Houston, TX	10,000 10,000 10,000 10,000	Gas Gas Gas Gas
48	U.S. Postal Service 1105 Moss Street Lafayette, LA	U.S. Postal Service 1105 Moss Street Lafayette, LA	10,000 564 564 564	Gas Motor Oil Motor Oil Unknown
49	Marcel Royer 230 W. Gilman Road Lafayette, LA	A. T. Oil P. O. Box 3965 Lafayette, LA	1,000 1,000	Gas Gas
50	Floyd J. Breaux Paint Center 203 Willow Street East Lafayette, LA	Floyd J. Breaux Paint Center 203 Willow Street East Lafayette, LA	1,000 500	Gas -
51	Moss Street Canal 1303 Moss Street Lafayette, LA	Canal Refining Co. P. O. Box 8 124 E. Oak Street Church Point, LA	6,000 6,000	Gas Gas

Table 3-8 continued

52	Stamp Fiero Willow & Moss Street Lafayette, LA	Stamp Fiero Willow & Moss Street Lafayette, LA	1,000 1,000	Gas Gas
53	Sigmor #606 1500 Moss Street Lafayette, LA	Diamond Shamrock 9830 Lollonade Blvd. San Antonio, TX	8,000 8,000 8,000	Gas Gas Gas
54	Meaux's Mobile 909 N. Pierce Street Lafayette, LA	Lantier Oil Co. P. O. Box 91608 Lafayette, LA	1,000 500 1,000	Gas Gas Gas
55	Jet 24 Moss Street 1600 Moss Street Lafayette, LA	Rainbow Marketer's P. O. Box 54045 Lafayette, LA	10,000 10,000 10,000	Gas Gas Gas
56	Northgate 66 1808 NE Evangeline Thru. Lafayette, LA	Orleans Oil Co. 1509 Cameron Street Lafayette, LA	6,000 6,000 6,000	Empty Empty Empty
57	Firestone Store #44F3/016532 1912 NE Evangeline Thru. Lafayette, LA	Firestone 1912 NE Evangeline Thru. Lafayette, LA	550	Unknown
58	Cloverleaf Gulf IH10 & FH-49 Lafayette, LA	Kenneth J. Guidry W. Front Avenue D Crowley, LA	4,000	Diesel
59	Cracker Barrel Stores #203 3601 Moss Street Lafayette, LA	Cracker Barrel Stores, Inc. 12221 Industriplex Blvd. Baton Rouge, LA	9,994 9,994	Gas Gas
60	Fast Lane #612 120 E. Pont des Mouton Rd. Lafayette, LA	R. R. Morrison & Son P. O. Box 1339 Vicksburg, MS	12,000 12,000 12,000 12,000	Gas Gas Gas Gas
61	La. State Police Troop I 121 E. Pont Des Mouton Rd. Lafayette, LA	LA State Police P.O. Box 6614 Baton Rouge, LA	10,000 2,000	
62	Thruway Conoco Service Center 300 Simcoe Street Lafayette, LA	Pumpelly, Inc. Oil Spanish Trail P. O. Box 610 West, LA	9,500 9,500 5,000 550	Gas Gas Gas Gas
63	Montgomery Ward 200 Northgate Mall Lafayette, LA	Montgomery Ward 2700 E. Pioneer Parkway Arlington, TX	500	Unknown

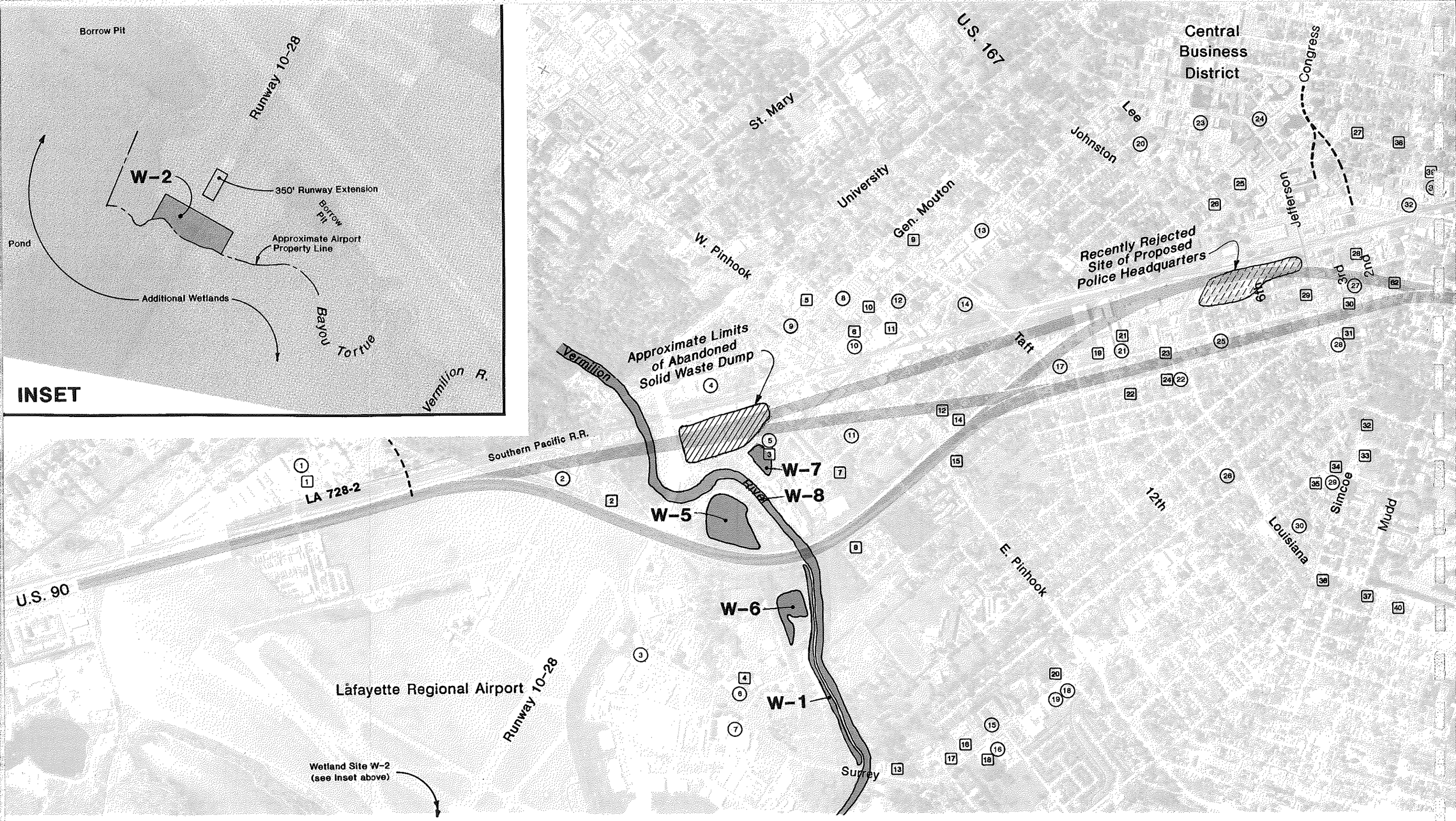
Source: DEQ Underground Storage Tank Group and Field Review, 1991.

Table 3-9

FACILITIES WHICH PRODUCE HAZARDOUS WASTE
IN THE PROJECT AREA
(Keyed by number to Exhibit 3-13)

No.	Facility ID	Facility Name	Location	Amount Produced (Kg/Mo)
1	LAD982295271	Welchem Inc.	115 Zonolite St.	<100
2	LAD982550360	Dependable Motors/Lafayette Mack	1700 SE Evangeline Thru.	100-1000
3	LAD007860703	Petroleum Helicopters Inc.	113 Borman Dr.	>1000
4	LAD034293530	RJS Auto & Truck Repairs	1405 General Mouton Ave.	>1000
5	LAD981146632	Lafayette City	400 Dorsey St.	<100
6	LAD981054612	La. Army National Guard #9	1806 Surrey St.	<100
7	LAD985184464	Lafayette Parish School Bd.	1800 Surrey St.	<100
8	LAD109814335	Romagosa Radiation Oncology Center	917 General Mouton Ave.	>1000
9	LAD981904667	Lafayette Curtis Rodemacher Gen. Sta.	Pinhook Rd. at General Mouton Ave.	100-1000
10	LAD985188242	Schilling Distributing Co.	215 E Pinhook Rd.	<100
11	LAD985183987	Castille's Engine Service	416 Guidry St.	100-1000
12	LAD985172469	Roberts Garage	1903 Jefferson Blvd.	<100
13	LAD985186246	Lafayette Motor Co., Inc.	1515 Jefferson St.	<100
14	LAD982284838	Dotties Auto Repair	300 E Taft St.	>1000
15	LAD034302745	Schoeffler Cadillac	1400 Surrey St.	100-1000
16	LAD098594120	Moss Motors	1401 Surrey St.	100-1000
17	LAD981513245	Ryder Truck Rental, Inc.	1016 SW Evangeline Thru.	>1000
18	LAD098167281	Cajun Cycles Inc.	1317 Surrey St.	100-1000
19	LAD985188267	Pride of La. Auto Craftsmen	1319 Surrey St.	<100
20	LAD034295188	Hub City Cleaners & Laundry	121 Stewart St.	>1000
21	LAD045313863	Southern Pacific Transport Co.	810 SW Evangeline Thru.	-
22	LAD981916299	Francois & Sons Auto Trans.	209 Louisiana Ave.	<100
23	LAD083452250	One Hour Martinizing	625 Jefferson Blvd.	>1000
24	LAD230013500	South Central Bell	530 S Buchanan St.	-
25	LAD981519523	Oil City Cycles	311 8th St.	<100
26	LAD982294910	Professional Auto Clinic	517 S Sterling St.	>1000
27	LAD981513112	Duo-Fast Dixie Inc.	219 NW Evangeline Thru.	>1000
28	LAD981059249	Fabricare Center Inc.	402 Jefferson Blvd.	-
29	LAD034300186	Louisiana Motors	900 E Simcoe St.	100-1000
30	LAD9851H6238	LBJ Automotive	1013 9th St.	-
31	LAD034302844	Service Distributing Co.	205 Monroe St.	>1000
32	LAD982294662	J & J Auto Service	108 W Simcoe St.	>1000
33	LAD981520760	Lafayette Ambulance Service	300 Hopkins St.	<100
34	LAD981584535	Ernies Car Care	101 S Pierce St.	-
35	LAD982549826	Roberie Racing Outboard Mach.	421 N Buchanan St.	100-1000
36	LAD981904444	Grossie's Automotive	503 Mudd Ave.	<100
37	LAD981046543	Trans Louisiana Gas Co.	122 N Pierce St.	>1000
38	LAD010000834	Sunshine Cleaners	311 Madeline Ave.	100-1000
39	LAD980871693	Van Waters & Rogers	500 N. Pierce St.	>1000
40	LAD089829816	Bickham Lincoln Mercury	1312 NE Evangeline Thru.	>1000
41	LAD180000107	US Postal Service, Vehicle Maintenance	1105 Moss St.	>1000
42	LAD982292922	Clifford J. Richard Used Auto	213 E. Willow St.	-
43	LAD010405843	Northside Engine Service	1510 Moss St.	>1000
44	LAD981905763	Firestone Tire & Rubber	1912 NE Evangeline Thru.	<100
45	LAD985187244	Allied Tires & Brake	2014 NE Evangeline Thru.	<100
46	LAD982305419	Broussards Auto Repair	713 Patterson St.	>1000

Source: DEQ Office of Solid and Hazardous Waste


Borrow Pit
Runway 10-28
W-2
350' Runway Extension
Borrow Pit
Approximate Airport Property Line
Pond
Additional Wetlands
Bayou Tortue
Vermilion R.
INSET
U.S. 167
Central Business District
Congress
St. Mary
Lee
Johnston
University
Gen. Mouton
Jefferson
W. Pinhook
Recently Rejected Site of Proposed Police Headquarters
6th
3rd
2nd
Taft
Approximate Limits of Abandoned Solid Waste Dump
Vermilion
Southern Pacific R.R.
LA 728-2
W-7
W-8
W-5
River
12th
Simcoe
Mudd
Louisiana
E. Pinhook
U.S. 90
W-6
Lafayette Regional Airport
Runway 10-28
W-1
Surrey
Wetland Site W-2 (see inset above)

0 1000 2000
SCALE IN FEET

Legend

21 Underground Storage Tanks

17 Sites of Facilities which produce Hazardous Waste

W-2 Wetland Sites

Exhibit 3-13

UNDERGROUND TANKS, FACILITIES WHICH PRODUCE HAZARDOUS WASTE, AND WETLAND SITES IN PROJECT AREA

waste contamination could have occurred. Lumber yards, cottonseed mills, and meat packing and canning facilities may have contributed to waste contamination, with a more detailed investigation including soil sampling required to determine the presence of and/or degree of the contamination. In addition to the areas along the railroad, there is a possibility that sites located in the median between northbound and southbound Evangeline Thruway have suffered from years of unreported disposal of hazardous materials.

The area of the Department of Public Works buildings and maintenance yard on University at the Southern Pacific railroad is known to be the site of an abandoned solid waste dump. The site originally accepted construction debris and tree limbs, etc., and then began accepting household wastes in the late 1950's and early 1960's before closing and being backfilled in the mid-1960's. The site has been used by the City Department of Public Works and City of Lafayette Transit as a maintenance and storage facility since the 1970's. A new $1.5 million DPW administration building is currently under construction on the site.

The City of Lafayette excavated to a depth of 20' a portion of the abandoned landfill in 1986 to construct the University Avenue extension. The excavated material, residual waste and construction debris, was determined to be non-hazardous and was disposed of in a city-operated landfill (now closed) on N. Dugas Road. One delay occurred during the University project when five unmarked barrels were discovered during the excavation process. Testing revealed, however, that the barrels contained non-hazardous cleaning solutions apparently remaining from a discontinued garbage truck cleaning program (the barrels were not disposed at the city landfill).

A site on the east side and adjacent to the railroad between Johnston and Jefferson Streets has recently been rejected by the City as the location of a new police headquarters building due to environmental clean-up concerns raised based on a recent study (Hydro-Environmental Technology, 1992).

North of Mudd Street next to the railroad is an abandoned, backfilled, clay pit formerly used to supply an adjacent brick yard (now closed).

The abandoned waste site, rejected police headquarters site, and abandoned clay pit are indicated on Exhibit 3-13.

3.3 NATURAL ENVIRONMENT

3.3.1 WATER RESOURCES AND HYDRAULICS

3.3.1.a Water Resources

Vermilion River

The most important surface water resource located in the project area is the Vermilion River, which drains an area of over 650 square miles while flowing south from its headwaters through Lafayette into Vermilion Bay. The Vermilion River is designated non-navigable in the area of the proposed project crossing. The Vermilion becomes navigable as it passes under the General Mouton bridge approximately 400' west of the Southern Pacific railroad. The river has the following designated uses: primary contact recreation, secondary contact recreation and fish and wildlife propagation. Primary contact recreation is defined as any recreational or other water use in which there is prolonged and intimate contact with water involving considerable risk of absorbing waterborne constituents through the skin or of ingesting constituents from water in quantities sufficient to pose a serious health hazard, such as swimming, water skiing and skin diving. Examples of secondary contact recreation include fishing, boating and wading where the probability of ingesting appreciable quantities of water is minimal. Fish and wildlife propagation includes the use of water for preservation and reproduction of aquatic biota such as indigenous species of fish and invertebrates as well as reptiles, amphibians, and other wildlife associated with the aquatic environment. This also includes the maintenance of water quality at a level that prevents contamination of aquatic biota consumed by humans.

The Vermilion River continues to suffer severe water quality problems stemming from non-point source discharges from areas such as agricultural land, parking lots, and construction sites. Point source discharges such as municipal discharge along with hydrologic modification also contribute to the poor water quality in the Vermilion River. The river suffers from dissolved oxygen depletion, high fecal coliform bacteria levels and high turbidity. Downriver from Lafayette, the dissolved oxygen levels are consistently below the current standard of 5 mg/l. A 1987 Louisiana Department of Environmental Quality wasteload allocation model indicated that if there were no point source discharges the Vermilion would still suffer minimum dissolved oxygen levels below the 5 mg/l standard at a water temperature of 30°C (Cormier 1990).

The Vermilion River is currently listed as not supporting its designated use. A multiple use water segment is considered not supporting its designated use when one or more uses is not supported. The Vermilion River does not support primary or secondary contact recreation and only partially supports fish and wildlife propagation (Cormier 1990).

Background dissolved oxygen levels have been raised with an increase in diversion flow from the Atchafalaya River through the Tech-Vermilion freshwater diversion project, but until non-point source discharges can be reduced, the Vermilion River will continue to suffer from water quality problems (Cormier 1990).

Chicot Aquifer

The project area is underlain by an extensive groundwater formation of Pleistocene age known as the Chicot Aquifer. The Chicot Aquifer has been designated a sole source aquifer by the U.S. Environmental Protection Agency. The designation indicates that the aquifer is the sole or principal drinking water source for the designated area. Because of its importance as a designated sole source water supply, the federal government has taken measures to safeguard the aquifer by requiring that a project not pose a contamination hazard before it agrees to participate in the project.

The Chicot Aquifer has a gentle gulf-ward slope with primary recharge from outcrop areas in Allen, Beauregard and Evangeline Parishes as shown on the top half of Exhibit 3-14.

While primary recharge occurs at these outcrop areas there may also be some recharge by infiltration through confining clays south of the outcrop areas. Areas of recharge may also occur in regions where the overlying confining beds are thin or missing.

Water quality in the state's major aquifer system including the Chicot is excellent. Water from the Chicot Aquifer is a soft to moderately hard calcium bicarbonate water. Wells in the Aquifer range in depth from 50 to 800 feet; rarely is fresh-water found below 1100 feet.

Thick beds of coarse sands with layers of gravel generally characterize the Chicot Aquifer. The Chicot Aquifer can be described as a hydrologic system with high permeability, plentiful recharge and high sustained yields to wells. In the Lafayette area, the Chicot Aquifer has been divided into two units called the "upper sand" and "lower sand", shown on the bottom half of Exhibit 3-14.

The "upper sand" is normally found 20 - 200 feet below the ground surface and is generally 400 feet thick. The coarse sands and gravel of the "upper sand" have hydraulic conductivities ranging from 200 to 240 feet/day (ft/d) and average 205 ft/d. Transmissivities range from 25,000 to 135,000 ft^2/d and average 87,000 ft^2/d with an average storage coefficient of 0.0015.

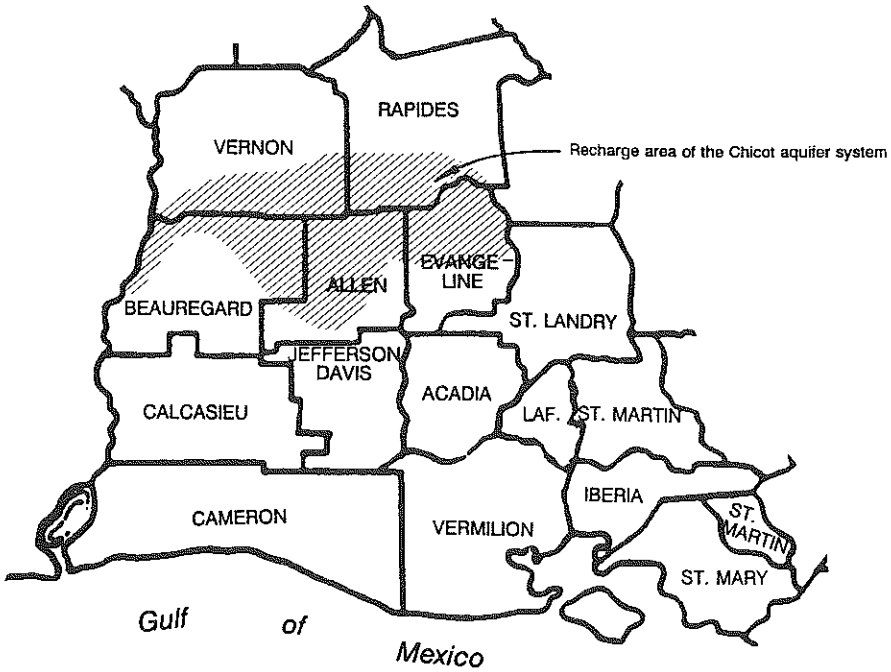
Well yields typically exceed 2,000 gallons per minute (gal/min) [Nyman 1989].

The "lower sand" of the Chicot Aquifer is very permeable and has hydraulic characteristics approaching the "upper sand." Hydraulic conductivities range from 180 to 300 ft/d and transmissivities from 11,000 to 33,000 ft^2/d near Lafayette with well yields of 500 gal/min. (Nyman 1989).

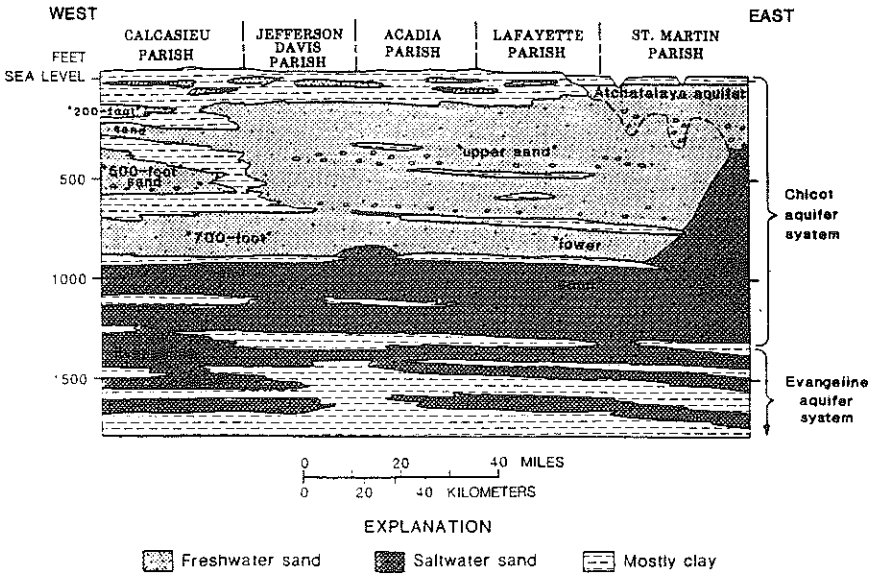
While water quality of the deeper aquifers in the state, such as the Chicot, is excellent, shallow aquifers and water bearing zones which are not major sources of water are areas of major concern. These strata, which contribute to the water balance of the deeper aquifer, are becoming increasingly threatened.

Coastal Zone Status

Lafayette Parish is not located in the coastal zone boundary as established under Act 361 of the Louisiana Legislature; therefore, none of the regulations of the State's Coastal Zone Management Act which would include the need for a Coastal Use Permit are necessary for this project.



Recharge Areas of the Chicot Aquifer



Idealized Geologic Sections

Exhibit 3-14
CHARACTERISTICS OF THE CHICOT AQUIFER

SOURCE: U.S. Geological Survey, 1989
Water Resources Technical Report No.42

3.3.1.b Drainage and Hydraulics

Watersheds & Runoff

The Lafayette area is located within the Vermilion River watershed, with various subdivisions of the watershed serviced by the major streams Coulee Mine in the west, Dan Debaillon Coulee in the north, and Coulee Des Poches in the south. Additionally, secondary drainage coulees feed into these streams and service further subdivided areas.

The I-49 Connector study corridor is divided into three portions within the Vermilion River watershed. The south end of the project between the airport and Pinhook Road is located in the portion of the watershed directly adjacent to the Vermilion River, with rainfall runoff flowing directly into the river. The portion of the project between Pinhook Road and I-10 is located in a part of the watershed serviced by the Breaux Bridge Coulee, a tributary of the Vermilion River flowing generally to the east. Within the Breaux Bridge Coulee watershed, an area of runoff immediately adjacent to both sides of the Thruway is captured in subsurface drainage systems and piped along the length of the Thruway south to the Vermilion River. The differential elevation from the upstream end of this subarea piping system at the Southern Pacific spur crossing to the river during 100 year flood conditions is about 20 feet. North of I-10, project runoff is drained by Coulee Bend, which crosses the project corridor just north of the I-10/I-49 interchange.

The general limits and overland flow patterns for the watersheds in the Lafayette area and their relationship to the proposed I-49 Connector are shown on Exhibit 3-15. No major roadway runoff or other localized drainage problems are known to occur in the project area.

Floodplains

Federal policy requires consideration of floodplains during the planning and design process for a project such as the I-49 Connector. Floodplains are established as the area of land inundated by water during a flood of specified frequency. The flood frequency, or expected recurrence interval, is established by federal regulations at 100 years for the I-49 Connector and similar projects. The 100 year floodplain in Lafayette Parish is shown on Exhibit 3-16.

Within the proposed construction limits of the I-49 Connector the project corridor crosses only one floodplain, on the Vermilion River. This floodplain consists of the river and an area of low land adjacent to the river banks which is covered to a depth of approximately three to four feet in a 100 year flood. Within the corridor study limits but outside of the proposed construction area, existing I-49 crosses a small floodplain on Coulee Bend.

3.3.2 SOILS AND GEOLOGY

3.3.2.a. Surface Geology

Physiographically, Lafayette, as well as the project area, consists of two general areas: the Mississippi River alluvial plain and the terrace upland. The two areas are separated by an abrupt escarpment that rises 15 to 40 feet from the western edge of the alluvial plain to the level of the terrace upland. NGVD elevations in the alluvial plain generally range from slightly more than 25 feet in northern portions of the parish to slightly less than 10 feet in

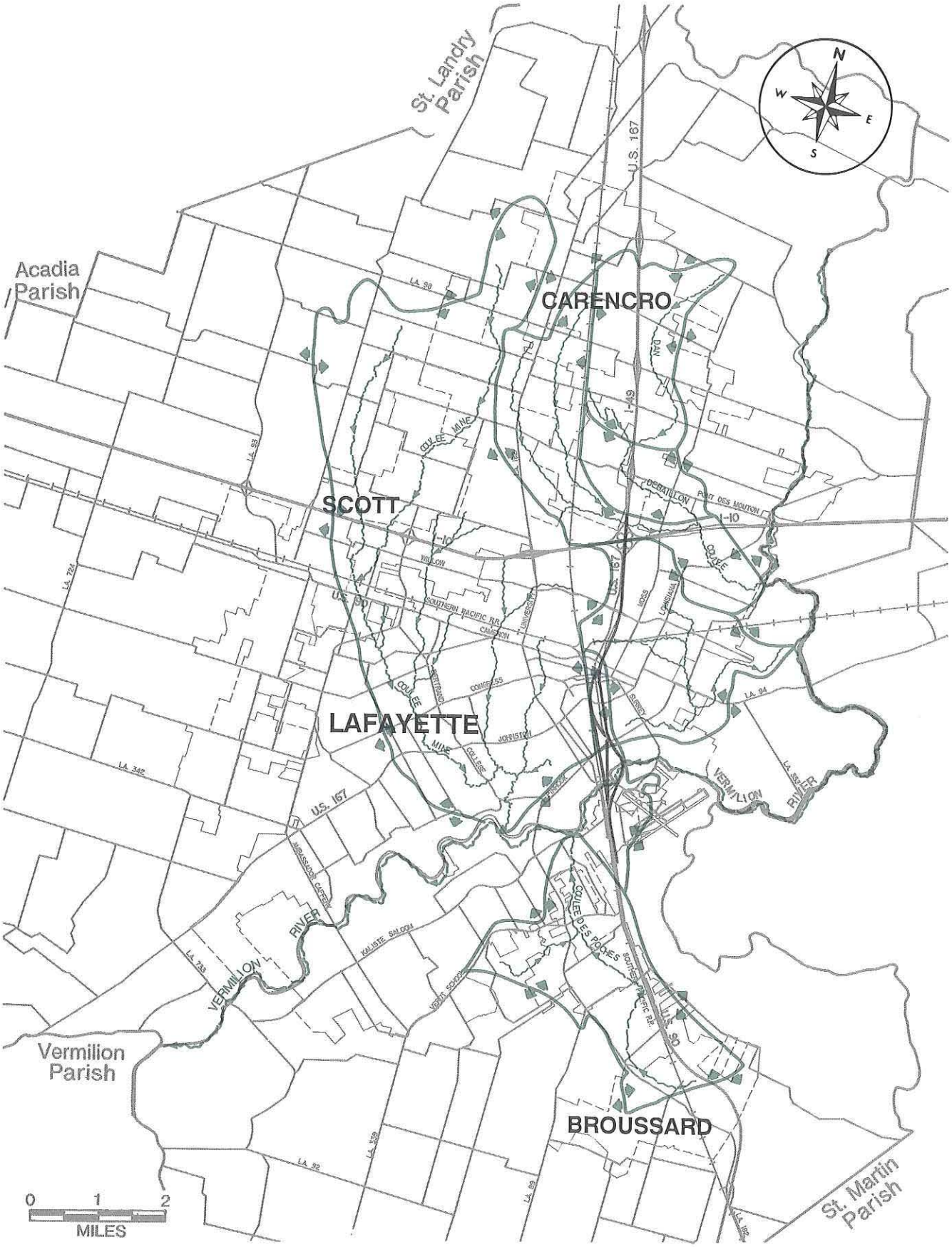
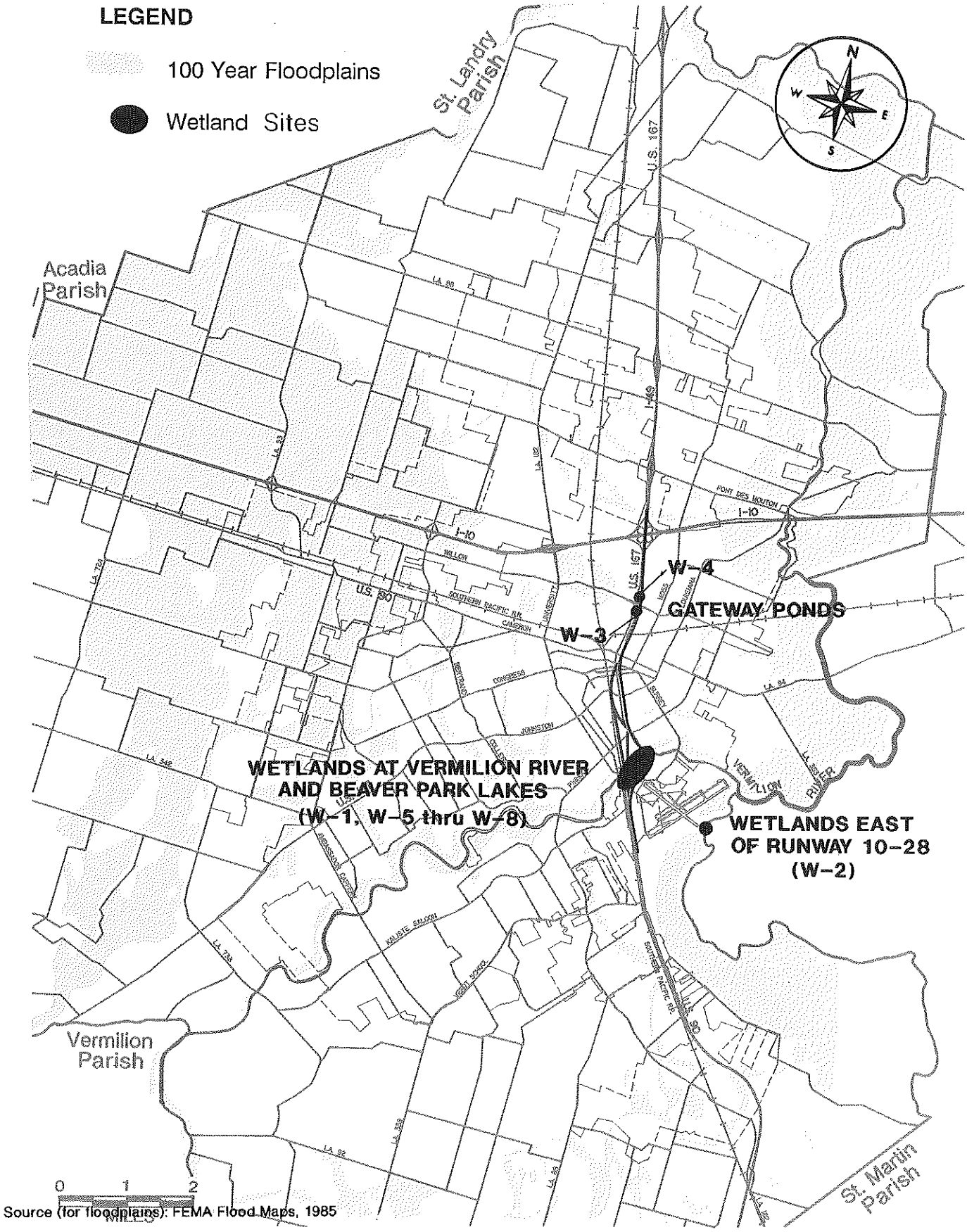


Exhibit 3-15
WATERSHED BOUNDARIES



Source (for floodplains): FEMA Flood Maps, 1985

Refer to Exhibit 3-13 for more detail on wetland sites

Exhibit 3-16
100 YEAR FLOODPLAINS
(including wetland sites in area of proposed project)

the south. The corridor area is an exception in that elevations are generally 35 feet or greater. Nearly level topography characterizes the generalized area, and local relief is generally less than five feet. The Vermilion River provides surface drainage and occupies a channel cut 10 to 15 feet below the adjacent alluvium. Within the plain, soils developed in three distinct parent materials: Mississippi alluvium, loess, and Red River alluvium. The terrace upland is comprised largely of loess covered alluvial deposits. Terrace elevations range from 60 feet in the north to 25 feet in the southern portion of the parish. The upland terrace slopes generally to the southwest with local relief typically less than five feet.

3.3.2.b. Soils

Soils of the study area include: Memphis silt loams, Frost silt loam, Coteau silt loam, Unidifluvent and Sharky clay. The silt loams can be described as gently sloping, poorly drained to well drained loamy soils. Sharky clays are considered level, poorly drained, clayey soils. Unidifluvents are nearly level soils made up of loamy material pumped from the Vermilion River channel. By far the most widely occurring soils in the project area are the Memphis silt loams.

Hydric Soils

Hydric soils are defined by the U.S. Department of Agriculture (USDA) as soils that in their undrained condition are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation. Soils in the study area designated as hydric by the USDA are Frost silt loam and Sharky clay.

Prime Farmland

Prime farmland soils are defined by the U.S. Department of Agriculture (USDA) as soils that are best suited to producing food, feed, forage, fiber and oilseed crops. It may be cultivated land, pasture, or woodland, but it is not urban and built up land or water areas. The Soil Conservation Service (SCS) has determined that the project corridor has been urbanized or has been dedicated to urban use; therefore, they do not consider the area to be prime farmland (Touchet, 1991).

3.3.3 FLORA, FAUNA, WETLANDS, AND ENDANGERED SPECIES

3.3.3.a Flora (plants)

Naturally occurring native vegetation is quite limited in the I-49 Connector project corridor. This is due to the extensive commercial and residential development which is present along the entire length of the corridor. Remaining natural vegetation is small, isolated acreage of Live Oak-Pine-Magnolia Forest and Riverfront communities.

Live oak (Quercus virginiana), longleaf pine (Pinus palustris), loblolly pine (Pinus taeda), and southern magnolia (Magnolia grandiflora) are the predominant overstory species of the Live Oak-Pine-Magnolia Forest. Sweet bay (M. virginana), white oak (Q. alba), laurel oak (Q. laurifolia), red maple (Acer rubrum), and sweet gum (Liquidambar styraciflua) are associates. Midstory and understory species include yaupon (Ilex vomitora), hophornbeam (Ostrya virginiana), and wax myrtle (Myrica cerifera).

The riverfront community comprised of black willow (Salix nigra) and cottonwood (Populus deltoides) develops on the slope between the natural levee and the Vermilion River. Chief associates include green ash (Fraxinus pennsylvanica), pecan (Carya illinoenis), American elm (Ulmus americana), box elder (Acer negundo), and hackberry (Celtis laevigata). Red maple (Acer rubrum) and swamp privet (Forestiera acuminata) also occur. Most of the vegetation in the project corridor is found in landscaped parkways. Species found in the parkways include live oak, pecan, longleaf pine and southern magnolia. Of particular interest is the large live oak which stands just north of Willow Street in the Gateway area. This old, highly visible oak is a local landmark.

Vegetation along the Southern Pacific railroad consists of white clover (Trifolium repens), thistle (Circium spp.), stinging nettle (Urtica dioica), and native panicum (Panicum spp.).

3.3.3.b. Fauna (Wildlife)

Wildlife found in the project area are those avian, mammalian, amphibian and reptilian species which have adapted to and tolerate human disturbances.

Birds

A variety of avian species including song-birds, raptors and waterfowl can be found within the project area. Songbirds such as the Northern Cardinal (Cardinalis cardinalis), Blue Jay (Cyanocitta cristata) and American Robin (Turdus migratorios) thrive in the open park like areas which comprise a majority of the "natural" habitat of the study area. In addition, a number of species of woodpecker such as the Downy Woodpecker (Picoides pubescens) and Red-headed Woodpecker (Melanerpes erythrocephalus) prosper in an urban setting. Even the large and elegant Pileated Woodpecker has adapted to civilization and may be seen on the outskirts of the metropolitan area. Raptors found in the study area include the Red-tailed hawk (Bueto jamaicens) which may be seen perched in a tree on the edge of open fields and the Great Horned Owl (Bubo virginianus) which frequents the parklike settings of the study area. Due to the project area's close proximity to nearby wetlands and the presence of several small man-made lakes, various species of migratory waterfowl such as the Mallard (Anas platyrhynchos) and Gadwall (Anas strepara) can be seen in flight. Table 3-10 is a list of avian species which may be found within the study area.

Mammals

Table 3-11 lists mammals that may be found in the project area. Mammals such as Virginia opossum (Ddelphis virginiana), gray squirrel (Sciurus carolinensis), fox squirrel (Sciurus niger) and northern raccoon (Proxyon lotor) are well adapted and tolerate human disturbances and, along with the striped skunk (Mephities mephities) and eastern cottontail (Sylvilagus floridanus), are found in the project area.

Table 3-10

BIRDS WHICH MAY BE FOUND IN THE PROJECT AREA

Common Name	Scientific Name
Eastern Screech Owl	Otus asio
Great Horned Owl	Bubo virginianus
Long-eared Owl	Asio otus
Barred Owl	Strix varia
American Woodcock	Scolopax minor
Chuck-will's-widow	Caprimulgus carolinensis
Whip-poor-will	Caprimulgus vociferus
Sharp-shinned Hawk	Accipiter striatus
Coopers Hawk	Accipiter cooperii
Red Shouldered Hawk	Buteo lineatus
Broad-winged Hawk	Buteo platypterus
Red-tailed Hawk	Buteo jamaicensis
Mississippi Kite	Ictinia mississippiensis
Wood Duck	Aix sponsa
Anhinga	Anhinga anhinga
American Crow	Corvus brachyrhynchos
Dark-eyed-junco	Junco hyemalis
Mourning Dove	Zenaida macroura
Pileated Woodpecker	Dryocopus pileatus
Red-headed Woodpecker	Melanerpes erythrocephalus
Red-bellied Woodpecker	Melanerpes carolinus
Yellow-bellied Sapsucker	Sphyrapicus varius
Downy Woodpecker	Picoides pubescens
Hairy Woodpecker	Picoides villosus
Northern Flicker	Colaptes auratus
Eastern Wood-Pewee	Contopus virens
Red-eyed Viero	Vireo olivaceus
White-eyed Viero	Vireo griseus
Hooded Warbler	Wilsonia cirtina
Kentucky Warbler	Oporornis formosus
Solitary Viero	Viero solitarius
Yellow-throated Viero	Viero flavifrons
Pine Warbler	Dendroica pinus
Yellow-breasted Chat	Icteria virens
Northern Parula	Parula americana
Red-breasted Nuthatch	Sitta candensis
Yellow-throated Warbler	Dendrocia dominica
Yellow-rumped Warbler	Dendrocia coronata
American Robin	Turdus migratorius
Rufous-sided Towhee	Pipilo erythrophthalmus
Cedar Waxwing	Bombycilla cedrorum
Purple Finch	Carpodacus purpureus
Summer Tanager	Piranga rubra
Northern Cardinal	Cardinalis cardinalis
Painted Bunting	Passerina ciris
Ruby-throated Hummingbird	Archilochus colubris
Blue Jay	Cyanocitta cristata
Ruby-crowned Kinglet	Regulus calendula
Acadian flycatcher	Empidonax virescens
Brown-headed Nuthatch	Sitta pusilla
Tufted Titmouse	Parus bicolor
Carolina Chickadee	Parus carolinensis
Golden-crowned Kinglet	Regulus satrapa
White-throated Sparrow	Zonotrichia albicollis

Table 3-10 continued

Fox Sparrow	Passerella iliaca
Brown Thrasher	Toxostoma rufum
Wood Thrush	Hylocichla mustelina
Hermit Thrush	Catharus guttatus
Winter Wrin	Troglodytes troglodytes
Brown Creeper	Certhia americana
American Black Duck	Anas rubripes
Green-winged Teal	Anas crecca
Wood Duck	Aix sponsa
Mallard	Anas platyrhynchos
Northern Shoveler	Anas clypeata
American Wigeon	Anas americana
Gadwall	Anas strepera
Blue-winged Teal	Anas discors
Northern Pintail	Anas acuta
Canvasback	Aythya valisneria
Redhead	Aythya americana
Ring-necked Duck	Aythya collaris
Greater Scaup	Aythya marila
Lesser Scaup	Aythya affinis
Common Goldeneye	Bucephala clangula
Bufflehead	Bucephala albeola
Ruddy Duck	Oxyura jamaicensis
Double-crested Cormorant	Phalacrocoray auritus
Little Blue Heron	Egretta caerulea
Great Egret	Casmerodius albus
Snowy Egret	Egretta thula
Great Blue Heron	Ardea herodias
Black-crowned Night Heron	Nycticorax nycticorax
Yellow-crowned Night Heron	Nycticorax violaceus
American Bittern	Botaurus lentiginosus
Least Bittern	Ixobrychus exilis
Green-backed Heron	Butorides striatus
American Coot	Fulica americana
Common Moorhen	Gallinula chloropus
King Rail	Rallus elegans
Common Snipe	Gallinago gallinago
Least Sandpiper	Calidris minutilla
Ring-billed Gull	Larus delawarensis
Herring Gull	Larus argentatus
Northern Harrier	Circus cyaneus
Belted Kingfisher	Ceryle alcyon
Northern Rough-winged Swallow	Stelgidopteryx serripennis
Eastern Phoebe	Sayornis phoebe
Swamp Phoebe	Melospiza georgiana
Lincoln's Sparrow	Melospiza lincolnii
Louisiana Water Thrush	Seiurus motacilla
Red-winged Blackbird	Agelaius phoeniceus
Common Yellowthroat	Geothlypis trichas
Prothonotary Warbler	Protonotaria citera

Sources: Sutton, 1988
Niering, 1988

Table 3-11

MAMMALS WHICH MAY BE FOUND IN THE PROJECT AREA

Common Name	Scientific Name
Virginia Opossum	Didelphis virginiana
Short-tailed Shrew	Blarina brevicauda
Least Shrew	Cryptotis parva
Eastern Mole	Scalopus aquaticus
Southeastern Myotis	Myotis austroriparius
Red Bat	Lasiurus borealis
Seminole Bat	Lasiurus seminolus
Hoary Bat	Lasiurus cinereus
Northern Yellow Bat	Lasiurus intermedius
Evening Bat	Nycticeius humeralis
Rafinesque's Big-eared Bat	Plecotus rafinesquii
Brazilian Free-tailed Bat	Tadarida brasiliensis
Nine-banded Armadillo	Dasypus novemcinctus
Eastern Cottontail	Sylvilagus floridanus
Swamp Rabbit	Sylvilagus aquaticus
Gray Squirrel	Sciurus carolinensis
Fox Squirrel	Sciurus niger
Southern Flying Squirrel	Glaucomys volans
Marsh Rice Rat	Oryzomys palustris
Fulvous Harvest Mouse	Reithrondontomys fulvescens
White-footed Mouse	Peromyscus leucopus
Cotton Mouse	Peromyscus gossypinus
Hispid Cotton Rat	Sigmodon hispidus
Eastern Wood Rat	Neotoma floridana
Common Muskrat	Ondatra zibethicus
Roof Rat	Rattus rattus
Norway Rat	Rattus norvegicus
House Mouse	Mus musculus
Nutria	Myocastor coypus
Red Fox	Vulpes fulva
Gray Fox	Urocyon cinereoargenteus
Northern raccoon	Procyon lotor
Northern American Mink	Mustela vison
Striped Skunk	Mephitis mephitis
Neartic River Otter	Lutra canadensis
Bobcat	Lynx rufus
White-tailed Deer	Odocoileus virginianus

Source : Lowery, 1974

Amphibians and Reptiles

Table 3-12 lists the amphibians and reptiles which may be found in the project area. The close proximity to wetlands along with the Vermilion River provide habitat for a number of reptiles and amphibians such as the eastern box turtle (Terrapene carolina), southern leopard frog (Rana sphenocephala) and gulf coast toad (Bufo valliceps). In addition, snake species such as the copperhead (Agkistroden contortrix) and cottonmouth (Agkistroden piscivorus) are common in the study area.

Table 3-12

AMPHIBIANS AND REPTILES WHICH MAY BE FOUND IN THE PROJECT AREA

Common Name	Scientific Name
Marbled Salamander	Ambystoma opacum
Mole Salamander	Ambystoma talpoideum
Small-mouthed Salamander	Ambystoma texanum
Three-toed Amphiuma	Amphiuma tridactylum
Dwarf Salamander	Eurycea quadridigitata
Eastern Newt	Notophthalmus viridescens
Lesser Siren	Siren intermedia
Gulf Coast Toad	Bufo valliceps
Woodhouse's Toad	Bufo woodhousei
Northern Cricket Frog	Acris crepitans
Cope's Gray Treefrog	Hyla chrysoscelis
Gray Treefrog	Hyla versicolor
Green Treefrog	Hyla cinerea
Spring Peeper	Hyla crucifer
Squirrel Treefrog	Hyla squirella
Striped Chorus Frog	Pseudacris triseriata
Eastern Narrow-mouthed Toad	Gastrophryne carolinensis
Bullfrog	Rana catesbeiana
Greenfrog	Rana clamitans
Pig Frog	Rana grylio
Southern Leopard Frog	Rana sphenocephala
Snapping Turtle	Chelydra serpentina
Painted Turtle	Chrysemys picta
Chicken Turtle	Deirochelys reticularia
Mississippi Map Turtle	Graptemys kohnii
Eastern Box Turtle	Terrapene carolina
Ornate Box Turtle	Terrapene ornata
Slider	Trachemys scripta
Eastern Mud Turtle	Kinosternon subrubrum
Razor-backed Musk Turtle	Sternotherus carinatus
Common Musk Turtle	Sternotherus odoratus
Spiny Softshell	Apalone spinifera
Mediterranian Gecko	Hemidactylus turcicus
Green Anole	Anolis carolinensis
Five-lined Skink	Eumeces fasciatus
Broad-headed Skink	Eumeces laticeps
Ground Skink	Scincella lateralis
Racer	Coluber constrictor
Rat Snake	Elaphe obsoleta
Mud Snake	Farancia abacura
Eastern Hog-nosed Snake	Heterodon platyrhinos
Common Kingsnake	Lampropeltis getulus
Western Green Water Snake	Nerodia cyclopion
Plain-bellied Water Snake	Nerodia erythrogaster
Southern Water Snake	Nerodia fasciata
Diamond-backed Water Snake	Nerodia rhombifera
Rough Green Snake	Opheodrys aestivus
Grahams Crayfish Snake	Regina grahamii
Glossy Crayfish Snake	Regina rigida
Brown Snake	Storeria dekayi
Western Ribbon Snake	Thamnophis proximus
Rough Earth Snake	Virgina striatula
Eastern Coral Snake	Micrurus fulvius
Copperhead	Agkistrodon contortrix
Cottonmouth	Agkistrodon piscivorus
American Alligator	Alligator mississippiensis

Source: Dundee 1989

Fish

The poor water quality of the Vermilion River limits the potential for any large population of gamefish such as largemouth bass (Micropterus salmoides) and black crappie (Pomoxis nigromaculatus) while species such as the yellow bullhead (Ictalurus natalis) and channel catfish (Ictalurus punctatus) may survive in the oxygen deficient water of the river. Species such as the black buffalo (Ictiobus niger) and the common carp (Cyprinus carpio) are known to exist in waters of less than ideal quality and may be found in the Vermilion River. Various species of perch such as the bluegill (Lepomis macrochirus), longear sunfish (Lepomis megalotis) and green sunfish (Lepomis cyanellus), can be found in the man-made shallow ponds within the project area.

3.3.3.c Wetlands

Wetlands for the I-49 Connector study have been identified based on guidelines in the 1987 Corps of Engineers Wetlands Delineation Manual (the 1989 Federal Manual for identifying and Delinating Jurisdictional Wetlands is currently suspended). The Environmental Protection Agency and the U.S. Army Corps of Engineers use the following definition for wetlands when administering the regulatory and permit program of Section 404 of the Clean Water Act:

Wetlands are those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas (EPA, 40 CFR 230.3 and CE, 33 CFR 328.3).

As in similar definitions by other agencies, such as the U.S. Fish and Wildlife Service, this definition emphasizes the three mandatory technical criteria that must be met for an area to be designated as a wetland: (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology.

Hydrophytic vegetation is defined as macrophytic plant life growing in water, soil or on a substrate that is at least periodically deficient in oxygen as a result of excessive water content. Various species of hydrophytic plants take on wetland indicator status based on the plant species' frequency of occurrence in wetlands. Obligate wetland plants (OBL) occur almost always (>99% probability) in wetlands under natural conditions, and facultative wetland plants (FACW) usually occur in wetlands (estimated probability 62-99%), but occasionally are found in non-wetlands. Facultative plants (FAC) are equally likely to occur in wetlands or non-wetlands (estimated probability 34-66%) and are usually listed with a "+" or "-" for more or less likely, respectively. Facultative upland plants (FACU) usually occur in nonwetlands (estimated probability 67-99%) and only occasionally in wetlands (1-33%). Finally, species which almost always occur in uplands (>99% probability) are considered obligate upland plants (UPH). An area is said to have hydrophytic vegetation when under normal circumstances, more than 50 percent of the composition of the dominant species from all strata are obligate, facultative wetland and/or facultative species unless there is substantive evidence that hydric soils and wetland hydrology are present.

Hydric soils are soils that are saturated, flooded, or ponded for a sufficient duration during the growing season to develop anaerobic conditions in the upper part. Qualifying duration is usually one

week or more. An area has hydric soils when criteria set forth by the National Technical Committee for Hydric Soils (NTCHS) are met.

An area is said to have wetland hydrology when there exists a condition of permanent or periodic inundation (a week or more) at least seasonally during an average rainfall year. This is the driving force behind wetland formation as it effects the types of plants that grow and the types of soils that develop.

Wetlands are classified according to a system developed by the U.S. Fish and Wildlife Service. This system is often called the Cowardin system after its principal author (Cowardin et al 1979). The primary objective of this classification system is to improve boundaries on natural ecosystems for the purposes of inventory, evaluation, and management. Five major wetland systems are defined in the Cowardin classification system: marine, estuarine, riverine, lacustrine, and palustrine. Riverine and palustrine wetlands are found in the project area, shown generally on Exhibit 3-16 and more specifically on Exhibit 3-13.

Palustrine wetlands include all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas where ocean-derived salinity is below 0.5 parts per thousand (ppt). This system groups the vegetated wetlands traditionally called marshes, swamps, bogs, fens, prairies, and ponds. Two types of palustrine wetlands occur in the project area: forested and open water.

The riverine system includes all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs persistent emergents, emergent mosses or lichens, and (2) habitats with water containing ocean derived salts in excess of 0.5 ppt. The Vermilion River is classified as a riverine system.

Wetlands in Project Area

Palustrine Forested Wetland - This wetland type occurs in a narrow strip along the south bank of the Vermilion River east of the Evangeline Thruway between the Thruway and Surrey Street. Approximately three acres of forested wetland occurs in this area. Vegetation consists of black willow (Salix nigra), cottonwood (Populus deltoides), pecan (Carya illinoenis), hackberry (Celtis laevigata), American elm (Ulmus americana), and box elder (Acer negundo). These wetlands are designated W-1 on Exhibits 3-13 and 3-16.

An additional palustrine forested wetland area lies within the "clear zone" of the east end of Runway 10-28 of the Lafayette Regional Airport, with approximately five areas potentially affected by the project. The canopy has been removed due to management practices to conform with FAA guidelines for "clear zones" and prior runway construction. Herbaceous vegetation has pioneered the site along with sampling-sized woody species. The herbaceous cover approaches 100 percent. The dominant species in both the overstory and understory are either commonly (Facultative) or almost always (Obligate) found in wetlands. Overstory species include black willow, water locust (Gleditsia aquatica) and persimmon (Diospyros virginiana). The heracous layer is comprised of peppervine (Ampelopsis arborea), swamp knotweed (Polygonum hydropiperoides), rose mallow (Hibiscus moscheutos), buttonbush (Cephalanthus occidentalis) and flatsedge (cyperus spp.). The potential impact area

for wetlands east of the airport is designated W-2 on Exhibits 3-13 and 3-16.

Palustrine Open Water Wetland - Open water wetlands occur at the Gateway Tourist Center, Beaver Park, and the pond at the Frey processing plant (presently closed). The Gateway Tourist Center has two shallow man-made ponds totaling approximately two acres. Vegetation consists of cattail (Typha spp.) and bald cypress (Taxodium distichum). Beaver Park has two lakes approximately six acres and three acres in size which are focal points of the park complex. The lakes are utilized by local citizens for recreational fishing. The Gateway and Beaver Park open water wetlands provide wildlife habitat, especially fish species, and may provide minimal water quality benefits such as sediment removal and nutrient/pollution uptake. The Gateway wetlands are designated W-3 and W-4, the Beaver Park lakes are designated W-5 and W-6, and the Frey pond is designated W-7 on Exhibits 3-13 and 3-16.

Riverine Wetland - This type of wetland occurs in association with the Vermilion River. Riverine wetland provide wildlife and fisheries habitat, flood flow conveyance, nutrient assimilation and pollution uptake. The Riverine wetland is shown as W-8 on Exhibits 3-13 and 3-16.

3.3.3.d Threatened and Endangered Species

No threatened or endangered species of plants or animals are known to exist within the project corridor. By law special consideration must be given to threatened and endangered species of plants and animals. Threatened species are generally considered to have the potential to become endangered species within the foreseeable future throughout all or most of their range. Endangered species are in danger of extinction throughout all or most of their range.

The Louisiana Department of Wildlife and Fisheries' Natural Heritage Program was contacted regarding the possible occurrence of threatened and endangered species in the project corridor.

The Natural Heritage Program compiles data on rare, endangered, or otherwise important plant and animal species, plant communities, and other natural features throughout the State of Louisiana. According to personnel at the Natural Heritage Program a review of available records and files failed to reveal listed elements for the area in question. No threatened or endangered species, nor critical habitat for them are known to exist within the limits of the project.

3.3.4 AIR QUALITY

The quality of a region's air resources is evaluated according to the National Ambient Air Quality Standards (NAAQS). These have been established for the following criteria pollutants: sulphur dioxide (SO2), inhalable particulate matter (PM10), nitrogen dioxide (NO2), carbon monoxide (CO) and ozone (O3).

The project study area is located in the Southern Louisiana/Southeast Texas Interstate Air Quality Control Region (AQCR). The entire AQCR is currently in attainment of the NAAQS for all criteria pollutants, with the exception of O3. The Environmental Protection Agency (EPA) has designated sixteen Parishes in southern Louisiana, including Lafayette Parish, as not meeting the primary standards for O3.

The most recently available air quality data for Lafayette Parish, obtained from the Louisiana Department of Environmental Quality, is presented in Table 3-13. Based upon this data, there have been no measured exceedances of the NAAQS for O3 in the past five years. Consequently, the Louisiana DEQ is preparing an application to EPA to redesignate Lafayette as attainment for O3.

Table 3-13

AIR QUALITY MONITORING OF OZONE AND PARTICULATE MATTER
1986-1990

	Ozone Highest 1-hour Average (ppm)	Particulate Matter Highest 24-hour Average (ug/m^3)
1986	.113	109
1987	.107	116
1988	.118	73
1989	.097	79
1990	.114	67

ppm = parts per million, by volume
ug/m^3 = micrograms per cubic meter
NAAQS = for ozone is 120 ppm, maximum 1-hour average NAAQS for particulate matter is 150 ug/m^3, maximum 24-hour average

Source: Louisiana Department of Environmental Quality, 1991.

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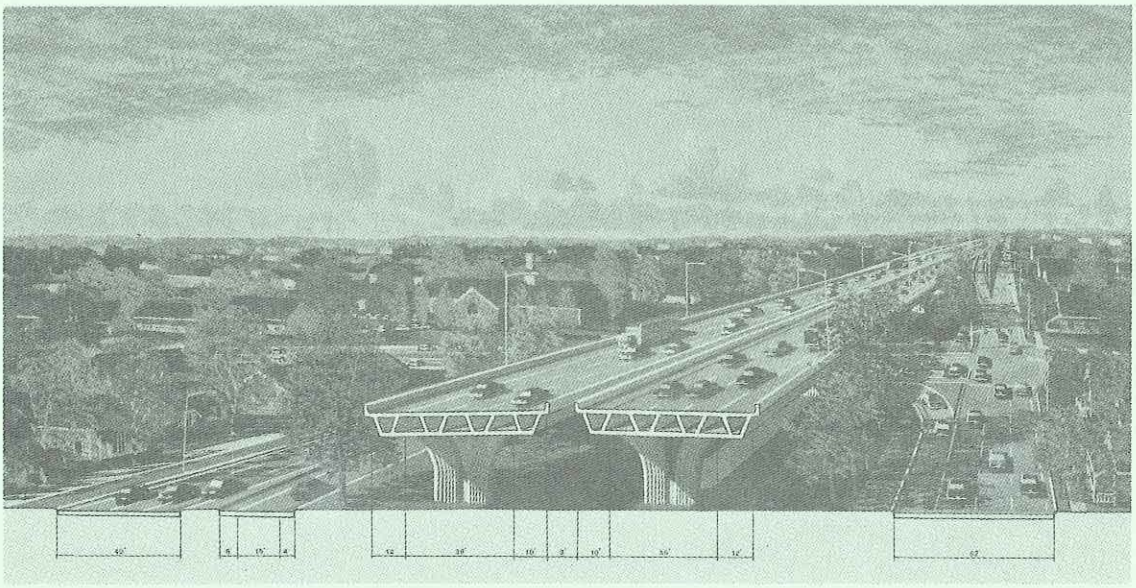
CHAPTER 4

Environmental Consequences

THE CENTRAL CORE AREA



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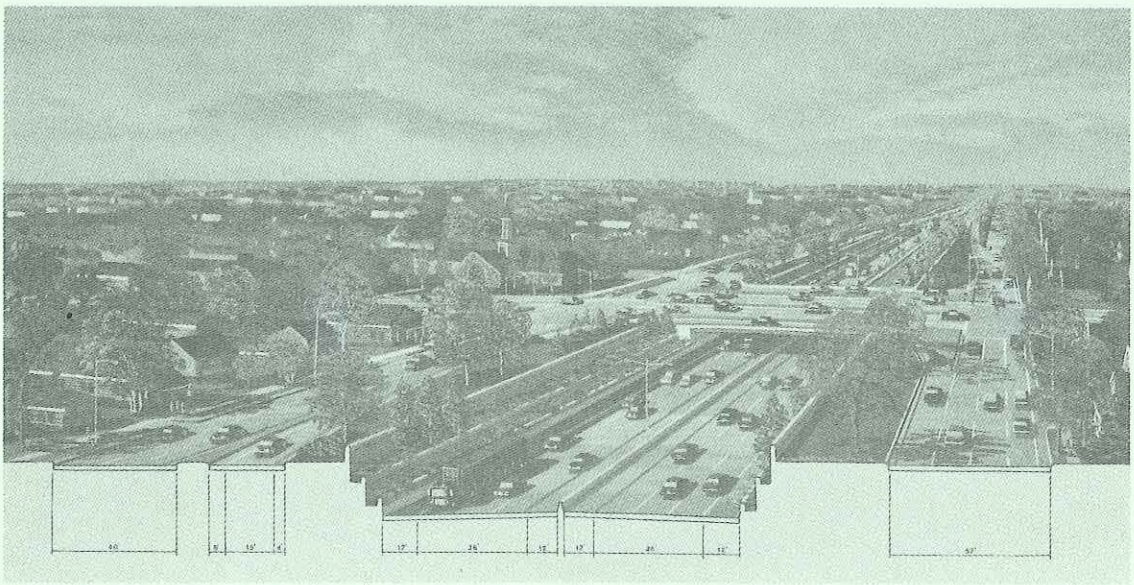


DEPRESSED

Chapter 4

ENVIRONMENTAL CONSEQUENCES

4.1 GENERAL EVALUATION PROCEDURES

Six primary freeway construction alternatives were described in Chapter 2. They are:

- EA-1 Elevated
- EA-1 Depressed
- RR-3
- RR-4
- RR-5 Elevated
- RR-5 Depressed

The "EA" alternatives would be continuously on the existing Thruway alignment while the "RR" alternatives would combine some of the existing alignment and some of the area adjacent to the Southern pacific railroad (refer to Exhibit 2-1). In addition to the six primary alternatives, several "subalternatives" have been identified for consideration. These are:

- University/Surrey Interchange - Subalternative A would include a 20 mph design speed on the University/Surrey profile under the I-49 Connector freeway (to avoid encroachment in the runway protection zone for Runway 10-28 at Lafayette Regional Airport). Subalternative B would shift Runway 10-28 and the runway protection zone approximately 350' to the east and allow for a 40 mph design speed on the University/Surrey profile.

- Willow Street Interchange - Subalternative C would traverse through the center of the median area on each side of Willow Street, probably requiring removal of the Gateway visitors center and much of the associated landscaping. Subalternative D would bend each directional roadway along the perimeter of Gateway, retaining the majority of landscaping and potentially the visitors center buildings.

- Area Between Willow and I-10 - Subalternative E would provide an at-grade freeway between Willow Street and I-10. This includes termination of the one-way parallel roadway system at

Willow Street (existing two-way frontage roads to remain north of Willow) with no provisions for crossovers between each frontage road north of Willow. Subalternative F would provide an elevated freeway between Willow and just south of I-10. One-way parallel roadways would extend north of Willow with several crossovers provided. Martin Luther King Drive and Castille Avenue would be linked under the I-49 Connector.

The various alternatives and subalternatives are shown on Plates 1 through 5 in Appendix A. These Plates are referenced with a legend provided on the Plate Index and Plan Legend located at the beginning of Appendix A. The Plates (1" = 500' plan coverage) show on aerial mapping the proposed project alternatives and the local street system in the vicinity of the project. Profiles for the mainline freeway are also provided. The estimated right-of-way "footprint" (required area) for each alternative is indicated on the Plates. The right-of-way shown includes that currently dedicated and that additional required for implementation of the project. The roadway layouts and right-of-way requirements as presented on Plates 1 through 5 are the primary basis for which the environmental consequences presented in Chapter 4 have been determined. For several areas of the environmental assessment (where appropriate), the presentation of project impacts includes a separate discussion to note the differences in impacts between the elevated and depressed alternatives on EA-1 and RR-5.

4.2 IMPACTS ON THE HUMAN ENVIRONMENT

4.2.1 LAND USE AND TRANSPORTATION

4.2.1.a Land Use

Project Consistency With Adopted Plans

Two agencies are specifically charged with planning in the Lafayette area. The Lafayette Department of Zoning and Development is primarily responsible for administering the city's Zoning Ordinance. The other agency, the Lafayette Areawide Planning Commission (LAPC), was created in 1987 through consolidation of three former planning commissions serving the Lafayette area. The LAPC has the responsibility to develop a comprehensive plan for the parish, to develop and administer subdivision and platting regulations, and to provide other planning services. The LAPC is designated as the Metropolitan Planning Organization (MPO) for the Lafayette urban area. The MPO is the forum for cooperative transportation decision-making.

There does not presently exist a comprehensive plan for the Lafayette area. The LAPC is currently in the process of updating its Thoroughfare Plan and completing the transitional standards plan elements. In addition, the LAPC is also in the process of consolidating and preparing new Areawide Development

Regulations for subdivision and platting of properties.

In 1980, the City of Lafayette prepared Volume I (the Inventory and Analysis portion) of a Land Use Plan. Volume I is an inventory and analysis of existing land uses, private and public facilities, socioeconomic characteristics of the community, and physical parameters affecting the quality of life and future growth and development of the Lafayette community. Volume I of the land use plan was as the title indicated - an inventory. Volume II was to be developed to include guidelines and policy recommendations for the future growth of Lafayette. However, Volume II was never prepared.

Several other plans have been reviewed to determine their consistency with the proposed project. One such plan is the Downtown Development Authority (DDA) Growth Management Program. This plan was prepared in March, 1989, and included a set of goals and objectives for the central business district (CBD). Goals were established for housing, retail, office, civic and cultural, and urban design. The Growth Management Program also had specific goals toward providing access to the CBD relative to the proposed I-49 Connector project.

According to the plan, "ideally, an interchange at Johnston Street and one at East Congress Street and frontage roads between the two would best serve the Downtown. Having Jefferson Street as a crossover/under and intersecting with the frontage roads is desirable. With interchange locations at Johnston Street and Mudd Avenue, slip ramps with one-way frontage roads to a crossover/under at East Congress Street and Jefferson Street would serve Downtown reasonably well."

All of the proposed alternatives of the I-49 Connector project will provide an interchange at Johnston Street with none of the alignments providing a direct interchange to Second Street/Third Street (Congress Street). However, the CBD would be provided with access via a Mudd Street half-diamond interchange and slip ramps with one-way frontage roads to connect with Second Street/Third Street (Congress Street) and Jefferson Street. According to the Growth Management Program, these interchanges would serve the CBD reasonably well and, therefore, would be consistent with this plan.

The Lafayette Regional Airport Commission is presently updating its airport master plan. One of the components being studied in this plan is the relocation of the airport terminal. Access to the terminal at the new location may require further study to determine the compatibility of this relocation with the I-49 Connector project. Access to the terminal at its current location would be greatly improved by the I-49 freeway.

In conjunction with the LAPC, the Louisiana Department of Transportation and Development (LDOTD) has recently completed a comprehensive study of the existing roadway system and future transportation needs in Lafayette Parish. According to Technical Memorandum Number 4 of this Lafayette Transportation Plan, the Evangeline Thruway from I-10 South to LA 96 will be deficient by the year 2000. This conclusion is based on existing and projected future planning variables obtained from the LAPC. These planning variables were population, employment, occupied dwelling units, and school attendance for the years 1990, 2000 and 2012. Due to the projected traffic capacity deficiency of the Evangeline Thruway, the proposed improvements of the I-49 Connector are consistent with

findings of the Lafayette Transportation Plan.

On July 23, 1991, the Lafayette City Council awarded a $1.2 million contract for the construction of a new two-story building to house the city Public Works Department. The new building, to be located at the city Transit Garage on Dorset Road and University Avenue, will provide 18,000 square feet of office space. This building is expected to be completed in 1992. Alternatives RR-3 and RR-5 (elevated and depressed) would dislocate both the City Transit Garage and this new building.

Secondary Social and Economic Impacts

Growth inducement is defined as the relationship between the proposed transportation project and growth within the project area. Basically, this relationship is either one of facilitating planned growth or inducing unplanned growth.

Growth and development move forward, or are held back, mainly for economic reasons, although social, political and environmental reasons sometimes play a part. One may view growth inducement as the removal of obstacles to growth. Capacity improvements are considered to be the removal of transportation-related obstacles to growth, and are, therefore, growth-inducing. The proposed project would result in capacity improvements. At present, an automobile can travel the length of the project on the Evangeline Thruway in approximately 10 minutes. If the project were constructed, the trip would take about five to six minutes (under today's traffic loading), a savings of four to five minutes. A trip originating in the Central Business District would experience about one-half of that savings, or two to three minutes. Time savings in the future would be even greater due to increased traffic congestion and delays if the project is not built.

The proposed I-49 Connector project is one of a number of transportation improvements scheduled or planned for Lafayette Parish. The I-49 Connector and these other projects, along with other factors such as the carrying capacity of the land, drainage features, availability of land for development, and traditional growth patterns, would affect the future growth patterns of the Lafayette area. The proposed project would be an improvement of an existing facility. The time savings expected from that improvement would not be out of proportion to those time savings expected from the other proposed street and highway projects in the area. Therefore, the proposed project is not expected to change the locations of future growth in the local area from the growth locations anticipated without the project. The pace of economic growth and development, however, could be expected to increase. Additionally, as the I-49 Connector becomes a part of the U.S. 90 freeway upgrade to New Orleans, this U.S. 90 freeway route could attract tourism-related and other traffic that currently uses I-10 between Lafayette and New Orleans.

The greatest influence of the proposed project on land use would be in the presently developed areas in the vicinity of the proposed project. Construction of a freeway, which could be perceived as magnifying the barrier effect of the Thruway, would likely increase the pace of redevelopment of the area between the Evangeline Thruway and the Southern Pacific Railroad. As stated in the Lafayette Growth Management Program for the CBD, appropriate uses could include warehousing/distribution, light

industrial, and transportation-related office uses. University-related research and development facilities coupled with business incubation space would be prime candidates for this area as well. The proposed freeway would serve as a boundary between these uses and the residential development to the east.

In addition to economic impacts, the proposed alignments and highway type alternatives would have varying social impacts on various areas of the corridor. For example, the proposed freeway (especially a visually dominant elevated structure in the predominantly one-story, flat terrain, project area) would have certain negative social impacts on neighborhoods because of its scale and because the structure would exist adjacent to and/or dominate the view from the residences or other sensitive sites. Furthermore, the residents of certain neighborhoods may feel that they have become isolated by the location of the freeway. The possible intangible social impacts of each alternative can be considered wide and varied, with the perspective of individuals or groups shaping these perceived impacts.

4.2.1.b Transportation

Implementation of the Connector freeway would expand the local freeway system by providing a north-south route to complement existing east-west I-10. The I-49 Connector/I-10 system would also function well with the proposed perimeter roadway in the southwest and possibly northwest and northeast quadrants. The Connector freeway and ground level parallel roadways are compatible with the LAPC's "working" thoroughfare plan, and are consistent with repeated calls by city government for transportation improvements in the Evangeline Thruway corridor. The Lafayette Parish Council has taken no position on the proposed Connector freeway.

The Connector freeway is also compatible with statewide goals for the upgrade of U.S. 90 south of Lafayette to freeway standards in that it provides the connecting link through Lafayette to I-49. On a national basis, the Connector would also be compatible with an expanded I-49 system that could ultimately extend from New Orleans to Kansas City.

The proposed freeway is expected to capture more traffic than if no improvement is made. As currently conceived, it has excess capacity to accommodate projected traffic volumes. By capturing traffic from other roadways, the Connector would function to improve traffic operations throughout the local network. In combination with the continuous one-way land service parallel roadways, the freeway project would provide improved service to through traffic and local traffic in the study corridor.

Discussion of Elevated and Depressed Alternatives

Both the elevated and depressed alternatives available on the various alignment options would provide similar traffic service, with a freeway and ground level parallel roadways. Both the elevated and depressed alternatives provide for the major crossing streets in the corridor to remain open across the freeway and intersect with the parallel roadways. The elevated alternatives also would allow for several less important streets to remain open. With the exception of Donlon, a collector, these are T-intersections or other local service streets. Both the elevated and depressed alternatives require closing several crossing streets or

median openings. The status of the crossing streets for the elevated and depressed alternatives is provided as follows:

Major Streets Open for Both Elevated and Depressed Alternatives

Kaliste Saloom	3rd
University/Surrey	2nd
Pinhook	Simcoe
Taft	Mudd
Johnston	Willow
Jefferson	*

Additional Streets Open for Elevated Alternative Only

15th/16th	Tissington
Grieg	Donlon
Bellot	

Streets Closed by All Alternatives

13th	8th
12th	7th
11th	6th/Lee
10th	5th
Holson	Sampson
Goldman	
Median opening at Castille	
Median opening at Chalmette	

* Subalternative F would provide an additional crossing by the connection of Martin Luther King and Castille and the provision of turnarounds and other connections between the two ground level roadways north of Willow Street

Closure of the streets noted above would not hamper the satisfactory movement of local traffic due to the parallel roadways which intercept traffic and provide free flow U-turn opportunities throughout the corridor. There would be no meaningful difference between the elevated and depressed alternatives in terms of traffic service.

Subalternatives A and B

For EA-1 and RR-4, University Avenue would cross under the freeway near the entrance to Lafayette Regional Airport. To attain vertical geometry on University Avenue consistent with design criteria established for the Connector project, Subalternative B proposes that Runway 10-28 be extended approximately 350' into the wetlands southeast of the airport to allow for "headroom" beneath the FAA-mandated runway protection zone (see Plate 2a in Appendix A). If the runway is not extended, University Avenue would be subject to a design speed of only 20 mph as it crosses the Connector freeway (Subalternative A, Plate 2c).

Subalternatives E and F

The area between Willow Street and I-10 has been the focus of recent independent studies to improve traffic operations. In this area, two median openings which currently provide access to the frontage roads on each side of the project would be removed by the I-49 Connector project. Access to the frontage roads from the freeway would be provided at Willow Street. Under conditions proposed by Subalternative E (at-grade freeway), the frontage roads would each continue to operate under two-way traffic with no crossovers provided for the movement of traffic from one side of the freeway to the other. Mainline freeway traffic would be removed from signalized intersections at Willow Street by the provision of grade separation structures. Under Subalternative E, a series of four closely spaced intersections of frontage road-ramp-ramp-frontage road would exist on Willow Street. Similar geometric arrangements in high traffic volume urban areas in Louisiana have been observed to

operate deficiently due to the closely spaced network of intersections.

Subalternative F (elevated freeway) in the area from Willow to south of I-10 was identified to aid in the traffic circulation and access patterns to the business community along each frontage road. Subalternative F also would remove the two existing median openings, with access to the frontage roads again provided at Willow Street. The elevated freeway would allow the extension of the one-way parallel roadway system to a termination point on the north side of Willow Street and the provision of numerous crossovers to and from each side of the freeway. U-turn roadways just north of Willow Street and at the north end of the elevated section would allow free flow traffic circulation on the one-way parallel roadways. Martin Luther King Drive would be realigned in the vicinity of the project to tie to Castille Avenue, offering an additional crossover point and creating a continuous collector roadway to parallel and reduce traffic on Willow Street (existing Martin Luther King and Castille are considered collectors, but are non-continuous). This would require the acquisition of an approximate 50' wide x 600' long strip of right-of-way in a shopping center parking lot (the current shopping center tenant is constructing a new facility south of Willow Street and will soon move from its current location). The series of four intersections on Willow Street would be replaced by two intersections. Subalternative F would provide a higher level of traffic circulation and access than Subalternative E.

CBD

Under all freeway alternatives, access to the CBD would be improved by the provision of two exits from the freeway when approaching from either the south or north. EA-1 and RR-5, utilizing the slip ramp one-way system, would offer more numerous CBD entrance opportunities on the cross streets. On the other hand, RR-3 and RR-4 parallel the railroad and would offer the opportunity for increased visibility of the CBD from the freeway. Refer to Appendix A, Plates 3a, b, c, d, e, and f.

Safety

The implementation of a freeway can be expected to improve traffic operational safety for motorists due to design features inherent in freeways and improve safety for pedestrians and others by removal of traffic from the ground level Thruway. Additionally, an opportunity would exist to improve horizontal curvature on the northbound parallel roadway (existing Thruway) in the Simcoe-Mudd area, thus improving safety at this location which has been noted occasionally in prior years as having an "abnormal" accident rate (more than twice the statewide average). The removal of the existing Thruway median openings between Willow Street and I-10 would eliminate that high accident location (as has been observed by city officials).

Multimodal

The proposed Connector freeway complements other components of Lafayette's transportation system including the regional airport at the south end of the project and the proposed multimodal transit center adjacent to the railroad near Jefferson Street. While it would be desirable to incorporate bicycle facilities in the corridor as a component of the project, the many cross streets in the central core area warrant special considerations that may make this unsafe or impractical.

The EA-1 elevated alternative would displace approximately 75 residential units and 12 businesses in Census Tract 2. Most displacements would occur in the blocks between the northbound and southbound Evangeline Thruway with a few displacements along its edges south of Pinhook. Additional displacements for the depressed alternative would include four residences and two businesses on the outside edges of the existing northbound and southbound Thruway at the intersection areas of Taft and Johnston.

EA-1 would not split or isolate any residential area in Census Tract 2 because its alignment would follow the existing Evangeline Thruway alignment (although the freeway would magnify the existing divisive effect).

RR-3 would displace approximately 52 residential units, 13 businesses and the City of Lafayette Transit Garage. Residential displacements would occur in the area bounded by the Southern Pacific main tracks, Taft Street, Pinhook Road and the southbound Evangeline Thruway. RR-3 would not bisect or isolate any residential areas because displacements would occur on the western boundary of the residential area described above.

RR-4 would displace approximately 12 residential units and nine businesses. These residential displacements would occur on the extreme eastern edge of the area bounded by the southbound Evangeline Thruway, Pinhook Road, East Vermilion Street and Sixteenth Street. RR-4 would not bisect or isolate any residential areas because displacements would occur along the eastern edge of the residential area described above.

The RR-5 elevated alternative would displace approximately 115 residential units, 14 businesses, the City of Lafayette Transit Garage and St. Patrick's Church. About one-half of these displacements would occur in the block between the northbound and southbound Evangeline Thruway from Johnston Street to Sixteenth Street. Additional displacements for the depressed alternative in this area would be the same as for EA-1 (four residences and two businesses). The remaining displacements (equivalent for both the elevated and depressed alternatives) would occur in two adjacent residential areas bounded by the southbound Evangeline Thruway, Taft Street, the Southern Pacific main tracks and the Vermilion River. RR-5 would introduce a major divider into these neighborhoods, with a differing perceived degree of isolation depending on whether the elevated or depressed freeway is implemented.

Census Tract 11

Census Tract 11 is located in the northern portion of the study area and is generally bounded by the Southern Pacific main tracks, Interstate 10, Moss Street and Simcoe Street. The land use in this area is approximately one-third residential, one-third commercial and one-third undeveloped. Commercial establishments abound along the Evangeline Thruway and Moss Street. Residential areas are not adjacent to the corridor, with the exception of a small area south of the Southern Pacific Railroad Breaux Bridge spur which would have displacements. In this census tract, all of the proposed alternatives follow the same alignment as the existing Evangeline Thruway.

The residential areas located in Census Tract 11 can be considered slightly cohesive because they exhibit some of the characteristics indicative of neighborhood stability and cohesiveness. In 1980,

Census Tract 11 had a median housing unit value of $33,800, an owner occupancy rate of 58 percent and 36.6 percent of its housing units have been occupied by the same household for 10 or more years.

All of the elevated alternatives would displace approximately 68 residential units, 16 businesses and Christ the King Church. The displacements would occur in the block between the northbound and southbound Evangeline Thruway from Simcoe Street to the Southern Pacific Railroad Breaux Bridge spur which is located in the extreme southern portion of Census Tract 11. Additional displacements for the depressed alternatives on EA-1 and RR-5 would include three residences and two business on the outside edges of the existing northbound and southbound Thruway at the intersection area of Mudd.

None of the alternatives would split or isolate any residential areas because they all utilize the existing Evangeline Thruway alignment (although the freeway would magnify the existing divisive effect).

Gateway Lafayette is located just north of the railroad spur and is situated in the existing Evangeline Thruway right-of-way. The Gateway probably would be displaced under Subalternative C and retained under Subalternative D, situated between the twin structures of the Connector freeway.

Instead of a highway on embankment, the freeway overpass at Willow Street would be on structure its entire length and therefore provide visibility to and from the built-up business and residential communities on each side of the Thruway. This would be expected to minimize the real and/or perceived divisive aspects of the project in this area. Also, the Martin Luther King Drive - Castille Avenue connection proposed for Subalternative F would further serve to link Census Tract 11 across the Connector freeway. More traffic would be expected on the two streets.

Census Tract 14

Census Tract 14 is located in the southernmost portion of the study area. However, only the extreme northwestern portion of this census tract will be impacted by the project. The land use in this area is primarily commercial with some industrial uses along the Southern Pacific main tracks. There are some residential areas to the west of the railroad tracks but they are a considerable distance away from the corridor area. No residential units would be displaced by any of the alternatives in Census Tract 14. Therefore, no direct neighborhood impacts would occur due to the project. EA-1 and RR-4, which follow the existing Evangeline Thruway alignment, would not displace any businesses. RR-3 and RR-5, which follow the Southern Pacific main tracks, would displace two businesses. None of these businesses are neighborhood-related. There would be no additional displacements associated with the depressed alternative.

4.2.2.b Population

In general, the elderly population may be mildly negatively impacted by the proposed project because the corridor study area has a slightly higher than average elderly population.

Table 3-1 shows the percentages of elderly people for the City and Parish of Lafayette, the corridor study area, and the census tracts. Residential areas in Census Tracts 1, 2 and 11 are traversed by all of

the alternatives and would be the most impacted in the study area. Census tracts 1, 2, and 11 have higher concentrations of elderly persons than the City and Parish of Lafayette.

The minority group with a substantial population in Lafayette Parish is the black group. Table 4-1 shows the black population and percentage changes from 1980 to 1990 for Census Tracts 1, 2 and 11 as well as for Lafayette Parish. These three census tracts have had substantial increases in black population percentages during this 10 year period, and all three census tracts now have heavy proportions of black population when compared to Lafayette Parish. Other census tracts in the study area with high proportions of black population are Census Tracts 3, 8 and 9 (see below). The project affects the black group more than other groups because of the larger than average percentage of black population in the corridor study area than in the City or Parish of Lafayette.

A freeway, particularly if it is elevated, could be expected to hasten a change in land use in the area between the Evangeline Thruway and the Southern Pacific railroad. The logical transition for the area would be from the present residential and commercial uses to additional industrial and highway-oriented commercial uses. These more rapid changes in land use would result in a faster pace of redistribution of population. The extent and timing of the changes would depend upon whether there is a concerted effort to implement the Growth Management Program for CBD or other organized development/redevelopment proposals.

Table 4-1

POPULATION AND RACIAL COMPOSITION

	1980		1990	
	Total Population	% Black	Total Population	% Black
Census Tract 1	2,193	32.6	2,759	40.2
Census Tract 2	5,003	72.5	3,002	83.5
Census Tract 11	6,839	35.6	6,261	52.9
Lafayette Parish	150,017	20.2	164,762	22.4

Source: U.S. Bureau of Census, 1980, 1990.

operate deficiently due to the closely spaced network of intersections.

Subalternative F (elevated freeway) in the area from Willow to south of I-10 was identified to aid in the traffic circulation and access patterns to the business community along each frontage road. Subalternative F also would remove the two existing median openings, with access to the frontage roads again provided at Willow Street. The elevated freeway would allow the extension of the one-way parallel roadway system to a termination point on the north side of Willow Street and the provision of numerous crossovers to and from each side of the freeway. U-turn roadways just north of Willow Street and at the north end of the elevated section would allow free flow traffic circulation on the one-way parallel roadways. Martin Luther King Drive would be realigned in the vicinity of the project to tie to Castille Avenue, offering an additional crossover point and creating a continuous collector roadway to parallel and reduce traffic on Willow Street (existing Martin Luther King and Castille are considered collectors, but are non-continuous). This would require the acquisition of an approximate 50' wide x 600' long strip of right-of-way in a shopping center parking lot (the current shopping center tenant is constructing a new facility south of Willow Street and will soon move from its current location). The series of four intersections on Willow Street would be replaced by two intersections. Subalternative F would provide a higher level of traffic circulation and access than Subalternative E.

CBD

Under all freeway alternatives, access to the CBD would be improved by the provision of two exits from the freeway when approaching from either the south or north. EA-1 and RR-5, utilizing the slip ramp one-way system, would offer more numerous CBD entrance opportunities on the cross streets. On the other hand, RR-3 and RR-4 parallel the railroad and would offer the opportunity for increased visibility of the CBD from the freeway. Refer to Appendix A, Plates 3a, b, c, d, e, and f.

Safety

The implementation of a freeway can be expected to improve traffic operational safety for motorists due to design features inherent in freeways and improve safety for pedestrians and others by removal of traffic from the ground level Thruway. Additionally, an opportunity would exist to improve horizontal curvature on the northbound parallel roadway (existing Thruway) in the Simcoe-Mudd area, thus improving safety at this location which has been noted occasionally in prior years as having an "abnormal" accident rate (more than twice the statewide average). The removal of the existing Thruway median openings between Willow Street and I-10 would eliminate that high accident location (as has been observed by city officials).

Multimodal

The proposed Connector freeway complements other components of Lafayette's transportation system including the regional airport at the south end of the project and the proposed multimodal transit center adjacent to the railroad near Jefferson Street. While it would be desirable to incorporate bicycle facilities in the corridor as a component of the project, the many cross streets in the central core area warrant special considerations that may make this unsafe or impractical.

No-Build

The no-build alternative would not be consistent with local and state transportation goals and would be incapable of serving traffic demands under projected loading conditions. The third lane each direction between Willow and I-10 would provide only temporary traffic congestion relief in this area. The no-build alternative would not be anticipated to capture traffic from other roadways and thus would not improve traffic operations on other components of the local street system. For the no-build alternative, traffic circulation and access provisions would remain the same (forthcoming traffic increases would be expected to reduce maneuverability). As traffic congestion increases, safety for motorists, pedestrians, and bicyclists can be expected to decline for the no-build alternative. Also, the no-build alternative does not function as effectively as the freeway when considering multimodal transportation facilities.

4.2.2 SOCIOECONOMICS

4.2.2.a Neighborhoods

Commonly recognized neighborhoods are not present in the study area; geographical subdivisions and statistical analyses for the Draft EIS have been delineated based on census tracts. There are nine census tracts in the corridor study area (as shown previously on Exhibit 3-7), with Census Tracts 1, 2, 11 and 14 being traversed by the proposed alternatives. Census Tracts 3, 8, 9, 10 and 15 would not be traversed by any of the alternatives. The impacts due to each alternative have been determined utilizing and evaluating the data in the tables presented in Chapter 3. Possible negative impacts caused by the project include large numbers and types of displacements, noise impacts to many residences in close proximity to the project but which are not displaced, the removal of neighborhood-related businesses, the splitting or isolation of neighborhoods, visual intrusion, and real or perceived quality of life reductions.

Neighborhood stability and cohesiveness can be indicated by certain socioeconomic characteristics. These characteristics include a high percentage of owner-occupied units, a high median housing unit value and longevity of occupancy. A general reduction in neighborhood quality of life in the corridor study area since 1970 which has been observed in census data may accelerate in neighborhoods near the proposed project, especially the areas between the Evangeline Thruway and Southern Pacific railroad. This area has been identified in the CBD Growth management Program as transitional between the CBD and residential areas east of the Thruway.

Census Tract 1

Census Tract 1 is located in the center of the study area and is generally bounded by the northbound Evangeline Thruway, Johnston Street, University Avenue and Simcoe Street. The land use in this area is primarily commercial and industrial with residential areas in the northern and western portions. Because of their location west of the corridor area, the major residential areas of Census Tract 1 would not be impacted (although some smaller residential areas would experience displacements).

Most of the residential areas located in Census Tract 1 generally cannot be considered cohesive; in 1980, Census

Tract 1 had a median housing unit value of $38,400, an owner occupancy rate of 36 percent and 39.5 percent of its households have been occupied by the same household for 10 or more years.

EA-1 and RR-5 (both elevated and depressed) follow the same alignment in Census Tract 1 and, therefore, the impacts for these alternative would be similar. The EA-1 and RR-5 elevated alternatives would displace approximately 23 residential units and 15 businesses in the extreme northeastern section of Census Tract 1. All displacements would occur in the blocks between the northbound and southbound Evangeline Thruway from Johnston Street to Simcoe Street. Additional displacements for the depressed alternative would include three residences and four businesses on the outside edges of the existing northbound and southbound Thruway at the intersection areas of Johnston, 2nd, and Simcoe.

The Evangeline Thruway alignment presently splits residential areas to the east and west in Census Tract 1. Neither EA-1 nor RR-5 would split or isolate any residential areas because both would utilize the existing Evangeline Thruway alignment (although the freeway would magnify the existing divisive effect). Because of its higher visibility, the elevated alternative in many cases can be perceived by the community to cause a greater additional division than the depressed alternative (Tunnard, 1963).

RR-3 and RR-4 would also follow the same alignment in Census Tract 1 and would displace approximately 20 residential units and 18 businesses. All of the displacements would occur in the area bounded by Simcoe Street, the southbound Evangeline Thruway, Sixth Street and the Southern Pacific Railroad main tracks. A small area containing approximately 28 residential units and 11 businesses would be further isolated if RR-3 or RR-4 was chosen. This area would be bounded by Johnston Street, the southbound Evangeline Thruway and the alignment of RR-3 or RR-4. The area would be less desirable for residences and would most likely experience an increased rate of transition from residential to other uses. The area would be attractive to business and commercial interests, ideally bounded by the Thruway, I-49 Connector, and Johnston Street.

Census Tract 2

Census Tract 2 also is located in the central portion of the study area and is generally bounded by the Southern Pacific main tracks, the Vermilion River, Simcoe Street, the northbound Evangeline Thruway and Johnston Street. The land use in this area is primarily residential with some commercial and industrial uses located along the Southern Pacific main tracks and along the Evangeline Thruway. Residential areas lie in the path of RR-3 and RR-5. These residential areas are bounded by Taft Street, the Southern Pacific main tracks, the Vermilion River, and the southbound Evangeline Thruway. Residential areas also lie in the path of EA-1 and RR-5 between the northbound and southbound Thruway.

The residential areas located in Census Tract 2 can be considered slightly cohesive because they exhibit some of the socioeconomic characteristics which indicate a cohesive neighborhood. In 1980, Census Tract 2 had a median housing unit value of $25,500, an owner occupancy rate of 53 percent and 49.4 percent of its households have been occupied by the same household for 10 or more years.

The EA-1 elevated alternative would displace approximately 75 residential units and 12 businesses in Census Tract 2. Most displacements would occur in the blocks between the northbound and southbound Evangeline Thruway with a few displacements along its edges south of Pinhook. Additional displacements for the depressed alternative would include four residences and two businesses on the outside edges of the existing northbound and southbound Thruway at the intersection areas of Taft and Johnston.

EA-1 would not split or isolate any residential area in Census Tract 2 because its alignment would follow the existing Evangeline Thruway alignment (although the freeway would magnify the existing divisive effect).

RR-3 would displace approximately 52 residential units, 13 businesses and the City of Lafayette Transit Garage. Residential displacements would occur in the area bounded by the Southern Pacific main tracks, Taft Street, Pinhook Road and the southbound Evangeline Thruway. RR-3 would not bisect or isolate any residential areas because displacements would occur on the western boundary of the residential area described above.

RR-4 would displace approximately 12 residential units and nine businesses. These residential displacements would occur on the extreme eastern edge of the area bounded by the southbound Evangeline Thruway, Pinhook Road, East Vermilion Street and Sixteenth Street. RR-4 would not bisect or isolate any residential areas because displacements would occur along the eastern edge of the residential area described above.

The RR-5 elevated alternative would displace approximately 115 residential units, 14 businesses, the City of Lafayette Transit Garage and St. Patrick's Church. About one-half of these displacements would occur in the block between the northbound and southbound Evangeline Thruway from Johnston Street to Sixteenth Street. Additional displacements for the depressed alternative in this area would be the same as for EA-1 (four residences and two businesses). The remaining displacements (equivalent for both the elevated and depressed alternatives) would occur in two adjacent residential areas bounded by the southbound Evangeline Thruway, Taft Street, the Southern Pacific main tracks and the Vermilion River. RR-5 would introduce a major divider into these neighborhoods, with a differing perceived degree of isolation depending on whether the elevated or depressed freeway is implemented.

Census Tract 11

Census Tract 11 is located in the northern portion of the study area and is generally bounded by the Southern Pacific main tracks, Interstate 10, Moss Street and Simcoe Street. The land use in this area is approximately one-third residential, one-third commercial and one-third undeveloped. Commercial establishments abound along the Evangeline Thruway and Moss Street. Residential areas are not adjacent to the corridor, with the exception of a small area south of the Southern Pacific Railroad Breaux Bridge spur which would have displacements. In this census tract, all of the proposed alternatives follow the same alignment as the existing Evangeline Thruway.

The residential areas located in Census Tract 11 can be considered slightly cohesive because they exhibit some of the characteristics indicative of neighborhood stability and cohesiveness. In 1980,

Census Tract 11 had a median housing unit value of $33,800, an owner occupancy rate of 58 percent and 36.6 percent of its housing units have been occupied by the same household for 10 or more years.

All of the elevated alternatives would displace approximately 68 residential units, 16 businesses and Christ the King Church. The displacements would occur in the block between the northbound and southbound Evangeline Thruway from Simcoe Street to the Southern Pacific Railroad Breaux Bridge spur which is located in the extreme southern portion of Census Tract 11. Additional displacements for the depressed alternatives on EA-1 and RR-5 would include three residences and two business on the outside edges of the existing northbound and southbound Thruway at the intersection area of Mudd.

None of the alternatives would split or isolate any residential areas because they all utilize the existing Evangeline Thruway alignment (although the freeway would magnify the existing divisive effect).

Gateway Lafayette is located just north of the railroad spur and is situated in the existing Evangeline Thruway right-of-way. The Gateway probably would be displaced under Subalternative C and retained under Subalternative D, situated between the twin structures of the Connector freeway.

Instead of a highway on embankment, the freeway overpass at Willow Street would be on structure its entire length and therefore provide visibility to and from the built-up business and residential communities on each side of the Thruway. This would be expected to minimize the real and/or perceived divisive aspects of the project in this area. Also, the Martin Luther King Drive - Castille Avenue connection proposed for Subalternative F would further serve to link Census Tract 11 across the Connector freeway. More traffic would be expected on the two streets.

Census Tract 14

Census Tract 14 is located in the southernmost portion of the study area. However, only the extreme northwestern portion of this census tract will be impacted by the project. The land use in this area is primarily commercial with some industrial uses along the Southern Pacific main tracks. There are some residential areas to the west of the railroad tracks but they are a considerable distance away from the corridor area. No residential units would be displaced by any of the alternatives in Census Tract 14. Therefore, no direct neighborhood impacts would occur due to the project. EA-1 and RR-4, which follow the existing Evangeline Thruway alignment, would not displace any businesses. RR-3 and RR-5, which follow the Southern Pacific main tracks, would displace two businesses. None of these businesses are neighborhood-related. There would be no additional displacements associated with the depressed alternative.

4.2.2.b Population

In general, the elderly population may be mildly negatively impacted by the proposed project because the corridor study area has a slightly higher than average elderly population.

Table 3-1 shows the percentages of elderly people for the City and Parish of Lafayette, the corridor study area, and the census tracts. Residential areas in Census Tracts 1, 2 and 11 are traversed by all of

the alternatives and would be the most impacted in the study area. Census tracts 1, 2, and 11 have higher concentrations of elderly persons than the City and Parish of Lafayette.

The minority group with a substantial population in Lafayette Parish is the black group. Table 4-1 shows the black population and percentage changes from 1980 to 1990 for Census Tracts 1, 2 and 11 as well as for Lafayette Parish. These three census tracts have had substantial increases in black population percentages during this 10 year period, and all three census tracts now have heavy proportions of black population when compared to Lafayette Parish. Other census tracts in the study area with high proportions of black population are Census Tracts 3, 8 and 9 (see below). The project affects the black group more than other groups because of the larger than average percentage of black population in the corridor study area than in the City or Parish of Lafayette.

A freeway, particularly if it is elevated, could be expected to hasten a change in land use in the area between the Evangeline Thruway and the Southern Pacific railroad. The logical transition for the area would be from the present residential and commercial uses to additional industrial and highway-oriented commercial uses. These more rapid changes in land use would result in a faster pace of redistribution of population. The extent and timing of the changes would depend upon whether there is a concerted effort to implement the Growth Management Program for CBD or other organized development/redevelopment proposals.

Table 4-1

POPULATION AND RACIAL COMPOSITION

	1980		1990	
	Total Population	% Black	Total Population	% Black
Census Tract 1	2,193	32.6	2,759	40.2
Census Tract 2	5,003	72.5	3,002	83.5
Census Tract 11	6,839	35.6	6,261	52.9
Lafayette Parish	150,017	20.2	164,762	22.4

Source: U.S. Bureau of Census, 1980, 1990.

4.2.2.c RELOCATIONS AND RIGHT-OF-WAY

General Procedures for Right-of-Way and Displacement Analysis

An important factor that has been and will continue to be considered on the I-49 Connector project is Title VI of the civil Rights Act of 1964. Under Title VI, no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Any individuals and families dislocated by the project would be relocated in accordance with the provisions of the Uniform Relocation and Land Acquisition Policies Act of 1970 and Amendments of 1987.

For the I-49 Connector, the basis for determining residential, business, and non-profit organization displacements involved several procedures. The first task performed was a field inventory of all structures in the corridor that potentially would be dislocated by the project. Each structure was identified on 1" = 100' aerial photography and referenced to the inventory, which included the type of structure, name of the business, standard land use classification code, and other pertinent information. A separate task included an approximate delineation of the right-of-way requirements for each of the proposed alternatives, based on the conceptual layouts shown in Appendix A. Once the right-of-way limits were determined, they were superimposed on the land use map of the corridor. The combination of these two elements of the project delineated those structures which would need to be dislocated for each of the alternatives.

A listing for each of the proposed alternatives was then developed denoting each of the residential units, businesses and nonprofit organizations which would be displaced. Utilizing this list, the third aspect was to estimate the fair market value, relocation expenses, and other related expenses which would be required for each of the dislocated structures. Specialists in the local real estate market were utilized for this task, and the dislocation costs were then tabulated. Section 4.2.2.c presents the results of these procedures. A graphical summary of the most prominent dislocations in the corridor which would be caused by each alternative is presented on Exhibit 4-1. Also shown are major features that would not be displaced but could be adversely impacted.

Residential Displacement Analyses

For each of the six alternatives on four alignments studied, Table 4-2 presents the housing and household characteristics, as well as the social composition of the displacees. As shown on Table 4-2, the approximate total number of residential displacements by each of the alternatives is as follows:

EA-1 Elevated	166
EA-1 Depressed	176
RR-3	140
RR-4	100
RR-5 Elevated	206
RR-5 Depressed	216

For EA-1 and RR-5, displacements for the depressed alternatives are slightly more than the elevated because the depressed alternatives would require several areas of right-of-way acquisition along the outside of the parallel roadways (existing northbound and southbound Thruway).

LEGEND OF DISPLACEMENTS & MAJOR IMPACTS

	EA-1	RR-3	RR-4	RR-5
MAJOR EMPLOYERS				
1. Acadian Dodge		●		●
2. Chastant Brothers, Inc.		●		●
3. Schilling Distributors		●		
4. Conco Food Distributors		●	●	
5. Church Hill Truck Lines		●	●	
6. Broussard Feed Store		●	●	
GOVERNMENT FACILITIES				
7. City of Lafayette Transit Garage		●		●
8. Gateway Lafayette (see note 1)	●	●	●	●
CHURCHES				
9. St. Patrick's				●
10. St. Genevieve	○			○
11. Christ the King	●	●	●	●
SCHOOLS				
12. St. Genevieve Elementary	○			○
OTHER				
13. Acadiana Nursing Home	●			●
14. Beaver Park (Potential Noise Increase)	○		○	
15. Sterling Grove Historic District (Potential Noise Increase And Visual Impacts)	○	○	○	○
16. Commercial Area Adjacent To Freeway	○	○	○	○

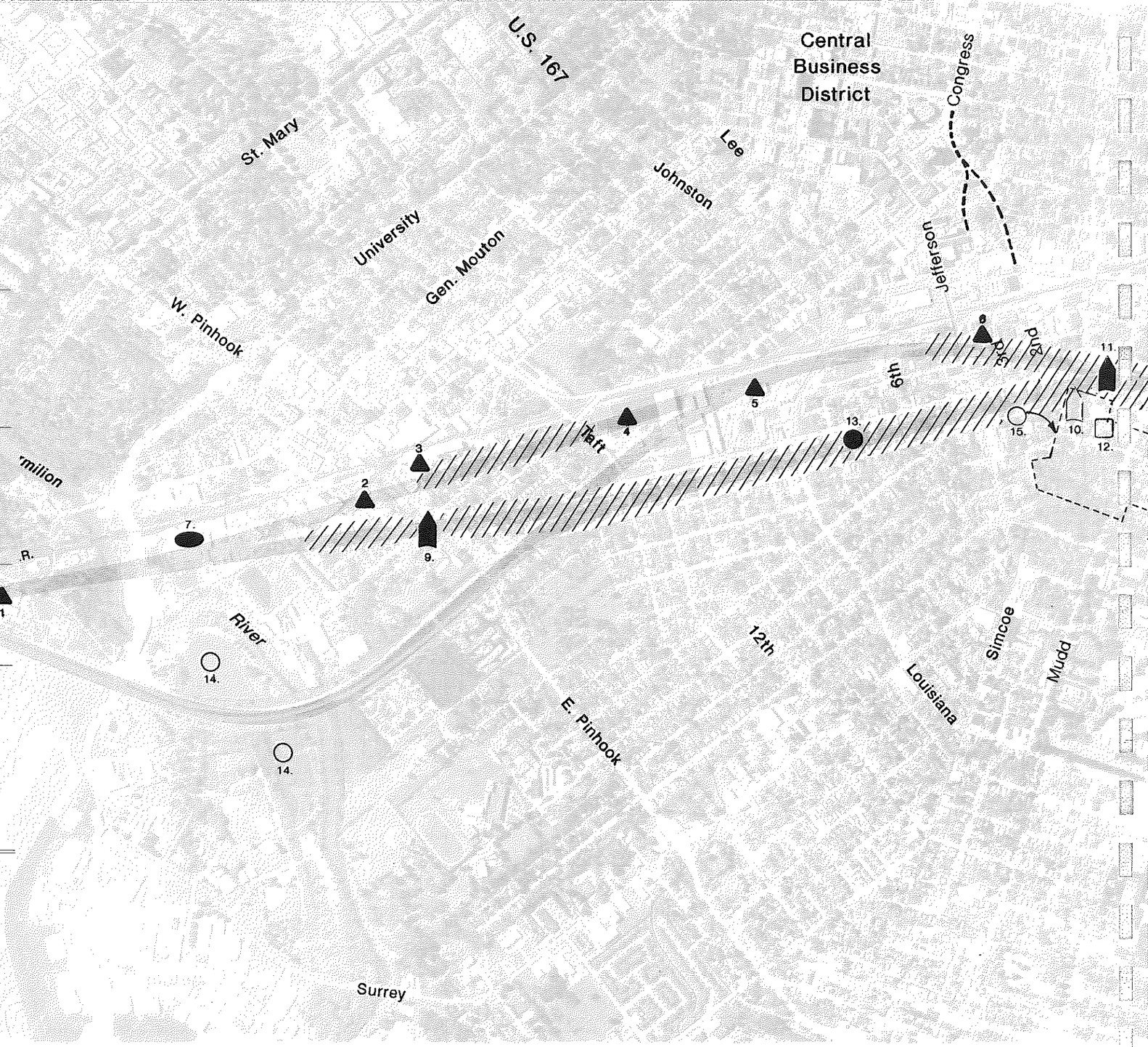
Note 1: Gateway could remain for the wide median freeway alternative (subalternative 'D').

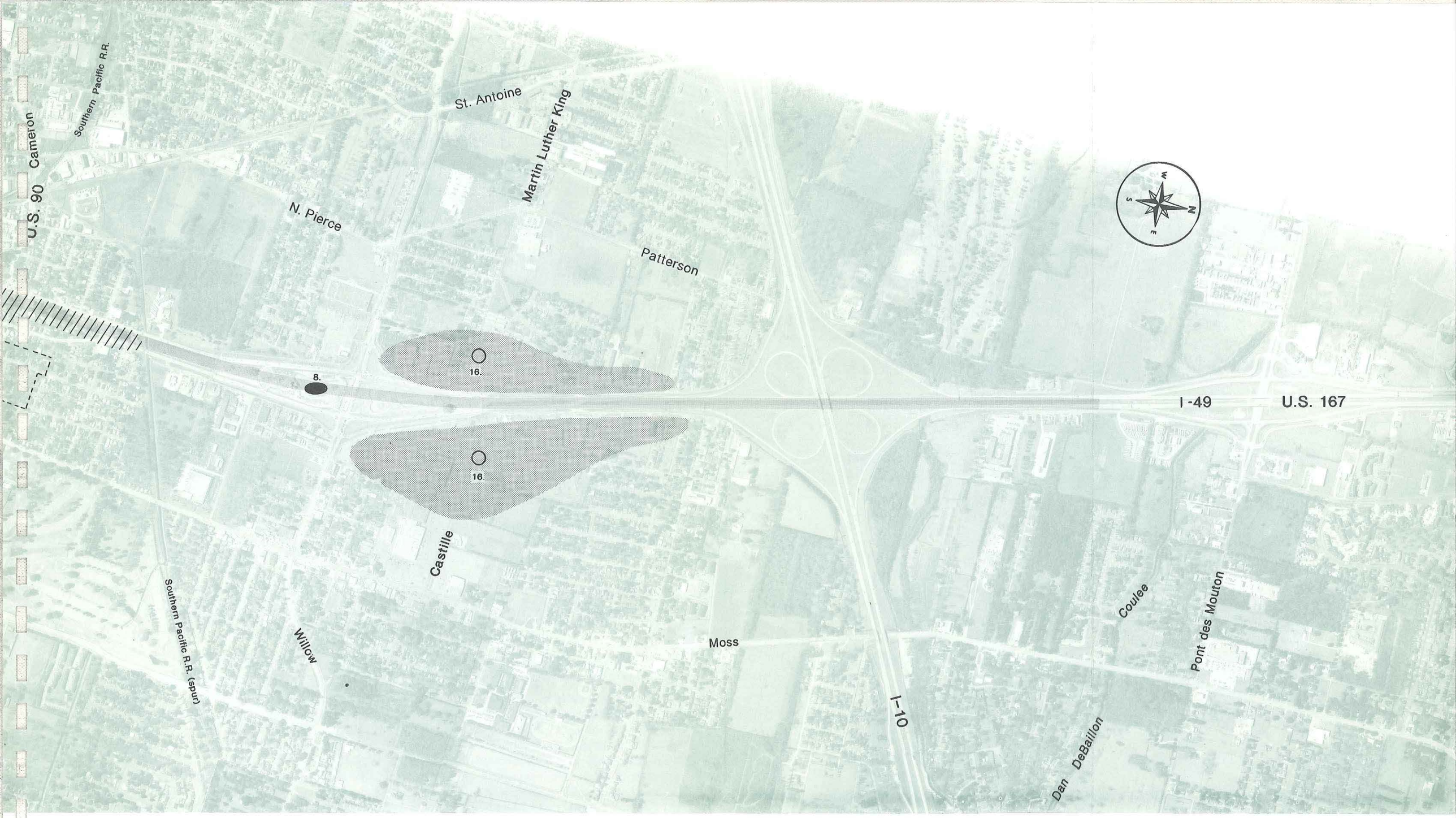
● Required Dislocation

○ No Dislocation, Potential Adverse Impact

Areas of Residential Displacement (some mixed with small Businesses)

Commercial Area Adjacent to Freeway (with access revisions by proposed project)





0 1000 2000
SCALE IN FEET

Exhibit 4-1
SOCIOECONOMIC IMPACTS

Table 4-2

CHARACTERISTICS OF RESIDENTIAL DISPLACEMENTS BY PROPOSED ALTERNATIVE

	EA-1 Elevated	EA-1 Depressed	RR-3	RR-4	RR-5 Elevated	RR-5 Depressed
TOTAL EACH						
Residential Units	166	176	140	100	206	216
No. of Persons Displaced	384	407	324	231	476	499
Owner-Occupied Units	79	84	84	53	102	107
Minority Owners	35	37	35	19	58	60
Tenant-Occupied Units	87	92	56	47	104	109
Minority Tenants	47	50	21	24	55	58
HOUSEHOLD HEADS						
Elderly	66	70	32	45	105	109
Female	100	106	40	60	139	145
Handicapped	16	17	5	0	16	17
INCOME SOURCE						
Social Security	60	64	32	45	77	81
Self-Employed	15	16	15	0	19	20
Unemployment Compensated	7	7	30	20	26	26
Employed	84	89	63	35	74	79
No Income	0	0	0	0	10	10

Source: I-49 Connector Study Team, 1991 and U.S. Census

Table 4-2 indicates the estimated number of persons displaced (based on 1990 Census average occupancy rates in the study area) and breaks down the residential unit displacements by those which are owner-occupied or renter-occupied, with a further subdivision of minority owners and tenants. In addition, information regarding the head of household (elderly, female and handicapped) is presented. For informational purposes, the income sources for the residential units that would be displaced is provided.

Business Displacement Analysis

Table 4-3 presents the estimated number of businesses by types which would be displaced by each of the proposed

Table 4-3

BUSINESS AND EMPLOYEE DISPLACEMENTS BY TYPE FOR PROPOSED ALTERNATIVES

TYPES OF BUSINESS	EA-1 Elev.	EA-1 Dep.	RR-3	RR-4	RR-5 Elev.	RR-5 Dep.
Manufacturing, Food	0	0	1 (0)	0	1(0)	1(0)
Wholesale Trade	0	0	3(258)	2(148)	0	0
Retail Trade Building Material	0	0	1(0)	1(0)	0	0
Retail Trade Feed And Seed	0	0	2(30)	1(11)	0	0
Retail Trade Food	1(10)	1(10)	3(19)	2(13)	1(10)	1(10)
Retail Trade Beer	3(7)	3(7)	0	0	3(7)	3(7)
Retail Trade Auto	3(8)	3(8)	4(53)	3(8)	4(53)	4(53)
Retail Gasoline	6(60)	10(106)	2(24)	4(36)	4(48)	8(94)
Retail Eat And Drink	3(58)	3(58)	1(20)	1(20)	3(58)	3(58)
Retail Other	16(78)	17(79)	17(83)	16(67)	16(89)	17(90)
Finance, Insurance Service	1(1)	1(5)	1(5)	0	1(5)	1(5)
Professional Service	0	0	2(12)	2(12)	0	0
Motor Vehicle Transportation	0	0	1(10)	110)	0	0
Government Service	0	0	1(180)*	0	1(180)*	1(180)
Other Service**	10(101)	13(17)	11(58)	10(58)	14(172)	17(188)
Total Businesses	43(327)	51(390)	50(752)	43(383)	48(622)	56(685)

Note: Numbers in parenthesis represent employees displaced.

* City of Lafayette Transit Garage/Public Works Facility

** Other Service includes such businesses as beauty shops, barbers, clothes cleaners, auto repair shops, other repair shops, locksmiths, pest control, dance school, and print shop, etc.

Source: I-49 Connector Study Team, 1991.

alternatives. Unlike the number of residential units displaced by each alternative, the disparity in the total number of businesses displaced would not be great. However, each proposed alternative would impact a partially different set of businesses.

It is estimated that the EA-1 elevated alternative would displace 43 businesses ofwhich 41 employ fewer than 25 persons. The other two businesses employ between 25 and 75 persons. It is estimated that 327 employees would be displaced. EA-1 depressed would displace eight additional businesses (all of which employ fewer than 25 persons) and 63 additional employees.

RR-3 would displace 50 businesses of which 46 employ fewer than 25 persons. The other four businesses employ over 75 persons (included here is the City of Lafayette's Transit Garage which employs 180 persons). It is estimated that 752 employees would be displaced.

RR-4 would displace 43 businesses of which 42 employ fewer than 25 persons. The other business employs over 75 persons. It is estimated that 383 employees would be displaced.

The RR-5 elevated alternative would displace 48 businesses of which 43 employ fewer than 25 persons. Four businesses employ between 25 and 75 persons, while one employs more than 75 persons (the City of Lafayette Transit Garage). It is estimated that 622 employees would be displaced. Additional business displacements for RR-5 depressed would be the same as for EA-1 depressed (eight businesses and 63 employees).

Two of the alternatives, RR-3 and RR-5 would displace a public facility (the City of Lafayette Transit Garage). However, based on the nature of this complex, this facility necessarily would be re-established at a new location (through functional replacement or acquisition and relocation assistance), and these employees would have the opportunity to continue their jobs at a new location as a result of this project, according to City officials.

Non-Profit Organizations

Up to two churches could be displaced as a result of the proposed freeway (refer to Exhibit 4-1). All four of the alternatives would require the taking of Christ the King Roman Catholic Church located at 510 Northwest Evangeline Thruway. Another Roman Catholic Church, St. Patrick's Church, located at 406 East Pinhook Road would be dislocated by RR-5. In addition to St. Patrick's Church, a church community center located across the street would also be displaced. Each church is wood frame and comprises approximately 1,000 square feet.

If Subalternative C (shown on Plates 4b and 4d in Appendix A) is implemented, the Gateway Lafayette area, which lies in the median of the Evangeline Thruway, would also be dislocated as a result of the proposed project (refer to Exhibit 4-1). Use of LDOTD right-of-way for the Gateway is subject to a joint use agreement between the LDOTD and the Parish of Lafayette. The agreement is for a term of five years and can be terminated by either party at any time upon 90 days prior written notice. By this agreement, the Parish of Lafayette is unconditionally subject and subordinate to the right of the LDOTD to use the land for highway and other transportation purposes. In a resolution dated April 25, 1989, which was part of this joint use agreement, the Parish of Lafayette agreed to restore the right-of-way to its original condition should the LDOTD determine

that this right-of-way would be the most feasible route for the I-49 Connector. Therefore, the Gateway with associated visitors center buildings is not eligible for relocation assistance from the LDOTD. Refer to Appendix D for details of the joint use agreement.

Subalternative D (Plates 4a and 4c, Appendix A) presents an alignment alternative where the freeway bends around to follow the perimeter of Gateway. Some plantings on the edges likely would be removed, but the visitors center buildings and other components of Gateway would remain intact. The visitors center could continue to effectively function at its current location, although with a partially reduced visual presence as a result of the project. Long span bridges and other project design features could be utilized to lessen impacts and harmonize with the visual attractiveness of the area.

Summary of Dislocations

The project alternatives vary greatly in the total number of estimated dislocations required by each. Table 4-4 presents a summary by each of the alternatives of the total number of structures which would be required. As shown in the table, RR-4 would require the displacement of the fewest number of structures (144), while RR-5 depressed would require the most (274).

The total estimated right-of-way and relocation costs are presented for each alternative in Table 4-5. The estimated right-of-way and relocation costs include acquisition and relocation of all residences, businesses and non-profit

Table 4-4

SUMMARY OF ALL DISLOCATIONS
BY PROPOSED ALTERNATIVE

	EA-1 Elevated	EA-1 Depressed	RR-3	RR-4	RR-5 Elevated	RR-5 Depressed
Residential Structures	166 (384)	176 (407)	140 (324)	100 (231)	206 (476)	216 (499)
Business Structures	43 (327)	51 (390)	*50 (752)	43 (383)	*48 (622)	56 (685)
Non-Profit Organization	1	1	1	1	2	2
Total Structures	210	228	191	144	256	274

Note: Numbers in parenthesis represent residents or employees displaced.

* Includes the City of Lafayette Transit Garage/Public Works Facility.

Source: I-49 Connector Study Team, 1991

Table 4-5

DISLOCATION COSTS OF PROPOSED ALTERNATIVES
($ Millions)

	EA-1 Elevated	EA-1 Depressed	RR-3	RR-4	RR-5 Elevated	RR-5 Depressed
RESIDENTIAL						
Land	$ 1.3	$ 1.4	$ 1.3	$ 0.4	$ 2.4	$ 2.5
Improvements	4.0	4.3	3.5	1.8	6.5	6.7
Purchase Supplements	1.2	1.3	1.3	0.8	1.5	1.6
Rental Supplements	0.3	0.4	0.2	0.2	0.4	0.4
Moving/Dislocation Allowance	0.1	0.1	0.1	0.1	0.1	0.1
Last Resort Housing	1.6	1.7	0.8	0.6	2.0	2.2
Subtotal	$8.5	$9.2	$7.2	$ 3.9	$12.9	$13.5
BUSINESS						
Land	$ 0.9	$ 1.1	$ 4.1	$ 1.2	$ 3.7	$ 3.9
Improvements	2.9	3.6	15.7	5.3	12.8	13.5
Relocation Assistance	0.4	0.5	0.5	0.4	0.5	0.6
Subtotal	$4.2	$5.2	$20.3	$6.9	$17.0	$18.0
NON-PROFIT ORGANIZATION						
Land, Improvements, Relocation	$ 0.1	$ 0.1	$ 0.1	$ 0.1	$ 0.3	$ 0.3
VACANT LAND	$3.4	$3.4	$5.4	$4.5	$4.4	$4.4
Total Cost	$16.2	$17.9	$33.0	$15.4	$34.6	$36.2

Source: I-49 Connector Study Team, 1991.

organizations, as well as vacant land required for construction of the project. Total land acquisition requirements (in addition to existing right-of-way) amount to approximately 58 acres for EA-1 elevated, 59 acres for EA-1 depressed, 107 acres for RR-3, 64 acres for RR-4, 90 acres for RR-5 elevated, and 91 acres for RR-5 depressed.

Availability of Replacement Housing

A search of the local real estate market within an approximate three-mile radius of the study area revealed that the number of replacement units for sale to displaced owner-occupants was sufficient for owner-occupant relocation needs. As of May 1991, the local market had listed for sale 50 two-bedroom dwellings, 64 three-bedroom units and eight four-bedroom units. Prices for the two-bedroom homes ranged from $9,000 to $49,000; three-bedroom homes ranged from $12,000 to $58,000; and four-bedroom homes ranged from $38,000 to $56,000. The price ranges of these replacement units was slightly above the price range of the displaced units. However, each owner occupant may be eligible to receive up to $22,500 as a purchase supplement. These purchase supplements should make up the difference in price ranges between replacement units and displaced units. Therefore, the replacement housing units are currently within the price range that displaced owner occupants can afford.

As presented in Table 4-2, owner-occupied residential unit displacements would range from 53 to 107. Therefore, there should be sufficient housing in and around the study area for sale to meet the demand for replacement housing.

A search of the local rental market within the City of Lafayette revealed that replacement rental units for displaced tenants was insufficient for tenant's relocation needs. The local market listed 14 two-bedroom dwellings and nine three-bedroom dwellings available in the city at that time. An interview with the director of the Lafayette Housing Authority was conducted, and he indicated that no housing is available within the Federal Housing Sector at this time.

Table 4-2 indicates tenant-occupied residential unit displacements would range from 47 to 109. The number of displaced rental units would exceed the current market supply of rental housing.

Mitigation of Housing Shortages

In compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments of 1987, displacees as a result of the I-49 Connector project would be entitled to relocation housing which is comparable to their housing prior to displacement. Should the local market be deficient in the availability of either comparable owner-occupant or rental property for project-related displacees at the time of project implementation, then Last Resort housing would be required as a part of the project. This would involve new housing construction or purchase/ rehabilitation of existing structures in the project area to ensure adequate, comparable, housing for displacees. Detailed studies and a Last Resort Housing Plan will be developed for the Final EIS, once an alternative has been selected for implementation. The Last Resort Plan would review programs such as HUD Section 8 allocations, FDIC/HUD/RTC repossession acquisition, homestead programs, or other programs identified to suit the needs of the displacees.

Availability of Replacement Space for Business Relocation

Businesses to be relocated can be divided into two categories: (1) businesses to which an exact location is not important and which could be relocated anywhere in the area; and (2) businesses which depend on a localized clientele, which must be relocated in the same neighborhood as their original sites.

It is doubtful that all displaced businesses would desire to remain in operation. Businesses that are small and have few employees would probably be less likely to relocate and continue business. Gasoline service stations would wish to relocate to a similar location on the Thruway, if space is available, or another high volume thoroughfare in Lafayette. Neighborhood-related businesses may have difficulty relocating because they depend on a location in the same neighborhood. They may also experience difficulty due to a reduced demand for their products as a result of the displacement of residential units. Commercial and industrial establishments which depend upon rail spurs necessarily will be restricted to relocation sites which have access to the railroad.

There would be 43 businesses displaced by the EA-1 elevated alternative (EA-1 depressed would displace eight additional businesses for a total of 51). Statistical data for the existing occupancy rates of commercial and industrial space in Lafayette indicates that relocation space is available, with the possible exception of six (elevated) to ten (depressed) gasoline service stations that are in the one-block area between the northbound and southbound Thruway.

RR-3 would result in 50 business displacements. Statistical data for existing occupancy rates of commercial and industrial spaces in Lafayette indicate space is available for these businesses with the possible exception of seven industrial or heavy commercial sites and two gasoline service stations. The seven industrial or heavy commercial sites are located along the Southern Pacific main tracks and utilize spur tracks within their operation. They include a beer distributor; two feed and seed distributors; a lumber wholesaler (presently closed); a transportation facility; a major food distribution center; and a meat processing plant (presently closed). Vacant, undeveloped land for possible relocation sites exists along the Southern Pacific mainline between the project area and the Town of Broussard (approximately eight miles to the southeast) and the area between the Towns of Scott and Duson (approximately eight miles west). There is a possibility that these businesses could re-establish outside of the limits of the City of Lafayette.

RR-4 would have 43 business displacements, with Lafayette apparently having replacement space available for all with the possible exception of four industrial/heavy commercial sites and four gasoline service stations. The four industrial or heavy commercial sites are located along the Southern Pacific main tracks. Two of these sites are a feed and seed distributor and a major food distribution center. The other two sites are a transportation facility and a lumber wholesaler (presently closed). Again, available space for relocation would be between the existing study area and the Town of Broussard (approximately eight miles to the southeast) and the area between the Towns of Scott and Duson (approximately eight miles west).

The RR-5 elevated alternative would result in the dislocation of 48 businesses (RR-5 depressed would displace eight additional businesses, for a total of 56). Generally, there is adequate space available in the area for the businesses to relocate. One industrial site (presently closed) would be removed and four to eight gasoline service stations, would be affected.

Relocation Assistance

Guidelines for the Relocation Assistance Program furnished by the State of Louisiana through the Department of Transportation and Development are in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments of 1987. This act requires that no federal-aid projects be approved unless safe, sanitary and decent housing is available within a reasonable period of time before persons are displaced; that such housing is within the financial means of those displaced; and that it is reasonably convenient to public services and centers of employment. The requirement to pay relocation assistance to displaced parties is applicable to the Federal-Aid Highway Program.

The purpose of the Relocation Assistance Program is to provide an orderly, timely and efficient relocation of persons and businesses and to supply information on services and payments that are available. The assistance includes relocation services and payments for eligible costs incidental to relocation. Payments are in addition to the payments for land, damages and improvements. These payments and services are to be provided without regard to race, color, religion, sex or national origin.

It is the policy of the Louisiana Department of Transportation and Development (LDOTD) that, to the greatest extent possible, no person lawfully occupying real property shall be required to move from their home, farm, business or non-profit organization location without a minimum 90 day written notice. Replacement housing that is safe, sanitary and decent shall be made available within the general area of the project, within a reasonable time prior to the scheduled move.

The State of Louisiana, through the LDOTD, acquires right-of-way by three procedures: (1) donation, (2) purchase, and (3) expropriation. The need for right-of-way is established by the design of the project. After the design has been approved, right-of-way plans are prepared showing the name of each property owner (residential, commercial, public and non-profit) whose property is affected by the proposed construction of the project and the area required from each owner.

The Real Estate Section of the LDOTD includes an appraisal unit staffed by real estate appraisers. Each parcel of the required right-of-way is appraised by one or more staff appraisers or by independent professional appraisers. Owners of property to be acquired are notified of the LDOTD's intent to acquire and are given the opportunity to accompany the appraisers on the site visit. The appraisers will not negotiate or discuss values with the property owner and, in fact, are specifically prohibited from doing so. For property estimated to have a value at $2500 or less, the Real Estate Section has initiated a procedure where by the property is not necessarily appraised (another procedure, known as Non-Appraisal Value Estimate, is prepared). Using the appraisal (or appraisals) as a guide, the LDOTD sets

REPLACEMENT HOUSING PAYMENT LIMITS

180-DAY OWNER/OCCUPANT

Purchase Supplement

Non-Last Resort	Last Resort
$22,500	*Amount Necessary*

Rent Supplement

Non-Last Resort	Last Resort
$5,250	*Up to Purchase Supplement Offer*

Down Payment
Not eligible

90-DAY OWNER/OCCUPANT

Rent Supplement

Non-Last Resort	Last Resort
$5,250	*Amount Necessary*

Down Payment

Non-Last Resort	Last Resort
Lower of $5,250, rent supplement, or what displacee would have received if a 180-Day Owner.	*Lower of rent supplement offer or what displacee would have received as a 180-Day Owner.*

90-DAY TENANT

Rent Supplement

Non-Last Resort	Last Resort
$5,250	*Amount Necessary*

Down Payment

Non-Last Resort	Last Resort
$5,250	*Up to rent supplement offer*

SHORT TERM OCCUPANTS
SUBSEQUENT OCCUPANTS (DISPLACED)

Rent Supplement (Always Last Resort)
Must meet financial means. Maximum entitlement is 42 x the difference between the monthly rent and utilities at a comparable dwelling and 30% of the displacee's average monthly household income.

Down Payment (Always Last Resort)
Up to Rent Supplement Offer

the amount of just compensation due the property owner. The LDOTD's real estate agent arranges to meet with the property owner, presents a draft of the Act of Sale and explains in detail the LDOTD's offer to purchase. There are also relocation assistance benefits to which certain property owners may be entitled. The LDOTD's real estate agent will evaluate the displacee's need, if any, for relocation assistance.

For the I-49 Connector project, a relocation assistance office would be established in the study area to provide assistance to displacees. The assistance would consist of locating safe, sanitary and decent replacement housing for residential displacees which is within the financial means of the dislocated individual or family. Assistance would also include help in securing loans, public housing accommodations, moving bids, etc. Assistance would also be given to businesses, farming operations and non-profit organizations in finding and relocating into replacement quarters.

The two types of payments for which relocatees may be eligible are: (1) moving costs, and (2) replacement housing. Housing costs may also include incidental payments in buying replacement property and increased interest costs. The relocation assistance for which residents may be eligible is described in the table on Replacement Housing Payments Limits (p. 4-24).

The relocation assistance to businesses provides for:

- Relocation advisory assistance;
- Payment for actual reasonable expenses in moving the business;
- Payment for actual reasonable expenses in searching for a replacement business, not to exceed $1,000;
- Payment for actual expenses incurred in relocating and re-establishing the business, not to exceed $10,000;
- Payment for actual direct losses of tangible personal property in moving or discontinuing business; and
- In lieu of the moving cost payments listed above, an owner with a discontinued or relocated business may be eligible for a payment equal to its average annual net earnings, to be not less than $1,000 or more than $20,000, if it can be shown that the business cannot be relocated without a substantial loss of its existing patronage.

4.2.2.d Economic Impacts

Direct economic impacts of highway construction are related to expenditures for construction and maintenance, cost savings to motorists through their use of the new facility, initial loss of tax revenue as a result of land being removed from the tax rolls, and the displacement of businesses.

Construction Costs

The construction of highway improvements injects a direct temporary stimulus into the economy by the provision of construction expenses and labor. This stimulus would not be realized with the no-build alternative.

The preliminary construction cost (excluding acquisitions) of each of the freeway alternatives is as follows:

Alignment	Construction Cost (Millions)
EA-1 (Elevated)	$131-143
EA-1 (Depressed)	$141-153
RR-3	$162-173
RR-4	$138-150
RR-5 (Elevated)	$155-166
RR-5 (Depressed)	$164-175

Source: I-49 Connector Study Team, 1991

Regional Economic Impacts of Build Alternatives

Highway improvements generate changes in the functioning of an economy. To some extent, the welfare and/or income position of some individuals and/or firms would be altered. The effects can be beneficial or adverse. Rarely are economic impacts of a project clearly all beneficial or all harmful in a community. Usually, some people gain, and others incur added costs.

Construction Stimulus

Construction activity itself would have a positive impact on the area's economy. The Road Information Program (TRIP) of Washington, D.C., a privately funded non-profit organization that researches, evaluates, and distributes economic and technical data on highway transportation issues, estimates that each $1 billion spent on highway construction generates a total of 41,600 jobs in all sectors of the economy in the first year. These include 7,700 jobs in manufacturing, 8,050 in services, 6,350 in retail trade, 2,270 in finance and real estate, 10,700 in direct highway construction, and 6,530 in other industries. The estimated construction cost of the proposed I-49 Connector project ranges from $131 million to $175 million (excluding property acquisition), depending upon the alternative and subalternatives chosen for implementation. Applying the TRIP numbers, construction of the proposed project could be expected to generate from 5,400 to 7,300 jobs over the construction period of which between 1,400 to 1,900 would be highway construction jobs (not all of these jobs would be in the Lafayette area).

User Costs

The proposed project would reduce user costs. User costs fall into three categories: vehicle operating cost, vehicle operator's time costs, and accident costs. Vehicles operating on a freeway through Lafayette would be operating at more efficient speeds and under less congested conditions than they would if the freeway were not built and they were operating on the present Evangeline Thruway, an arterial with at-grade signalized intersections. Motorists operating on a freeway would spend less time on the highway, representing a further cost-savings. In addition, the modern freeway is the safest form of thoroughfare. Therefore, upgrading the Evangeline Thruway in Lafayette should result in fewer accidents and reduced accident costs (refer to 4.2.2.d).

Accessibility

Improved accessibility is usually the single most important economic benefit arising from highway development. Highways, by altering the relative accessibility of different locations, play a significant role in the location decisions of firms and individuals.

Transportation intensive firms and businesses catering heavily to highway users or dependent on convenient access to major highways seek land near these highways with ready access. Many housing developments are also located to take advantage of the accessibility to jobs, shopping, and other household travel needs. Any such community growth must be considered in the context of the larger regional economy. If the community growth reflects primarily a relocation of economic activity, then the net economic benefits are much less than the immediate benefits to the local area itself.

Property Taxes

The direct impact of property removal from the tax rolls of the City and Parish of Lafayette has been assessed for each of the alignments. The fair market value of each parcel of property to be displaced was obtained and, based upon these values, the assessments were calculated according to the City and Parish taxing procedures.

When calculating the City of Lafayette's taxes, a 10% assessment is used for all residential land and improvements. For commercial property, a 10% assessment is used for land, while a 15% assessment is used for improvements. A millage of 17.47 is then placed on these assessments to determine taxes paid to the City of Lafayette.

When calculating Lafayette Parish taxes, a 10% assessment is used for all tenant-occupied residential land and improvements. A homestead exemption is in effect for all owner-occupied residential land and improvements in Lafayette Parish. According to this exemption, all owner-occupied residential property valued at less than $75,000 is exempt from Lafayette Parish taxes. Therefore, the displacement of owner-occupied housing by the I-49 Connector will not remove any residential taxes from the Parish tax rolls. For commercial property, the same procedure used for City taxes is used for Parish taxes. A millage of 94.88 is then placed on these assessments to determine taxes paid to Lafayette Parish. The estimated amount of property taxes that would be removed from the City and Parish of Lafayette tax rolls is shown following:

Direct Property Tax Losses

Alternative	Annual Amount Of Taxes Removed	% Of Total Tax Revenues Removed
EA-1 Elev.	$ 72,000	.21%
EA-1 Dep.	$ 85,000	.25%
RR-3	$160,000	.47%
RR-4	$118,000	.34%
RR-5 Elev.	$106,000	.31%
RR-5 Dep.	$119,000	.35%

In the unlikely event all acquired businesses chose not to re-establish at a new location, the loss to City and Parish property tax income would be less than one percent of current total property tax revenues. Long term gains or losses in property taxes could result depending on the success of the project in stimulating redevelopment in the corridor.

Sales Taxes

Consultation with the Lafayette Parish School Board indicates that the estimated direct sales tax losses to the City, Parish, and School Board due to removal of businesses would be as follows:

Direct Sales Tax Losses

Alternative	Annual Amount Of Taxes Removed	% Of Total Tax Revenues Removed
EA-1 Elev.	$226,000	.39%
EA-1 Dep.	$247,000	.42%
RR-3	$213,000	.37%
RR-4	$151,000	.26%
RR-5 Elev.	$364,000	.63%
RR-5 Dep.	$385,000	.66%

The sales tax losses shown would be for the unlikely event that all acquired businesses chose not to re-establish at a new location.

Initially, there is a possibility that sales and thus sales taxes could decline for some businesses in the corridor that are not displaced. In the long term, the increase in drive-by traffic because of the project may offset any initial losses which could occur due to unfamiliar circulation and access patterns. The increase in traffic could increase sales (and sales tax revenues) for many businesses, especially if the project stimulated redevelopment in the corridor.

Impacts on Existing Highway-Related Businesses in the Corridor

Many businesses in the corridor rely on customers who choose where to do business by way of convenient accessibility. Convenient accessibility for drive-by traffic is considered essential by these business if they are to remain viable.

Willow Street Area

In the area between Willow Street and I-10, many highway-related businesses are along both frontage roads flanking the Evangeline Thruway, with residential areas set back from the highway. At present, these businesses depend on access which is provided by two crossing roads and two median openings connecting the Thruway to the frontage roads and surrounding areas. The crossing roads providing full access are at Donlon Avenue and Willow Street, while Castille Avenue and Chalmette Drive provide median openings where partial movements are provided from the Thruway to the frontage roads, and vice-versa.

In the Willow Street area, all of the proposed alternatives are on the same alignment as the existing Evangeline Thruway. Right-of-way requirements for all of the alternatives do not require business displacements. An interchange located at Willow Street is proposed to be provided in this area, with the freeway overpass fully on structure to provide visibility to and from the built-up business and residential communities on each side of the Thruway. This would be expected to result in fewer real and/or perceived divisive impacts of the project when compared to an alternative on built up embankment. The Thruway frontage road connections at Chalmette Drive and Castille Avenue would be closed (Donlon Avenue also would be severed for the depressed freeway alternatives). Under Subalternative F, Martin Luther King Drive is being considered to connect with Castille Avenue, including at-grade intersection connections to the frontage roads.

Local access and traffic circulation in the area would be provided on the proposed one-way parallel roadways south of Willow Street. South of Willow, features of the one-way system such as free flow turnarounds in advance of signalized intersections (and other features as described in Chapter 2 and shown on Exhibits 2-4 and 2-5) would allow access to businesses at least equal to, and

perhaps better than, that provided by the existing roadway.

North of Willow Street, Subalternative E would continue to utilize the existing two-way frontage roads. In this area, the removal of the two existing median openings coupled with other aspects of Subalternative E could reduce the level of access and thus the viability of businesses in the corridor. The local road network does not provide any streets parallel to the freeway that would be attractive to drivers and could serve to improve traffic circulation patterns. South of I-10, the closest continuous streets are Moss Street (2200' east) and Patterson Street (1600' west).

Subalternative F would allow for 1) the extension of the one-way parallel roadway system to the north side of Willow Street, 2) the free flow circulation and U-turns to and from each side of the freeway, 3) the realignment and connection of Martin Luther King Drive to Castille Avenue, and 4) the reduction of traffic volumes and number of intersections on Willow Street. From these standpoints, Subalternative F would be more functional in minimizing impacts on highway related businesses in the corridor area between Willow Street and I-10. However, as a continuously elevated freeway with high visibility, Subalternative F in the Willow Street area could be considered as more imposing and potentially less visually pleasing than Subalternative E (at-grade freeway).

Refer to Exhibit 4-1 for the general location of the areas each side of the Thruway which have been discussed above.

Central Core Area

In the corridor area south of the Southern Pacific spur, impacts to existing highway-related businesses vary with each alignment. If EA-1 or RR-5 (elevated or depressed) was implemented, small businesses in the central core area would be displaced. The relocation of these businesses may be difficult due to the built-up nature of the corridor area. Other highway-related businesses such as gasoline retailers that remain along the parallel roadways would rely upon customers traveling on the I-49 Connector. The visibility of these businesses to freeway travelers would be restricted by either of the elevated or depressed freeway alternatives.

If RR-3 or RR-4 was implemented, small businesses in the central core area would not be dislocated, instead remaining along the existing Evangeline Thruway (which would be used as a parallel land service roadway). The location of these businesses, out of sight of motorists traveling on a new-alignment freeway, could put them at a disadvantage in capturing drive-by traffic or capturing patrons who may perceive inconvenience in traveling off the freeway alignment to the existing Thruway.

Impacts on the CBD

Impacts on the central business district are difficult to predict with any degree of assurance. The CBD has shown steady decline ever since decentralization began to occur in Lafayette in the mid-20th Century. Nevertheless, the CBD still has the largest concentration of jobs and

investment of buildings in Lafayette. One of the major problems reported in the Downtown Development Authority (DDA) Growth Management Program study is the lack of accessibility. To the extent that improved accessibility to the CBD will foster revitalization, the I-49 Connector can be considered a positive impact and in this regard is compatible with the DDA's growth program. Some urban planners believe that the improved accessibility provided by modern freeways has encouraged the proliferation of suburban commercial development at the expense of CBD areas.

The I-49 Connector would make it easier for motorists to travel from north or south Lafayette Parish to the CBD. Due to the prevalence of low buildings, the Lafayette CBD, also known as Lafayette Centre, is not highly visible from the Evangeline Thruway. The proposed project offers an opportunity to improve the motorists' awareness of its existence. Through cooperative efforts of state and local agencies, special treatments could be included in the design of highway structures to call attention that the motorist has entered Lafayette Centre, a unique area. Such special treatments could be included in the Mudd Avenue, Simcoe Street, Second Street, Third Street, Jefferson Street, and Johnston Street areas.

The proposed project may be more of a barrier, at least psychologically, than the present Evangeline Thruway. This would be particularly true if the facility is elevated, thus dominating the scale of the coastal plain area with its one- and two-story buildings. An elevated freeway in the present Evangeline Thruway median could be perceived as creating a second barrier between the central business district and the residential area to the east (this may not be undesirable from the perspective of CBD interests). The other barrier is the Southern Pacific main tracks. The project could be implemented successfully if the design of the transportation facility were coordinated with planning by the City for the surrounding corridor area. Further, it would be necessary for the city to initiate development controls designed to encourage appropriate development and redevelopment in the corridor and surrounding areas which have been stagnant or experienced decline since 1970.

4.2.2.e AASHTO Benefit-Cost Assessment

Previous projects designed to alleviate congestion on an existing highway have demonstrated that direct user benefits are often accrued. In accordance with procedures specified by the American Association of State Highway and Transportation Officials (AASHTO) to determine these benefits, the I-49 Connector falls in this category.

When estimating the potential benefits of a highway, the AASHTO procedure, detailed in A Manual On User Benefit Analysis Of Highway And Bus-Transit Improvements, 1977, considers direct user benefits: travel time savings, vehicle operating cost savings, and accident reduction costs (AASHTO, 1977). The aggregate of these benefits over the design life of the project, added to any residual value that a highway may have at the end of the design period, is then compared to the capital cost of construction of the project, plus maintenance, to determine the benefit-cost ratio. Other commonly recognized tangible and sometimes intangible economic benefits of highway construction (such as the direct economic stimulus of construction labor expenditures or indirect

growth due to enhancement of the economic environment) are not considered by the AASHTO procedure. Thus, resulting benefit-cost ratios can be considered somewhat lower than a true indicator of the benefit of a particular project.

Direct user benefits tabulated for the I-49 Connector have been determined by comparing estimated travel times, running costs, and accident costs through the year 2015 for the no-build and freeway alternatives, with an additional allowance for the value of the highway improvement at the end of the analysis period (residual value). Benefits have been estimated to begin accruing in the year 2000. Some of the factors used in the derivation of benefits include:

- Average time savings: 7 minutes per trip in year 2000; 11 minutes per trip in design year 2015
- Average value of time: $6.31 per vehicle hour
- Average value of running costs: $182 per 1000 vehicle miles
- Operating speed: 60 mph
- Change in accident or fatalities cost: $16.42 per 1000 vehicle miles
- Residual value of highway components in 2015: 0%
- Residual value of bridge components in 2015: 50%

Resulting direct average annual benefits would be $20 million, with the bulk of this accruing due to travel time savings afforded by the freeway. Additionally, the residual value of the project would average $2.9 million annually. Average annual costs based on a project construction cost of $161 million would be $11.4 million, which includes a $600,000 annual allowance for increased highway maintenance.

These benefits and costs yield an AASHTO benefit-cost ratio of 2.8 to 1 for the I-49 Connector project. B-C ratios higher than 1.0 are considered indicative of a worthy project, according to the AASHTO procedure.

4.2.3 PUBLIC FACILITIES AND SERVICES

Parks

Section 3.2.4 described ten recreational parks and other facilities within the vicinity of the proposed project (nine existing and one planned). Each of the facilities are protected by Section 4(f) of 49 U.S.C. 303 with many also protected by Section 6(f)(3) of the Land and Water Conservation Fund Act. These facilities are listed below:

- Vermilionville Cultural Center
- Jean Lafitte National Park (planned)
- Beaver Park
- Heymann Park
- Lil Woods Playground
- Parc de Lafayette
- Dorsey Playground/Donlon Park
- St. Anthony Playground
- Domingue Park (City Park)
- Girard Park

None of the alternatives of the proposed project would require acquisition of any park lands. According to federal definition, noise impacts would be expected at Beaver Park for Alternatives EA-1 (elevated and depressed) and RR-4. The noise would not appear to

substantially alter or impair the purpose of the park (refer to Section 4.2.7 for noise study details). In general, recreation areas in the corridor would be positively impacted due to the improved accessibility, with increased usage possible once the project is complete.

Based on the anticipated impacts to parks due to the project as discussed above, 4(f) and 6(f) Statements would not be required.

Non-profit and Government Facilities

The various alternatives of the I-49 Connector project have the possibility of displacing as many as three non-profit organizations and government facilities. These potential displacements of public facilities include:

- Christ the King Church - 510 Northwest Evangeline Thruway (displaced under each alternative)
- St. Patrick's Church - 107 Petro Drive
- City of Lafayette Transit Garage - 1515 East University Avenue

Table 4-6 depicts possible displacements of these facilities by the various alternatives. Though not displaced by any of the alternatives, St. Genevieve Church would experience noise impacts under each alternative (although to a lesser degree by the depressed freeway; see Section 4.2.7). Also, a portion of the property which is the site of the Louisiana Department of Motor Vehicles Driver's License Office (near University) would be acquired for alternatives RR-3 and RR-5 (no dislocation of the building required).

Fire, Police, Hospitals

On a regional scale, the I-49 Connector would improve access to nearly all public facilities in and around the study area. Police and fire protection could improve due to the decrease in travel time afforded by the freeway. Access to hospitals would improve for areas north and south of Lafayette.

Table 4-6

PUBLIC FACILITY DISPLACEMENTS
BY PROPOSED ALTERNATIVE

	EA-1 Elevated	EA-1 Depressed	RR-3	RR-4	RR-5 Elevated	RR-5 Depressed
Christ The King Church	●	●	●	●	●	●
St. Patrick's Church					●	●
City Of Lafayette Transit Garage			●		●	●

Source: I-49 Connector Study Team, 1991

Bus Service

Bus operations may be interrupted to a mild degree during the construction phase of the project. Those areas where the project might conflict with existing bus facilities include bus routes northbound on the Evangeline Thruway between Twelfth Street and Donlon Avenue, on Jefferson Street and on Johnston Street/Louisiana Avenue.

Schools

Service boundaries of three public elementary schools, two middle schools and two high schools are currently crossed by the existing Thruway and would be traversed by any of the proposed alignments. Elementary school districts crossed are Alice Boucher, J.W. Faulk and Vermilion Elementary. Middle school districts bisected are N.P. Moss and Paul Breaux. High school districts split are Northside and Comeaux High. The I-49 Connector would not increase walking or driving time because many under/over streets will be maintained across the freeway. Walking and driving distances created by any of the proposed alternatives would be similar to the existing distances caused by the Evangeline Thruway. Most of the through traffic would be directed to the freeway and would decrease traffic volumes on the parallel roadways and crossing streets. This environment would be safer for children walking to school as well as all pedestrians. The connection of Martin Luther King Drive to Castille Avenue as proposed under Subalternative F could introduce more traffic on Martin Luther King in front of the Gethsemane Elementary School, with no appreciable impacts anticipated (as discussed with city traffic officials).

According to the federal definition, noise impacts (unless mitigated) would be expected at the LeRosen Special Education Center for Alternatives EA-1 (elevated and depressed), RR-4, and RR-5 (elevated only). Noise impacts would be expected at St. Genevieve Elementary for all alternatives (the noise level at the school is currently at or above the threshold considered to be an impact; refer to Section 4.2.7).

4.2.4 CULTURAL RESOURCES

In coordination with the State Historic Preservation Officer (SHPO), three buildings in the corridor study area not currently on the National Register of Historic Places have been determined potentially eligible for inclusion on the Register. As shown on Exhibit 3-12, these are:

- Wallis Estate
- Old Railroad Depot
- Creighton House
- Arcenaux House

None of these three structures would be dislocated or otherwise adversely impacted by any of the project alternatives (although some right-of-way may be required along the Kaliste Saloom frontage of the Wallis Estate).

Two potentially archaeologically historic sites (original site of Creighton House and Ile Copale & Civil War Bivouac Area) are located in the corridor study area and also would not be impacted by the proposed project.

The Sterling Grove Historic District, listed on the National Register, fronts on the northbound Thruway near Simcoe Street. Although no buildings would be dislocated or property acquired, several buildings of

the District would experience noise and other proximity impacts due to the presence of the freeway. St. Genevieve Catholic Church (located near Simcoe Street and the northbound Thruway and included in the District) would be particularly impacted due to the narrow corridor in front of the church. Noise impacts would be expected for each alternative, with noise levels for the depressed options less severe (existing noise levels for sites fronting the Thruway have generally been observed to exceed the threshold which is considered to be on impact; the church is an exception because of its location in the low-speed curve). Visual and proximity impacts would be most pronounced for Alternatives EA-1 and RR-5 elevated. RR-3 and RR-4 are further removed from the face of the church as they begin a new alignment and therefore would not be as intrusive as EA-1 and RR-5 elevated.

The visual dominance of the depressed freeway alternatives for EA-1 and RR-5 would be less than for the elevated freeway alternatives in the area of the church and Historic District. The depressed freeway requires a total of approximately 250' of retaining wall (varying in height from 0' to 4' above existing ground) along Simcoe Street and the northbound Thruway on the west side of the church, and thus visually impacts the church in a different way (no access would be restricted by this wall). On balance, the visual impacts of the depressed alternatives are considered less than for the elevated alternatives.

Refer to Exhibit 3-12 for the relationship of the Sterling Grove Historic District to the proposed alignments.

Noise and visual impacts which may occur near the corner of Simcoe and the northbound Thruway should not have a substantive effect on the character of the Historic District as a whole, which extends several blocks deep off the Thruway. Most locations in the District off the Thruway would not have continuous line of sight to either an elevated or depressed freeway. In general, locations off the Thruway may experience less noise for the depressed alternative due to the "acoustic shadow" effect (refer to 4.2.7.c). Should the project influence the quality of the surrounding environment, then this could have a positive or adverse effect on the Historic District.

Based on the above evaluations, it does not appear that a 4(f) Statement would be required for the potential historic sites or the existing Sterling Grove Historic District prior to implementation of the project.

4.2.5 SECTION 4(f) AND 6(f) STATEMENTS

At this time, it has been concluded that no publicly owned public parks, recreation areas, wildlife refuges, or cultural resources would be impacted by the proposed project such that 4(f) and 6(f) Statements would be required. Should design details as developed during the Final EIS cause impacts which are not currently apparent, 4(f) and 6(f) applicability would be reviewed and statements prepared, if warranted.

4.2.6 AESTHETICS AND JOINT DEVELOPMENT

4.2.6.a Highway Design and Visual Qualities

Aesthetic values are determined by the highly variable and often very subjective

responses of individuals to physical objects in their surroundings. The development of large public facilities, such as major highway improvements, will have an impact on the aesthetic quality and identity of the surroundings, and therefore, whether positive or negative, can alter the values which individuals ascribe to specific objects or areas. The urban freeway may generate visual and functional coherence in the lines and forms constituting the urban pattern. In addition, the human sensory response to the highway improvement is related to one's comfort, health, and safety, and is manifest in the feelings of pleasure or stress. There is no question that a project of the magnitude of the proposed I-49 Connector will be perceived by people to have an aesthetic and visual effect.

From 25 percent to 30 percent of the land in our nation's cities is devoted to transportation (Klein, etal, 1971). In recognition of the large portion of the urban environment devoted to streets, highways, and parking facilities, the relationship of transportation facilities to the other components of the urban fabric is becoming more recognized as an important consideration.

Aesthetics plays a key role in how land, roadway, and visual appeal can be conceived harmoniously. It is the goal of the project to ensure that all elements of the transportation corridor will work together to offer an experience that is visually cohesive, compatible with the natural and urban scenery, and exhibit the unique historical features of the areas in which it lies. These features of the project could be developed in a way that would aid in the development and redevelopment of the corridor.

The proposed highway improvement would serve as the main entrance to the City of Lafayette and the gateway to Cajun Country. It should be designed to please the eye of both the person travelling the highway and the person who lives and works in the region.

For the person travelling the highway, the visual experience involves a sequential awareness of individual objects and views in various groupings. The objects and scenes in the visual field stimulate an aesthetic response through color, texture, and shape, and are perceived to varying degrees depending upon their scale-speed relationship. In contrast, the visual experience of individuals in areas adjacent to the roadway emanate from a static or fixed position. The view seen by these individuals, which relates more directly to considerations of scale than speed, changes much less dramatically.

It is the goal of the Louisiana Department of Transportation and Development, as the designing agency, working closely with local agencies, to incorporate this project into the existing setting with a minimum adverse effect on the surroundings. This would be accomplished through both design and construction techniques. Every effort would be made to design a facility that blends into its surroundings, that works with rather than against its surroundings, consistent with proper highway design criteria and other pertinent constraints. Appropriate attention to aesthetics would be a part of the design/construction process.

There are a number of aesthetic considerations that pertain to urban situations. A major urban highway should relate to the existing urban structure. It should be in proper alignment with the existing street pattern, and if possible, along existing urban barriers. A major highway should be located in a way that it does not create an undesirable barrier.

The new highway should avoid areas of unique character and quality. The uniqueness may be the result of historic value, architecture, the landscape, recreational merit, or the location of certain institutions. Mass plantings of vigorously growing, multiple-stemmed shrubs have been used previously to provide visual appeal. Further, an attractive highway development promotes quality landscape design on fronting properties.

Roadside development, which in an urban situation is a major part of the "view from the road", falls under the jurisdiction of the City of Lafayette. It will be desirable for the City to develop and implement a corridor ordinance to regulate private land uses and site planning along this and perhaps other entrance corridors if pleasing aesthetics, incorporating both the Connector highway and other urban features, are to be achieved, and to take full advantage of the aesthetics incorporated into the publicly financed elements of the corridor.

Visual Assessment of Alternatives

The existing Evangeline Thruway includes many of the characteristics that have come to epitomize the common commercial corridor, including the following:

- numerous large freestanding and portable signs;
- large expanses of unscreened surface parking in some areas;
- little or no landscaping of public or private property in some areas;
- few or no pedestrian improvements;
- above ground utilities and overhead lights;
- numerous poorly delineated and closely spaced driveway access points; and
- a generally uncoordinated approach to the design, location, and planning of various public and private improvements.

No-Build Alternative

Lafayette can be characterized as a low rise city on a flat coastal plain. The Evangeline Thruway is an at-grade divided arterial. From the vicinity of Pinhook Street north to the Southern Pacific Breaux Bridge rail spur, the two one-way roadways are spaced one block apart, separated by residential and commercial land development. Buildings are generally one or two stories in height. Splitting the alignment has reduced the apparent size of the thoroughfare, reducing the visual obtrusiveness. However, this feature has also spread the impacts of noise and has created a median that is not desirable for residential living and limits commercial development.

Gateway Lafayette, a visitor's information center and large landscaped area, lies in the existing wide median area north and south of Willow Street. The area currently provides visual appeal and would continue to do so as young live oak and other trees mature over time (contingent on proper maintenance and extension of the LDOTD/FHWA/Lafayette Parish joint use agreement allowing the use of highway right-of-way). The no-build alternative would probably require removal of the attractive large live oak tree at the north end of Gateway in order to implement additional mainline lanes in the area.

EA-1 Elevated and Depressed (Existing Alignment)

The freeway concept for these alternatives includes flanking parallel roadways for the length of the proposed project, with periodic slip ramp connections. The freeway would either be elevated or depressed in the central core area. It would either be at-grade or elevated north of Willow Street with either a normal or wide median in the area of Willow Street and Gateway, depending on which subalternatives are chosen for implementation. The parallel roadways would be at-grade.

An elevated freeway would be a dominant structure through the entire central core portion of the project. Such a highway would be visually dominating when considered in context of the flat terrain and one- and two-story building surroundings. A depressed freeway in the central core area offers the potential to be visually and perceptually less obtrusive and may provide a better opportunity for smoothly integrating the highway into its urban surroundings through appropriate aesthetic treatments of highway design elements and acquired right-of-way.

North of Willow Street a continuously elevated freeway is being considered to facilitate the movement of traffic to and from the abutting commercial areas. The elevated freeway would be visually more imposing than the at-grade subalternative.

Subalternative C (normal median), including slip ramps connecting to the ground level roadways, would require removal of much of the landscaping of the Gateway and thus would reduce its pleasing appearance. Subalternative D (wide median) would retain the major portion of the landscaping components of Gateway, although "boxing in" the area with twin highway bridges. For the wide median, sight lines to the Gateway area from both the elevated freeway and the ground level roadways would remain, but would be reduced from the current situation. With careful attention given to design features, such as long span bridges, sight lines to Gateway visual features for both the normal and wide median alternatives could be established such that the Gateway retains its function as a visual enhancement to the surrounding community. The wide median alternative would allow for the retainment of the great majority of the features that make Gateway attractive while the narrow median requires removal of many of these features.

RR-3

This alternative would be elevated north of University. It would thus be a dominant structure in the community and serve as a visual, and perhaps psychological, barrier. In the area where it parallels the railroad, an existing barrier, the barrier effect would not be as pronounced. In general, the opportunity to maximize the visual appeal of the highway through landscaping and other means would not be as great in areas adjacent to the railroad.

North of Willow Street and in the Willow Street interchange area, visual impacts would be the same as described above for EA-1.

RR-4

This alternative would follow the present Evangeline Thruway alignment from the south project limits north to near Taft, where the alignment would continue toward the Southern Pacific railroad. It would then turn to a northeasterly direction and return to the present

alignment a short distance south of Simcoe. This alternative would be an elevated freeway, and would have similar aesthetic impacts as RR-3. North of Willow Street and in the Willow Street interchange area, visual impacts would be the same as described above for EA-1.

RR-5 Elevated and Depressed

The RR-5 alignment is the same as EA-1, except in the area from Kaliste Saloom to Taft. Between University and Taft, RR-5 transitions from its alignment along the Southern Pacific railroad back to the present Evangeline Thruway alignment. In making this transition, it violates the existing street pattern and disrupts a residential neighborhood. With regard to the highway's vertical orientation, it would have similar aesthetic features and impacts as described for the EA-1 elevated and depressed alternatives.

Further Discussion of Elevated and Depressed Freeways From a Visual Standpoint

To provide for continued operation of crossing arterial streets, the main lanes of the proposed freeway must either be depressed or elevated in the central core area. Each of alternatives RR-3 and RR-4 adjacent to the railroad necessarily would be elevated. An elevated freeway would introduce some interesting aesthetic considerations. By elevating the roadway, the view from the road changes, providing the driver and passenger with an enhanced view of the city. It is likely that an elevated Connector on RR-3 and RR-4 adjacent to the railroad would increase visual exposure of the central business district by allowing people on the Connector to see past the buildings and trees which would otherwise be between the Connector and the CBD.

A depressed freeway would limit the driver's view from the road. This could be at least partially mitigated by either sloping the retaining walls or stair-stepping the walls. Stair-stepping the walls provides an opportunity to improve the aesthetic quality of the facility by adding interest to the walls and the opportunity to integrate low maintenance landscaping to soften the effect of the hard masonry surfaces.

The two options yield dramatically different visual impacts with regard to the view of the road from the surrounding area, and consequently have different impacts on the perceptions of people that live in the Lafayette area. An elevated roadway could have the impact of visually serving as a wall. This could be desirable if the road served as a divider between incompatible land uses. An elevated structure raises the issue of how to deal effectively with the space under the structure. A depressed freeway would reduce the apparent size of the highway and offer the opportunity to visually bridge the facility through the use of creative landscaping. The depressed freeway is typically less visible and thus may be perceived as posing less of a barrier and less of a neighborhood intrusion than an elevated freeway.

For elevated roadways, one concept which has been used successfully on other projects is the allowance of greater-than-minimum clearance between the ground level roadways and the underside of bridge structures. The higher structures, with a standard vertical clearance of between 20 and 25 feet, could provide a number of advantages over designs with minimum vertical clearances of 16.5'. These may include: improved aesthetics; improved visual links under the structures (and thus less divisiveness) of components of the community on either side of the

freeway; better natural lighting under the bridges; improved landscaping opportunities; and the additional space needed for certain types of joint use opportunities. Adversely, raising the freeway would increase the perceived dominance of the highway structure over the surrounding one- and two-story buildings in the area. The profiles for EA-1 and RR-5 presented on Plates 3a and 3d in Appendix A have been developed with the provision for these extra clearances in the central core area of Lafayette. The value of the extra clearance concept for RR-3 and RR-4 near the railroad is considered not as great.

The area near St. Genevieve Church (part of the Sterling Grove Historic District) would be particularly impacted visually by the freeway due to the close proximity of the freeway to surrounding buildings in this narrow corridor area. The depressed freeway would generally soften visual impacts and perhaps other real and perceived impacts to the church and Historic District. The depressed freeway in this area of restricted right-of-way would not dominate the scale of the area immediately in front of the church and would not obtrude as profoundly both visually and with noise on the integrity of the building. The depressed freeway would require a 250' long retaining wall (0' to 4' above existing ground) along Simcoe Street and the northbound Thruway, thus causing visual impacts of a different kind, partially offsetting the value of the depressed option in reducing visual impacts of the project. The church side of the wall could be faced with the same construction materials as the building to minimize the effect of the wall.

4.2.6.b Joint Development and Corridor Opportunities.

Transportation facilities are major infrastructure elements that have the potential capacity to reorganize and improve the corridors through which they pass. The joint or multi-use concept proposes that freeway right-of-way be used for various purposes, in addition to the movement of traffic.

Joint development is a means of accomplishing the following:

- Integrating the transportation facility with the needs of, and maintaining the integrity of, affected communities;
- Insuring that the transportation proposal is consistent with comprehensive regional planning goals and with local objectives and development priorities; and
- Offsetting the negative impacts which could be created by the construction and operation of the highway improvement.

The proposed project would require the displacement of homes and businesses. Depending on horizontal and vertical alignments, the proposed project may also result in visual intrusion. At the same time, the transportation improvements would improve local traffic circulation and could create opportunities for joint development for new or replacement facilities along the right-of-way. The combination of the improved transportation network and joint development created by the project may offer the opportunity to stimulate redevelopment in an area which has been experiencing a general decline since 1970,

thus offsetting the loss of homes and businesses and generating new tax revenues.

The Evangeline Thruway serves as a primary gateway to Lafayette and Acadiana. As such, it has a special place in the hierarchy of urban corridors due to its important role in conveying first impressions to visitors and in shaping community identity for local residents. Gateway Lafayette, an existing joint use facility, provides information to motorists directing them to areas of interest and provides insights into the historical, cultural, and economic foundation of the area. As an existing joint use facility, Gateway is subject to removal if necessary for highway purposes by terms of a joint use agreement (refer to Appendix D for details). Subalternative C for this area would require removal of a large portion of Gateway while Subalternative D could allow Gateway to remain.

The central core area of the project opens up new joint development opportunities, desirably utilizing a unified joint development approach which would sympathetically relate the proposed transportation facility with the surrounding land development. This area presently includes a mixture of uses ranging from the Sterling Grove Historic District, with its many well maintained homes, to areas of deteriorated housing and a mixture of commercial establishments scattered along Evangeline Thruway. The proposed transportation project offers the City the opportunity to plan the redevelopment and long range future of this area by integrating the highway and adjacent developments in a way that offers its occupants a higher quality of life and perhaps reverses the general decline of this area as established by U.S. Census data presented in Chapter 3.

Conceptual design for the central core area indicates that not all of the one-block right-of-way area between the northbound and southbound Thruway which would be acquired for EA-1 and RR-5 is necessary for the freeway. There would be a one and one half mile long strip of land between each ground level parallel roadway and the freeway (approximately 60' wide in most areas) that could be readily developed into a linear park-type facility with landscaping and other visual amenities. The 1400' long area between Pinhook and Taft Street appears suited for possible pedestrian usage (because there would be no major cross-streets for the elevated alternatives and no streets at all for the depressed alternatives) while other sections of the project must be more fully evaluated for pedestrian usage.

For an elevated freeway, each strip of land on either side would be connected under the elevated structures. This connecting land could be incorporated into the park concept or be utilized for other purposes such as parking. To promote a healthy urban environment, care must be taken to provide a use (or no use) under the facility which can be easily maintained and also blends into the surrounding environment. For a depressed freeway , there would be no connecting land and therefore no joint use opportunities or maintenance concerns.

RR-3 and RR-4 would not have excess right-of-way and therefore do not offer opportunities for the linear park concept. Since they would be elevated, opportunities for joint use under the bridges exist as well as appearance and maintenance concerns.

The proposed project skirts the edge of the Lafayette central business district, also known as Lafayette Center. The

Downtown Development Authority is attempting to revitalize this area, highlighting its unique characteristics and planning for amenities which will attract people, residents, and tourists to the area and provide amenities which serve visitors. Through cooperative efforts of the Louisiana Department of Transportation and Development, the Downtown Development Authority, the Lafayette Areawide Planning Commission, and the City of Lafayette, special treatments could be added to the design of highway structures to call attention to the motorist that he has entered a unique area. For instance, treatments could be special textures and perhaps the use of fleur de lis on bridge structures and retaining walls, a Lafayette Center logo.

Early involvement by local officials to help shape the joint development opportunities in the corridor is important. This might include agreements by the city or parish to commit local resources for the maintenance of any amenities or other components of the project which would generally be desirable for the city and people in close proximity to the project.

4.2.7 NOISE IMPACTS

In order to determine the effect of the proposed project on noise levels within the project corridor, an analysis was undertaken as described by 23 CFR Part 772. This involved (1) an inventory of existing noise-sensitive land uses and a field survey (measurement) of existing ambient noise levels in the study area, (2) prediction of design-year traffic noise levels and determination of traffic noise impacts, and (3) identification of alternative noise abatement measures to reduce or eliminate any predicted noise impacts. The FHWA noise abatement criteria for all land use categories are presented in Table B-1, Appendix B. The noise abatement criterion for noise sensitive land uses occurring in the project corridor (Category B) in 67 dBA Leq.

All traffic noise levels in this analysis have been expressed in dBA Leq. dBA refers to the A-weighted decibel scale. Table B-2 in Appendix B provides an illustration of typical sound levels in dBA. Leq is defined as the equivalent steady-state sound level which, in a stated period of time (usually one hour), contains the same acoustic energy as the time-varying sound level during the same period.

An impact is determined to occur when a noise sensitive receptor is predicted to experience a substantial (10 dB or greater) increase over existing noise levels, or when predicted noise levels approach or exceed the FHWA noise abatement criteria of 67 dBA Leq (this is true even though the noise level may currently be above 67 dBA Leq or would be in the design year even without he proposed project). Noise sensitive land uses are considered to be residential areas, churches, schools, parks, motels, and similar land uses as described by Table B-1, Category B (see Appendix B).

4.2.7.a Existing Noise Levels

Noise measurements were taken at twelve representative locations within the proposed project corridor, in order to establish existing prevailing sound levels. The measurements were taken by recording sound levels for a 10 to 20 minute period at each site with a precision integrating sound level analyzer. The 10-20 minute Leq sound levels thus obtained are considered representative of one hour Leq's, and may be directly compared with predictions of future noise levels for determination of impacts.

The results of the measurements are shown in Table 4-7, and the corresponding locations are keyed by number to Exhibit 4-2. In areas far removed from the Evangeline Thruway, Leq sound levels ranged from 49 to 54 dBA. Adjacent to the Thruway, sound levels ranged from 62 to 69 dBA, predictably varying according to distance from traffic.

4.2.7.b Projected Noise Levels

Future noise levels in the project corridor were determined using the FHWA Noise Barrier Cost Reduction (BCR) Procedure STAMINA 2.0/OPTIMA (revised March 1983) [FHWA, 1982]. The BCR procedure is based on the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108).

Table 4-7

MEASURED EXISTING NOISE LEVELS

Field Site #	Site Description & Distance From Road	Date	Start Time	Duration	Traffic A	Traffic MT	Traffic HT	Speed (mph)	Noise Level (DBA L_{eq})
1	St. Leo-Seton Elementary School	01/23/91	09:23	10 min.					57
2	St. Leo Church	01/23/91	09:44	10 min.					49
3	Alice Boucher Elementary School	01/23/91	10:22	10 min.					53
4	Residential - 100' from US 167	01/23/91	12:16	20 min.	655	34	45	45	65
5	Residential - Buchanan Street Near Railroad	01/23/91	11:09	15 min.					52
6	Residential - On Hobson Street mid-block between NB and SB US 167		01/23/91	11:36	20 min.	693	25	43	3562
7	Residential - Sterling Grove Historic District	01/28/91	14:10	10 min.					53
8	Residential - 50' from NB US 167	01/28/91	14:38	20 min.	300	31	17	35	69
9	Residential - On Gautier Street North of Pinhook Road	01/28/91	15:34	10 min.					54
10	LeRosen School	01/28/91	15:50	20 min.	532	30	28	40	62
11	Mixed Residential and Light Industrial - Near Stewart Street and LaCour Avenue	01/28/91	16:25	10 min					53
12	Beaver Park - Approx. 450' from US 167	01/28/91	15:13	10 min.					54

Autos (A) defined as 2 axle, 4 tire; medium trucks (MT) as 2 axle, 6 tire; heavy trucks (HT) as 3 or more axles.

Source: I-49 Connector Study Team, January, 1991.

The STAMINA model calculates the hourly Leq at specified receptor locations, based on the number and type of vehicles on the planned roadway, their speeds, the physical characteristics of the road (curves, hills, depressed, elevated, etc.), receptor location and height, and if applicable, barrier type (wall or berm), location and heights.

In order to insure that the noise predictions addressed the worst possible case, traffic volumes based upon design year 2015 projections as adopted for the Draft EIS studies were used. A comparison of the total number of impacted residences, churches, hotels, schools, and senior centers under each alternative is presented in Table 4-8. A comparison of the projected traffic noise levels at 65 representative locations in the study area under each alternative is presented in Table 4-9 and keyed by receiver I.D. to Exhibit 4-2. Sites which are considered noise-impacted under the FHWA definition are shown underlined.

In addition to the information provided in Tables 4-8 and 4-9, notable results of the noise analysis are outlined below:

- The most severe noise impacts due to the proposed project, in terms of increase over existing noise levels, would occur in the area between the Evangeline Thruway and the Southern Pacific railroad under Alternatives RR-4 and RR-5.
- Traffic growth projections and the freeway/parallel roadway traffic split indicate that for RR-3 and RR-4 (freeway adjacent to railroad), year 2015 noise on the existing Thruway south of Simcoe to Pinhook for the Year 2015 would be similar to existing noise on the Thruway.

Table 4-8

NUMBER OF NOISE-IMPACTED LOCATIONS IN THE DESIGN YEAR FOR EACH ALTERNATIVE

Alternative	Residences	Churches	Hotels	Schools	Senior Centers	Parks
EA-1 Elevated	124	2	7	2		1
Depressed	119	2	7	2		1
RR-3	203	3	6	2	1	
RR-4	168	2	7	2	1	
RR-5						
Elevated	160	3	7	2		1
Depressed	122	3	7	2		1

Source: I-49 Connector Study Team, 1991.

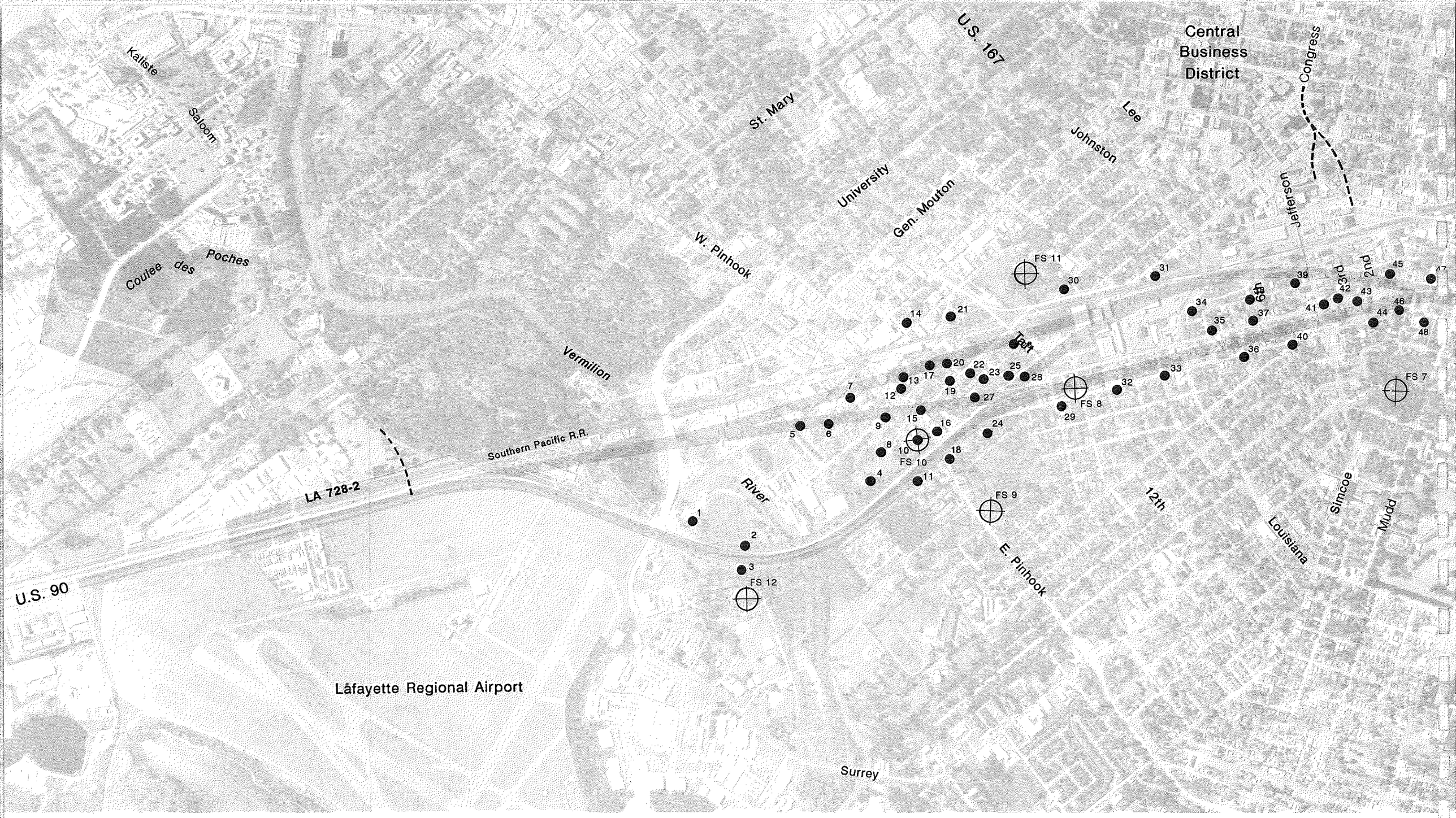
Table 4-9

COMPARISON OF DESIGN YEAR 2015 NOISE LEVELS UNDER EACH ALTERNATIVE

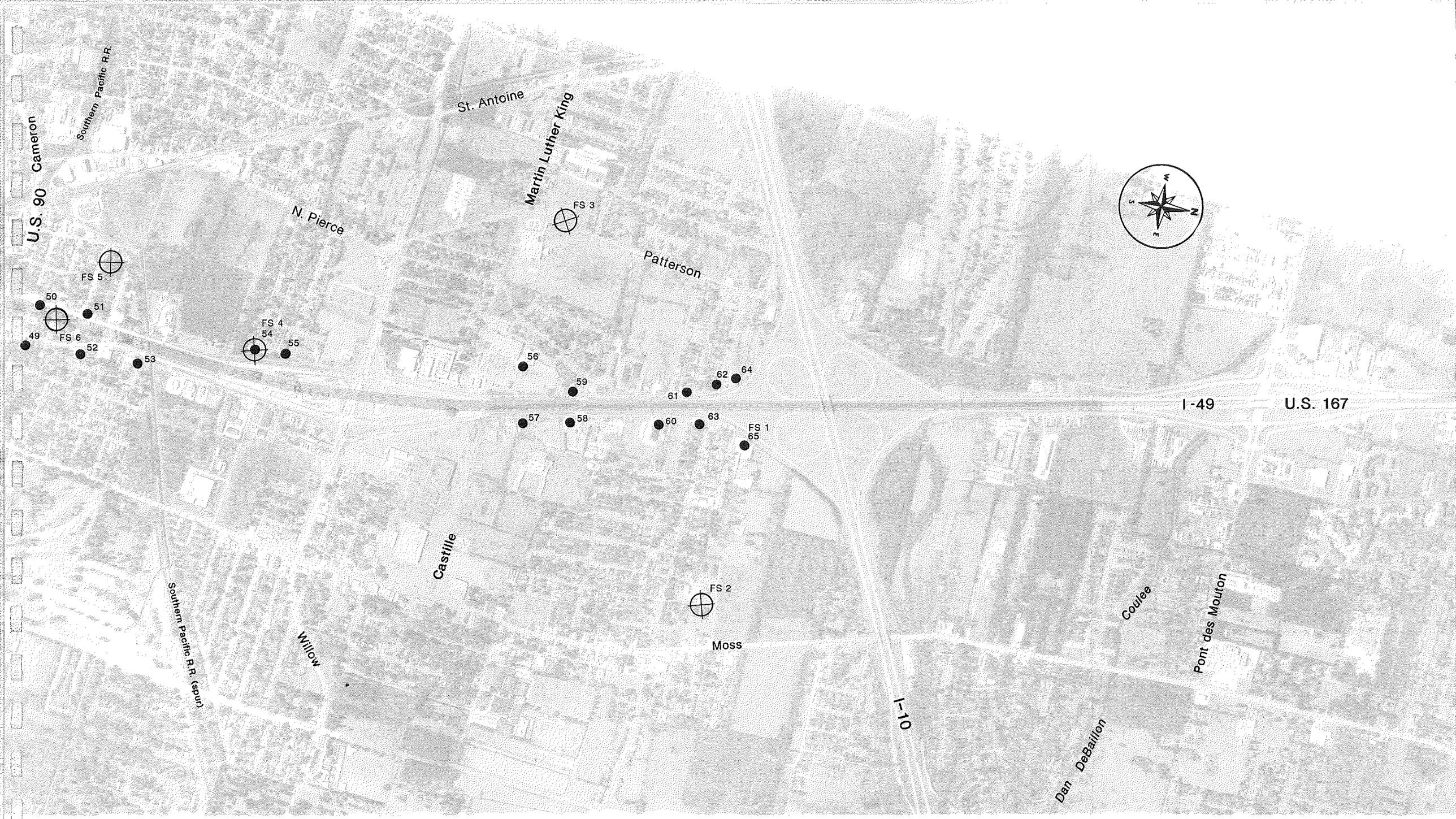
		Noise Levels (dBA Leq)				
Receiver I.D.	Land Use	Existing (Approximate)	EA-1 Elev./Dep.	RR-3	RR-4	RR-5 Elev./Dep.
1	PARK	58	70	--	70	--
2	PARK	63	74	--	74	--
3	PARK	63	71	--	71	--
4	RES	62	73	--	73	--
5	RES	53	--	69	--	75
6	RES	53	--	66	--	72/67
7	RES	53	--	71	--	74/70
8	SCHOOL GROUNDS	62	69/66	--	69	66/63
9	RES	53	58/58	67	58	74/68
10	SCHOOL	62	73/71	--	73	68/66
11	HOTEL	62	74/72	--	74	64/63
12	COM	53	--	70	--	71/65
13	RES	53	--	72	--	65/60
14	RES	53	--	61	--	--
15	RES	53	64/63	63	64	75/70
16	RES	69	75/74	70	75	70/69
17	RES	53	--	77	--	65/61
18	RES	69	71/69	--	71	--
19	RES	53	63/62	69	63	67/61
20	RES	53	--	75	--	63/59
21	RES	53	--	64	--	--
22	RES	53	63/62	69	65	66/61
23	RES	53	67/66	68	74	68/62
24	RES	62	72/70	--	72	69/66
25	RES	69	72/70	67	A	72/69
26	RES	53	62/61	77	66	62/61
27	RES	69	73/73	70	73	A
28	RES	69	75/74	70	A	75/72
29	RES	69	74/73	--	--	73/72
30	RES	53	--	66	65	--
31	COM	53	--	69	69	--
32	RES	69	76/74	--	--	76/74

Receiver I.D.	Land Use	Noise Levels (dBA Leq) Existing (Approximate)	EA-1 Elev./Dep.	RR-3	RR-4	RR-5 Elev./Dep.
33	RES	69	76/74	--	--	76/74
34	RES	53	64/62	68	68	64/62
35	COM	69	75/74	--	--	75/74
36	RES	69	73/71	--	--	73/71
37	COM	69	74/72	--	--	74/72
38	RES	53	65/63	70	70	65/63
39	COM	53	67/65	72	72	67/65
40	RES	69	74/73	--	--	74/73
41	COM	69	74/72	70	70	74/72
42	RES	69	73/71	72	72	73/71
43	RES	65	75/73	75	75	75/73
44	RES	65	75/72	68	68	75/72
45	RES	62	70/68	78	78	70/68
46	CHURCH	65	75/72	71	71	75/72
47	COM	69	71/69	74	74	71/69
48	SCHOOL	69	74/73	74	74	74/73
49	RES	69	70/69	70	70	70/69
50	RES	69	74/72	74	74	74/72
51	COM	65	74/73	74	74	74/73
52	RES	69	72/71	72	72	72/71
53	RES	69	74/72	74	74	74/72
54	RES	65	67 [69]	67 [69]	67 [69]	67 [69]
55	RES	65	66 [68]	66 [68]	66 [68]	66 [68]
56	COM	62	65	65	65	65
57	COM	69	76	76	76	76
58	COM	69	75	75	75	75
59	COM	69	75	75	75	75
60	RES	65	73	73	73	73
61	RES	65	77	77	77	77
62	RES	62	68	68	68	68
63	RES	65	74	74	74	74
64	RES	62	67	67	67	67
65	SCHOOL	57	68	68	68	68

RES denotes residential location
[ ] denotes wide median Gateway alternative (Subalternative "D")
A denotes acquisition site
COM denotes commercial location
-- denotes noise approximately equal to existing conditions
72 underline denotes noise-impacted sites above 67 dBA threshold



Central Business District
U.S. 167
Kaliste
Saloom
St. Mary
Lee
Johnston
Congress
University
Gen. Mouton
Jefferson
W. Pinhook
Coulee des Poches
Vermilion
Taft
6th
3rd
2nd
Southern Pacific R.R.
LA 728-2
River
12th
Louisiana
Simcoe
Mudd
E. Pinhook
U.S. 90
Lafayette Regional Airport
Surrey
FS 7
FS 8
FS 9
FS 10
FS 11
FS 12



0 1000 2000
SCALE IN FEET

Source: I-49 Connector Study Team

Legend

FS 4 — Field Sites for Noise Measurements

49 — Sites of Computer Modeled Noise Levels

Exhibit 4-2
LOCATIONS OF MEASURED AND COMPUTER MODELED NOISE

- Many areas directly fronting on the existing Thruway in the central core area are currently experiencing noise levels above 67 DBA Leq (noise impact threshold). Between Simcoe and the Southern Pacific spur, each alternative follows the existing Thruway alignment and thus would add to this noise. South of Simcoe to Pinhook, the EA-1 and RR-5 alternatives follow the existing Thruway alignment and also would add to the current noise along the Thruway.

- Noise levels above 67 DBA Leq would occur for 4(f) properties at Beaver Park for EA-1 and RR-4 and at St. Genevieve Church (part of the Sterling Grove Historic District) for each alternative. The noise at Beaver Park would not substantially alter the function or purpose of the park. Increased noise at the St. Genevieve Church should not have a substantial effect on the character of the Historic District as a whole. Noise increases near the church, coupled with visual intrusion and other characteristics of the project, could have a localized impact on that particular facility. Although the proximity of the freeway would not be as close (less visual intrusion), RR-3 and RR-4 would not be expected to appreciably reduce noise levels at the church.

- Projected noise levels for the depressed options of Alternatives EA-1 and RR-5 are consistently lower than for the elevated options. The RR-5 depressed alternative would result in a substantial reduction in the number of noise-impacted residences as compared to RR-5 elevated. For EA-1 and RR-5 depressed, the northbound parallel roadway may be partially suspended over the freeway in the Simcoe area, thus "boxing in" noise and providing a benefit that has not been reflected in Table 4-9 for the Receiver I.D.'s in the St. Genevieve Church area.

- Subalternative F in the Willow Street area would put the I-49 Connector on elevated structure between Willow Street and the I-10 ramps. This would not result in any increase in noise impacts above Subalternative E (at-grade freeway).

- Future "no-build" noise levels would be approximately the same as existing noise levels, despite major increases in traffic volumes, due to the decreased level of traffic service and attendant lower travel speeds which would occur on an unimproved roadway.

4.2.7.c Noise Abatement

Various methods were identified to mitigate the noise impacts of this project, including reduction of speed limits, restriction of truck traffic to specific times of the day, a total prohibition of trucks, construction of earth berms, and construction of sound walls. Reduction of speed limits would be adverse to the project purpose. Restriction or prohibition of truck traffic would be impractical for a major freeway. Therefore, earth berms and sound walls appear to be the only available measures to be considered. Detailed noise abatement analysis has not been performed for the Draft EIS studies, but will be performed and included in the Final EIS for the selected alternative. Some of the factors to be used for the Final EIS to evaluate whether mitigation is reasonable and feasible are cost, acceptability by property owners, the value of unabated noise levels and degree of noise increase, and compatibility with

other elements of the project. It is expected that noise could be successfully mitigated, if appropriate, at Beaver Park, St. Genevieve Church, and other sensitive sites.

Discussion of Noise Reduction Feature of Depressed Roadway

As can be seen from Table 4-9, projected noise levels at the 65 representative sites for the depressed option of Alternatives EA-1 and RR-5 are consistently lower (by 1 to 6 dB) than noise levels under an elevated configuration. Even though the noise levels would generally be lower for the depressed alternatives, by definition many sites considered noise impacted for the elevated freeway would still be considered noise impacted for the depressed freeway. This situation is particularly true for sites directly adjacent to the Evangeline Thruway in the central core area.

Noise levels in the immediate vicinity of an elevated roadway are sometimes lower than for a corresponding at-grade roadway. This "acoustic shadow" effect is quickly lost with increasing distance from the structure. In contrast, the noise reduction achieved by depressing a roadway below grade remains effective at all distances. It should also be noted that by raising the sound propagation path (i.e., line of sight between noise source and listener) above ground level, an elevated road causes the normal attenuating effect of buildings and ground cover to be lost. Thus, traffic noise from an elevated road may be audible at greater distances.

4.2.7.d Construction Noise

The noise generated by construction equipment would vary greatly, depending upon the equipment type and model (see Table B-3 in Appendix B), mode and duration of operation, and specific type of work in progress; however, typical noise levels at 50 feet would be in the 75 to 95 dBA range. This results in a predictable range of noise levels at any given distance: the noise level would decrease approximately 6 dB for each doubling of the 50-foot reference distance. It is important to note that this refers to instantaneous maximum noise levels, as opposed to the hourly average sound levels used to describe traffic noise.

Variations in building setback distances and zoned land uses, as well as the intensity and timing of specific construction activities would result in varying levels of exposure to construction noise and thus varying levels of impacts. Adverse impacts resulting from construction noise would be anticipated to be localized, temporary, and transitory.

4.2.8 WASTE SITES

If areas which are contaminated with hazardous waste would be encountered during the construction of the proposed freeway, the result could be construction delays, costly remedial measures, or contamination of the Chicot Aquifer. The length of construction delays and the cost of remedial measures would be governed by the location and extent of the contamination. A major issue is potential contamination of the Chicot Aquifer from hazardous waste. Although no major hazardous waste sites have been found in the corridor, hazardous material could be allowed to enter the aquifer if currently unknown contaminated areas are excavated and the confining clay layer is punctured creating a point of recharge (refer to the discussion of the Chicot

Aquifer in Section 4.3.1). According to personnel of the DEQ Inactive And Abandoned Waste Sites group and Lafayette City officials, areas with a possibility of contamination may include, but are not limited to, the old solid waste dump site in proximity to the Department of Public Works building on University Street near the Southern Pacific railroad (although prior construction in this area indicates no hazardous waste at the site), other land adjacent to the Southern Pacific railroad including the abandoned site of the proposed police headquarters building between Johnston and Jefferson Streets, the corridor of light industry along the railroad, and the median area between the northbound and southbound Evangeline Thruway.

Underground Storage Tanks (UST's) which have not been registered with DEQ may have unknowingly leaked and contaminated the surrounding area (see 3.2.1.a for the definition of UST). The potential for encountering unexpected waste sites during the construction process would be minimized by identifying facilities which are known to produce hazardous material and registered UST's during the Draft EIS and Final EIS process. Once an alternative is selected for implementation a detailed investigation to verify the presence of any hazardous material would be conducted. Permanent closure of UST's in the project right-of-way must follow the procedures set forth in LACXI.905 and LACXI.907 (Louisiana Administrative Code).

Impacts of Each Alternative

EA-1 could impact approximately 51 registered UST's and eight facilities which are known to produce hazardous waste. EA-1 would traverse the median area between the northbound and southbound Evangeline Thruway, which as noted before may include areas of unreported hazardous waste contamination. The probability of uncovering hazardous waste, should any exist in the central core area along the existing Thruway, would be greater for construction of the depressed alternative than for the elevated. This alternative is currently located and would continue to be located adjacent to the Southern Pacific railroad from Kaliste Saloom Road south to the end of the study area.

RR-3 could impact approximately ten registered UST's and five facilities which are known to produce hazardous waste. RR-3 runs adjacent to the Southern Pacific railroad from Jefferson Street south to the end of the study area and also traverses the corridor of light industry found along the railroad. RR-3 would cut through the old solid waste dump site located at the current site of the Department of Public Works facility on University Avenue. This abandoned landfill is composed of non-hazardous residential waste and construction debris and may necessitate excavation and backfill prior to construction. Also, this alternative would traverse the recently rejected police headquarters site east of the railroad between Johnston and Jefferson Streets which would need to be assessed in more detail and probably cleaned up prior to construction.

RR-4 could impact approximately 39 registered UST's and five facilities which are known to produce hazardous waste. RR-4 would run adjacent to the railroad from Jefferson Street south for less than one mile, avoiding the median of the northbound and southbound Evangeline Thruway. The alignment would traverse the corridor of light industry along the railroad. Also, this alternative would traverse the recently rejected police headquarters site east of the railroad

between Johnston and Jefferson Streets which would need to be assessed in more detail and probably cleaned up prior to construction.

RR-5 could impact approximately 46 registered UST's and seven facilities which are known to produce hazardous waste. The probability of uncovering hazardous waste, should any exist in the central core area along the existing Thruway, would be greater for construction of the depressed alternative than for the elevated. RR-5 would run adjacent to the railroad from University south to the end of the study area, and would traverse the old solid waste dump site in the area of University Avenue. This abandoned landfill is composed of non-hazardous residential waste and construction debris and may necessitate excavation and backfill prior to construction.

Refer to Exhibit 3-13 for the relationship of each alternative to known underground storage tanks and potential waste sites.

4.3 IMPACTS ON THE NATURAL ENVIRONMENT

4.3.1 WATER RESOURCES AND HYDRAULICS

4.3.1.a Water Resources

Vermilion River

Impacts to the water quality of the Vermilion River associated with the proposed project would be similar for all alternatives. It is not expected that impacts of the proposed project would be noticeably greater than impacts currently attributable to the existing Thruway.

Temporary increases in turbidity and dissolved solids associated with the construction phase of the project should not cause any long term or serious problems due to the existing poor water quality of the Vermilion River. In addition, Best Management Practices would be utilized during construction for erosion control and water quality consideration (see Section 4.4.2, Construction Impacts).

Roadway runoff commonly includes grease, oil, and other hydrocarbons along with fine particles worn off tires, clutch and brake linings which have the potential to adversely affect the aquatic biota. Run-off after storm events can induce a shock effect on receiving waters as toxic and oxygen demanding substances are abruptly introduce The chemical composition of the receiving water usually returns to normal shortly after the end of the storm event; however, downstream biota may be permanently change As mentioned previously, the existing water quality in the Vermilion is quite poor and the proposed project should not appreciably contribute to any further deterioration in the water quality of the river. There is always a concern about acute contamination resulting from spills caused by traffic accidents, especially concerning tank trucks which may haul hazardous material. However, the

According to personnel at the Ground Water Protection Division (GWPD) of DEQ, Lafayette does not at this time have an officially designated Wellhead Protection Program. However, any well impacted by the construction of the I-49 Connector would be dealt with in accordance with regulations set forth by GWPD, Water Well Rules and Standards of the Water Resources Division of LDOTD, and any other federal, state or local regulation which may apply. This would include plugging all affected wells (and borings) to prohibit potential entry of contaminants into the Chicot Aquifer.

Coastal Zone Impacts

Lafayette Parish does not lie within the Louisiana Coastal Zone.

4.3.1.b Drainage and Hydraulics

Floodplains

Proposed construction associated with the I-49 Connector would cross an approximately 500' wide 100-year floodplain at the Vermilion River, according to National Flood Insurance Program maps. Additionally, existing I-49 within the corridor study limits crosses a floodplain on Coulee Bend just north of I-10 (no construction is anticipated in this area). Refer to Exhibit 3-16 for limits of floodplains and their relationship to the proposed project.

The existing Evangeline Thruway currently crosses the Vermilion River floodplain. Any reconstruction or new construction undertaken as a part of the Connector project would be in accordance with federal regulations, with no adverse impacts to the floodplain foreseen. The Connector would not be directly longitudinally adjacent to any floodplain and therefore would not be expected to promote any incompatible floodplain development. The majority of floodplain (other than the marsh areas east of the city) in Lafayette Parish occurs well away from the project corridor. The primary service areas of the proposed Connector freeway are not in a floodplain; they have been and are expected to continue to experience development.

Project Drainage

Bridge crossings of the Vermilion River would be designed to allow passage of the 100-year flood on the river with 1' of freeboard below the structures, with no adverse impacts resulting upstream or downstream.

Existing project area runoff is conveyed to the Vermilion River via several systems. At the very north end of the study area, Coulee Bend transports drainage away from the project. In the Willow Street area, runoff is directed to a concrete-lined channel paralleling the Southern Pacific spur tracks. Between Pinhook and the spur, runoff is transported directly to the river in a dual subsurface piping system paralleling the Thruway. South of the river, drainage flows directly into the river via ditches. Refer to Exhibit 3-15 for a graphical depiction of watershed boundaries and general flow patterns in the Lafayette area.

<u>Special Considerations for Depressed Alternatives</u>

Drainage away from the proposed project is anticipated to be via the same means as described above, with the core area between Pinhook and the Southern Pacific spur requiring special attention for the EA-1 and RR-5 depressed freeway alternative under consideration in this

area. The depressed freeway alternative has been conceived to operate under a gravity flow drainage system, with roadway runoff accumulated between the side retaining walls transported directly to the Vermilion River via a new subsurface trunkline system paralleling the depressed facility. This new trunkline, at a lower elevation, would supplement the existing Evangeline Thruway subsurface system which would continue to capture all runoff not falling on the pavement surface of the depressed roadway.

The design for the depressed drainage system would be based on the simultaneous occurrence of the 100-year flood on the Vermilion River and a 100-year rainfall event. The chance of these two events happening simultaneously would be less than the 100 year recurrence interval for each individual event, reducing the chance of drainage system overload. Preliminary studies indicate that the hydraulic gradient developed for a depressed trunkline system between an underpass at the Southern Pacific spur and the 100-year flood elevation on the Vermilion River would be sufficient for the gravity-flow transportation of pavement runoff from the 100-year rainfall event at the minimum self-cleansing velocity of three feet per second. The development of the hydraulic gradient would entail raising (or "bubbling") some cross street overpasses to achieve proper vertical underclearance for the passage of vehicles. The amount of bubble required would range from 0' to approximately 6'.

For several cross streets, the bubble would require raising the pavement elevation of the existing Evangeline Thruway slightly in the immediate area of the cross streets (the existing Thruway has been identified to be repaved as a part of the I-49 Connector project as reported in Section 2.2.5) and also requires several triangular shaped parcels of additional right-of-way at the intersection areas of some crossing streets (refer to Chapter 2 and Plates 4e and 4f, Appendix A). At Mudd Avenue and Simcoe Street, the existing Thruway would be raised higher than other locations due to the superelevated freeway below and resulting underclearance adjustments. This would result in the need for an approximately 100' long retaining wall adjacent to the northbound ground level parallel roadway (existing Thruway) and approximately 150' long wall adjacent to Simcoe Street along the property line of St. Genevieve Church. The wall would range in height from 0' to 4'. The wall section could have the effect of partially offsetting the value of the depressed freeway in reducing visual impacts of the project.

One concept that would allow gravity flow drainage for a depressed freeway without bubbling the cross streets would be to provide a detention basin at the downstream end of the subsurface drainage system near the Vermilion River. This basin, to be supplemented by storage capacity in the piping system, would be maintained (by pump) prior to rainfall events at a level that would accommodate design rainfall gravity-flow runoff from the pavement area of a depressed freeway. Between rainfall events, the basin would be pumped down again. This system would not rely on pumps to be operational at the precise time of a rainfall event to keep the roadway dry but rather would offer a broader window of time during which pumps could operate. The reliability of this pumping system to keep the roadway dry would be enhanced beyond the traditional localized pump station approach.

Drainage and associated requirements must be considered along with other aspects of the depressed freeway presented throughout this report.

Several depressed cross street underpasses, each requiring pump facilities, are proposed in conjunction with several of the freeway alternatives. Subalternative A for EA-1 and RR-4 (Runway 10-28 not relocated), would require a depressed underpass on University with runoff pumped to the nearby Vermilion River. Subalternative B would eliminate the need for this pump station at University. RR-3 and RR-4, adjacent to the railroad, would require a depressed underpass and pump facility on Johnston Street at the railroad.

For Subalternative D which allows for the retainment of the Gateway ponds, the ponds could be incorporated into project drainage design as detention basins, if warranted.

4.3.2 SOILS

Memphis silt loams, the most widely distributed soils in the project area, are considered choice soils for urban use with no severe construction limitations. The low strength and wetness sometimes associated with Coteau silt loams is easily overcome. Sharkey clay and undifluvents which will be encountered where the proposed project crosses the Vermilion River do offer some construction limitations. Sharkey clay suffers from severe wetness and very high shrink-swell potential while undifluvents are subject to settlement and are poor foundation material.

4.3.3 FLORA, FAUNA, WETLANDS, AND ENDANGERED SPECIES

4.3.3.a Flora and Fauna

Due to the commercial and residential development which is prevalent throughout the study area, there would be no widespread impacts to the natural flora and fauna. The alternatives would not impact any major tract of natural vegetation. Animal species which may be impacted should readily migrate to suitable adjacent habitat.

Subalternative B of Alternatives EA-1 and RR-4 would require extending Runway 10-28 at the Lafayette Regional Airport. Based on field reconnaissance conducted as a part of the I-49 Connector study, impacts to natural flora and faunal communities associated with this runway extension would be negligible. This conclusion is valid for a runway extension project which could be accomplished within the limits of currently-owned airport property west of Bayou Tortue.

Each of the alternatives could require removal of the large, Live Oak tree (a local landmark) located in the Gateway area north of Willow Street. Subalternative C (narrow median) definitely requires removal while Subalternative D (wide median) presents an opportunity to design the highway project around the oak tree (although avoiding impacts to the tree cannot be confirmed until the design and construction process).

The no-build alternative, which has been defined to include an additional lane on the Thruway each direction between Willow and I-10, would also potentially require removal of the large oak north of Willow Street. Other flora and fauna losses would not be attributable to the no-

build alternatives; however, with continued commercial development, it can be expected that there will be flora and fauna losses.

4.3.3.b Wetlands

This section discusses potentially affected wetland sites as identified on Exhibits 3-13 and 3-16.

The U.S. Department of Transportation (USDOT), in implementing Executive Order 11990, set forth its policy on wetlands in DOT Order 5660.1A, Preservation of the Nation's Wetlands. This order is to assure the protection, preservation and enhancement of the nation's wetlands to the fullest extent practical during the planning, construction, and operation of transportation facilities and projects. Pursuant to Executive Order 11990, wetlands which would be impacted by the I-49 Connector were identified and alternatives developed which could avoid the wetlands.

Each of the alternatives under consideration could impact wetland sites W-3 and W-4, the Gateway ponds, with the extent of the impacts dependent on the final design of the I-49 Connector. If the proposed project is located on the periphery of the Gateway area (Subalternative D), then impacts to the ponds could be negligible. Subalternative C traverses directly through the ponds and could cause their removal. The ponds total approximately two acres.

None of the alternatives would impact the Beaver Park lakes since EA-1 and RR-4 would utilize existing right-of-way while RR-3 and RR-5 would bypass Beaver Park. The lakes are identified as wetland sites W-5 and W-6.

Each of the alternatives under consideration would require crossing the Vermilion River (wetland site W-8). RR-3 and RR-5 would cross the Vermilion River on new alignment just east of the Southern Pacific railroad. EA-1 and RR-4 would traverse the Vermilion at the existing U.S. 90 crossing. No adverse impacts would be anticipated for any of the alternatives. In addition to the Vermilion River, approximately three acres of forested wetland occur adjacent to the river (identified as wetland site W-1). No impacts to this wetland would occur.

Subalternative B of Alternatives EA-1 and RR-4 would require extending Runway 10-28 at the Lafayette Regional Airport and thus would encroach on an area considered jurisdictional wetlands subject to Section 404(b) of the Clean Water Act of 1977, based on evidence gathered during field inspection of the aforementioned area (wetland site W-2). Depending on the design of the runway extension, up to five acres of jurisdictional wetlands would be impacted (if the runway project is accomplished on currently-owned airport property). Subalternative A would not require runway extension and thus would not impact any wetland.

Potential methods of mitigation for wetlands impacts include restoration, creation, or purchase of replacement wetlands. During the permitting process, if it is determined appropriate, mitigation would be accomplished by one of the above methods.

No wetlands would be impacted by the no-build alternative.

4.3.3.c Prime Farmland

None of the alternatives under consideration including the no-build would impact prime farmland since no land considered prime farmland exists within the project corridor.

4.3.3.d Threatened and Endangered Species

None of the alternatives under consideration including the no-build should impact any threatened or endangered species of plants or animals since none are known to exist within the project corridor.

4.3.4 AIR QUALITY IMPACTS

4.3.4.a Regional

At the regional (mesoscale) level, the motor vehicle pollutants of concern are oxides of nitrogen and unburned hydrocarbons. These substances can combine in a series of chemical reactions catalyzed by sunlight to produce ozone (O3), which is a criteria pollutant in the lower atmosphere. As mentioned in Section 3.3.4, Lafayette Parish is currently designated non-attainment for O3.

Although emissions from Louisiana's petroleum industry are the primary source of the regional ozone problem, motor vehicle emissions also contribute. Motor vehicle emissions are higher under low-speed, congested traffic conditions, particularly when delay and idling at traffic signals is involve All of the alternatives considered in this study have been conceived to improve traffic flow and reduce delay, which would result in lower emissions from the same traffic volumes and thereby provide a net benefit in regional air quality.

4.3.4.b Local

Carbon monoxide (CO) emissions are the only motor vehicle pollutant analyzed at the local (microscale) level. The criteria for adverse impact is exceedance of the National Ambient Air Quality Standards (NAAQS) for CO: 35 parts per million (ppm) over a one hour averaging period, and nine ppm over an eight hour period.

The highest CO concentrations would be expected to occur at locations where high traffic volumes pass close to potential receptors. To assess this situation, a worst-case analysis was conducted using maximum peak hour traffic on the I-49 Connector projected for the year 2015, with receptors located twelve feet from the edge of the future parallel roadways on both sides of the Connector. Twelve feet represents the nearest current distance for potential receptors from the Evangeline Thruway. Two Environmental Protection Agency (EPA) approved computer models were used to simulate the emission and dispersion of CO under these worst-case conditions.

MOBILE4 (EPA, 1989) is the fourth generation of an EPA computer program for calculating average vehicular emission rates of carbon monoxide, oxides of nitrogen, and hydrocarbons. Variables used in MOBILE4 for the I-49 Connector analysis included:

- Average vehicle speeds: 40 mph on parallel roadways, 55 mph on mainline.
- Vehicle operating modes: Standard Federal Test Procedure modes for all traffic.

- Vehicle mix, vehicle registration, and mileage accumulation distributions: national averages use

- Average fuel volatility: Reid Vapor Pressure of 10.0 psi (not a factor under winter conditions).

- Ambient temperature: 40° F, mean January low for Lafayette.

CALINE3 is the third generation of a line source air quality dispersion model developed by the California Department of Transportation (Benson, 1979). It is based upon the Gaussian diffusion equation and employs a mixing zone concept to characterize initial traffic-induced dispersion over a roadway. Variables used in CALINE3 for the I-49 Connector analysis included:

- Peak 1 hour traffic volumes for the year 2015.

- CO emission factors from MOBILE4.

- Wind speed: 1.0 meter/second, worst case for winter.

- Wind direction: worst case for each receptor location, to the nearest 10 degrees.

- Atmospheric stability class: Pasquill class "E".

- Atmospheric mixing height: 1000 meters (not a factor under stable atmospheric conditions).

- Aerodynamic surface roughness: 108 cm.

- Background CO concentration: 2.0 ppm assume

Table 4-10 presents the results of the analysis. The highest CO concentrations obtained would be approximately 10% of the one hour NAAQS. Analysis of eight hour CO concentrations is based upon lower average traffic volumes than a one hour analysis, and a meteorological persistence factor of 0.6 which is applied directly to the results. Therefore, since the maximum projected one hour CO concentrations would also be below the eight hour standard of nine ppm, additional analysis was not necessary.

Based upon the computer modeling, no adverse air quality impact would result from the I-49 Connector project.

Table 4-10

WORST-CASE CO CONCENTRATIONS BASED ON YEAR 2015 PEAK HOUR TRAFFIC

Receptor	Distance from[1] Edge of Pavement	Worst-Case[2] CO Concentration (ppm)
1 North of Mudd East of Thruway	12'	3.5
2 North of Mudd East of Thruway	84'	3.0
3 North of Mudd East of Thruway	8'	3.7
4 North of Mudd West of Thruway	12'	3.8
5 North of Mudd West of Thruway	70'	3.1

1) Measured from E.O.P. of nearest proposed frontage road.

2) Includes assumed background concentration of 2 ppm. One hour NAAQS is 35 ppm.

Source: I-49 Connector Study Team, 1991.

4.4 GENERAL IMPACTS AND OTHER CONCERNS

4.4.1 ENERGY

Energy requirements for construction of the freeway are estimated to be generally the same for any of the proposed build alternatives. It is apparent that energy requirements for construction of the freeway alternative would be greater than for the no-build alternative.

Because the constructed freeway would allow traffic through the project area without congestion and stopping, the operational energy requirements would be anticipated to be less than the no-build and partial upgrade alternatives. Therefore, there would be a long term savings in operational energy requirements, with net savings in energy, resulting from construction of the freeway.

4.4.2 CONSTRUCTION IMPACTS

4.4.2.a Maintenance of Traffic

The project would be designed and implemented in a manner that would minimize traffic congestion during the construction period. Basic sequencing would involve initial construction and operation of the continuous one-way parallel roadway system and then construction of the freeway component of the project. This basic scheme would be employed for each of the project alternatives.

From a maintenance of traffic perspective, when new construction is occurring in a developed area, elevated roadways with cross streets under can be considered more convenient to construct than depressed roadways with cross streets over. This is because traffic can be accommodated on existing cross streets while a new freeway is built above, but traffic would be rerouted to nearby crossing streets while a new freeway (with new cross street bridge) is built below. Thus, the depressed freeway alternatives of the I-49 Connector project would require more attention to construction sequencing to insure adequate traffic flow when the project is being built.

It is believed that each of the alternatives, while causing some construction related impacts to motorists, can provide for satisfactory traffic operations during the construction period.

4.4.2.b Water Resources

Surface Water

There may be increases in turbidity and dissolved solid levels in the Vermilion River in association with the construction of the proposed project. Increases in turbidity and dissolved solids can have a deleterious effect on aquatic species. However, the Vermilion River potential as a fisheries resource is currently lacking due to the existing water quality problems. Increases in turbidity and dissolved solids should be temporary and have no long term or lasting effects due to the high levels of turbidity and dissolved solids which currently exist in the Vermilion.

Groundwater

Excavation for the roadbed could result in the removal of soil with low permeability and high capacity to absorb pollutants. In areas where the groundwater is shallow, removal of the soil could increase the potential for contaminants to reach the Chicot Aquifer through infiltration. In addition, construction materials such as oil, fuel and chemicals could permeate through the protective clay-like layer and enter the aquifer if not disposed of and stored in a proper manner. Therefore, disposal of these materials would be off-site and in accordance with procedures set forth in the Resource Conservation Recovery Act, Louisiana Administrative Code, and any other applicable local, state or federal regulations. The potential for contamination through ground water-surface water interchange would be minimized through plan review procedures along with local ordinances and requirements placed on the contractor.

Minimization of Effects

Implementation of sediment and erosion control practices such as silt fences, drainage diversions, and matting along with prompt seeding and revegetation of slopes and bare ground would be utilized to minimize temporary erosion and sedimentation problems.

4.4.2.c Landfill and Borrow Operations

All of the proposed build alternatives would require similar construction with excavation, embankment, and demolition of existing buildings.

Demolition of existing buildings in the project corridor would result in a large amount of waste consisting mostly of construction materials such as wood and masonry. This material, properly separated from sanitary and hazardous material, could be disposed in currently permitted pits near the project area.

There would be some possibility that hazardous materials may be encountered during construction of the project. Areas along the railroad and abandoned fuel tanks along the existing Evangeline Thruway route would be of particular concern. Sanitary and hazardous waste material generated from the project would have to be hauled to permitted disposal facilities remote from the project site.

For the depressed freeway alternative large volumes of excess excavation could be developed. Excess excavation which is free of hazardous material can be disposed in permitted fill areas near the project.

Any embankment material required for construction could be hauled from borrow areas to be established in the vicinity of the project site.

4.4.2.d Vegetation

Construction impacts are a product of site preparation activities, such as grubbing and land clearing, associated with freeway construction. Grubbing and land clearing operations remove essentially all trees, shrubs, and ground vegetation within the project right-of-way. Losses would be confined largely to the right-of-way; however, if temporary roads and utilities are needed, impacts could result outside the actual right-of-way. The loss of topsoil and soil compaction from heavy equipment traffic sometimes hinders natural revegetation of bare soil.

4.4.2.e Wildlife

Construction activity impacts wildlife by permanently eliminating habitat. For this project, species affected would be those which utilize trees and shrubs for nesting and cover. Elimination of habitat would result in migration of animals to suitable adjacent habitat and expiration of some animals. Young animals, due to a lack of mobility, are most susceptible to habitat destruction. As mentioned previously, wildlife species in the project area are those which have adapted to human disturbances and should readily migrate to the adjacent habitats.

4.4.3 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Implementation of the proposed I-49 Connector would involve a commitment of natural, physical, human, and fiscal resources. Land used for the proposed I-49 Connector would be an irreversible commitment during the time frame that the land is used for a highway facility. If in the future the highway facility is no longer needed, the land could be converted to another use. There is no reason to believe such a conversion would ever be made.

Fossil fuels, labor, and highway construction materials would be expended in large amounts, along with considerable amounts of labor and natural resources used in the fabrication and preparation of construction material. Generally, these materials are not retrievable. The use of these materials would not adversely affect continued availability since they are not in short supply. Any construction would require a one-time expenditure of both state and federal funds which are not retrievable.

Resources would be committed based on the concept that residents in the local area, state, and region would benefit by the improved quality of the transportation system.

4.4.4 POTENTIAL PERMITS

Section 404 of the Clean Water Act requires those who propose to discharge dredge or fill material into the waters of the United States, including wetlands, to obtain a permit from the U.S. Army Corps of Engineers. Each alternative would require a Section 404 permit.

Water Quality Certification is required by Section 401 of the Clean Water Act for projects requiring Section 404 permits. The Water Pollution Control Division of the Department of Environmental Quality reviews all environmental impact statements prepared, assessing the potential impact of the proposed project on water of the state. If 401 certification would be denied, a 404 permit cannot be issued.

Since the proposed project does not cross the designated navigable portion of the Vermilion River, no Coast Guard permit would be required.

Runway extension at Lafayette Regional Airport for Subalternative B would require FAA approval and a Section 404 permit.

Section 4(f) of the Department of Transportation Act protects publicly owned public parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction over transportation projects. Section 4(f) permits transportation projects on the aforementioned lands if: (1) there is no feasible and prudent alternative to such use, and (2) the project includes all possible planning to minimize harm to the property from such use. Section 6(f) (3) of the Land and Water Conservation Fund protects parks and recreation areas which have been fully or partially federally funded. At this time, it is believed that no Section 4(f) or 6(f) impacts would occur due to the project such that a 4(f) or 6(f) Statement would be required.

For RR-3 and RR-5, DEQ permits for solid waste and leachate disposal would be required to dispose of any excavation which may be required from the abandoned landfill area near University. There is potential that other sites along the railroad traversed primarily by RR-3 and RR-4 would require DEQ permits for disposal of excavation material. Should hazardous wastes be encountered along EA-1 in the form of leaking underground tanks or other material, DEQ permits would again be required for disposal.

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CHAPTER 5

Community and Agency Involvement

5.2 PUBLIC INFORMATION PROGRAM

A series of four newsletters have been published throughout the year-long study. Names and addresses for the distribution list were gathered from a variety of sources, including the Chamber of Commerce, area mayors' offices, government agencies, area business groups, and from field surveys done along the route. Additional names were requested at all meetings, in correspondence, and in each edition of the newsletter. The I-49 Connector has a distribution list numbering over 600 individuals and businesses, including over 300 addresses within the immediate study area which may experience direct impacts of the project.

Articles and announcements were published in local newspapers to inform the public of the project and to announce a formal public meeting. Media representatives were encouraged to attend the meeting and were offered support in developing newsworthy articles and stories for print and publication.

The public meeting was held in Lafayette in January, 1991, at the project's inception. Notices of the meeting appeared in the Lafayette newspaper Daily Advertiser twice prior to the actual meeting date. Approximately seventy-five citizens attended the meeting, which was held at the Lafayette City Hall auditorium. Maps, charts, and aerial photography were displayed in the room. An explanation of the project was followed by a brief question/answer session. Minutes of the meeting were prepared and are on file at LDOTD.

A project office was established in the Lafayette office of a consultant firm participating in the I-49 Connector Study. Displays are posted for viewing, and staff personnel are available during regular business hours to address questions.

Study Team personnel also attended several community meetings held in Lafayette. One or more presentations have been made to the representatives of the following groups:

Chamber of Commerce

Lafayette Areawide Planning Commission (LAPC)

The Gateway Committee

Lafayette Regional Airport

St. Genevieve Church

The Downtown Development Association (DDA)

Rotary Club

Citizens of District A (CODA)

Following the distribution and review of this Draft EIS, a formal public hearing will also be held in Lafayette. Comments and questions will be heard, discussed and recorded for future study and inclusion in the Final EIS.

Details of the public participation process to date for the I-49 Connector study are attached as Appendix C.

5.3 AGENCY CORRESPONDENCE & MEETINGS

The lead agencies involved in the project are the Louisiana Department of Transportation and Development and the Federal Highway Administration. Regular meetings have been held amongst representatives of these agencies and the Consultant Team through the "Steering Committee", a technical group organized for this specific project, with the City of Lafayette and Lafayette Areawide Planning Commission represented at these meetings.

As part of the Draft EIS preparation, a number of federal, state and local agencies were contacted. These entities generally provide input and comment to assist with project location and evaluation during the environmental assessment process. Agencies which were contacted regarding the I-49 Connector study include:

- Louisiana Department of Wildlife and Fisheries -Natural Heritage Program
- Louisiana Department of Environmental Quality - Office of Solid and Hazardous Waste
- Louisiana Department of Environmental Quality - Underground Storage Tank Division
- Louisiana Department of Environmental Quality - Inactive and Abandoned Waste Sites
- Louisiana Department of Environmental Quality - Office of Water Resources
- Louisiana Department of Culture, Recreation and Tourism - Office of Cultural Development
- United States Department of Agriculture - Soil Conservation Service
- United States Geological Survey
- United States Department of Interior National Park Service
- United States Department of Transportation - United States Coast Guard
- Department of the Army, Corps of Engineers
- Lafayette Areawide Planning Commission
- Lafayette Department of Public Works

Agency comments received in response to the formal "Solicitation of Views" are summarized as follows:

- Consider the impacts to local parks and recreation areas
- Coordinate the project with the National Historic Park and Preserve in New Orleans, the State Historic Preservation Officer, the Land and Water Conservation Fund, and the Louisiana National Heritage Program
- A cultural resources investigation should be performed
- Department of the Army permits may be required for any work done on the Vermilion River bridge

- No threatened or endangered species of plants or animals exist within the project limits; there are no protected streams in the vicinity
- No impacts would occur on commercial forestry interests

5.4 DISTRIBUTION OF DRAFT EIS

In compliance with federal guidelines, this Draft EIS is available for public inspection at the following locations during normal operating hours:

Louisiana Department of Transportation
and Development
District 03 Headquarters
P.O. Box 3648
Lafayette, LA 70502
(on U.S. 90/Evangeline Thruway across from the Lafayette Regional Airport)

Lafayette Areawide Planning Commission
Lafayette City Hall
705 West University
Lafayette, LA 70506

Office of the Project Control Engineer
Lafayette City Hall
705 West University
Lafayette, LA 70506

Lafayette Parish Main Library
301 West Congress
Lafayette, LA 70501

I-49 Connector Project Office
117 West Pinhook
Lafayette, LA 70501

In addition, the following individuals and federal, state, and local agencies have been supplied with a copy of the Draft EIS, including a request for any comments they may have:

Arthur Williams, Program Manager
Department of Wildlife & Fisheries
P.O. Box 98000
Baton Rouge, LA 70898

Department of Transportation
Federal Aviation Administration
Ft. Worth, TX 76193-0000

Department Economic Development
Office of Commerce & Industry
P.O. Box 94185
Baton Rouge, LA 70804-9185

Department of Agriculture & Forestry
Office of Forestry
P.O. Box 1628, State Capitol 21st floor
Baton Rouge, LA 70821

Department of Agriculture & Forestry
Office of Soil/Water Conservation
P.O. Box 3554, State Capitol 21st floor
Baton Rouge, LA 70821-3554

Department of Culture Recreation & Tourism
SHPO
P.O. Box 44247, Capitol Annex 3rd floor
Baton Rouge, LA 70804

Department of Environmental Quality
Solid Waste Division
7290 Bluebonnet, 4th floor
Baton Rouge, LA 70884

Department of Environmental Quality
Water Quality Division
7290 Bluebonnet, 4th floor
Baton Rouge, LA 70804

Department of Wildlife & Fisheries
Attn: Mr. Maurice Watson
P.O. Box 98000
Baton Rouge, LA 70898-9000

Department of Wildlife & Fisheries
Ecological Studies Section
P.O. Box 98000
Baton Rouge, LA 70898-9000

Executive Director
LA Forestry Association
P.O. Drawer 5067
Alexandria, LA 71301

Floodplain Management Program
Dan Hawkins, DOTD Room 430
Baton Rouge, LA 70804

Department of Public Safety
Highway Safety Commission
P.O. Box 66336
Baton Rouge, LA 70896

Department of Environmental Quality
Water Pollution Control Division
7290 Bluebonnet, 4th Floor
Baton Rouge, LA 70804

LA Department of Natural Resources
Office of Conservation
P.O. Box 44275 (625 N. 4th)
Baton Rouge, LA 70804

LA Good Roads Association
Attn: Preston Eggers
7747 Tom Drive
Baton Rouge, LA 70806

LA Health & Human Resources Administration
Bureau of Environmental Services
P.O. Box 60630
New Orleans, LA 70160

LA Natural Heritage Program
LA Department of Wildlife & Fisheries
P.O. Box 98000
Baton Rouge, LA 70898-9000

LA State Mineral Board
P.O. Box 2827
Baton Rouge, LA 70821-2827

Department of Environmental Quality
Air Quality Division
7290 Bluebonnet, 4th Floor
Baton Rouge, LA 70884

LA State Attorney General
Lands & Natural Reservation Division
P.O. Box 94095 (DNR Bldg. 11th floor)
Baton Rouge, LA 70804-9095

Mr. Wayne Fairly
FEMA Region VI
800 North Loop 288
Denton, TX 76201

The Honorable Dudley Lastrapes
Mayor of Lafayette
P.O. Box 4017-C
Lafayette, LA 70502

Office of State Parks
Department of Culture Recreation & Tourism
P.O. Box 44426, Capitol Annex 3rd floor
Baton Rouge, LA 70804

Planning Section
Office of Planning & Budget
P.O. Box 94095 - DNR Bldg. 11th
Baton Rouge, LA 70804

Region Environmental Officer
US Department of Housing/Urban Development
P.O. Box 2905
Fort Worth, TX 76113

Regional Administrator
Environmental Protection Agency
1445 Ross Avenue
Dallas, TX 75202-2733

Division of Administration
State Land Office
P.O. Box 44124
Baton Rouge, LA 70804

The Honorable J. Bennett Johnston, Senator
104 Dirkson
Senate Office Building
Washington, DC 20510

The Honorable John B. Breaux, Senator
104 Dirkson
Senate Office Building
Washington, DC 20510

US Department of Commerce
Economic Development Administration
611 East 6th Street - Suite 201
Austin, TX 78701

US Department of Agriculture
Soil Conservation Service
3737 Government Street
Alexandria, LA 71302

US Department of the Interior
Director, Office of Environmental Affairs
Room 2340, MIB
1849 C Street, N. W.
Washington, D.C. 20240-0001

US Fish & Wildlife Service
825 Kaliste Saloom
Brandywine II, Suite 102
Lafayette, LA 70508

Lydia Guillott
Louisiana Sierra Club
P.O. Box 19469
New Orleans, LA 70119-0469

Department of Environmental Quality
Air Quality Division
7290 Bluebonnet, 4th Floor
Baton Rouge, LA 70804

Commander (OBR)
8th Coast Guard District
500 Camp Street
New Orleans, LA 70130

The Honorable "Jimmy" Hayes, Congressman
House Office Building
503 Cannon
Washington, DC 20510

Curtis F. Hoglan President & CEO
Lafayette Economic Development Authority
P.O. Drawer 51439
Lafayette, LA 70505-1439

Greater Lafayette Chamber of Commerce
P.O. Drawer 51307
Lafayette, LA 70505-1307

Jon Gibson
LA Archaeological Society
120 Beta Drive
Lafayette, LA 70506

Lafayette Parish Civil Defense
Director
P.O. Box 3286
Lafayette, LA 70502

Mr. Walter Comeaux, President
Lafayette Parish Council
P.O. Drawer 4508
Lafayette, LA 70502

Lafayette Parish Council of Government
Town Hall
Youngville, LA 70592

Lafayette Parish School Board
P.O. Drawer 2158
Lafayette, LA 70502

Mr. Don Breaux
Lafayette Parish Sheriff
P.O. Box 3508
Lafayette, LA 70502

Lafayette Soil & Water Conservation District of LA
P.O. Box 5250
Lafayette, LA 70502

Lafayette Areawide Planning Commission
P.O. Box 40176
Lafayette, LA 70502-4017

The Honorable Jerry Luke LeBlanc, Representative
108 Wedgewood Drive
Lafayette, LA 70503

The Honorable Don Higginbotham, Representative
4010 W. Congress
Lafayette, LA 70506

The Honorable Wilfred Pierre, Representative
730 Arthur Street
Lafayette, LA 70501

The Honorable Raymond "Lala" Lalonde,Rep.
P.O. Box 490
Sunset, LA 70584

The Honorable "Chris" John, Representative
P.O. Box 921
Crowley, LA 70527-0921

The Honorable Oswald Decuir, Senator
203 Wicklow Blvd.
New Iberia, LA 70560

The Honorable Max Jordan, Senator
903 Kim Drive
Lafayette, LA 70508

The Honorable Donald Cravins, Senator
Route 3, Box 326
Arnaudville, LA 70512

The Honorable Armand J. Brinkhaus, Senator
P.O. Drawer E
Sunset, LA 70584

St. Martin, Iberia, Lafayette
Smile Community Action Agency
P.O. Box 3343
Lafayette, LA 70583

US Department of Transportation
Urban Mass Transportation Administration
819 Taylor Street - Suite 9A32
Fort Worth, TX 76102

Department of the Army
N.O. District Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160-0267

Floodplain Administrator
Lafayette Parish Police Jury
P.O. Drawer 4525
Lafayette, LA 70502

CHAPTER 6

List of Preparers

I-49 Connector Study Team

HNTB (lead consultant)

Blaise M. Carriere, P.E.
Associate

B.S./Civil Engineering
M.S./Civil Engineering
31 years of engineering, management and administrative experience
Responsible for Study Team project development

J. Warren Myers
Director of Environmental Services

B.S./Zoology
M.S./Biology
20 years of Environmental planning and management
Responsible for environmental studies

Robert W. Schmidt, P.E.

B.S./Civil Engineering
11 years of transportation design, planning and management experience
Responsible for Study Team project coordination, report preparation, design, geometric, layouts, and other engineering

Richard McGucken

B.S./Geography
27 years of environmental and urban planning; social, economic and environmental evaluations; public participation; and report preparation
Responsible for socioeconomic studies

Jon L. Gibson, Ph.D.
Anthropology Professor & Director,
Center for Archaeological Studies, USL

B.A./Geography
B.A./Anthropology
Ph.D./Anthropology
26 years of research, consulting and instructive experience
Performed cultural resources investigations

SDA

Richard Minvielle

B.A./City and Regional Planning
MURP/Master of Urban & Regional Planning
13 years of land use/environmental planning & public administration experience
Determined displacements and other socioeconomic impacts

Joseph L. Catalon
President of Tagg Catalon & Associates

B.A./Fine Arts
Numerous right-of-way and real estate acquisition courses & certification; 13 years of right-of-way relocation & negotiation experience in the City of Lafayette
Estimated values of residential and business displacements

PENSCO

Allen L. Martin, P.E./P.L.S.
Principal (Corp. Secretary)

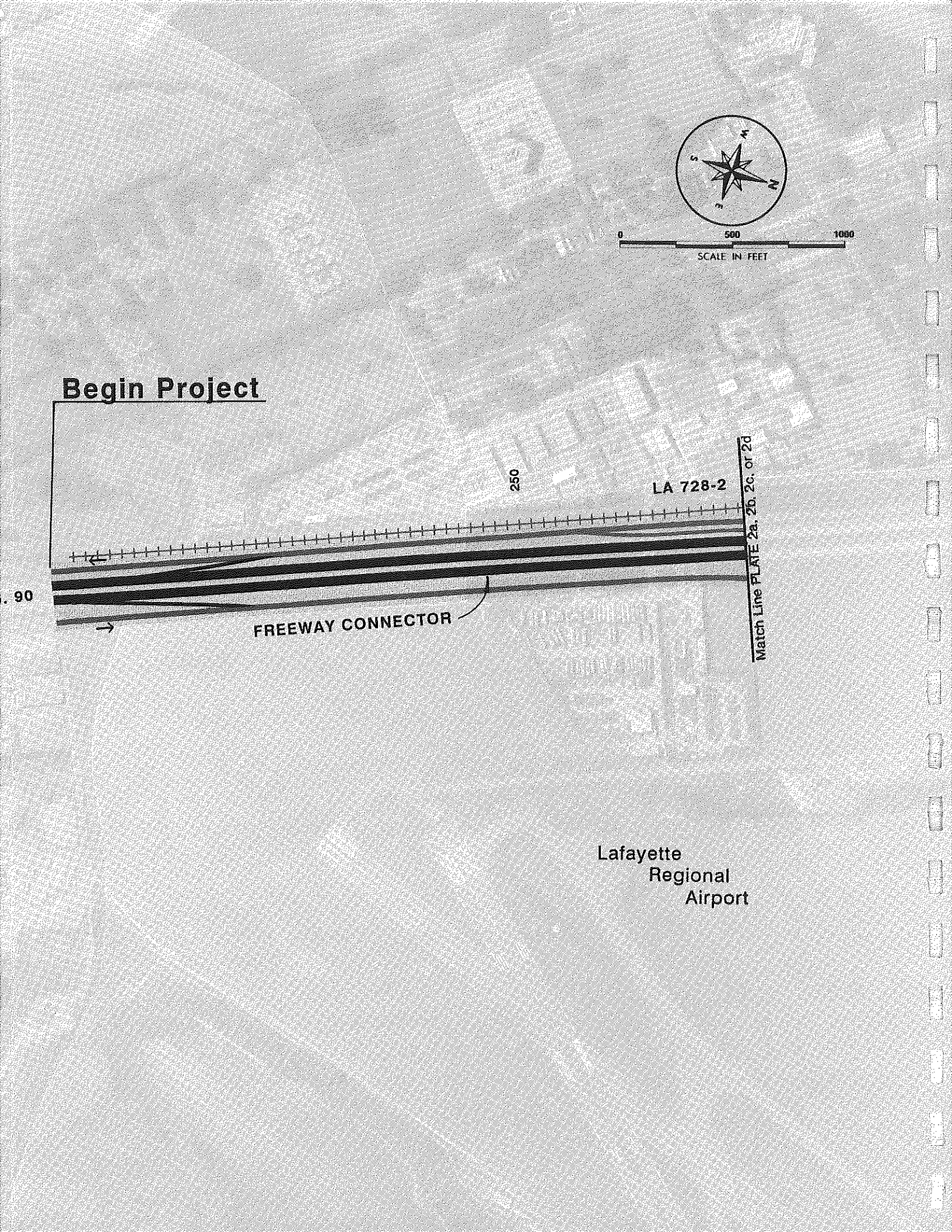
B.S./Civil Engineering
15 years of transportation engineering and planning, project management, and administrative experience.
Collected raw data on existing conditions

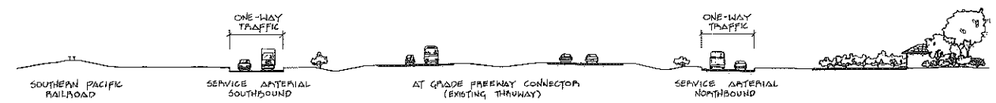
DSA

Calvin Courville, P.E.
Principal

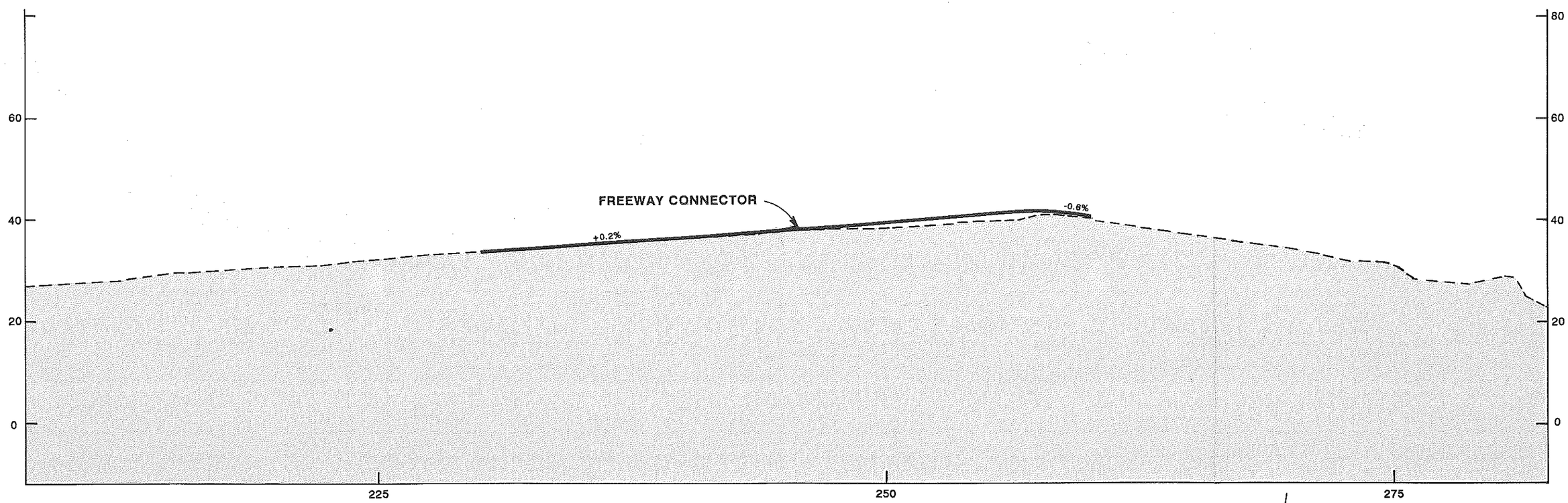
B.S./Civil Engineering
26 years of highway design and project management experience
Performed drainage studies, cost estimates, estimated right-of-way requirements, etc.

APPENDIX A


N
0
500
1000
SCALE IN FEET
Begin Project
250
LA 728-2
Match Line PLATE 2a, 2b, 2c, or 2d
. 90
FREEWAY CONNECTOR
Lafayette
Regional
Airport



SECTION SOUTH OF KALISTE SALOOM



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 1
ALL ALIGNMENTS

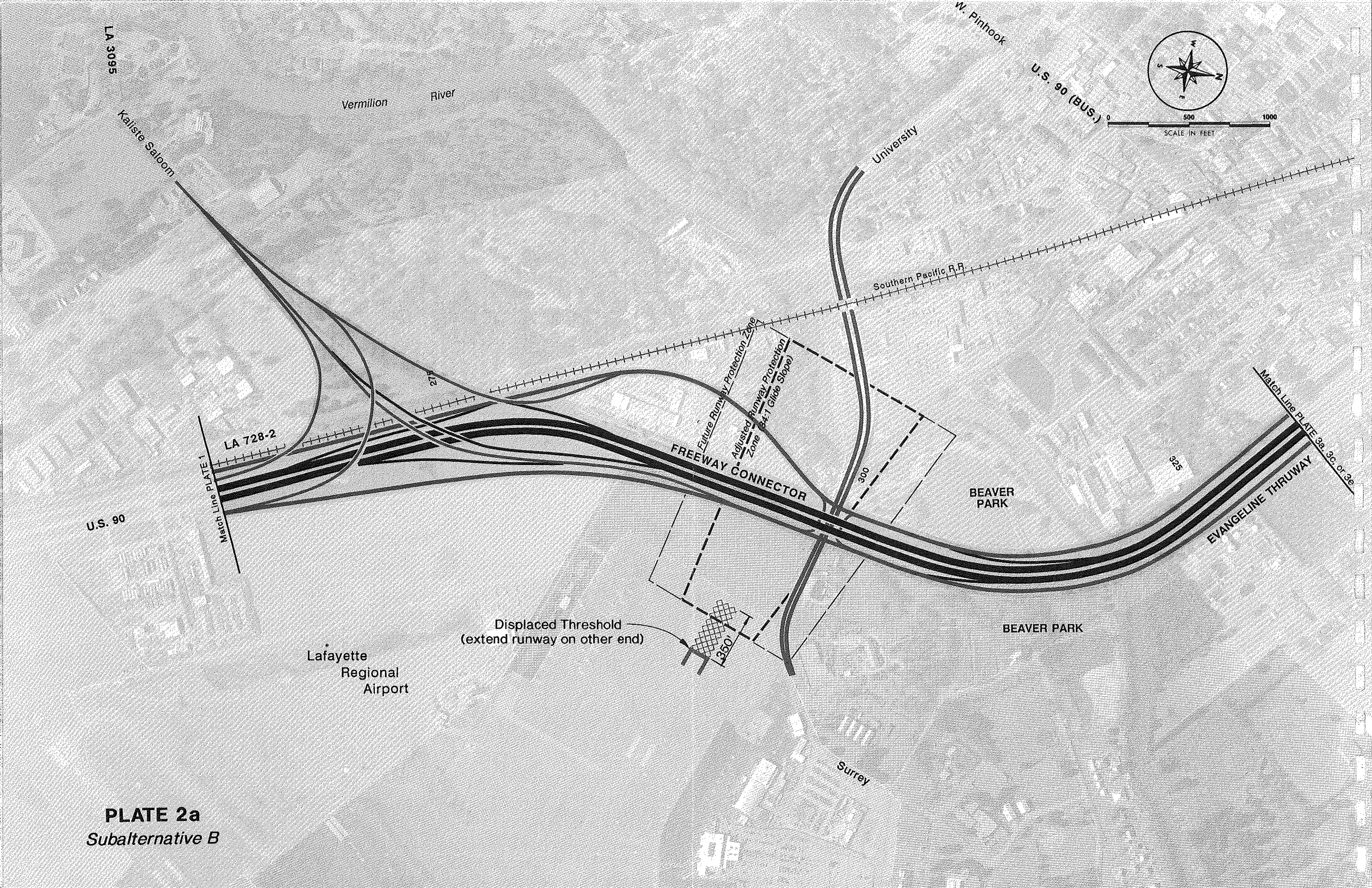
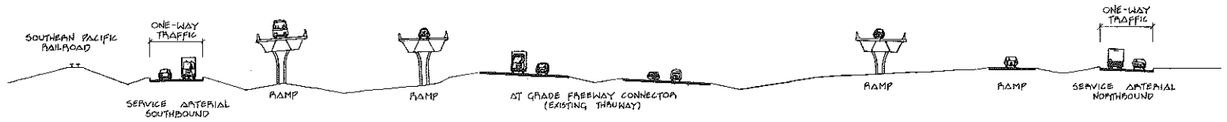
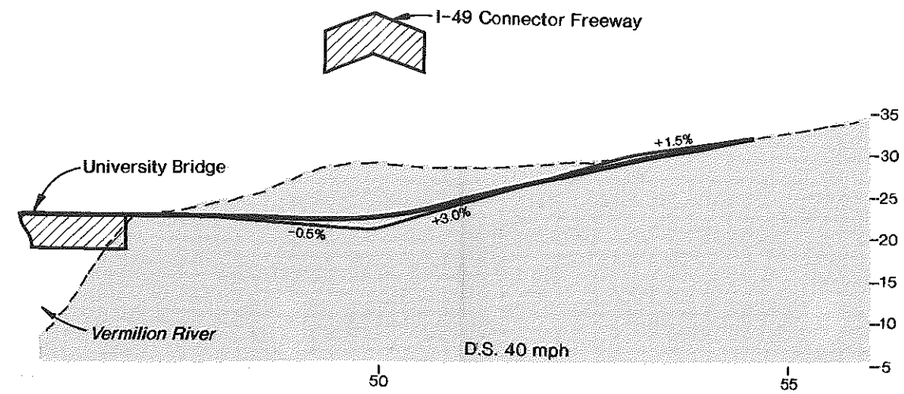


PLATE 2a
Subalternative B

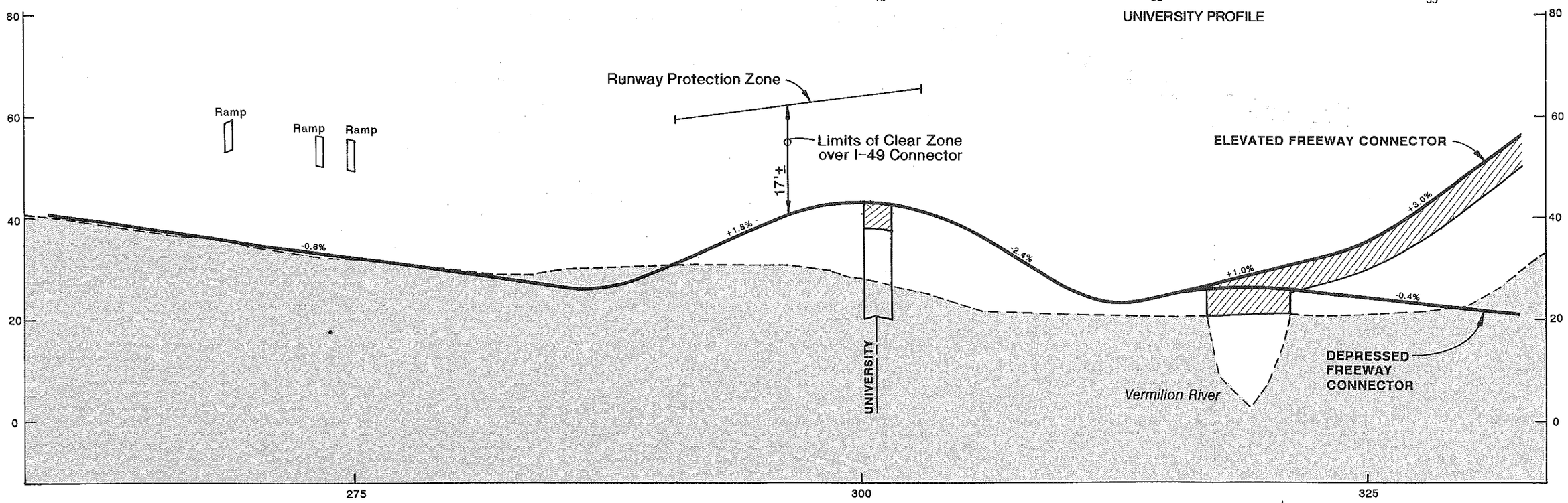
SECTION AT BEAVER PARK



SECTION AT KALISTE SALOOM INTERCHANGE



UNIVERSITY PROFILE



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 2a
EA-1 & RR-4
University Interchange Area
Subalternative B

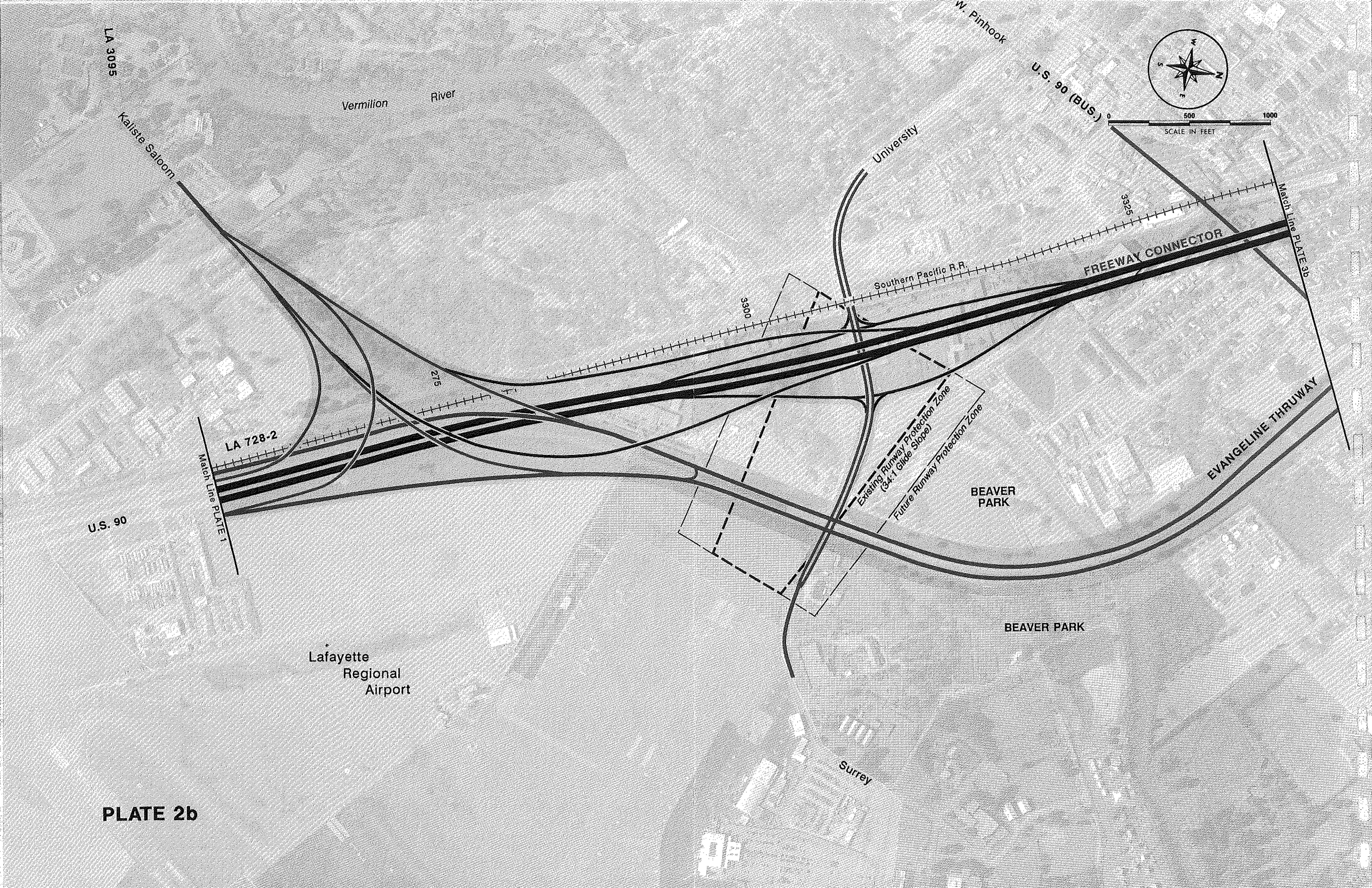
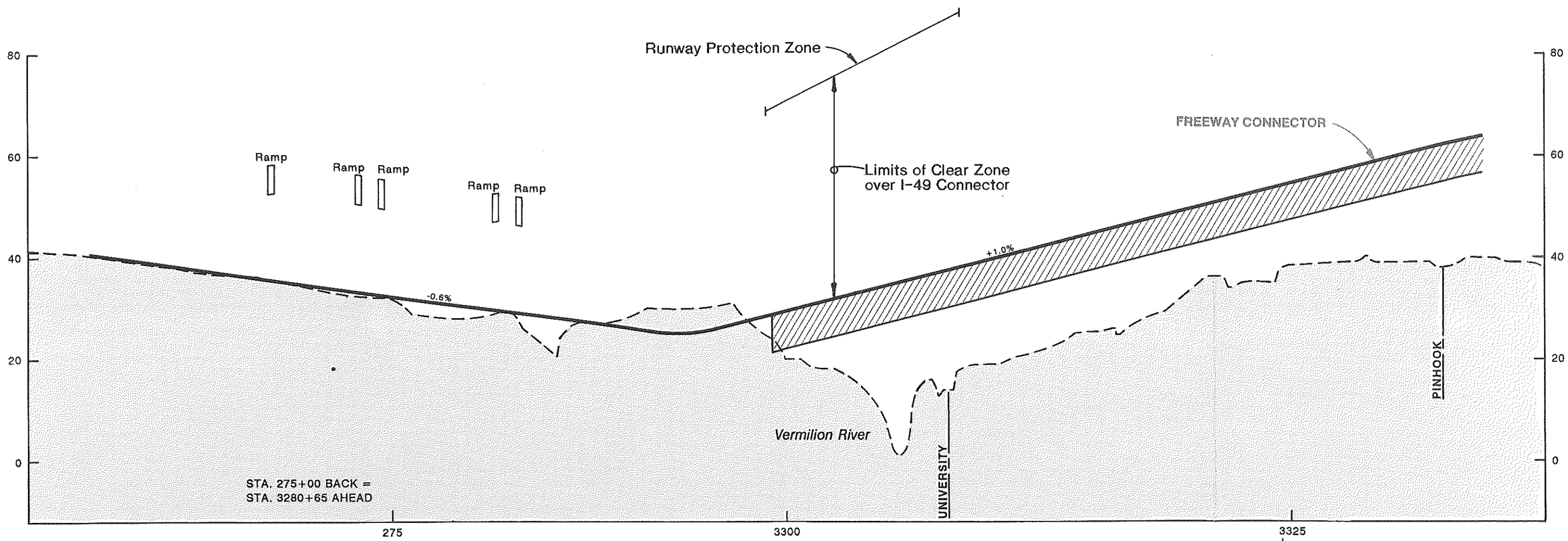

LA 3095
Vermilion River
Kaliste Saloom
W. Pinhook
U.S. 90 (BUS.)
University
0
500
1000
SCALE IN FEET
3325
Match Line PLATE 3b
FREEWAY CONNECTOR
Southern Pacific R.R.
3300
275
LA 728-2
Match Line PLATE 1
U.S. 90
Existing Runway Protection Zone (34:1 Glide Slope)
Future Runway Protection Zone
BEAVER PARK
EVANGELINE THRUWAY
BEAVER PARK
Lafayette Regional Airport
Surrey

PLATE 2b

SECTION AT KALISTE SALOOM INTERCHANGE



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 2b
RR-3
University Interchange Area

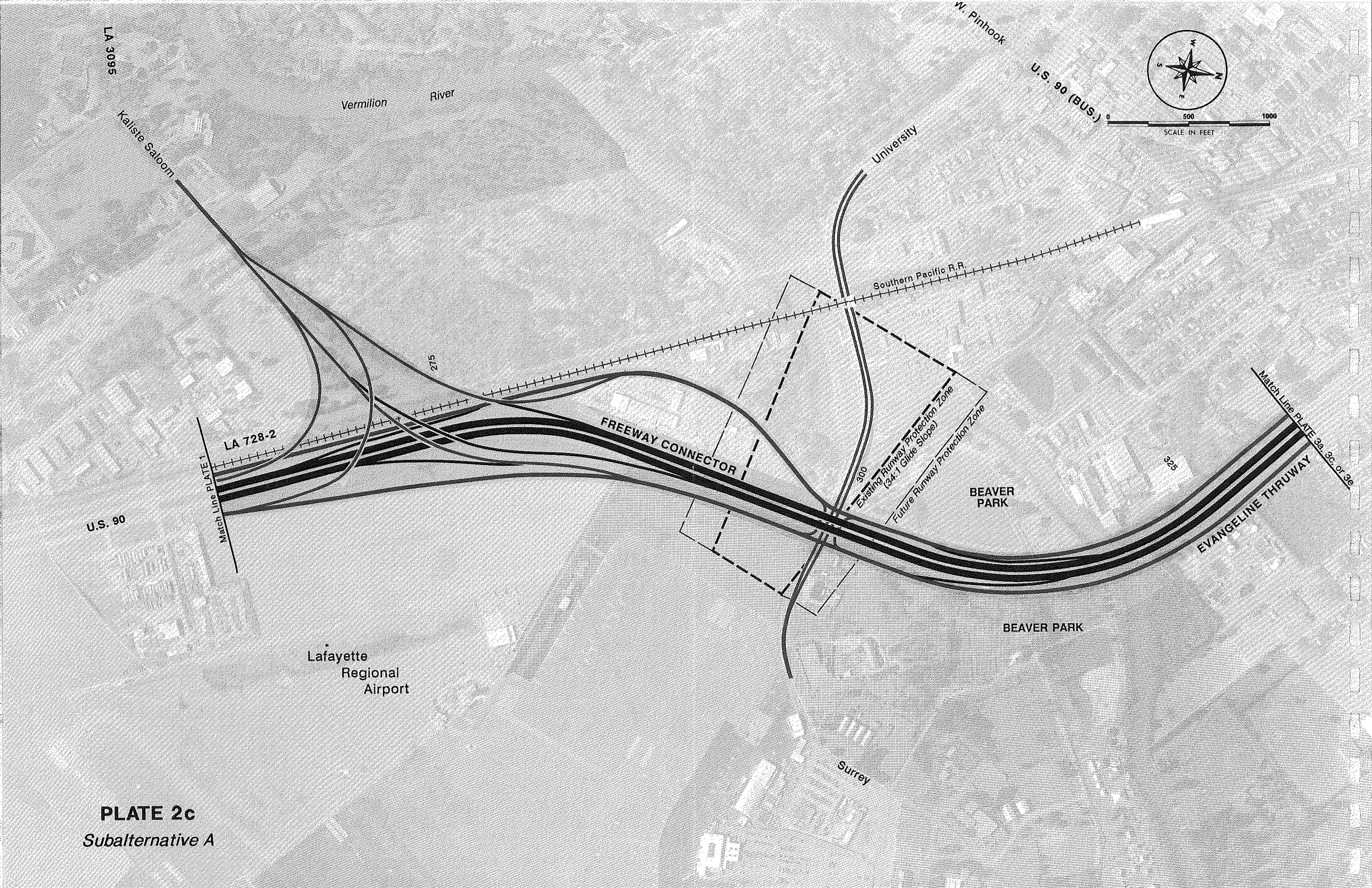
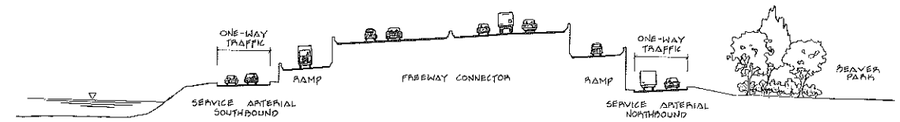
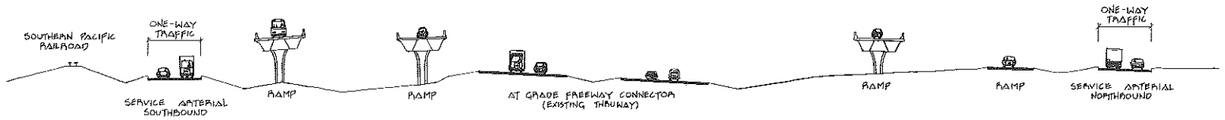


PLATE 2c

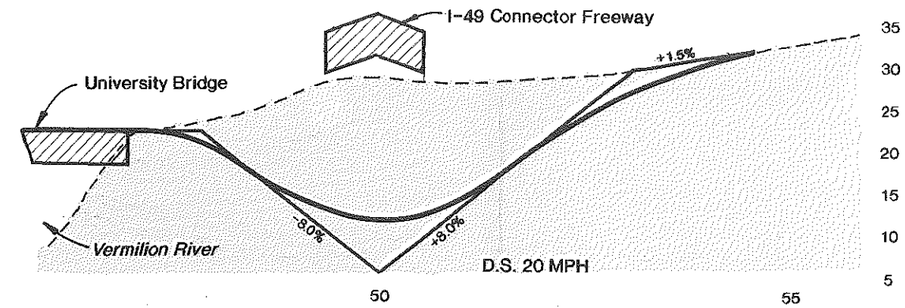
Subalternative A



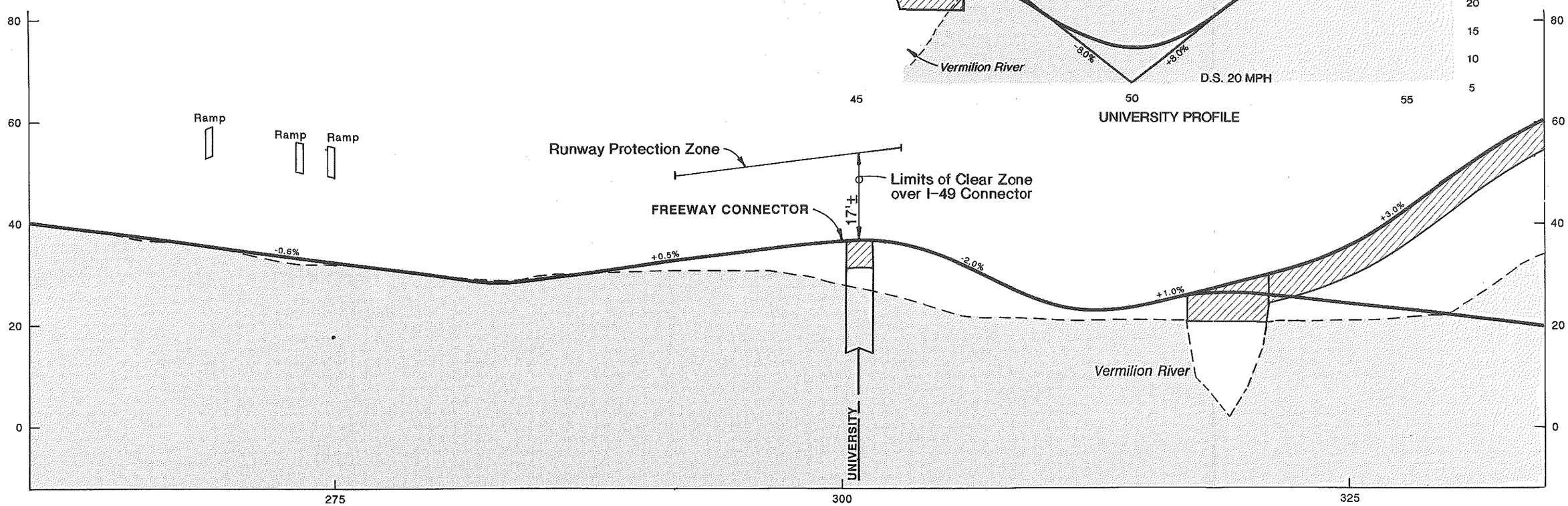
SECTION AT BEAVER PARK



SECTION AT KALISTE SALOOM INTERCHANGE



UNIVERSITY PROFILE



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 2c
EA-1 & RR-4
University Interchange Area
Subalternative A

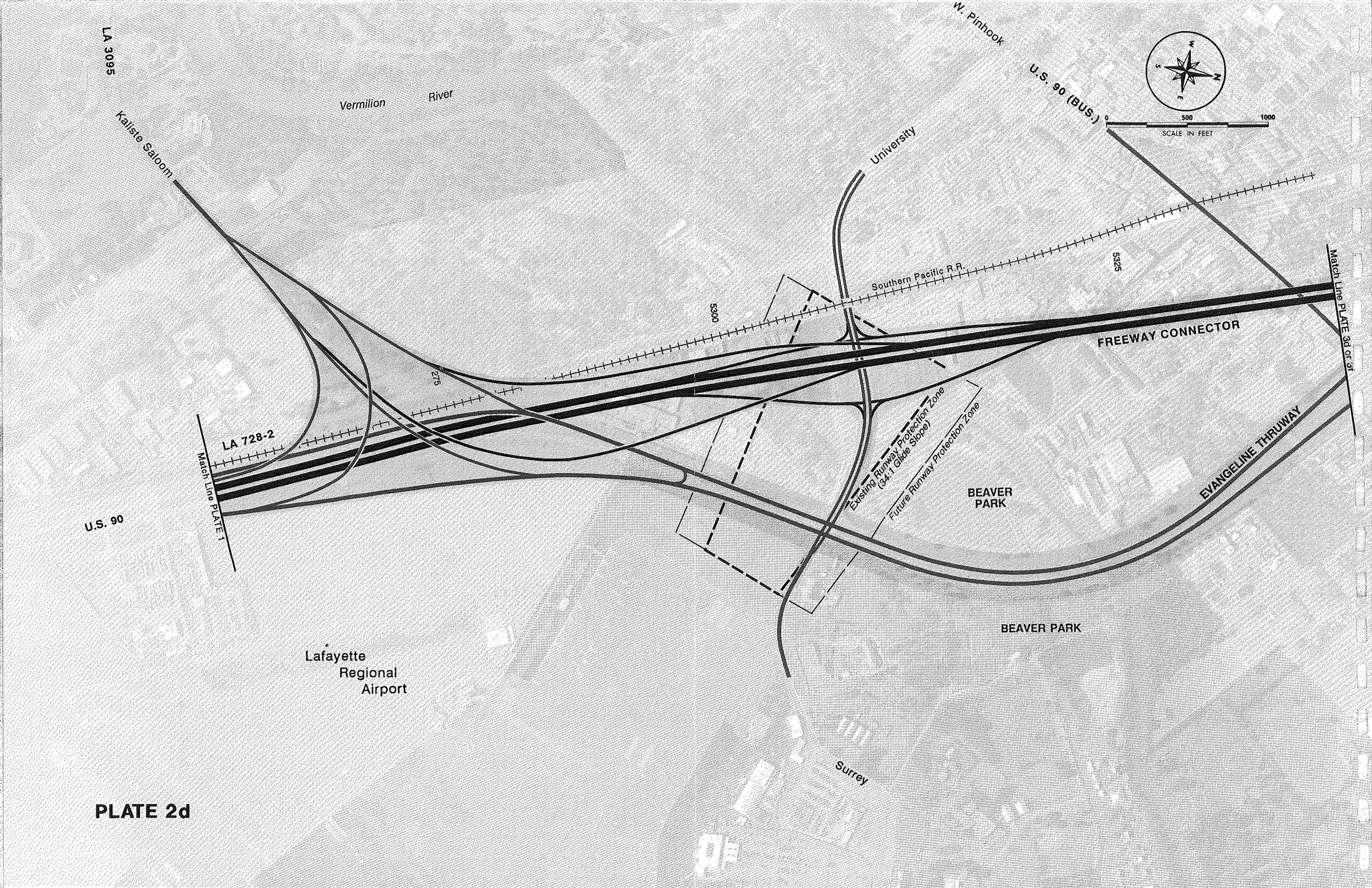
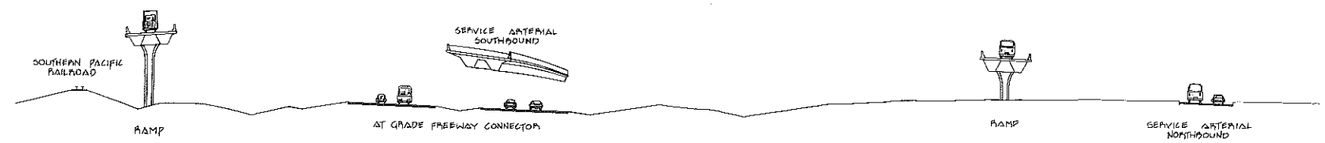
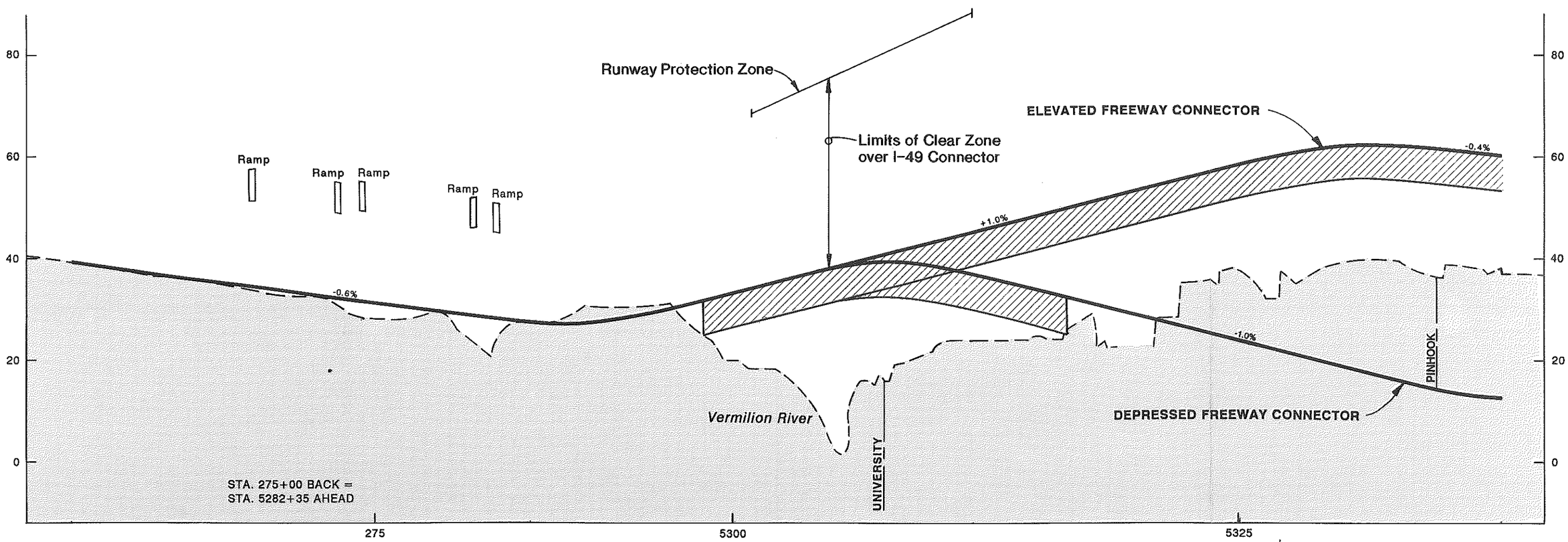

LA 3095
Kaliste Saloom
Vermilion River
W. Pinhook
U.S. 90 (BUS.)
University
0
500
1000
SCALE IN FEET
Southern Pacific R.R.
5300
5325
275
FREEWAY CONNECTOR
Match Line PLATE 3d or 3f
LA 728-2
Match Line PLATE 1
U.S. 90
Existing Runway Protection Zone (34:1 Glide Slope)
Future Runway Protection Zone
BEAVER PARK
EVANGELINE THRUWAY
BEAVER PARK
Lafayette Regional Airport
Surrey

PLATE 2d



SECTION AT KALISTE SALOOM INTERCHANGE



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 2d
RR-5
University Interchange Area

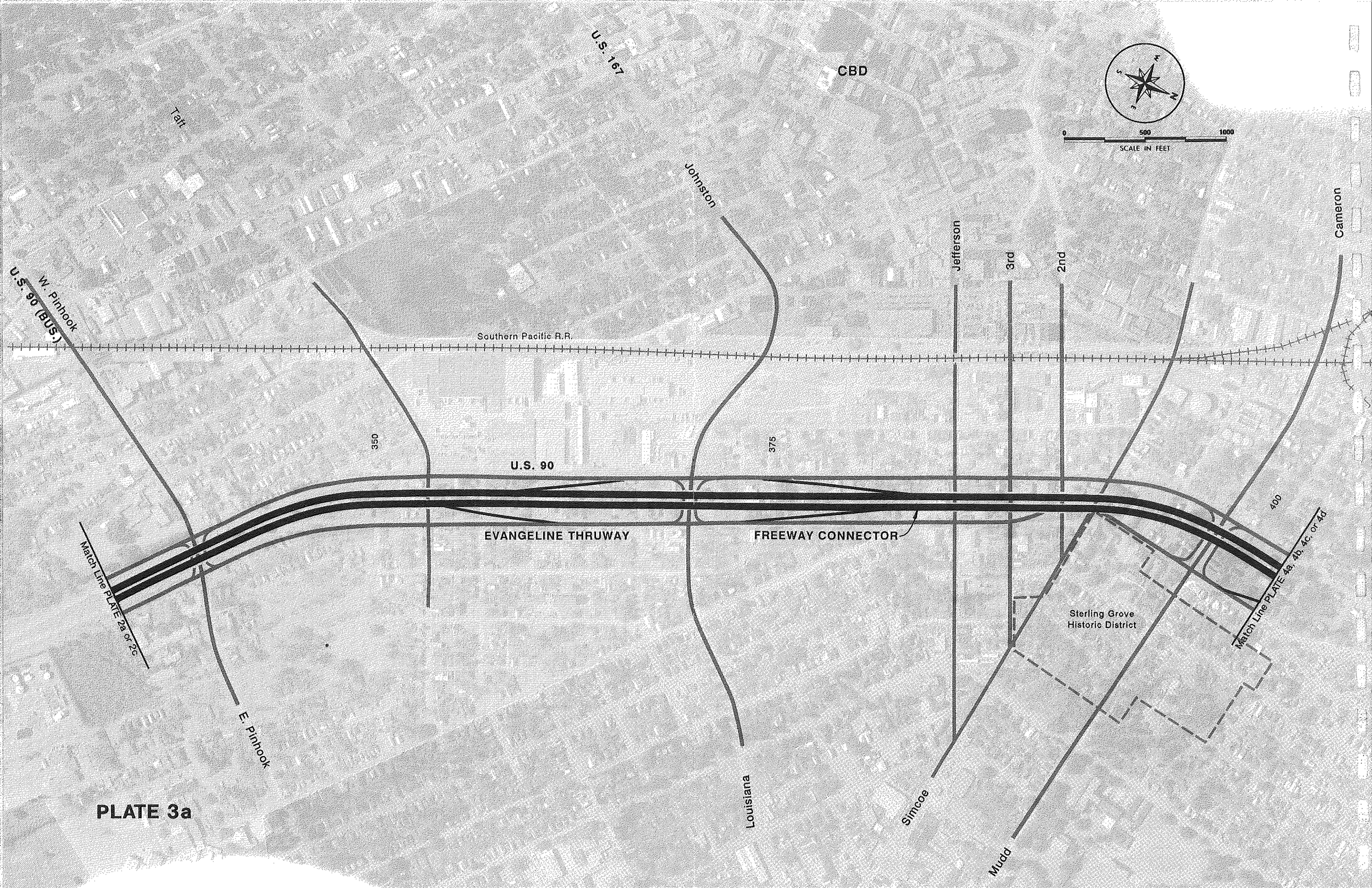
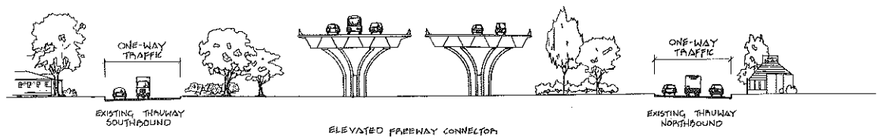
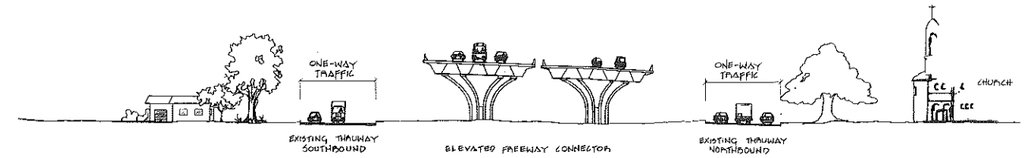

U.S. 167
CBD
Tatt
Johnston
Jefferson
3rd
2nd
Cameron
0
500
1000
SCALE IN FEET
U.S. 90 (BUS.)
W. Pinhook
Southern Pacific R.R.
350
375
U.S. 90
400
EVANGELINE THRUWAY
FREEWAY CONNECTOR
Match Line PLATE 2a or 2c
Match Line PLATE 4a, 4b, 4c, or 4d
Sterling Grove
Historic District
E. Pinhook
Louisiana
Simcoe
Mudd

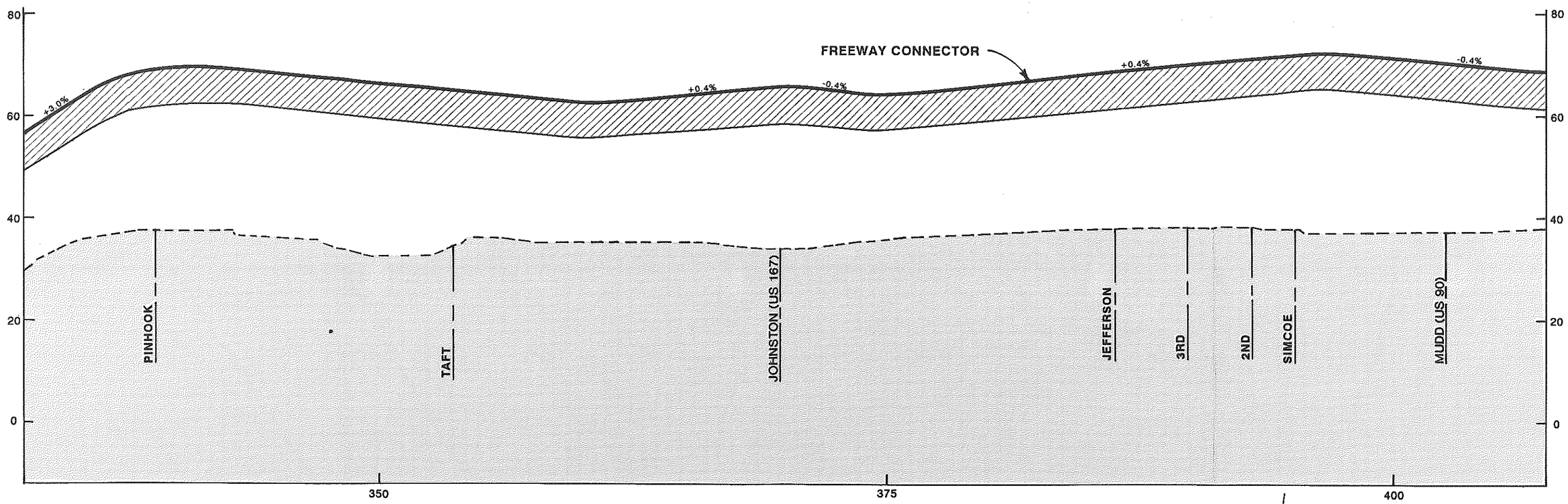
PLATE 3a



SECTION IN CENTRAL CORE AREA



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3a
EA-1 ELEVATED
Central Core Area

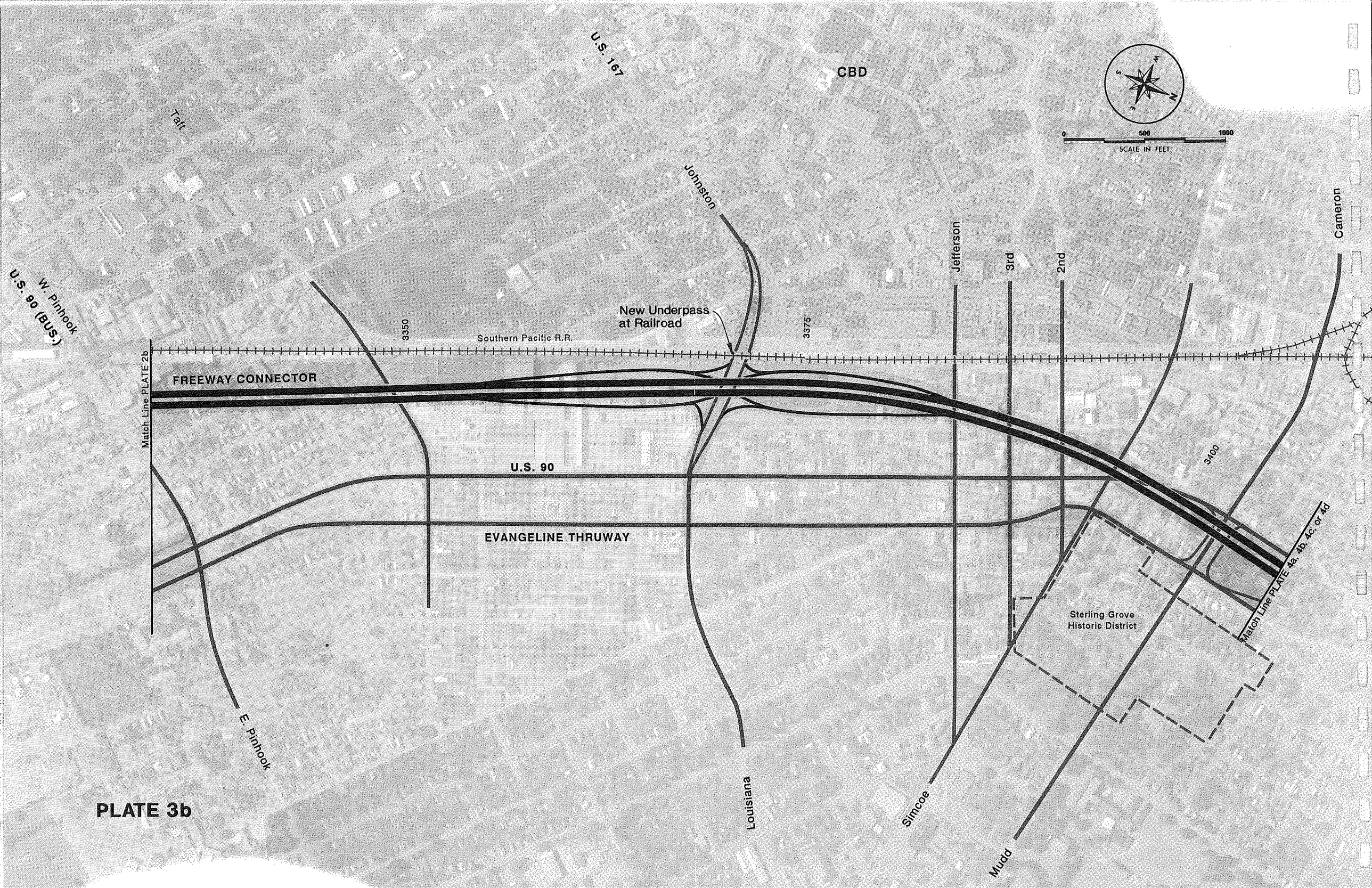
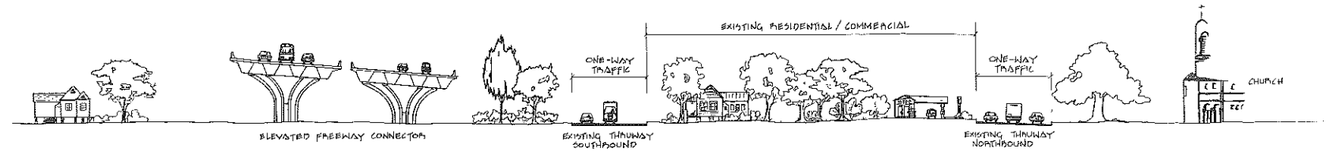
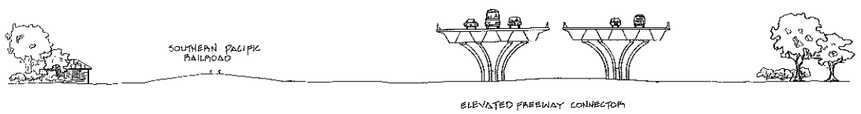

U.S. 167
CBD
Taft
Johnston
Jefferson
3rd
2nd
Cameron
W. Pinhook
U.S. 90 (BUS.)
New Underpass
at Railroad
3350
3375
Southern Pacific R.R.
FREEWAY CONNECTOR
Match Line PLATE 2b
U.S. 90
3400
EVANGELINE THRUWAY
Match Line PLATE 4a, 4b, 4c, or 4d
Sterling Grove
Historic District
E. Pinhook
Louisiana
Simcoe
Mudd
0
500
1000
SCALE IN FEET
N
W
S
E

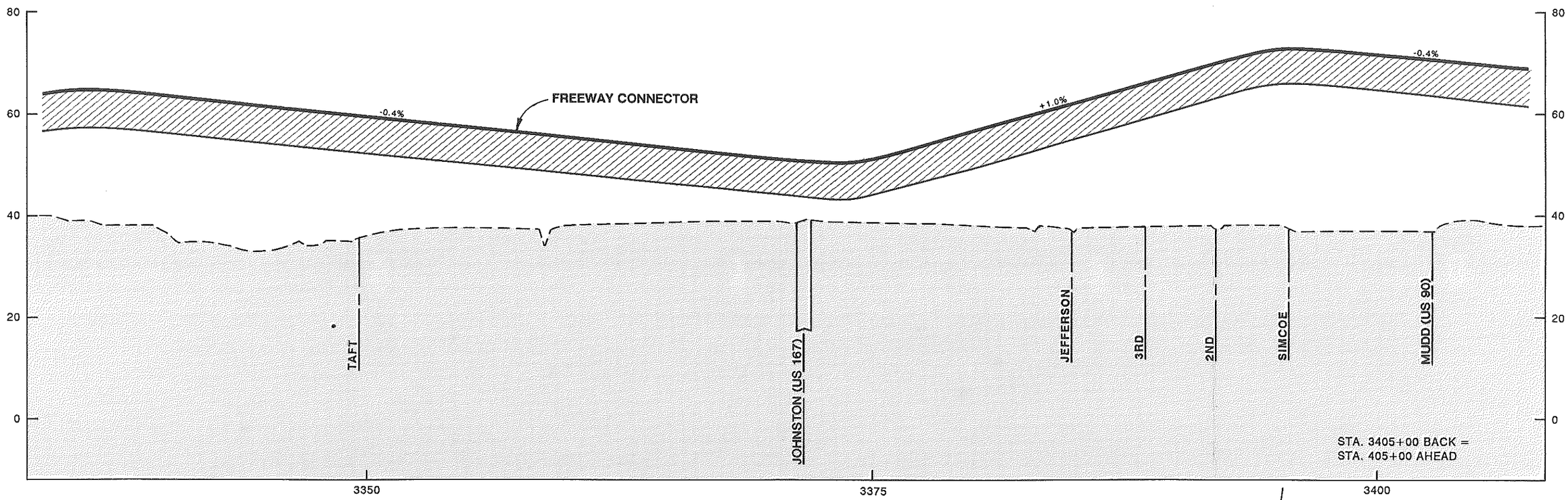
PLATE 3b



SECTION NEAR HISTORIC DISTRICT



SECTION ADJACENT TO RAILROAD



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3b
RR-3

Central Core Area

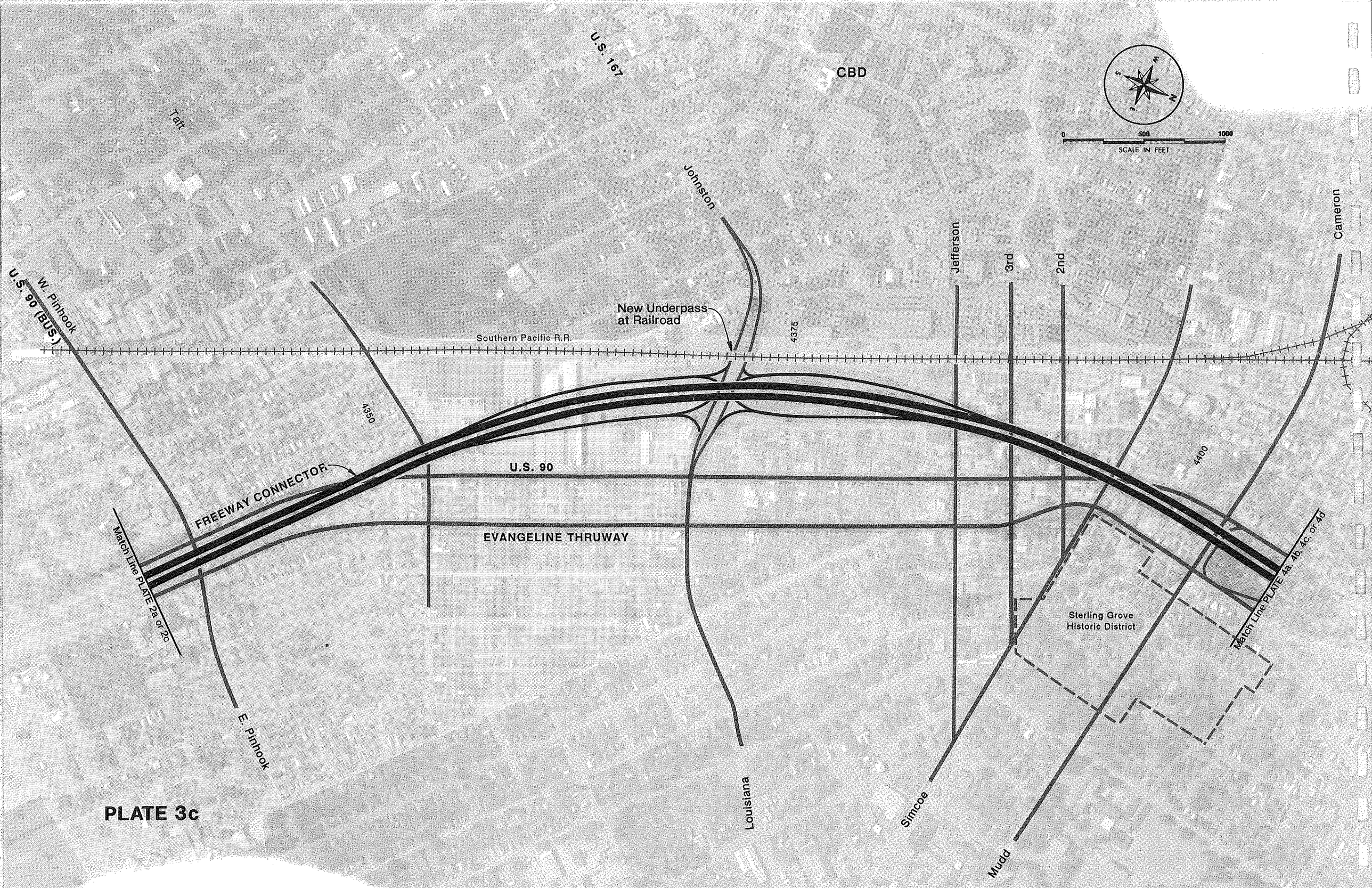
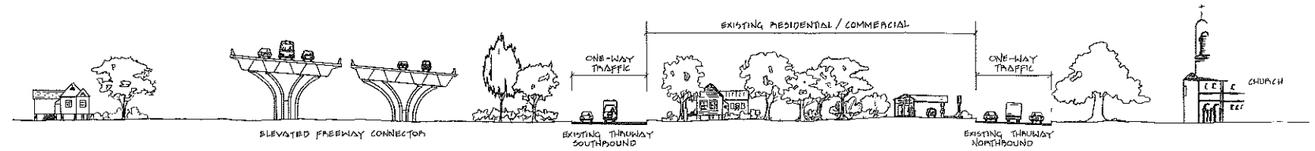
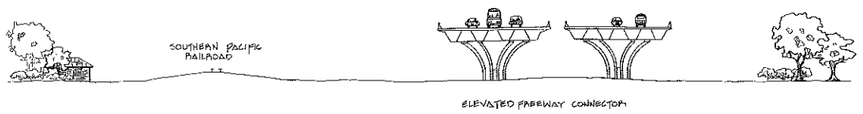

U.S. 167
CBD
Taft
Johnston
Jefferson
3rd
2nd
Cameron
W. Pinhook
U.S. 90 (BUS.)
New Underpass
at Railroad
Southern Pacific R.R.
4375
4350
4400
U.S. 90
FREEWAY CONNECTOR
EVANGELINE THRUWAY
Match Line PLATE 2a or 2c
Match Line PLATE 4a, 4b, 4c, or 4d
Sterling Grove
Historic District
E. Pinhook
Louisiana
Simcoe
Mudd
0
500
1000
SCALE IN FEET
N
W
S
E

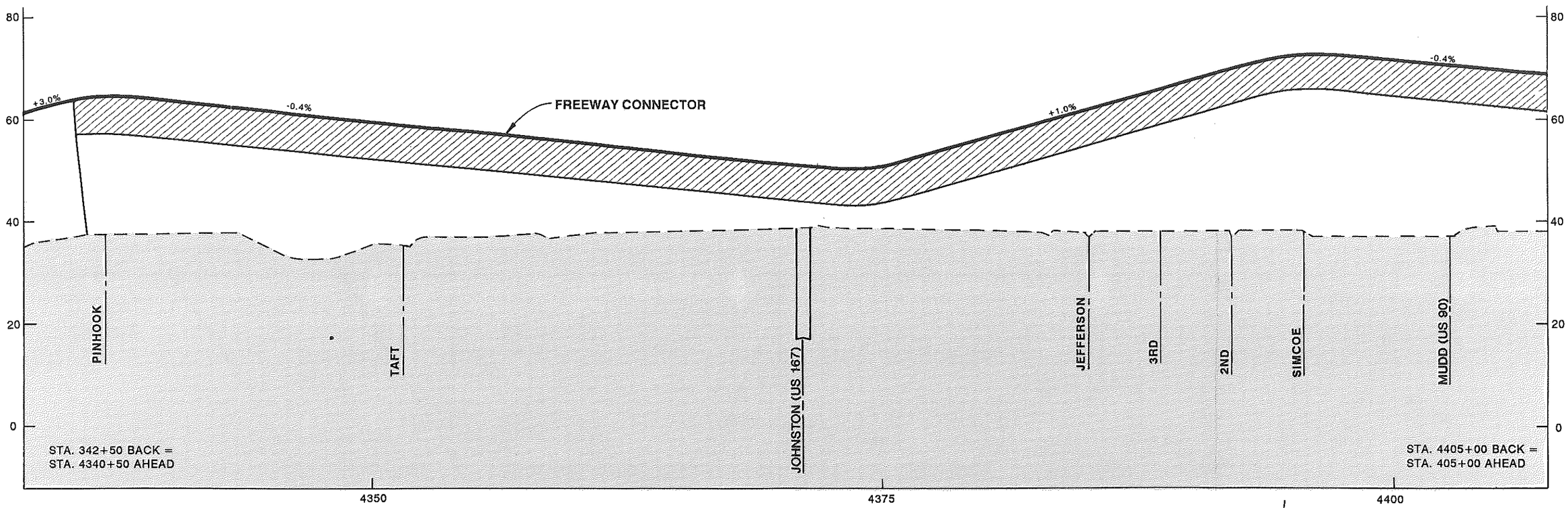
PLATE 3c



SECTION NEAR HISTORIC DISTRICT



SECTION ADJACENT TO RAILROAD



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3c
RR-4

Central Core Area

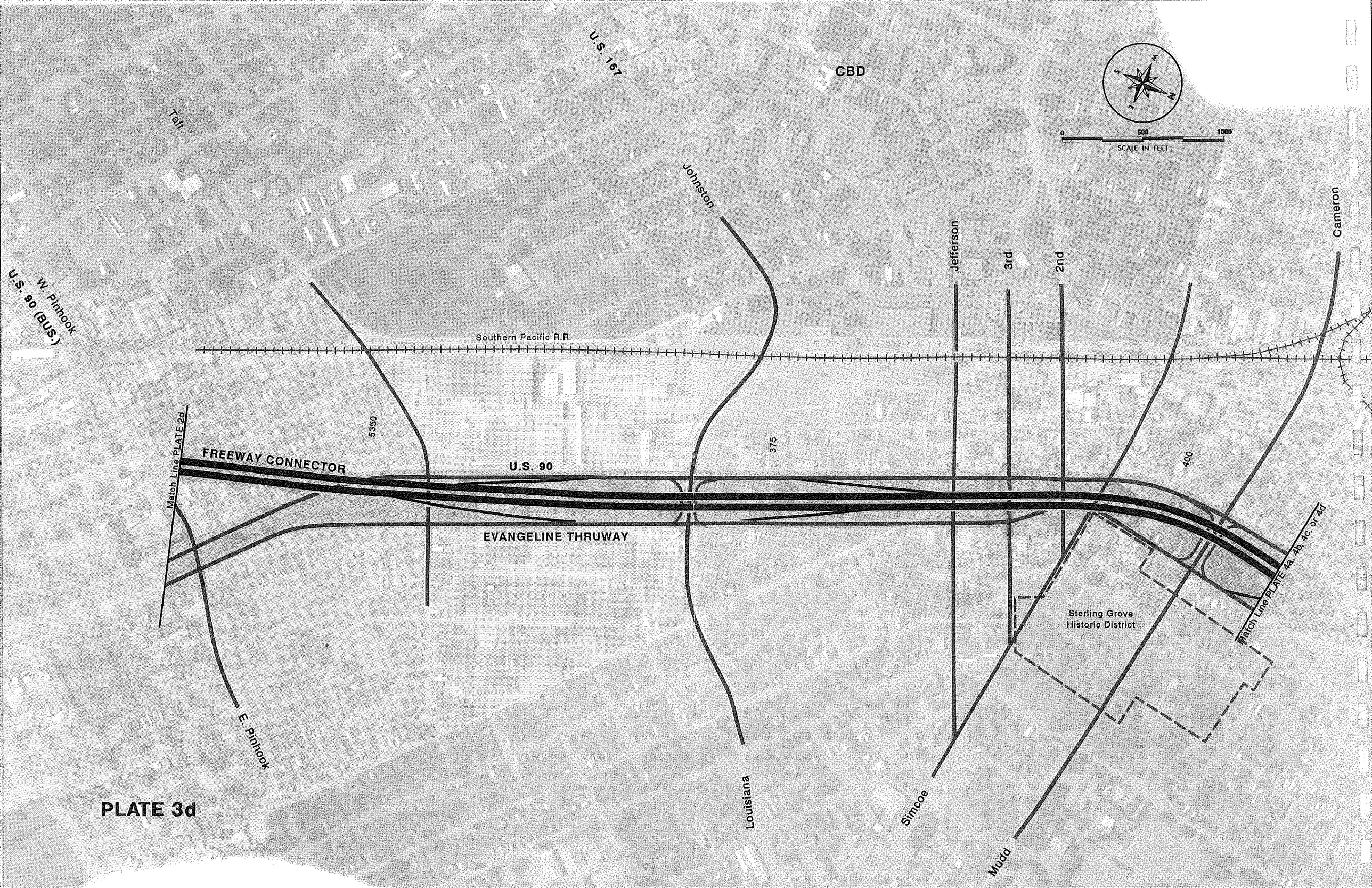
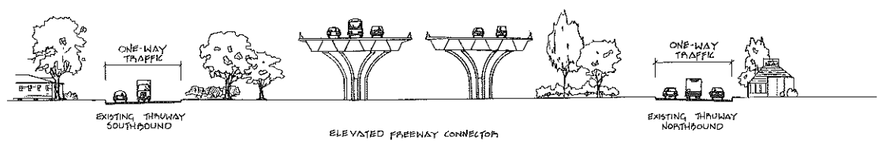
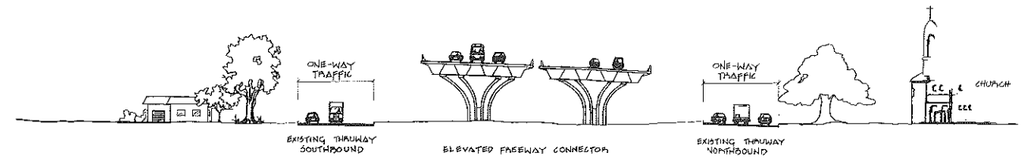

CBD
U.S. 167
Taft
Johnston
Jefferson
3rd
2nd
Cameron
W. Pinhook
U.S. 90 (BUS.)
Southern Pacific R.R.
Match Line PLATE 2d
5350
FREEWAY CONNECTOR
U.S. 90
375
400
EVANGELINE THRUWAY
Match Line PLATE 4a, 4b, 4c, or 4d
Sterling Grove
Historic District
E. Pinhook
Louisiana
Simcoe
Mudd
0
500
1000
SCALE IN FEET

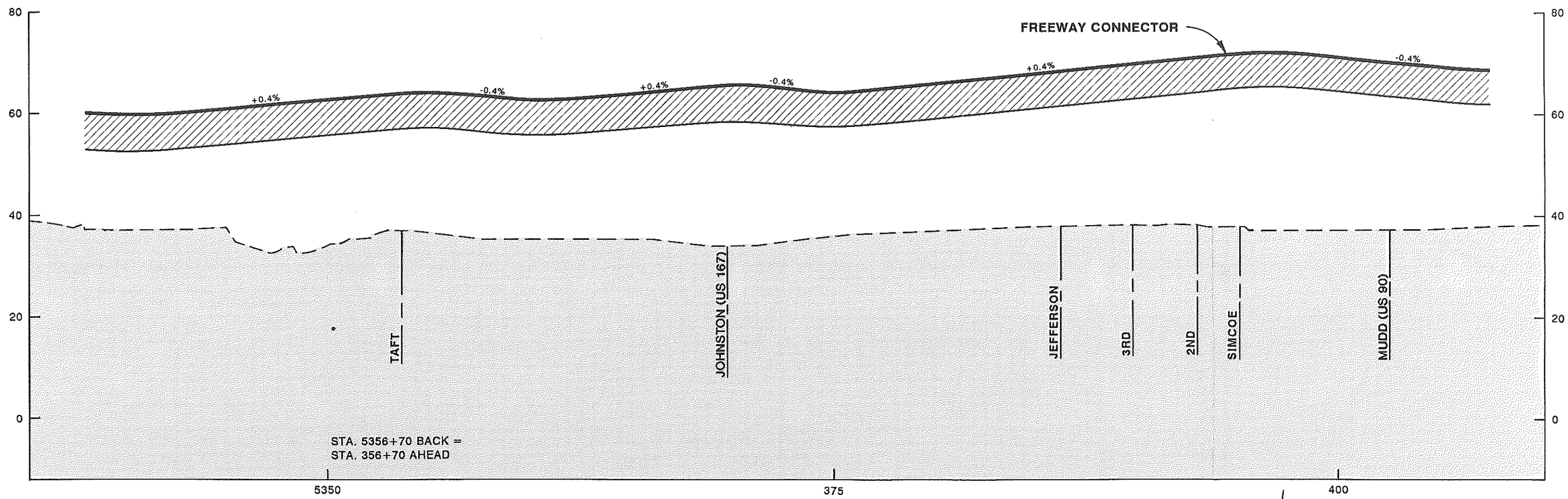
PLATE 3d



SECTION IN CENTRAL CORE AREA



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3d
RR-5 ELEVATED
Central Core Area

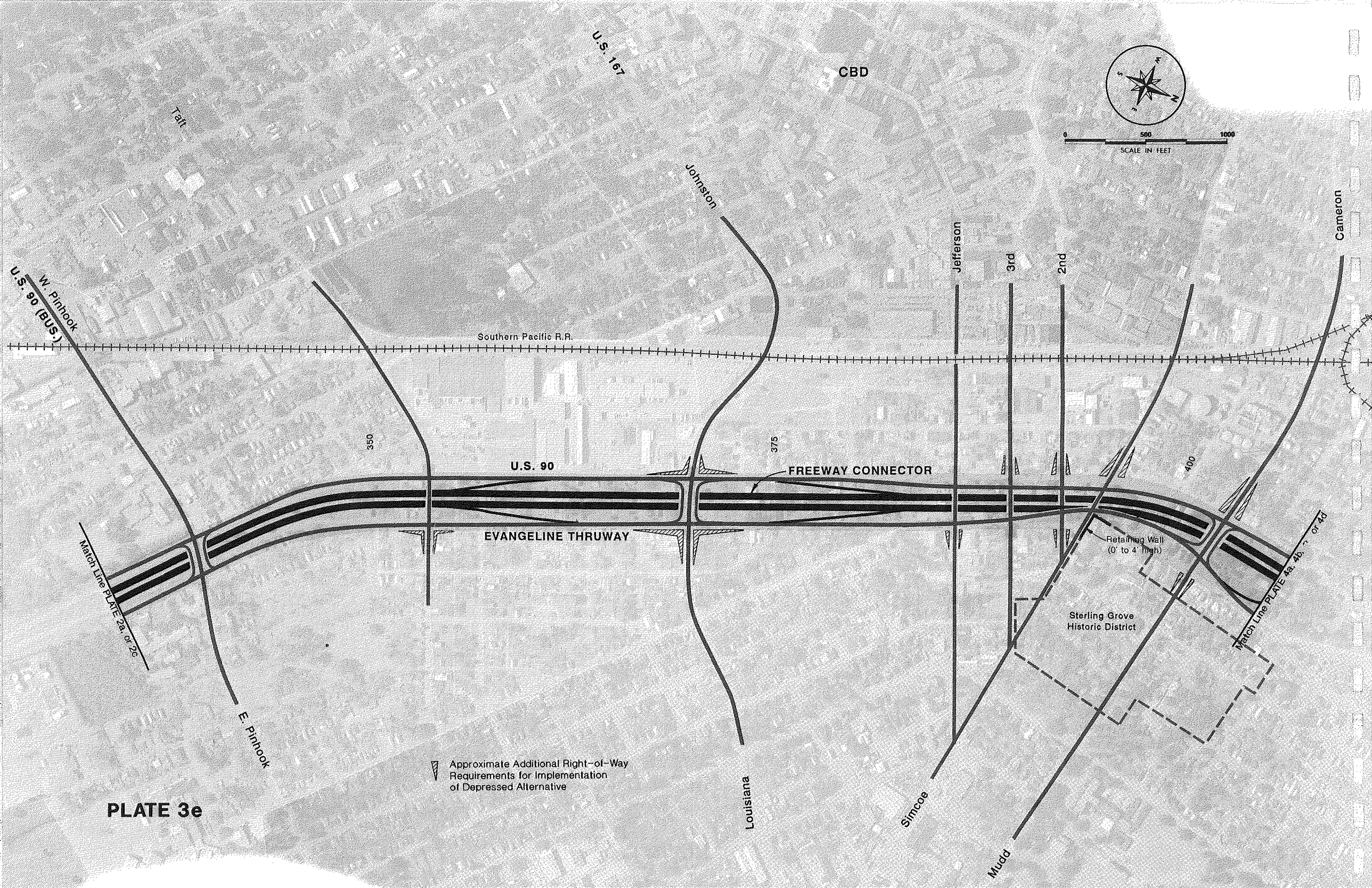
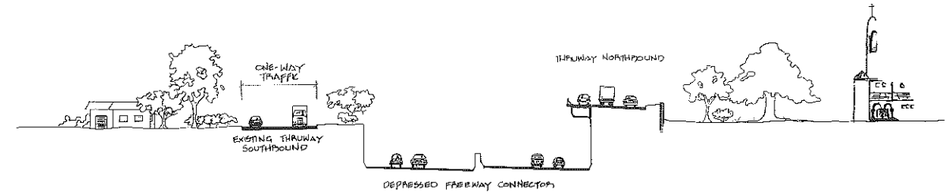
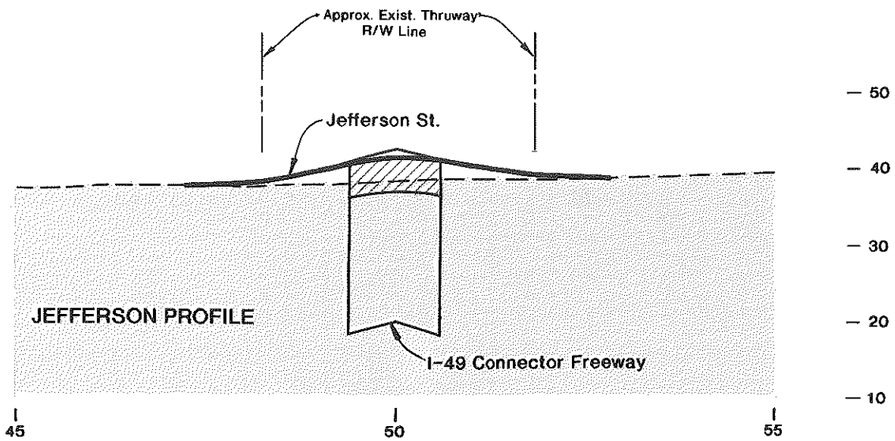

CBD
U.S. 167
Taft
Johnston
Jefferson
3rd
2nd
Cameron
W. Pinhook
U.S. 90 (BUS.)
Southern Pacific R.R.
350
375
400
U.S. 90
FREEWAY CONNECTOR
EVANGELINE THRUWAY
Retaining Wall
(0' to 4' high)
Match Line PLATE 2a, or 2c
Match Line PLATE 4a, 4b, or 4d
Sterling Grove
Historic District
E. Pinhook
Approximate Additional Right-of-Way
Requirements for Implementation
of Depressed Alternative
Louisiana
Simcoe
Mudd
SCALE IN FEET
0
500
1000
N
S
E
W

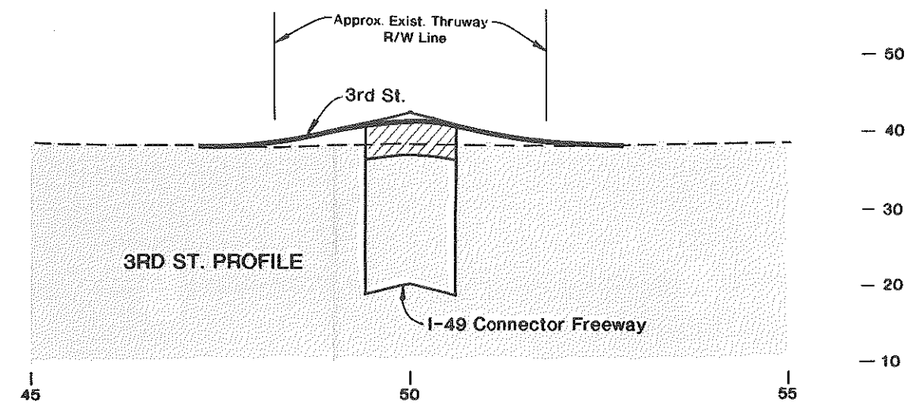
PLATE 3e

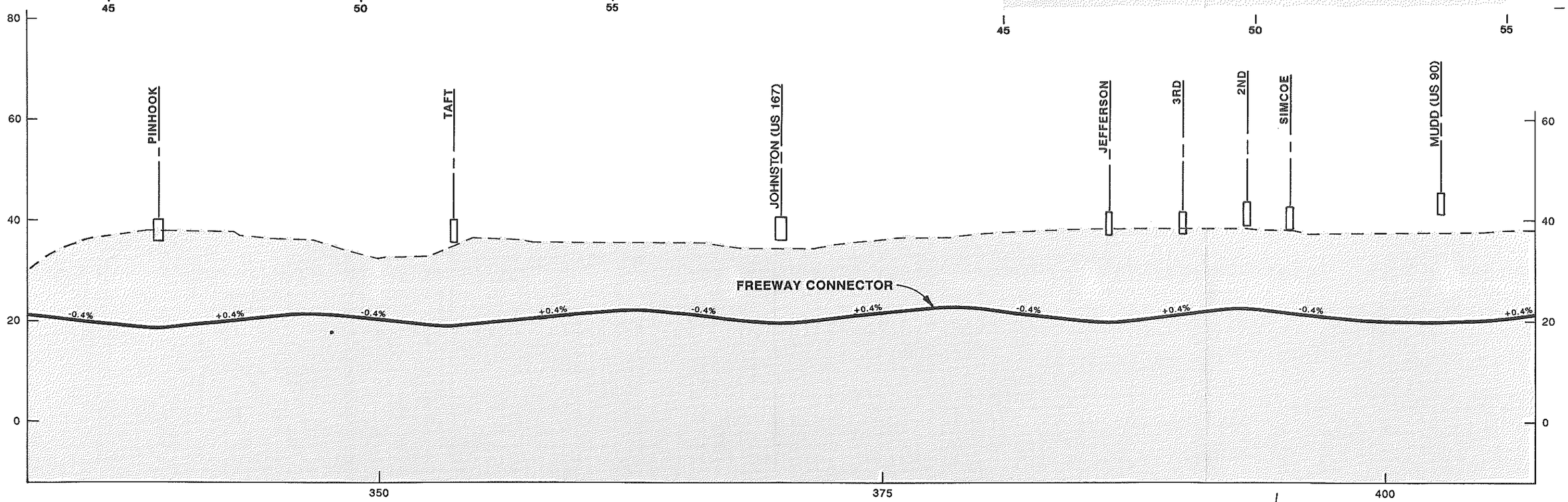
SECTION IN CENTRAL CORE AREA



SECTION NEAR HISTORIC DISTRICT







HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3e
EA-1 DEPRESSED
Central Core Area

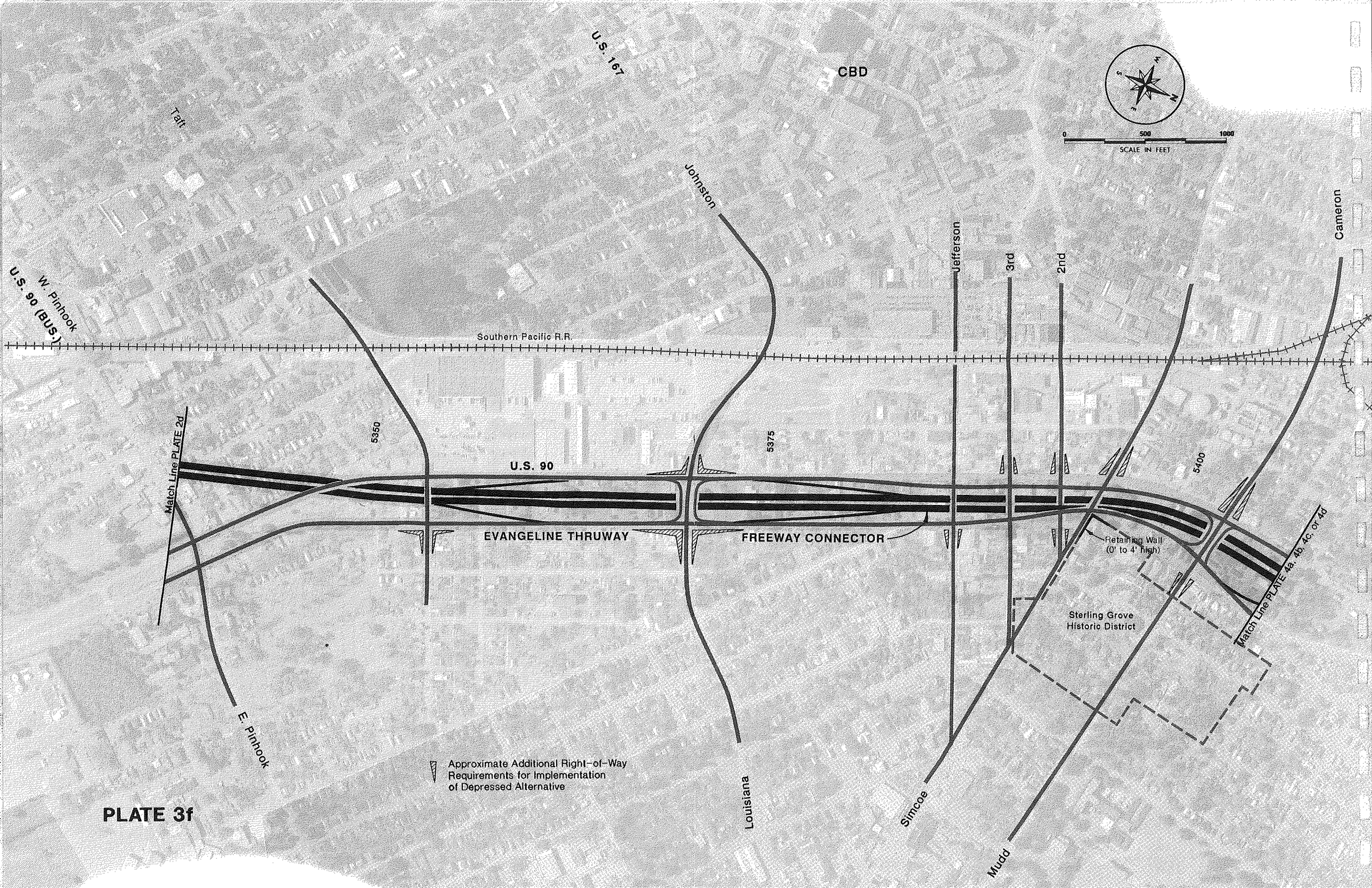
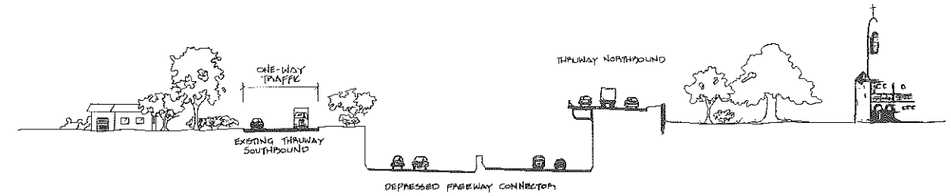
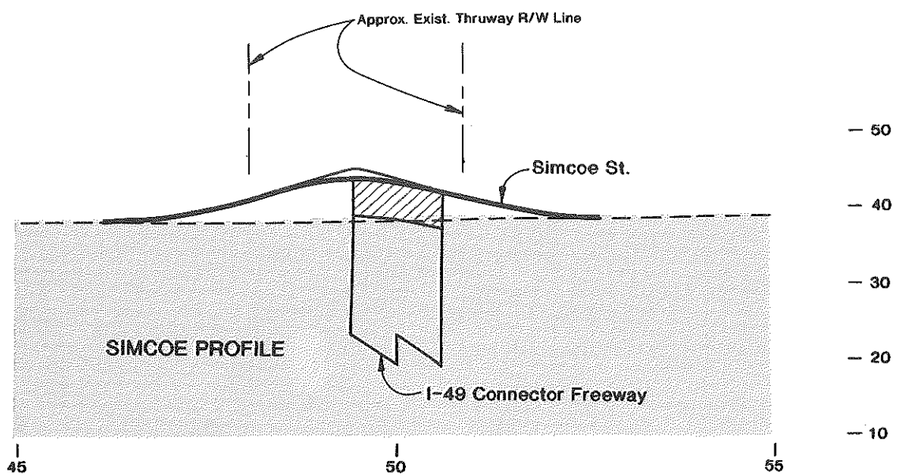

U.S. 167
CBD
Taft
Johnston
Jefferson
3rd
2nd
Cameron
W. Pinhook
U.S. 90 (BUS.)
Southern Pacific R.R.
Match Line PLATE 2d
5350
5375
5400
U.S. 90
EVANGELINE THRUWAY
FREEWAY CONNECTOR
Retaining Wall
(0' to 4' high)
Sterling Grove
Historic District
Match Line PLATE 4a, 4b, 4c, or 4d
E. Pinhook
Approximate Additional Right-of-Way
Requirements for Implementation
of Depressed Alternative
Louisiana
Simcoe
Mudd
0
500
1000
SCALE IN FEET
N
W
E
S

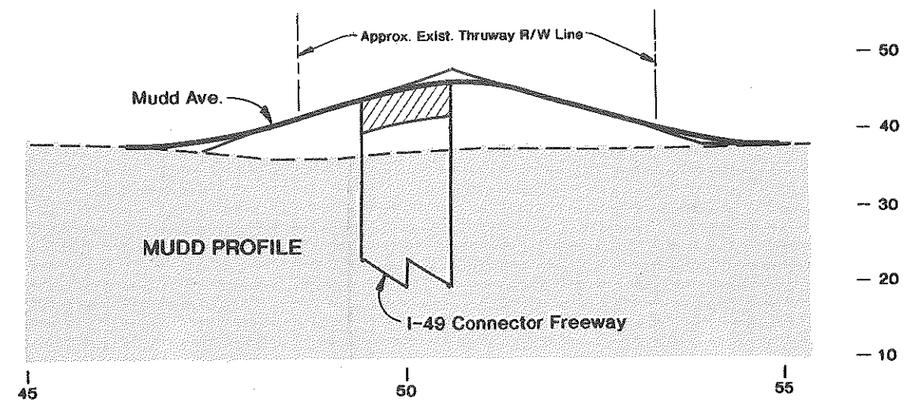
PLATE 3f

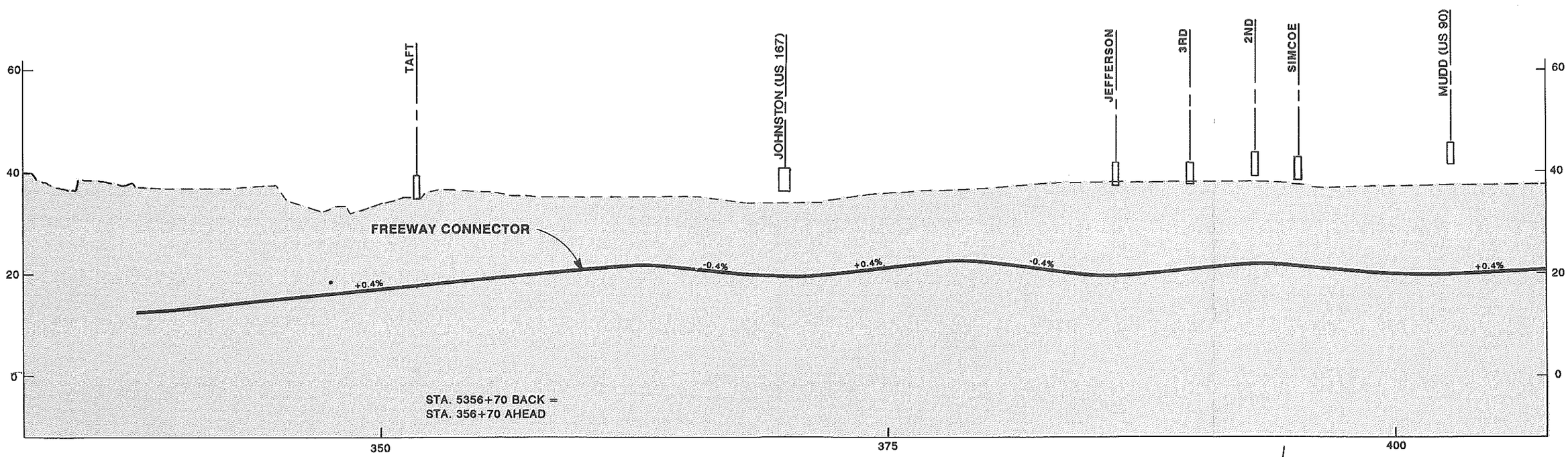
SECTION IN CENTRAL CORE AREA



SECTION NEAR HISTORIC DISTRICT







HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3f
RR-5 DEPRESSED
Central Core Area

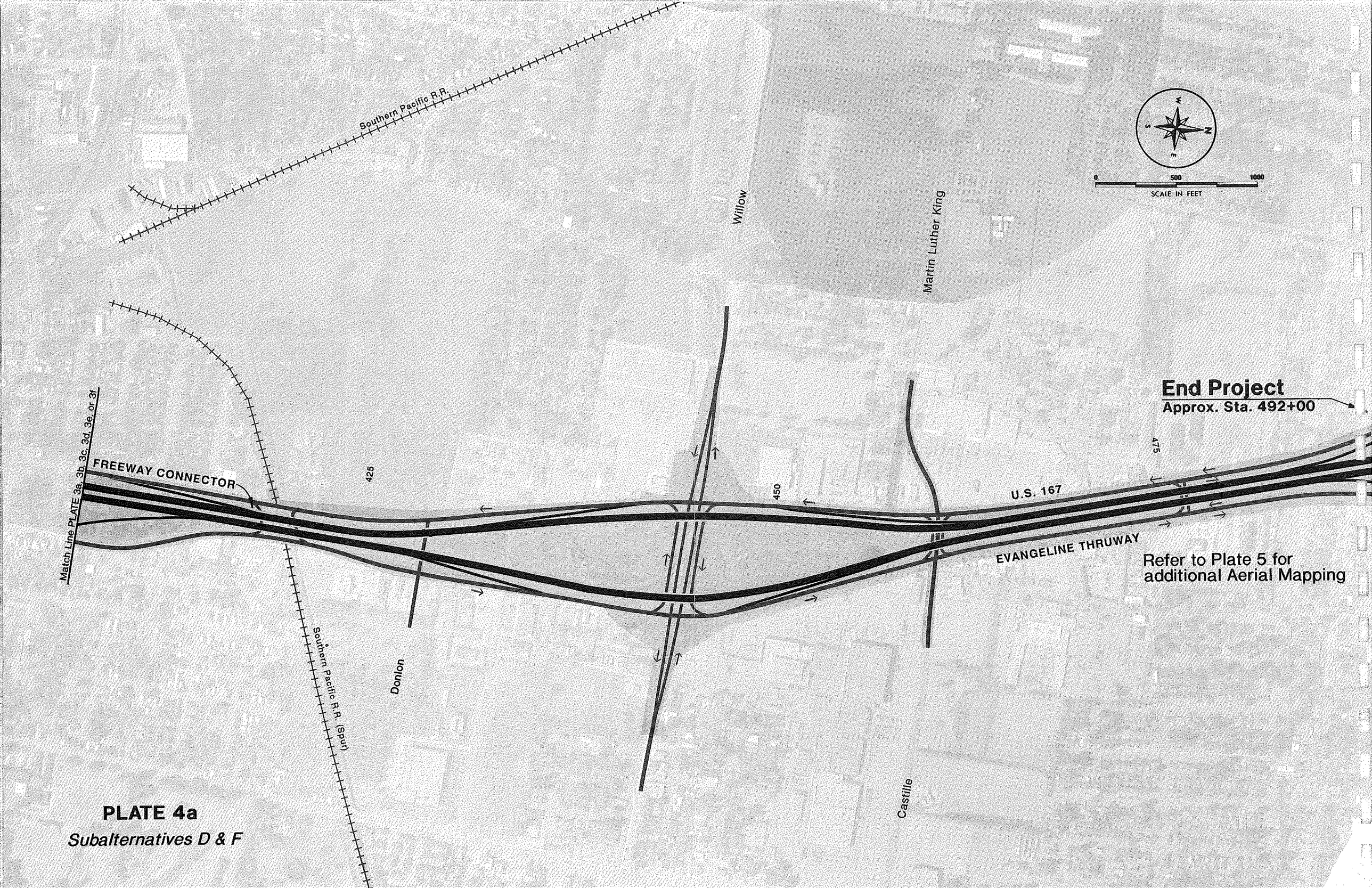
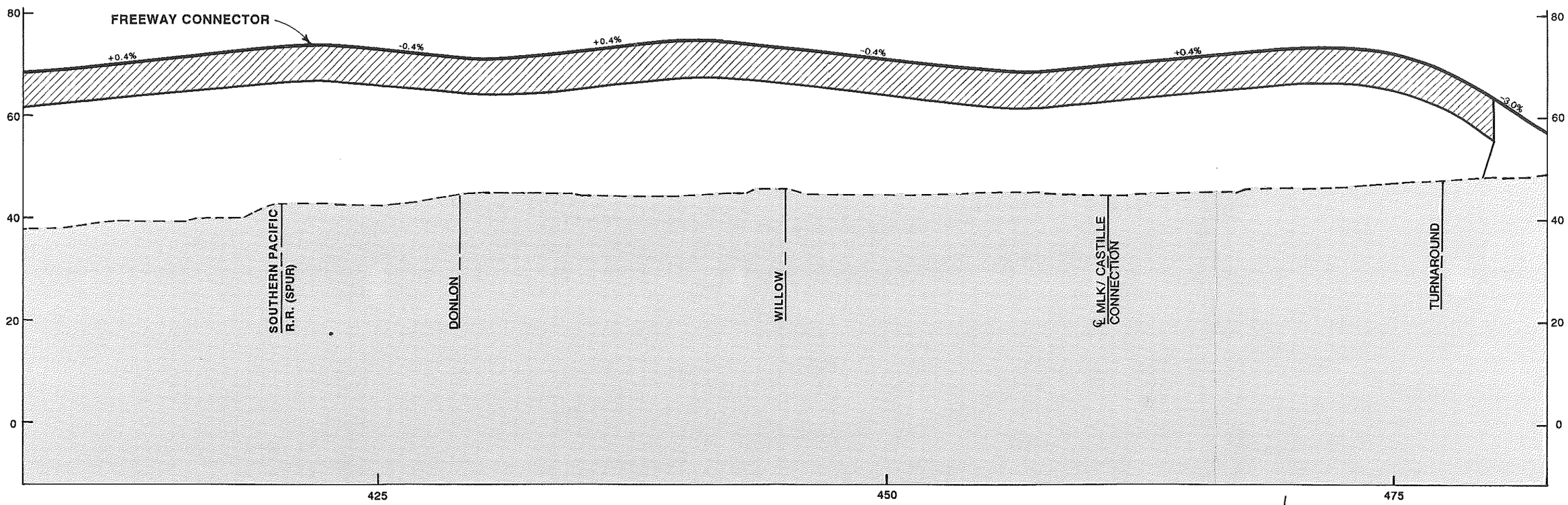


PLATE 4a

Subalternatives D & F

SECTION SOUTH OF WILLOW STREET
GATEWAY TO MEMAIN



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 4a
ALL ALIGNMENTS
Willow St. Interchange Area
Subalternatives D & F

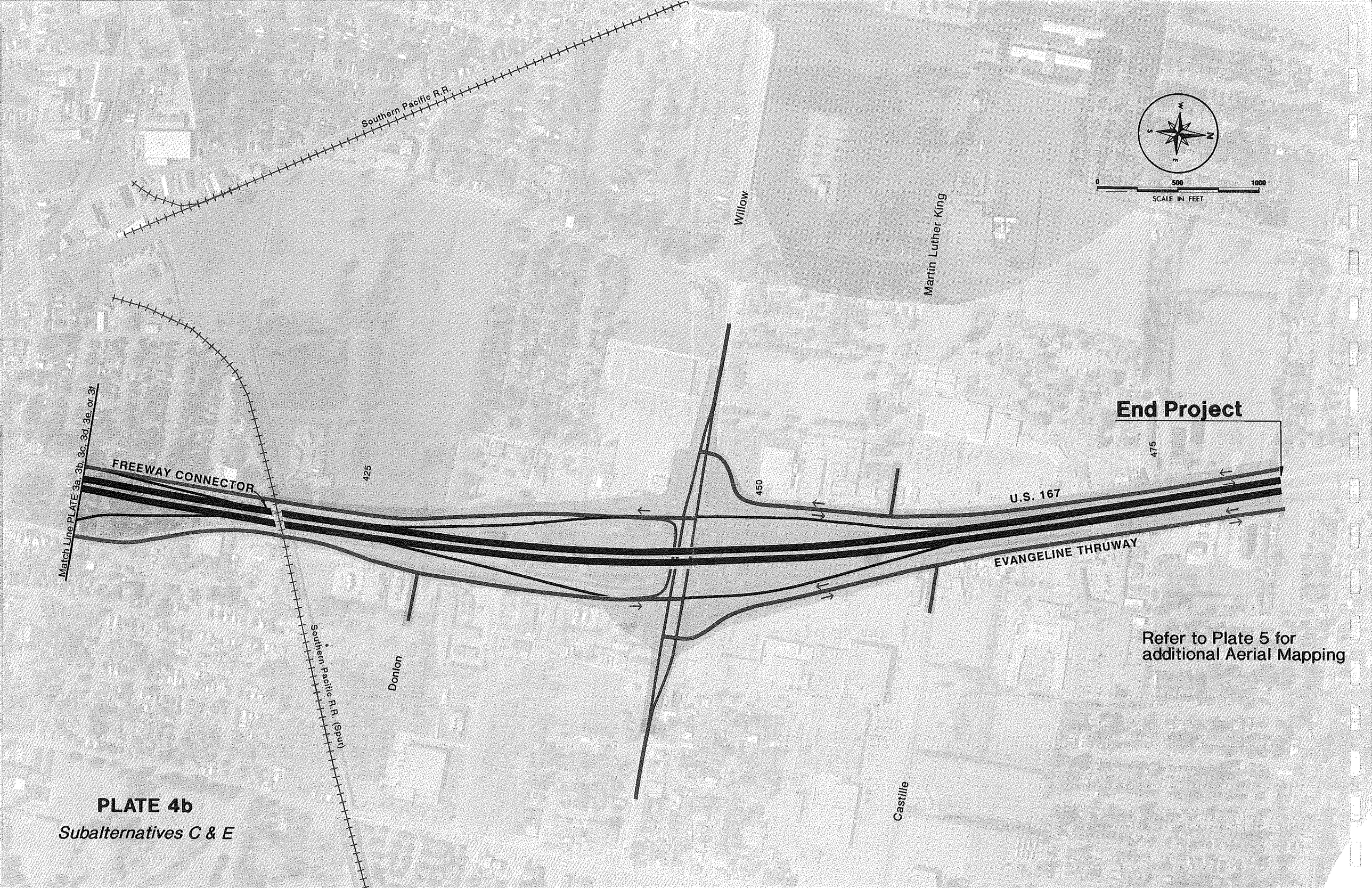
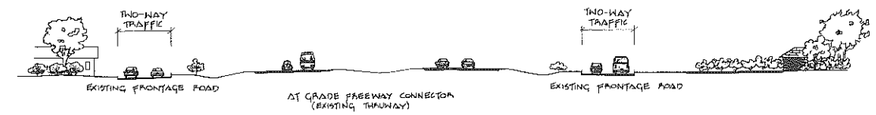
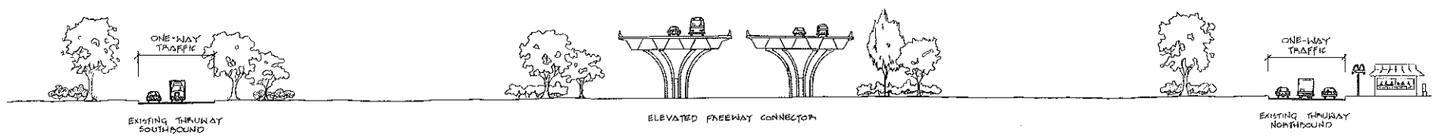


PLATE 4b

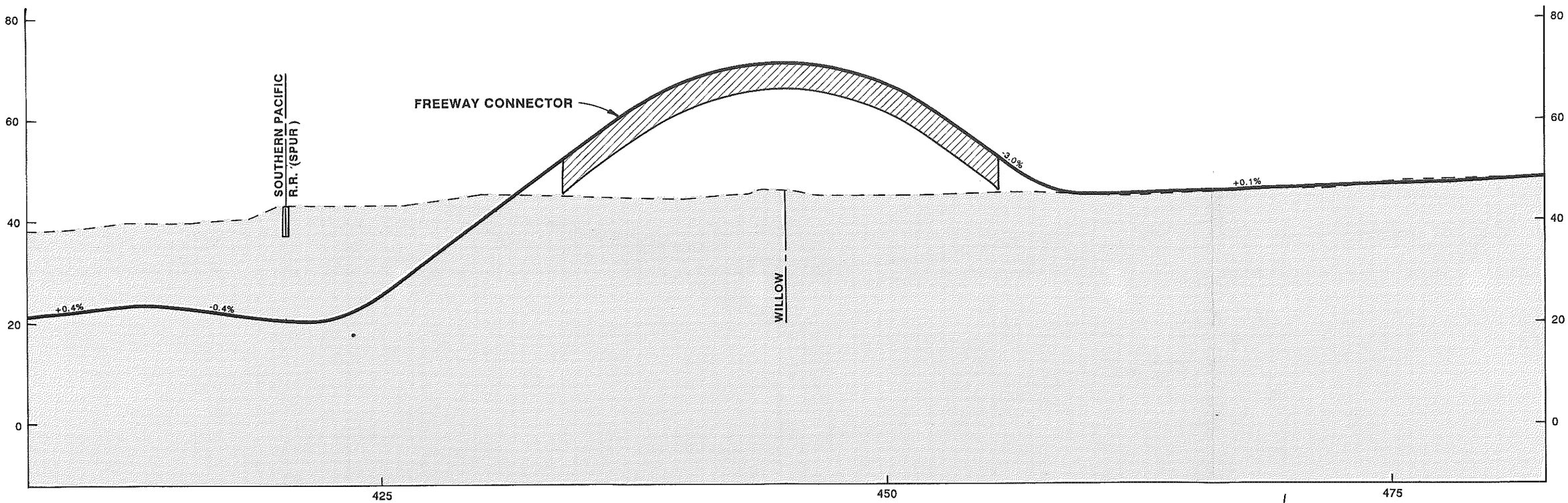
Subalternatives C & E



SECTION SOUTH OF I-10



SECTION SOUTH OF WILLOW STREET



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 4b
EA-1 & RR-5 DEPRESSED
Willow St. Interchange Area
Subalternatives C & E

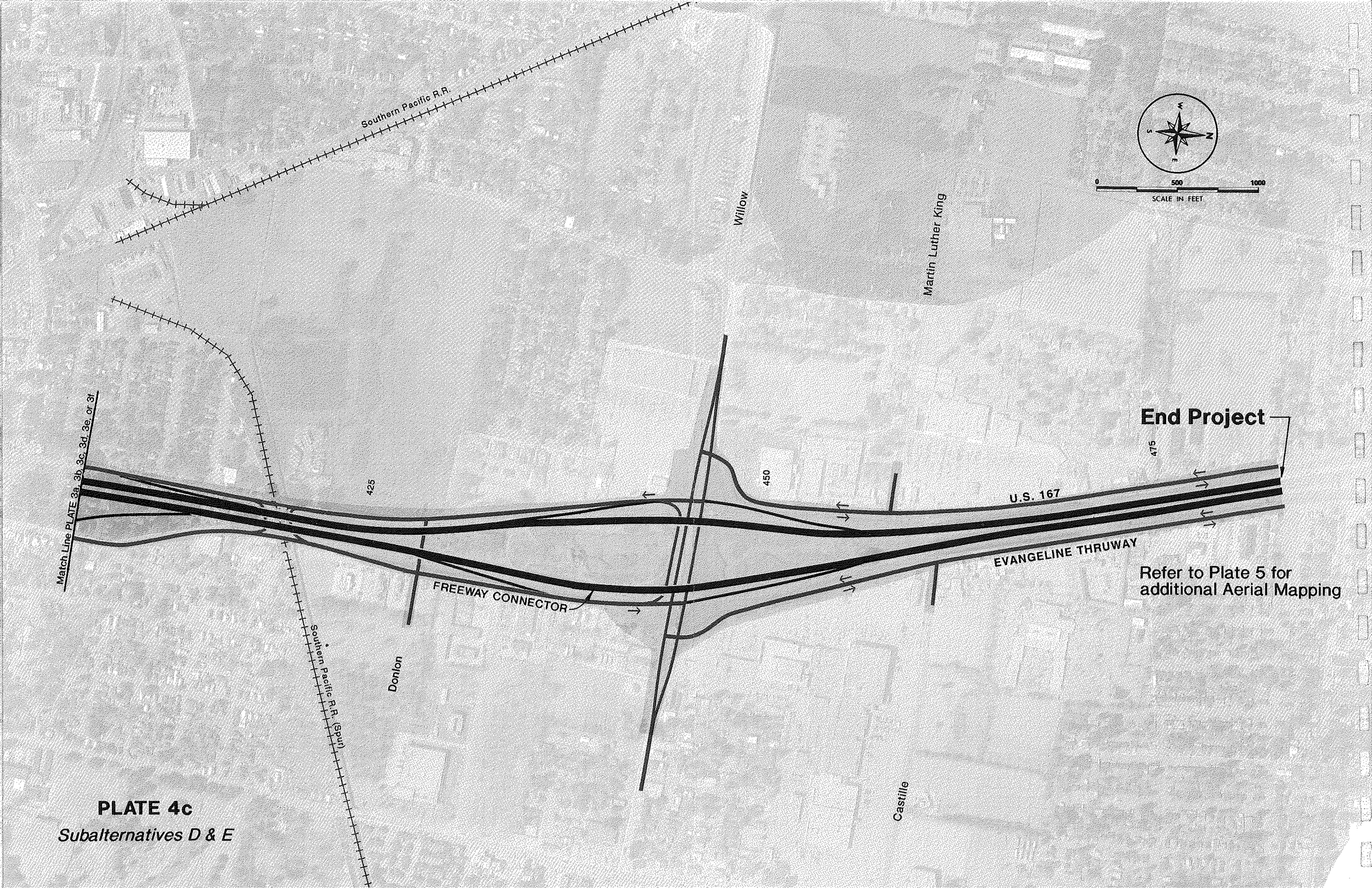
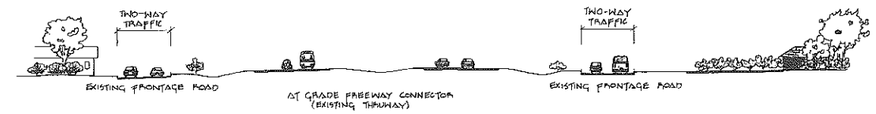


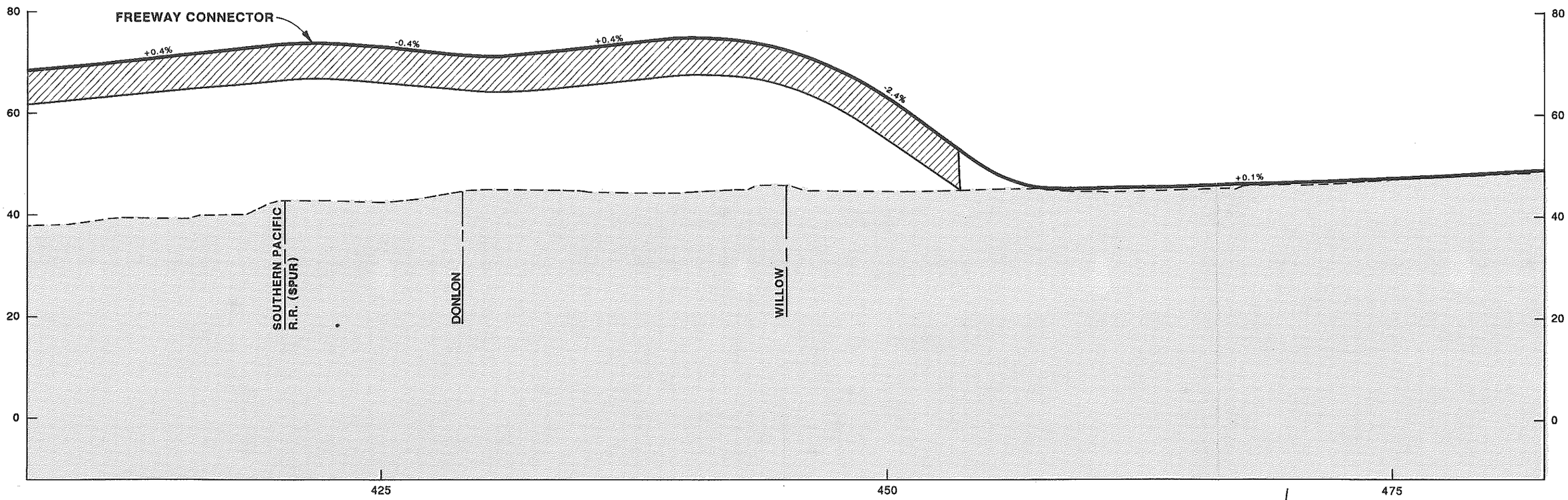
PLATE 4c

Subalternatives D & E



SECTION SOUTH OF I-10

SECTION SOUTH OF WILLOW STREET
GATEWAY TO NEMAIN



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 4c
ALL ALIGNMENTS
University Interchange Area
Subalternatives D & E

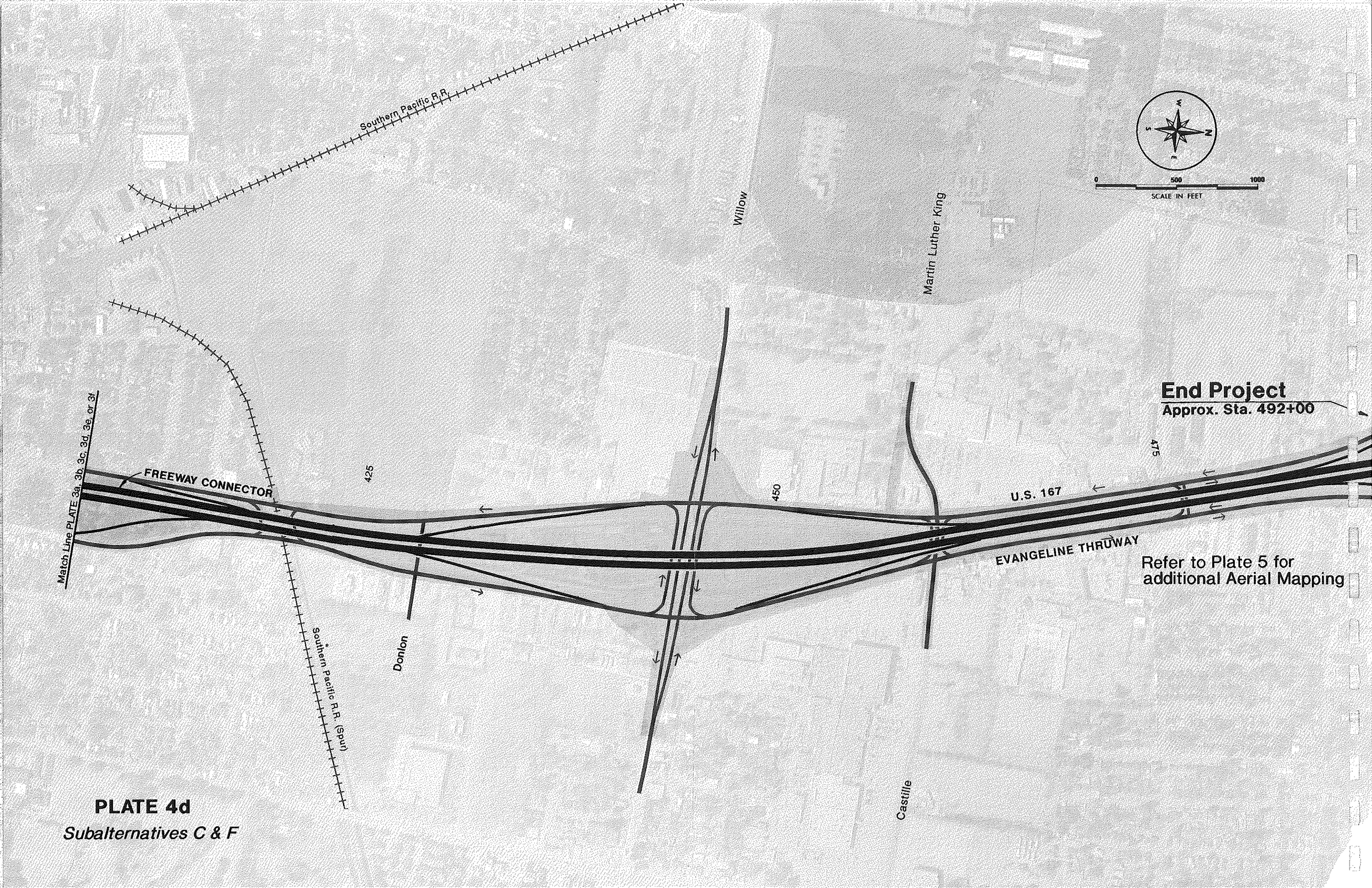
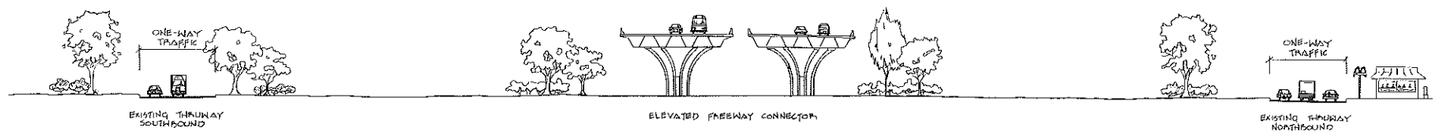
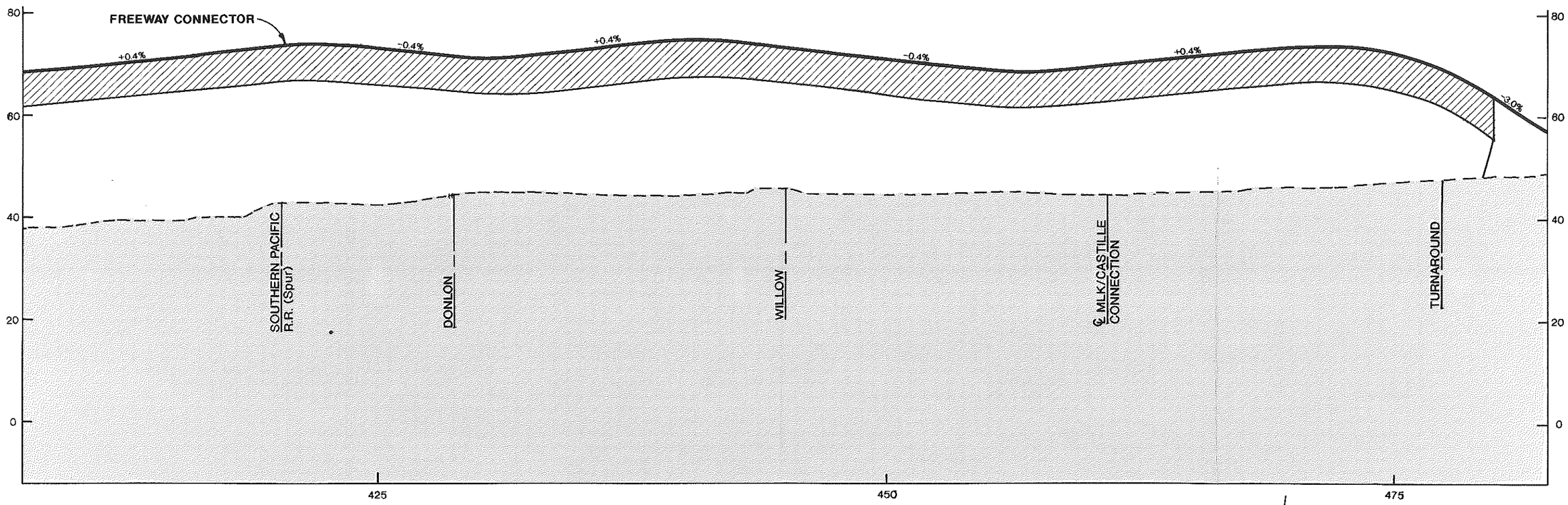


PLATE 4d

Subalternatives C & F



SECTION SOUTH OF WILLOW STREET



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 4d
ALL ALIGNMENTS
Willow St. Interchange Area
Subalternatives C & F

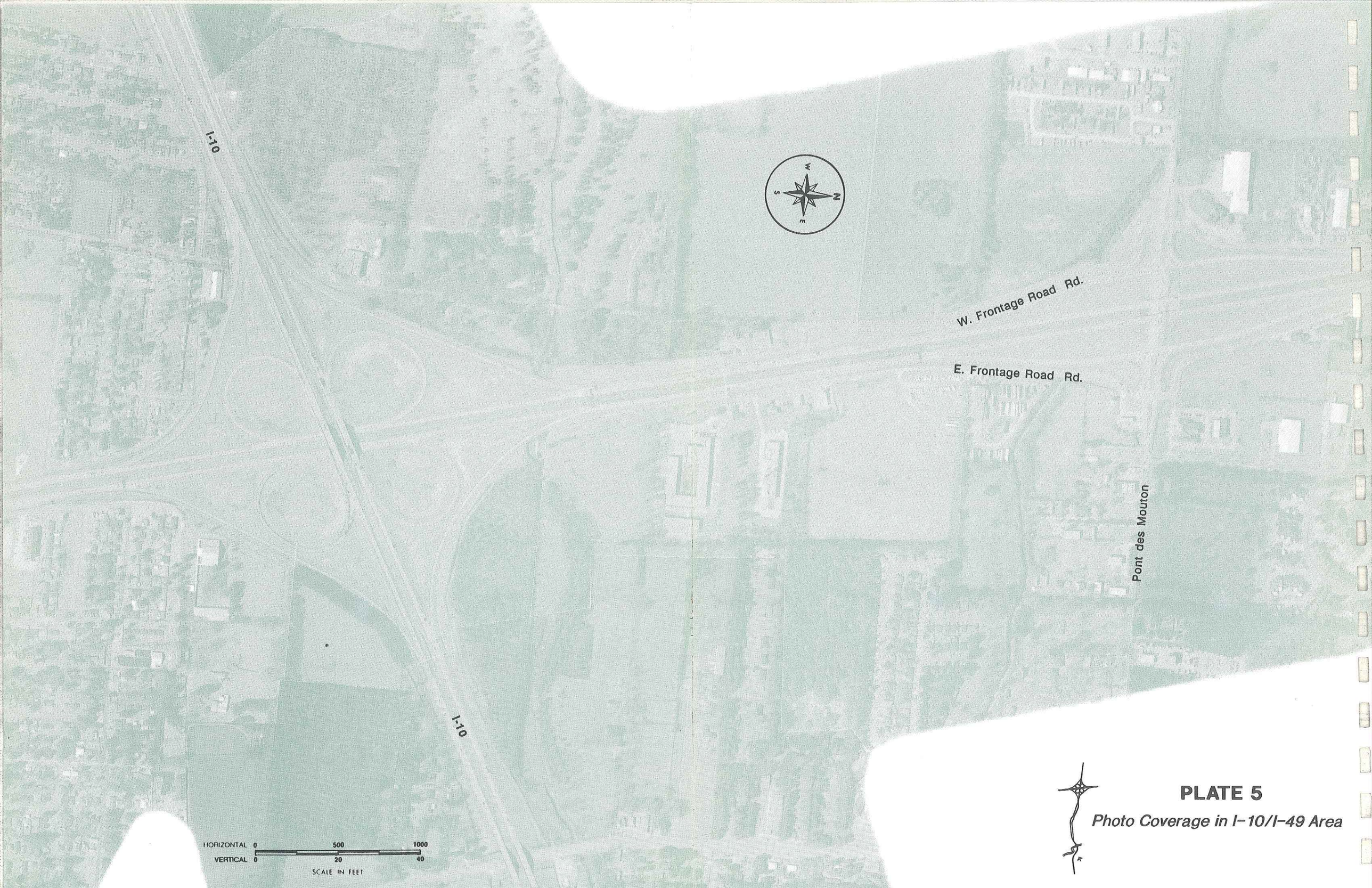
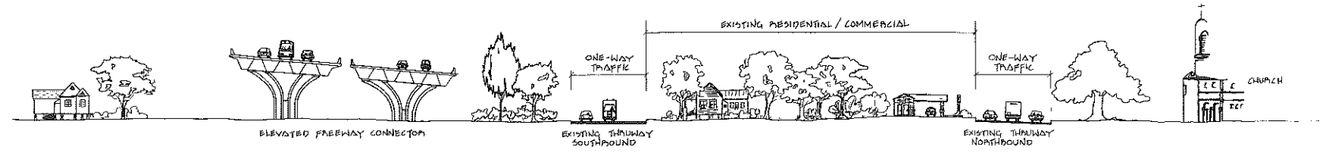
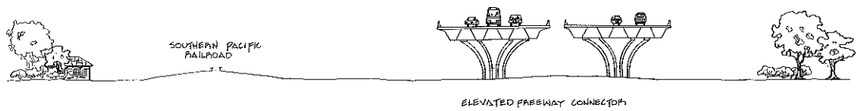


PLATE 5

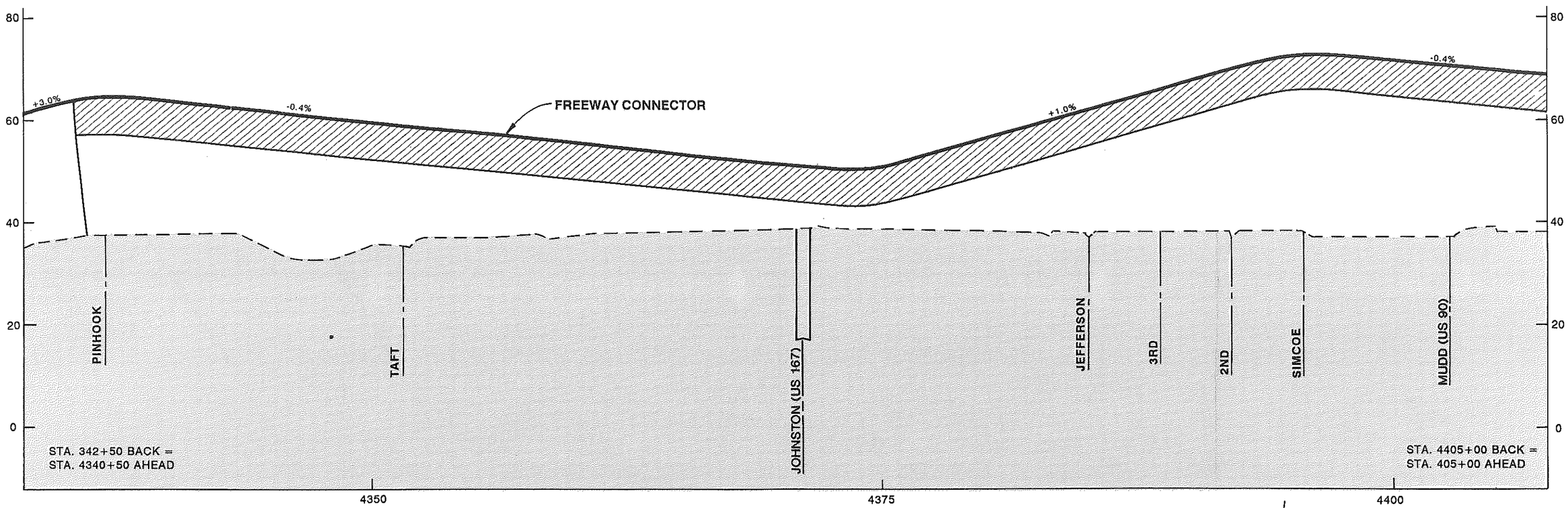
Photo Coverage in I-10/I-49 Area



SECTION NEAR HISTORIC DISTRICT



SECTION ADJACENT TO RAILROAD



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3c
RR-4

Central Core Area

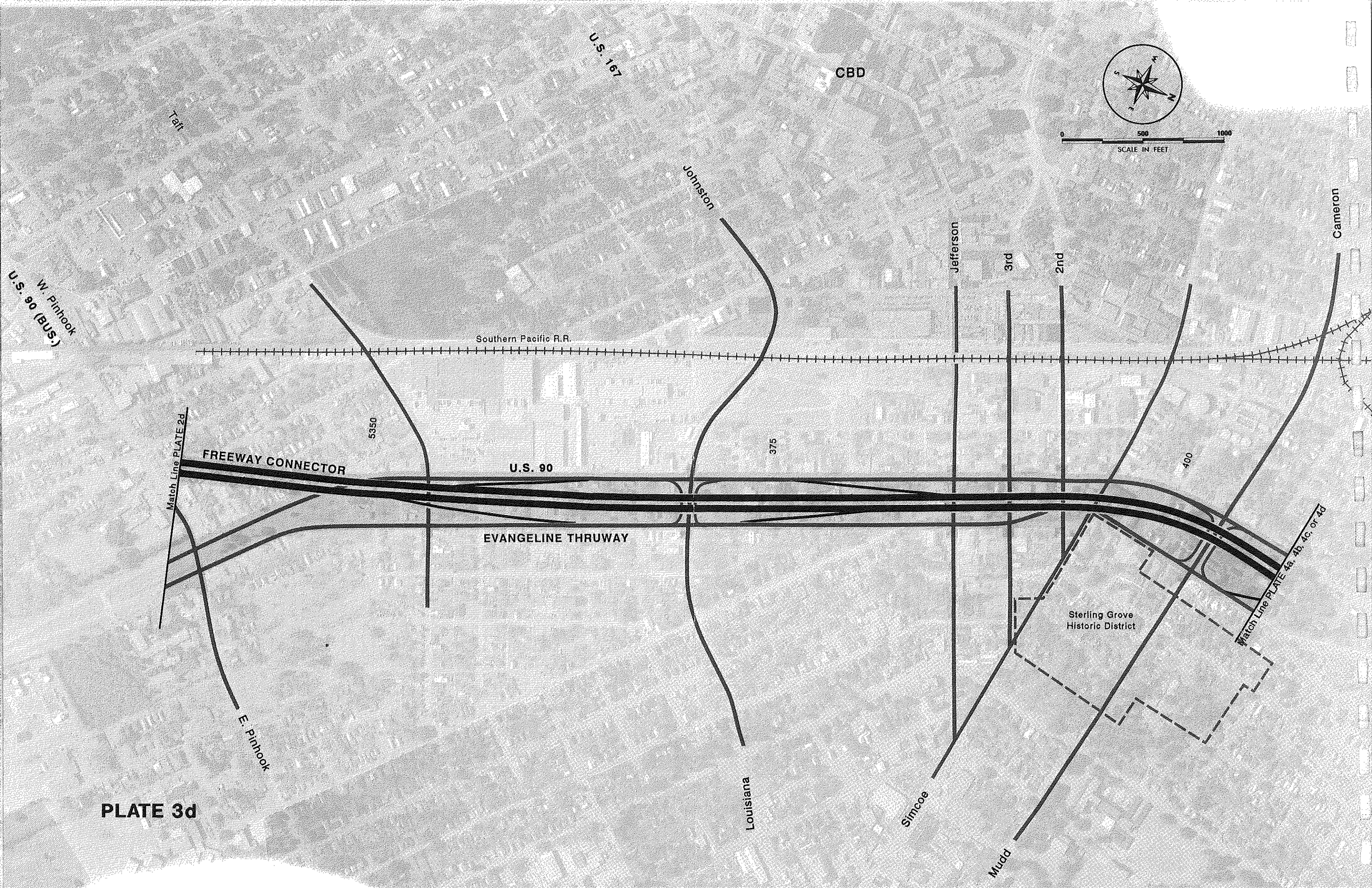
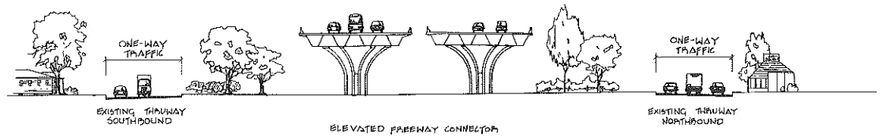
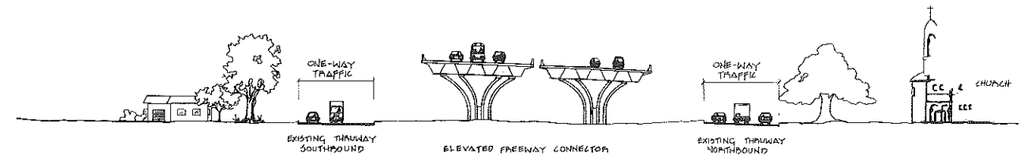

U.S. 167
CBD
Taft
Johnston
Jefferson
3rd
2nd
Cameron
W. Pinhook
U.S. 90 (BUS.)
Southern Pacific R.R.
5350
375
400
Match Line PLATE 2d
FREEWAY CONNECTOR
U.S. 90
EVANGELINE THRUWAY
Sterling Grove
Historic District
Match Line PLATE 4a, 4b, 4c, or 4d
E. Pinhook
Louisiana
Simcoe
Mudd
0
500
1000
SCALE IN FEET

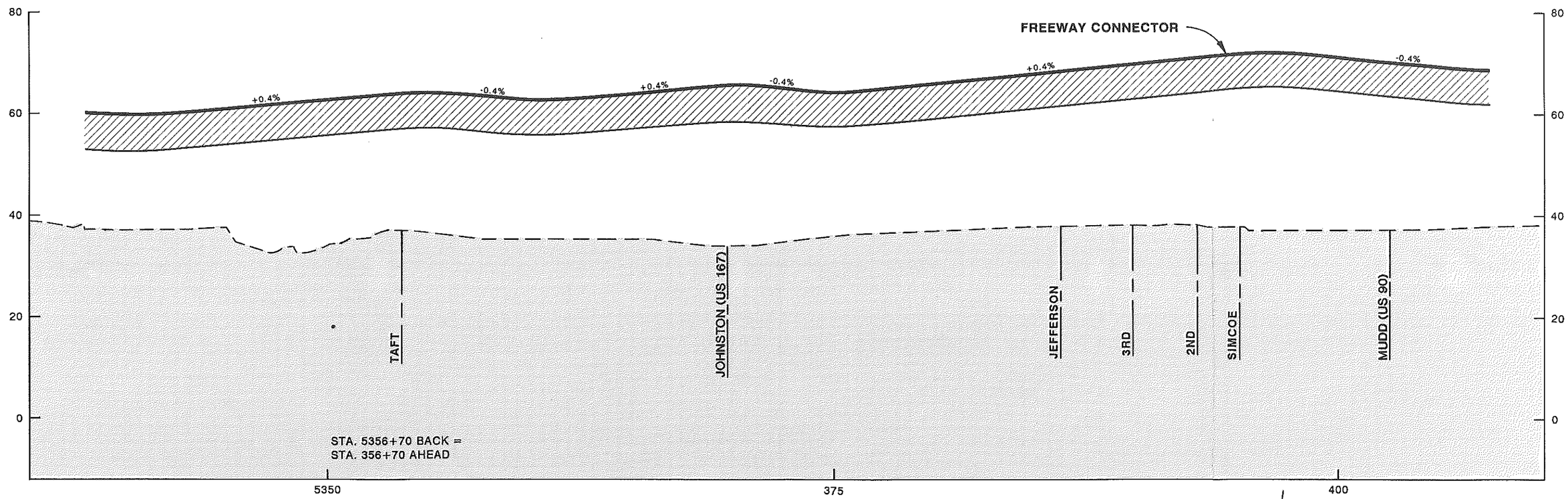
PLATE 3d



SECTION IN CENTRAL CORE AREA



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3d
RR-5 ELEVATED

Central Core Area

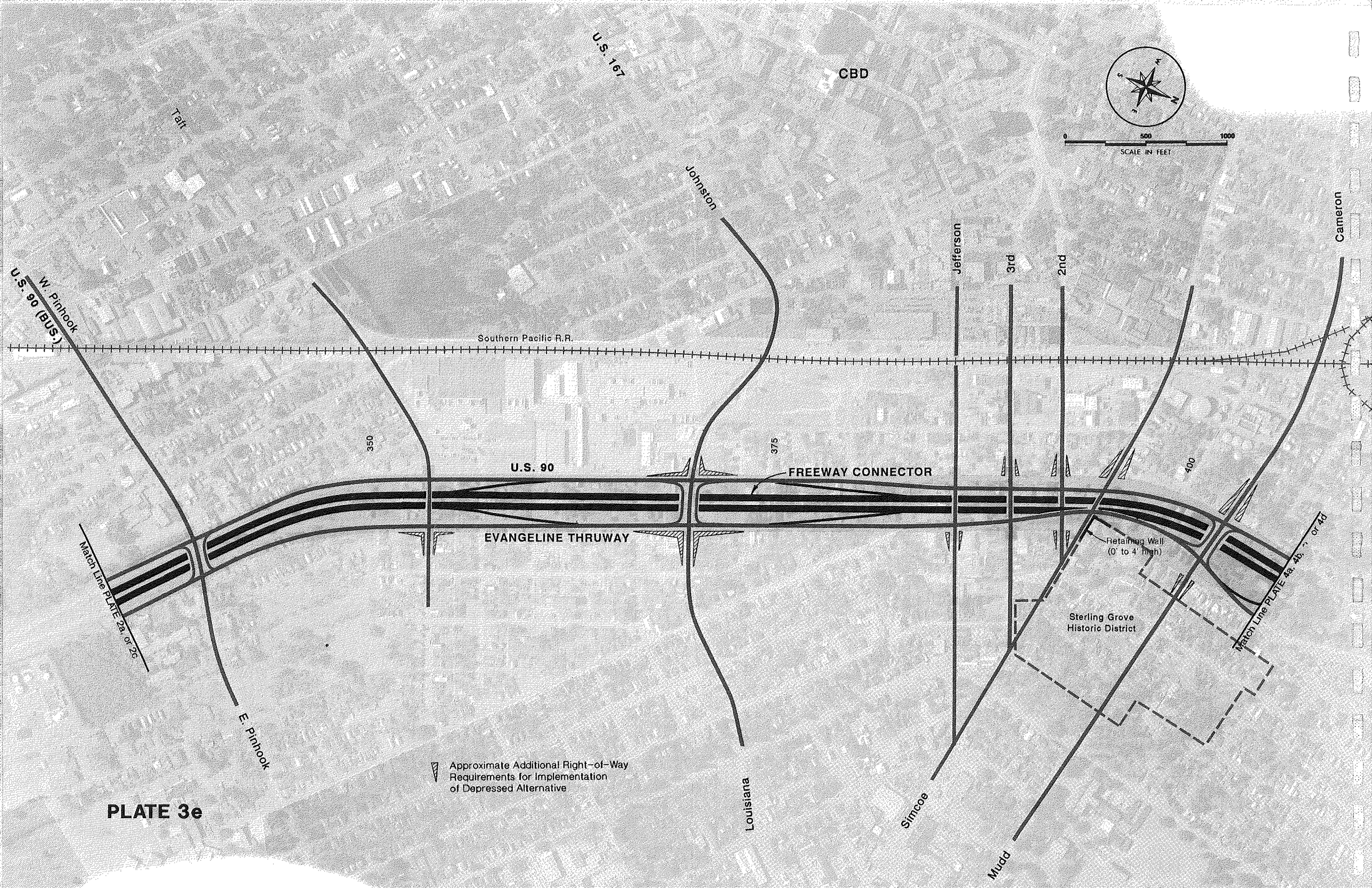
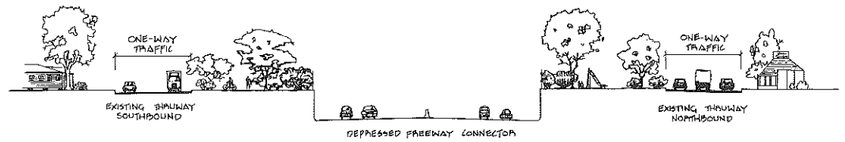
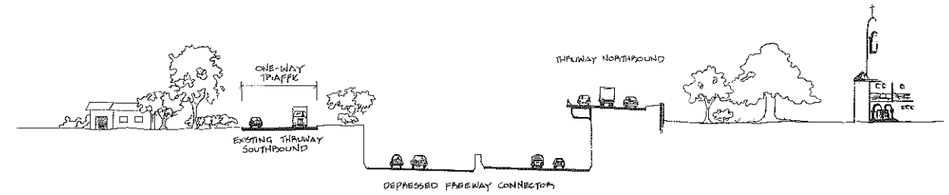

U.S. 167
CBD
Taft
Johnston
Jefferson
3rd
2nd
Cameron
W. Pinhook
U.S. 90 (BUS.)
Southern Pacific R.R.
350
375
400
U.S. 90
FREEWAY CONNECTOR
EVANGELINE THRUWAY
Retaining Wall
(0' to 4' high)
Match Line PLATE 4a, 4b, 4c, or 4d
Match Line PLATE 2a, or 2c
Sterling Grove
Historic District
E. Pinhook
Approximate Additional Right-of-Way
Requirements for Implementation
of Depressed Alternative
Louisiana
Simcoe
Mudd
0
500
1000
SCALE IN FEET
N
W
S
E

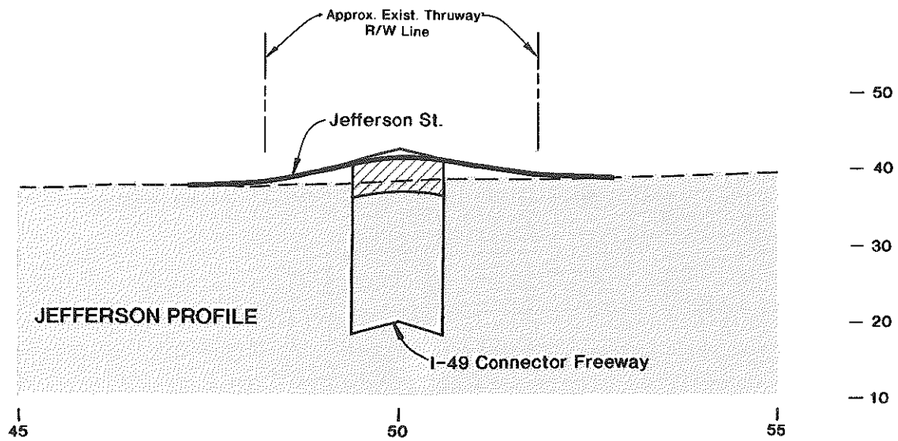
PLATE 3e

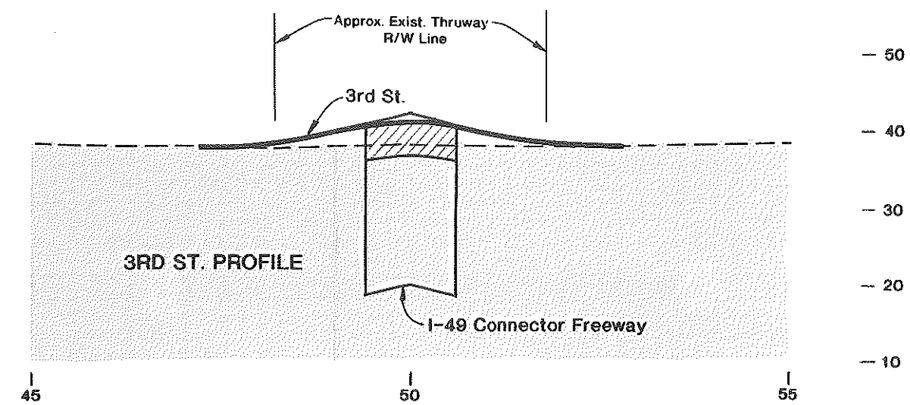


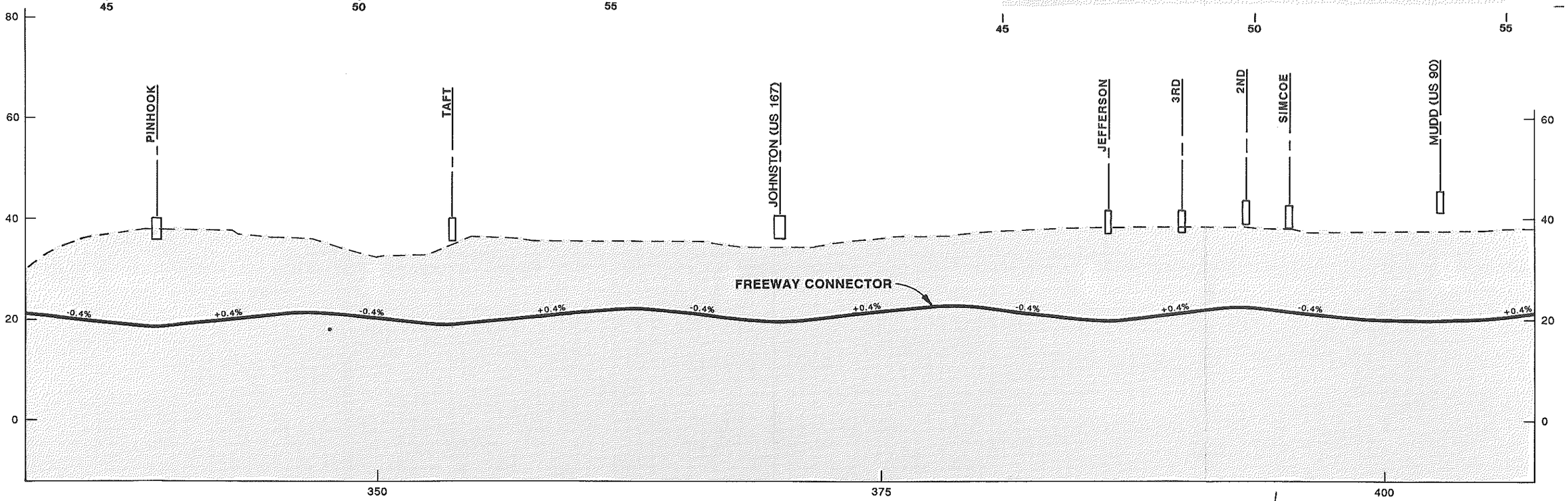
SECTION IN CENTRAL CORE AREA



SECTION NEAR HISTORIC DISTRICT







HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3e
EA-1 DEPRESSED
Central Core Area

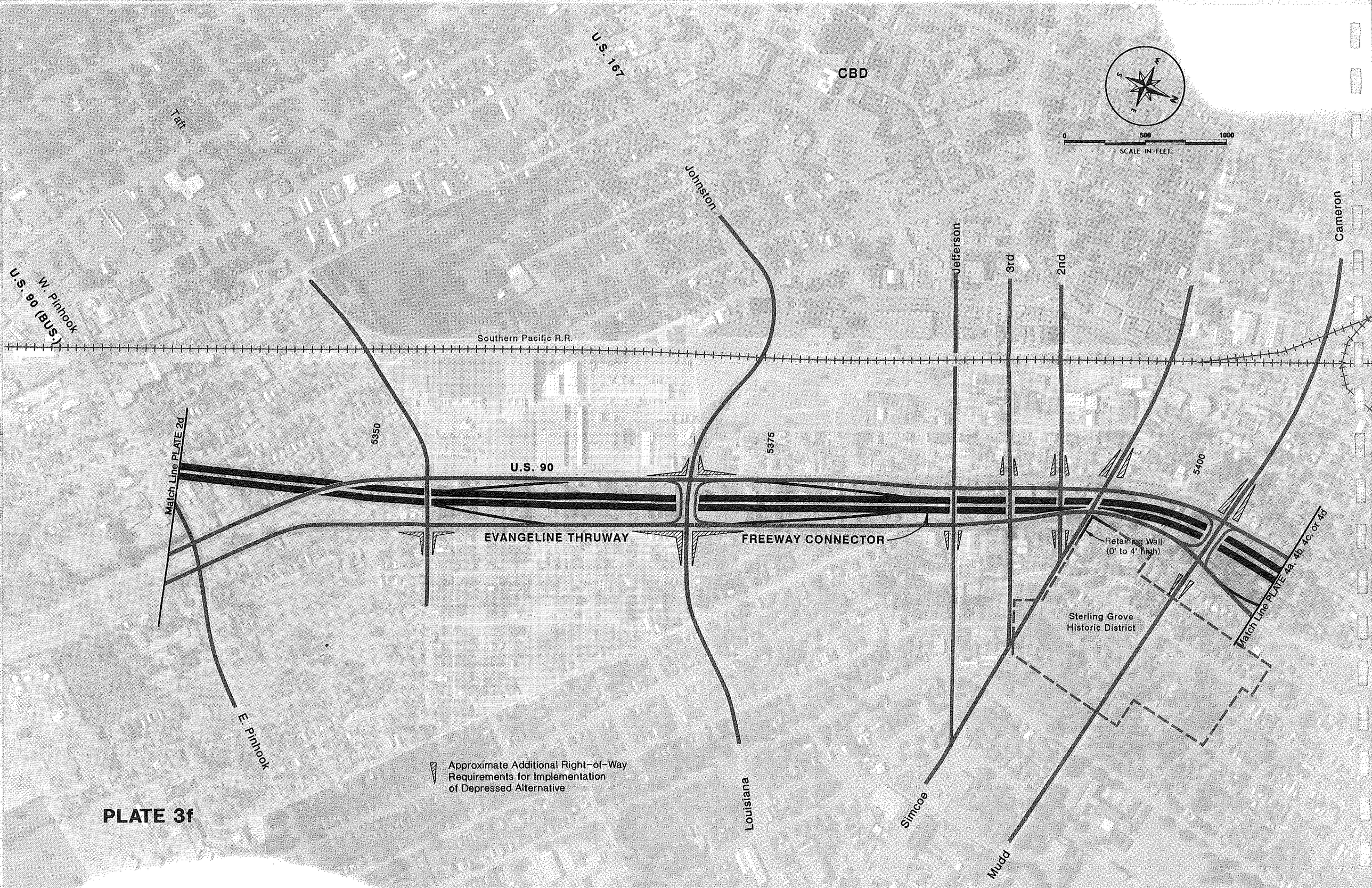
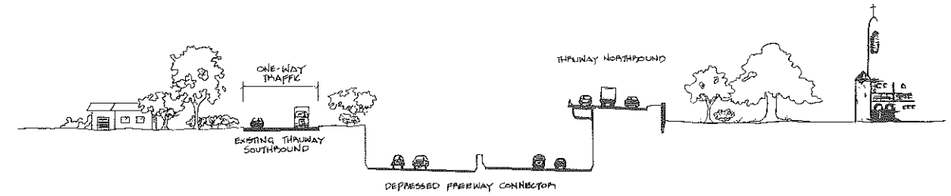
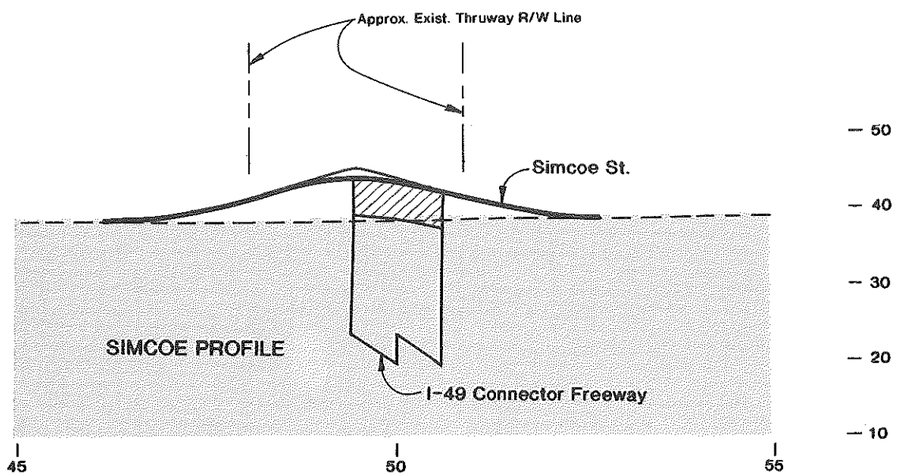

U.S. 167
CBD
Taft
Johnston
Jefferson
3rd
2nd
Cameron
W. Pinhook
U.S. 90 (BUS.)
Southern Pacific R.R.
Match Line PLATE 2d
5350
5375
5400
U.S. 90
EVANGELINE THRUWAY
FREEWAY CONNECTOR
Retaining Wall
(0' to 4' high)
Sterling Grove
Historic District
Match Line PLATE 4a, 4b, 4c, or 4d
E. Pinhook
Approximate Additional Right-of-Way
Requirements for Implementation
of Depressed Alternative
Louisiana
Simcoe
Mudd
0
500
1000
SCALE IN FEET
N
W
S
E

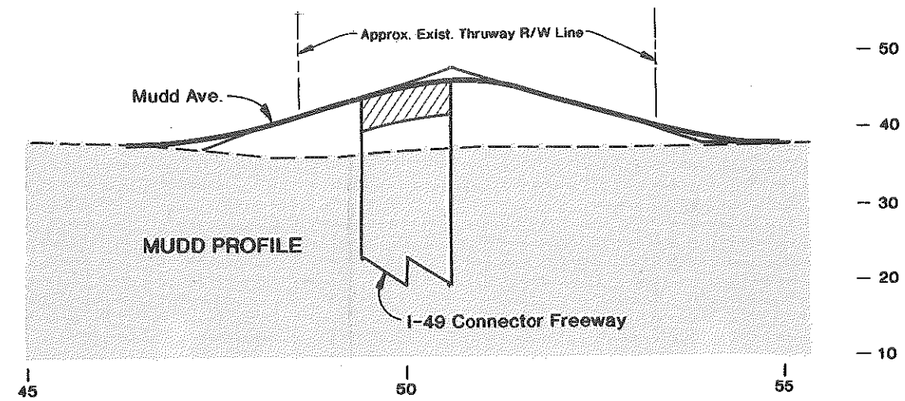
PLATE 3f

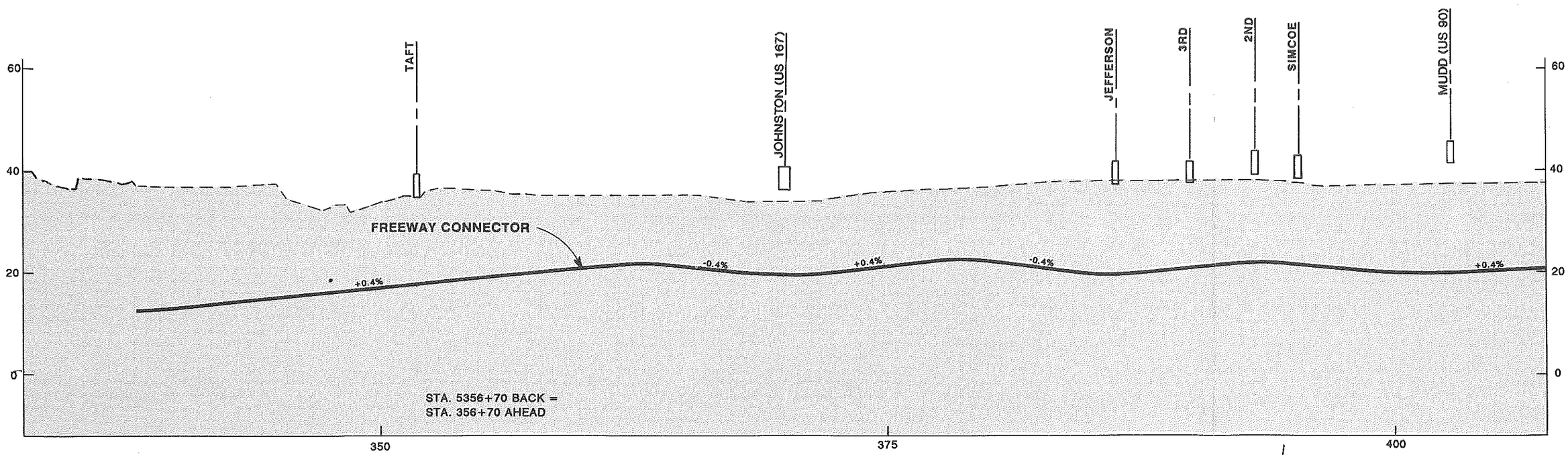
SECTION IN CENTRAL CORE AREA



SECTION NEAR HISTORIC DISTRICT







HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3f
RR-5 DEPRESSED
Central Core Area

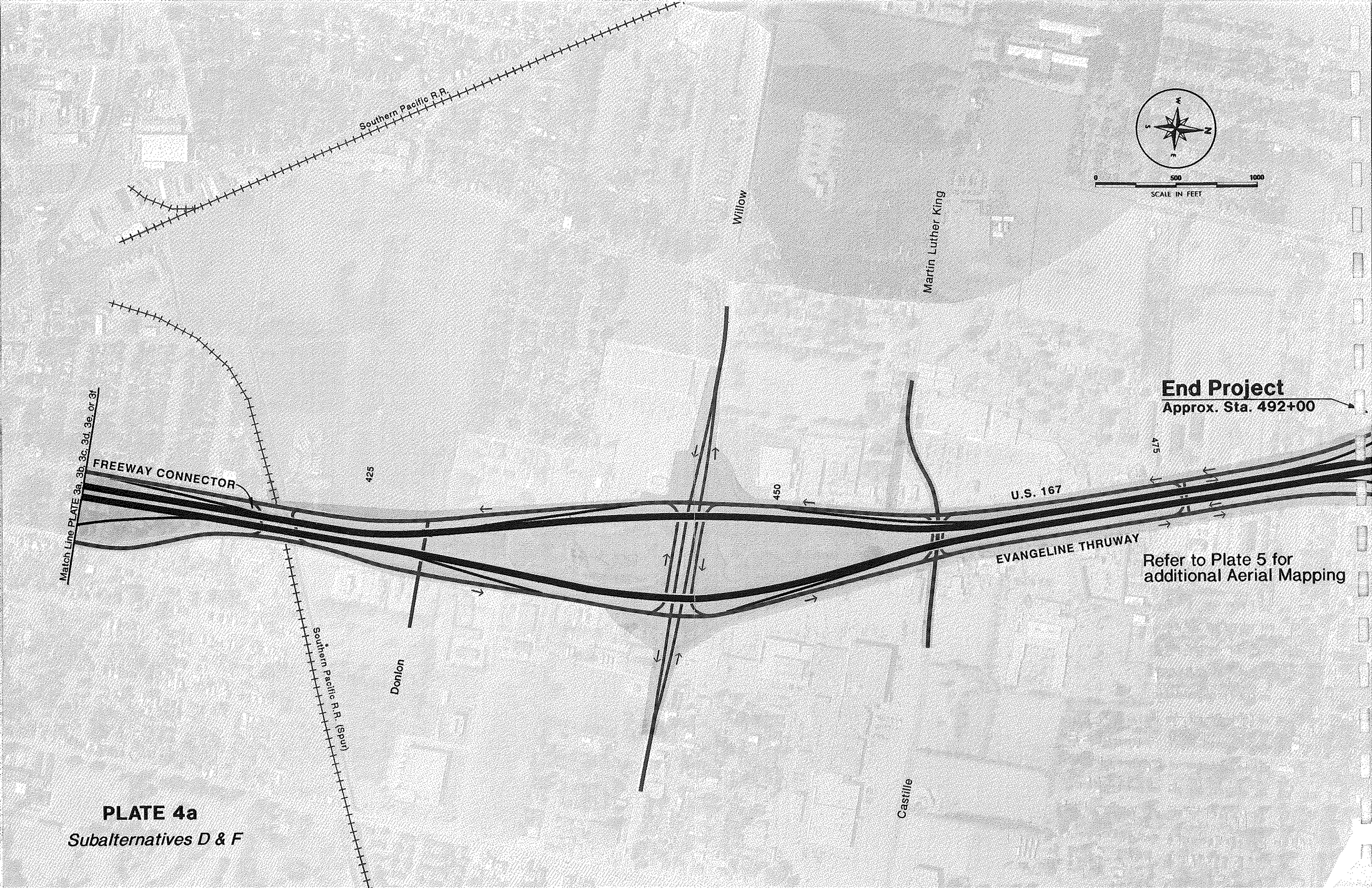
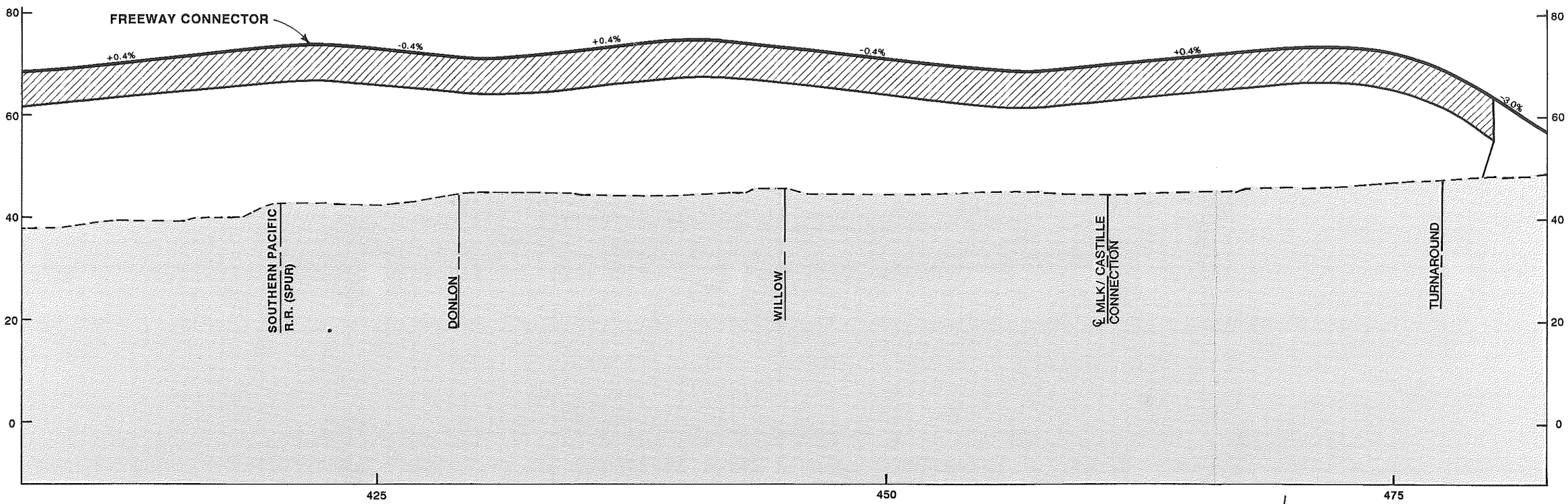


PLATE 4a

Subalternatives D & F

SECTION SOUTH OF WILLOW STREET
GATEWAY TO MEMAIN



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 4a
ALL ALIGNMENTS
Willow St. Interchange Area
Subalternatives D & F

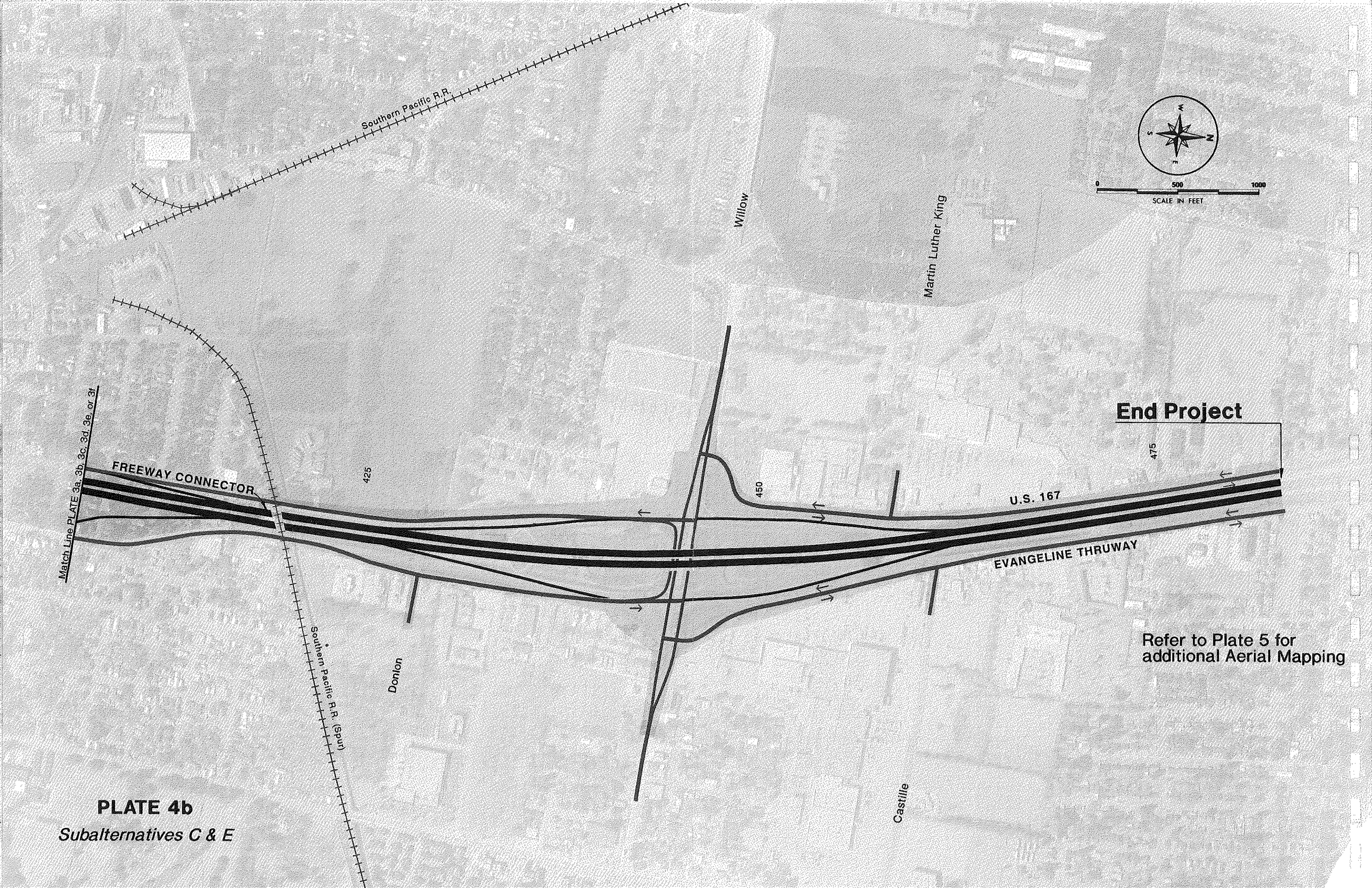


PLATE 4b

Subalternatives C & E

APPENDIX B

TABLE B-2

TYPICAL A-WEIGHTED SOUND LEVELS IN INDOOR AND OUTDOOR ENVIRONMENTS

Sound Source	Sound Level (dBA)	Subjective Response
	140	(Threshold of Pain)
Military Jet Takeoff with after-burner @ 50'	130	
	120	(Uncomfortably Loud)
Rock and Roll Band		
	110	
Jet Fly-Over @ 1,000'		
	100	(Very Loud)
Power Lawn Mower @ Operator		
	90	
Diesel Truck (55 mph) @ 50'		
High Urban Ambient Sound Automobile (55 mph) @50'	80	Moderately Loud
TV-Audio, Vacuum Cleaner	70	
Normal Conversation	60	
	50	(Quiet)
Lower Limit Urban Ambient Sound	40	
	30	(Very Quiet)
Unoccupied Broadcast Studio		
	20	
	10	
	0	(Threshold of Hearing)

SOURCE: Noise Assessment Guidelines Technical Background, HUD Report No. TE/NA 172; Handbook of Noise Control, C.M. Harris, 1979; FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, 1978.

TABLE B-3

CONSTRUCTION EQUIPMENT SOUND LEVELS

	Sound Level (dBA) at 50 Feet					
	60	70	80	90	100	110
EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES						
Earth Moving						
Compactors (Rollers)						
Front Loaders						
Backhoes						
Tractors						
Scrapers, Graders						
Pavers						
Trucks						
Materials Handling						
Concrete Mixers						
Concrete Pumps						
Cranes (Movable)						
Cranes (Derrick)						
Stationary						
Pumps						
Generators						
Compressors						
IMPACT EQUIPMENT						
Pneumatic Wrenches						
Jack Hammers & Rock Drills						
Impact Pile Drivers (Peaks)						
OTHER						
Vibrator						
Saws						

SOURCE: Figure 2-36, Report to the President and Congress on Noise, prepared by the U.S. EPA, February, 1972

LEVELS OF SERVICE

The concept of *levels of service* is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst.

1. *Level-of-service definitions* - In general, the various levels of service are defined as follows for uninterrupted flow facilities:

   - *Level-of-service A* - represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

   - *Level-of-service B* - is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

   - *Level-of-service C* - is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

   - *Level-of-service D* - represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

   - *Level-of-service E* - represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally

high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

- *Level-of-service F* - is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more , then be required to stop in a cyclic fashion. Level-of-service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged form the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level-of-service F is an appropriate designation for such points.

These definitions are general and conceptual in nature, and they apply primarily to uninterrupted flow. Levels of service for interrupted flow facilities vary widely in terms of both the user's perception of service quality and the operational variable used to describe them.

Source: 1985 Highway Capacity Manual

APPENDIX C

OTHER ELEMENTS OF THE PUBLIC PARTICIPATION PROGRAM

- PUBLIC MEETING

  - January 24, 1991 - Lafayette City Hall Auditorium - 5:30 p.m.
  - Approximately 75 in attendance
  - Meeting report which contains minutes, comments, etc. is on file at LDOTD's headquarters building in Baton Rouge

- PUBLIC HEARING

  - Scheduled for May, 1992

- OTHER COMMUNITY MEETINGS

  - Various LDOTD meetings; Regular Steering Committee Meetings (2/25/91, 5/31/91, 10/4/91)

  - Meetings with City of Lafayette officials

  - Others:

Organization	Date	No. Attending
LAPC Transportation Policy Committee	1/91	8+
CODA	01/23/91	15+
Gateway (Kathy Ashworth)	01/23/91	3
Lafayette Regional Airport (Robert Mouton)	01/17/91	4
St. Genevieve Church (Fr. Joseph Brennan)	01/21/91	3
DDA (Cathy Webre)	02/06/91	6
LAPC Technical Policy Committee	02/20/91	10+
Rotary	06/13/91	

- PROJECT OFFICE

  - Established February 18, 1991
  - Lafayette offices of subconsultant firm Domingue, Szabo & Associates
  - Open 8 a.m. - 4 p.m. Monday - Thursday; 8 a.m. - Noon Friday

- OTHER ELEMENTS OF THE PUBLIC PARTICIPATION PROGRAM

  - Project information displayed at University of Southwestern Louisiana for Engineering Day, March 15, 1991

  - Project representatives have addressed individual questions and phone comments as they have been received

"Kick-off" Letter

Should you wish to add any names to the newsletter mailing list or comment on the project in any way, please contact us as noted:

Robert W. Schmidt, Project Manager
or
Sarah M. Romero, Public Participation Coordinator
Howard Needles Tammen & Bergendoff
100 St. James Street, Suite J-200
Baton Rouge, Louisiana 70802
(504) 346-0006

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Blaise M. Carriere, P.E.
Associate

Ma15.13

Attachments

DISTRIBUTION LIST FOR "KICK-OFF" LETTER

City Council President and Members
P.O. Box 247
Broussard, LA 70518

City of Lafayette Transit (COLT)
1515 East University
Lafayette, LA 70501

Gulf States Utilities Company
2623 Cameron
Lafayette, LA 70506

KADN-TV
1500 Eraste Landry Road
Lafayette, LA 70506

KATC TV 3
1103 Eraste Landry Road
Lafayette, LA 70506

KPEL Radio Station
1749 Bertland Drive
Lafayette, LA 70506

KSMB & KXKW Radio Stations
202 Galbert Road
Lafayette, LA 70506

KTDY Radio Station
1799 Bertland Drive
Lafayette, LA 70506

Lafayette Economic Development Authority
315 Audubon Boulevard
Lafayette, LA 70505-1439

The Times of Acadiana
P.O. Drawer 3528
Lafayette, LA 70502

DISTRIBUTION LIST FOR MEDIA INFORMATIONAL LETTER

Southern Pacific Transportation Company
Mr. Jim Armentor, Property Manager
210 Johnston Street
Lafayette, LA 70501

Gateway Lafayette Chairperson
Ms. Kathy Ashworth
404 Eraste Landry Rd.
Lafayette, LA 70506-2324

Dr. Ray P. Authement, President
Univ. of Southwestern La.
P.O. Drawer 41008
Lafayette, LA 70504

The Honorable Odon Bacque, Representative
210 Magnet Dr.
Lafayette, LA 70508

The Honorable Allen R. Bares, Senator
P.O. Box 2400
Lafayette, LA 70502

Planning Manager
Mr. David Boyd
Lafayette Areawide Planning Commission
705 W. University Avenue
Lafayette, LA 70506

Lafayette Convention &
Visitor's Commission
Mr. Gerald Breaux
P.O. Box 52066
Lafayette, LA 70505-2066

The Honorable John Breaux, Senator
The Federal Bldg.
705 Jefferson Street, Room 103
Lafayette, LA 70501

The Honorable Armand J. Brinkhaus, Senator
P.O. Drawer E
Sunset, LA 70584

Mr. Walter Comeaux, Parish Council President
P.O. Box 247
Broussard, LA 70518

The Honorable Quentin Dastugue, Representative
Suite 1500, Energy Centre
1100 Poydras Street
New Orleans, LA 70163-1500

Domingue, Szabo & Assoc., Inc.
Mr. Emery Domingue, President
P.O. Box 52115
Lafayette, LA 70505

Sellers, Dubroc & Assoc., Inc.
Mr. Gerald A. Dubroc, President
148 Easy Street
Lafayette, LA 70506

Bayou Vermillion District
P.O. Box
Ms. Lorna H. Guynn, Executive Director
4736
Lafayette, LA 70502

The Honorable Jimmy Hayes, Congressman
109 E. Vermillion
Lafayette, LA 70501

The Honorable Don Higginbotham, Representative
410 W. Congress
Lafayette, LA 70506

The Honorable Chris John, Representative
P.O. Box 921
Crowley, LA 70527-0921

The Honorable J. Bennett Johnston, Senator
c/o Mr. Jack Brittain
One American Place
500 Fannin, Room 7A12
Shreveport, LA 71101

PENSCO
Mr. F. Lee Jolley, President
411 Wall Street
Lafayette, LA 70506-3096

The Honorable Raymond "La La" Lalonde, Representative
P.O. Box 490
Sunset, LA 70584

The Honorable Ron Landry, Senator
P.O. Box 189
LaPlace, LA 70069-0189

The Honorable Dudley Lastrapes, Mayor
P.O. Box 4017-C
Lafayette, LA 70502-4017

The Honorable Jerry Luke LeBlanc, Representative
108 Wedgewood Dr.
Lafayette, LA 70503

Christ of King Church
Mr. Roderick Miller, Trustee
P.O. Box 5450
Lafayette, LA 70502

Lafayette Regional Airport
Mr. Robert E. Mouton, Director of Aviation
200 Terminal Drive
Lafayette, LA 70508-2159

The Honorable Charles "Buddy" Roemer, Governor
P.O. Box 94004
Baton Rouge, LA 70804

CODA
Mr. Bob Sides, President
104 Chickasaw
Lafayette, LA 70501

Greater Lafayette Chamber of Commerce
Mr. John E. Smith, President
804 East St. Mary Boulevard
P.O. Drawer 51307
Lafayette, LA 70505

FHWA
Mr. Tony Sussman, Division Administrator
750 Florida Street
Baton Rouge, LA 70801

Mr. Dean Tekell, City Transportation Engineer
City of Lafayette
Transportation Division
P.O. Box 4017-C
Lafayette, LA 70502

Louisiana Department of Transportation
and Development
Mr. Neil Wagoner,, Secretary
Office of Highways
P.O. Box 94245
Baton Rouge, LA 70804-9245

Department of Transportation
Mr. Eugene Waguespack, District Administrator
P.O. Box 3648
Lafayette, LA 70502-3648

Downtown Development Authority
Ms. Catherine C. Webre, Executive Director
556 Jefferson Street, Drawer 15
Jefferson Towers, Suite 101
Lafayette, LA 70501

Central Louisiana Electric Co.
314 East Bridge
Lafayette, LA 70518

Media Informational Letter

Should you wish to add any names to the newsletter mailing list or comment on the project in any way, please contact us as noted:

Robert W. Schmidt, Project Manager
or
Sarah M. Romero, Public Participation Coordinator
Howard Needles Tammen & Bergendoff
100 St. James Street, Suite J-200
Baton Rouge, Louisiana 70802
(504) 346-0006

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Blaise M. Carriere

Blaise M. Carriere, P.E.
Associate

Mal5.13

Attachments

Notice of Intent

NOTICE OF INTENT

[4910-22]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT: CITY OF LAFAYETTE, LAFAYETTE PARISH, LOUISIANA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Lafayette, Louisiana.

FOR FURTHER INFORMATION CONTACT: Mr. Robert E. Hollis, District Engineer, Federal Highway Administration, P.O. Box 3929, 750 Florida Street, Baton Rouge, Louisiana 70821 or Public Hearing and Environmental Engineer, Louisiana Department of Transportation and Development, P.O. Box 94245, Baton Rouge, Louisiana 70804-9245.

SUPPLEMENTARY INFORMATION: An environmental impact statement (EIS) will be prepared on a proposal to improve U.S. Routes 90 and 167 (Evangeline Thruway) in Lafayette, Louisiana. The proposed improvement, called the I-49 Connector, would involve an upgrade of the existing transportation corridor between the Lafayette Regional Airport and just north of the existing I-10/I-49 interchange, a distance of about 5 1/2 miles.

Improvements to the corridor are considered warranted to improve mobility for local traffic and provide a connection to I-49, which currently terminates at I-10 within the urban area. Any improvements considered would be adequate to accommodate existing and projected traffic demand. Alternatives under consideration include (1) taking no action; (2) upgrading to a partially controlled access highway; and (3) constructing a fully controlled access highway. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who

have previously expressed or are known to have interest in this proposal. A series of public meetings will be held in Lafayette between January, 1991 and the conclusion of the study. In addition, a public hearing will be held, with public notice given of the time and place of the meetings and hearing. Newsletters mailed periodically will supplement these meetings. The Draft EIS will be available for public and agency review and comment prior to the formal public hearing. No formal scoping meeting is planned at this time.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to Mr. Robert E. Hollis, District Enigneer, Federal Highway Administration or the Louisiana Department of Transportation and Development at the addresses provided on the previous page.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: January 17, 1991.

for R E Hollis

William A. Sussman
FHWA Division Administrator
750 Florida Street
Baton Rouge, LA 70821

Solicitation of Views and Responses Received

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245, Baton Rouge, Louisiana 70804-9245

NEIL L. WAGONER, P.E.
SECRETARY

BUDDY ROEMER
GOVERNOR

December 27, 1990

SOLICITATION OF VIEWS AND RESPONSES RECEIVED

SOLICITATION OF VIEWS

RE: State Project No. 700-24-73
FAP No. DE-0009(802)
Route I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette Parish

Dear Sir:

Reference is made to the Federal Aid Highway Act of 1968, Title 23, United States Code, and the Federal Highway Administration requirements relating to public hearings and highway project location approvals.

Early in the consideration of the development of a traffic corridor in a particular area, by law and guideline regulations, the Louisiana Department of Transportation and Development (LDOTD) is required to solicit the views and comments of those Federal, State and local public advisory, resource, recreation, and planning agencies and those Federal, State and local officials, groups, organizations, and individuals, which by law or special expertise or interest would be concerned or affected by the highway location, design, or the social, economic, environmental, and other impacts of the proposal. Your views and comments in regard to this solicitation will hopefully assist the LDOTD in the early identification of possible adverse economic, social, or environmental effects that should be given consideration in the development of the captioned project.

Due to this early request for your views, there exists only limited data concerning this proposed improvement; however, we are attaching a sketch map showing the general location of the project, along with a statement containing a very preliminary description of the proposed project.

It is requested that you review the proposed location and limits of this project and furnish us with your views and comments, together with any supportive documentation warranted, relative to this proposal by January 17, 1991. Solicitation replies should be addressed to: Mr. Vincent Pizzolato, Public Hearing and Environmental Impact Engineer, P.O. Box 94245, Baton Rouge, Louisiana 70804-9245.

EQUAL OPPORTUNITY EMPLOYER
A DRUG FREE WORKPLACE

In order to satisfy A-95 clearinghouse regulations, it is also requested that Regional and Metropolitan clearinghouses, State, local and Federal agencies responding to this solicitation send a copy of their response to: Division of Administration, Office of State Clearinghouse, P.O. Box 94095, Baton Rouge, Louisiana 70804-9095.

Very truly yours,

Vince Pizzolato
Public Hearing & Environmental
Impact Engineer

Ma15.19

☆ Denotes agencies or persons responding with comments to Solicitation of Views

COMMANDER (OBR)
8TH COAST GUARD DISTRICT
500 CAMP STREET
NEW ORLEANS, LA 70130

CONGRESSMAN "JIMMY" HAYES
HOUSE OFFICE BUILDING
WASHINGTON, DC 20515

CURTIS F. HOGLAN, PRES. & CEO
LAFAYETTE ECONOMIC DEV. AUTH.
P.O. DRAWER 51439
LAFAYETTE, LA 70505-1439

EVANGELINE ECONOMIC DEVELOP.
ACADIANA REG. CLEARINGHOUSE
P.O. BOX 90070
LAFAYETTE, LA 70509

GREATER LAFAYETTE CHAMBER
OF COMMERCE
P.O. DRAWER 51307
LAFAYETTE, LA 70505-1307

GREATER LAFAYETTE CHAMBER OF
COMMERCE, INC.
P.O. BOX 51352
LAFAYETTE, LA 70505

JOHN GIBSON
LA ARCHAEOLOGICAL SOCIETY
120 BETA DRIVE
LAFAYETTE, LA 70506

LAFAYETTE PARISH CIVIL DEFENSE
DIRECTOR
P.O. BOX 3286
LAFAYETTE, LA 70502

LAFAYETTE PARISH COUNCIL
P.O. DRAWER 4508
LAFAYETTE, LA 70502

LAFAYETTE PARISH COUNCIL OF
GOVERNMENTS
TOWN HALL
YOUNGSVILLE, LA 70592

LAFAYETTE PARISH SCHOOL BOARD
P.O. DRAWER 2158
LAFAYETTE, LA 70502

LAFAYETTE PARISH SHERIFF
LAFAYETTE, LA 70502

LAFAYETTE SOIL & WATER
CONSERVATION DISTRICT OF LA
P.O. BOX 5250
LAFAYETTE, LA 70502

REP. JERRY LUKE LEBLANC
P.O. BOX 5459
LAFAYETTE, LA 70502

REP. ODON L. BACQUE, JR.
134 TECHE DRIVE
LAFAYETTE, LA 70503

REP. RAYMOND "LALA" LALONDE
P.O. BOX 490
SUNSET, LA 70584

REPRESENTATIVE "CHRIS" JOHN
P.O. BOX 921
CROWLEY, LA 70527-0921

REPRESENTATIVE "RON" GOMEZ
P.O. BOX 52046
LAFAYETTE, LA 70505

SENATOR ALLEN R. BARES
P.O. BOX 3808
LAFAYETTE, LA 70502

SENATOR ARMAND J. BRINKHAUS
P.O. DRAWER E
SUNSET, LA 70584

ST. MARTIN, IBERIA, LAFAYETTE
SMILE COMMUNITY ACTION AGCY.
P.O. BOX 3343
LAFAYETTE, LA 70538

U. S. DEPT. OF TRANSPORTATION
URBAN MASS TRANSP. ADMIN.
819 TAYLOR ST - SUITE 9A32
FORT WORTH, TX 76102

☆1 U.S. DEPARTMENT OF THE ARMY
N.O. DIST. CORPS OF ENGINEERS
P.O. BOX 60267
NEW ORLEANS, LA 70160-0267

DISTRIBUTION LIST FOR SOLICITATION OF VIEWS

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P.O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF:

January 30, 1991

Operations and
Readiness Division
Flood Control Section

1

Public Hearings and
Environmental Engineer
Louisiana Department of
Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Sir:

This is in response to your Solicitation of Views (S.O.V.) dated January 7, 1991, for improvements to Route LA-US 90/167 and Route I-49 Connector Corridor in urban Lafayette, Louisiana. This proposal for improvements is included in State Project Number 700-24-73.

This solicitation has been reviewed for potential Department of the Army (DOA) regulatory permit requirements and impacts on DOA projects.

There are no anticipated adverse impacts on any DOA projects.

Inasmuch as the reach of Bayou Vermilion that includes the corridor project is considered to be navigable, any work proposed that could impede navigable capacity would require a DOA permit pursuant to Section 10 of the Rivers and Harbors Act. Widening of existing bridge approaches could be accomplished under a DOA nationwide permit pursuant to Title 33 CFR Part 330.5 (a)(15) provided that the relevant bridge reconstruction or modification is authorized by the U.S. Coast Guard as a part of the bridge permit.

Agencies proposing to perform work for which a permit could be required should apply for permits and furnish adequate data in support of their application well in advance of need for a permit or performance of any work for which a permit could be required. Necessarily off-site locations of relevant activities such as borrow, disposals, haul roads and work mobilization site developments may mandate individual DOA regulatory action and have an impact on a DOA project.

Should you have questions concerning the DOA regulatory permit program requirements, you may contact Dr. T.C. Davidson or Mr. John Bruza at (504) 862-2270 or 862-1288, respectively.

Sincerely,

Donald J. Clement
Chief, Projects Branch

Copy Furnished:

Division of Administration
Office of State Clearinghouse
Post Office Box 94095
Baton Rouge, Louisiana 70804-9095

Louisiana Department of Agriculture & Forestry
Office of Forestry
302 Jefferson Street, Room 636
Lafayette, Louisiana
70501
(318) 265-5433

BOB ODOM
COMMISSIONER

PAUL D. FREY
STATE FORESTER

January 17, 1990

2

Mr. Vincent Pizzolato
La. Dept. of Transportation & Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Mr. Pizzolato:

In reference to the following State Project:

State Project No. 700-24-73
F. A. P. No. DE-0009(802)
Route I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette Parish

Since this project falls within an urban area, it appears to have no impact on commercial forestry interests; therefore, we do not have any comments to offer.

Thank you for the opportunity to review the plans on this project.

Sincerely,

E. GEORGE MILLER, JR. -- STAFF FORESTER

men

cc: Associate State Forester Mercer

"Equal Opportunity in Employment and Services"

We look forward to working with your agency on this project relative to achieving Section 106 compliance. If we may be of further assistance, do not hesitate to contact my staff in the Divisions of Archaeology and Historic Preservation.

Sincerely,

LP Tassin

Leslie P. Tassin
State Historic Preservation Officer

LPT:PR:s

State of Louisiana

Department of Environmental Quality

BUDDY ROEMER
Governor

PAUL TEMPLET
Secretary

4

910007

Louisiana Department of Transportation and Development
Public Hearings and Environmental Engineer
P. O. Box 94245
Baton Rouge, LA 70804-9245

Attention: Mr. Vincent Pizzolato

RE: Solicitation of Views for State Project No. 700-24-73
Route I-49 Connector, Lafayette.

Gentlemen:

We have received your letter and attachments concerning the above referenced proposal. We would appreciate an opportunity to review the draft and final documents when they become available.

Sincerely,

Larry Wiesepape
Certifications Coordinator

cc: Div. of Administration, Office
of State Clearinghouse
La. Dept. of Transportation
and Development

OFFICE OF WATER RESOURCES P.O. BOX 44091 BATON ROUGE, LOUISIANA 70804

AN EQUAL OPPORTUNITY EMPLOYER

State of Louisiana

DEPARTMENT OF WILDLIFE AND FISHERIES
POST OFFICE BOX 98000
BATON ROUGE, LA. 70898
PHONE (504) 765-2800

VIRGINIA VAN SICKLE
SECRETARY

BUDDY ROEMER
GOVERNOR

January 22, 1991

5

Mr. Vincent Pizzolato
La. Dept. Transportation & Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: State Project No. 700-24-73
F.A.P. No. DE-0009(802)
ROUTE I-49 CONNECTOR, LAFAYETTE
ROUTE LA-US 90/167

Dear Mr. Pizzolato:

Personnel of the Louisiana Department of Wildlife and Fisheries have reviewed the information which you provided to us. Based upon that information, we have made a cursory assessment of possible impacts of the above referenced project upon fish and wildlife resources and/or their habitat.

The data currently available to us indicate no known threatened or endangered species of plant or animal is resident within the project area. We are not aware of any designated sensitive ecological areas that could possibly be at risk, although all wetlands are physically and chemically vulnerable and ecologically fragile.

No stream protected under the Louisiana Natural and Scenic Rivers Act is in the immediate vicinity of the proposed activity.

Sincerely,

A. Kell McInnis, III
Acting Secretary

AKM/BLG/fsb

AN EQUAL OPPORTUNITY EMPLOYER

United States
Department of
Agriculture

Soil
Conservation
Service

3737 Government Street
Alexandria, Louisiana
71302

April 25, 1991

Mr. Stephen S. Pennington
Ecologist
HNTB
100 St. James Street
Suite J-200 Catfish Town
Baton Rouge, Louisiana 70802

6

Dear Mr. Pennington:

Subject: I-49 Connector (Lafayette)
Prime Farmland

We have reviewed the area in the projected I-49 corridor from north of the I-10 and I-49 junction to south of the airport along U.S. Highway 90. We have found that the soils along the corridor are prime farmland units; nevertheless, the area has been either urbanized or it has been dedicated to urban use (inside Lafayette City Limits). Therefore, we do not consider this area to be prime farmland.

If we can be of further assistance, please let us know.

Sincerely,

B. Arville Touchet
State Soil Scientist

The Soil Conservation Service
is an agency of the
Department of Agriculture

Superintendent, Jean Lafitte National Historical Park and Preserve, 423 Canal Street, Room 210, New Orleans, Louisiana 70130-2341.

Planning for the proposed project should include consideration of potential impacts on historical and archeological resources in accordance with cultural resource preservation regulations. To comply with these requirements, project plans should be coordinated with the State Historic Preservation Officer (SHPO) to determine if locally significant cultural resources and cultural resources which may be listed on or eligible for the National Register of Historic Places are located within the affected area. The SHPO's opinion on the adequacy of present knowledge of cultural resources in the area to be affected and on the type and level of resource inventory that may be needed should also be solicited. The SHPO in Louisiana is Mr. Leslie P. Tassin, Sr., Assistant Secretary, Office of Cultural Development, Department of Culture, Recreation and Tourism, Post Office Box 44247, Capitol Station, Baton Rouge, Louisiana 70804.

The draft statement should address potential impacts on recreation resources, such as taking of land, increases in noise and air pollution, visual intrusions, and enhancement of (or interference with) pedestrian and vehicular access. There are a number of recreation projects in the vicinity of the proposal which have received funding from the Land and Water Conservation Fund (L&WCF). They include (but are not limited to): Beaver Park, City Park, Debaillon Park, Donlon Park, H. Heymann Park, LaSertoma Park/Willingham Area Park, Moore Park/Martin Area Park, Mouton Park, and Neyland Park.

The L&WCF was established in 1965 to assist public entities in meeting ever-increasing outdoor recreation needs by providing matching grants for acquiring and developing public outdoor recreation lands and waters in perpetuity. The L&WCF is administered in each state by a Governor-appointed State Liaison Officer (SLO). The Louisiana SLO is Mr. Linton Ardoin, Assistant Secretary, Office of State Parks, Department of Culture, Recreation and Tourism, Post Office Box 44426, Baton Rouge, Louisiana 70804-4426. The SLO and local park administrators should be contacted to determine effects on recreation resources in the area of environmental impact.

In order to protect this public recreation investment, the L&WCF Act, Section 6(f), stipulates that no property acquired or developed with assistance from the L&WCF shall be converted to other than public outdoor recreation uses without the approval of the Secretary of the Interior. If a conversion of use cannot be avoided, the SLO should be contacted to initiate the process for

meeting Section 6(f) stipulations, which includes providing replacement lands of at least equal fair market value and of reasonably equivalent usefulness and location. This coordination process should be documented.

The Louisiana Natural Heritage Program is a systematic statewide natural resource inventory. This inventory would be useful in identifying significant natural resources which should be considered in the statement. The program is administered by Mr. Gary Lester, Louisiana Natural Heritage Program, Department of Wildlife and Fisheries, DNR/CND, Post Office Box 44124, Baton Rouge, Louisiana 70804.

We appreciate the opportunity to review this proposal.

Sincerely,

Associate Regional Director,
Resources Management,
Southwest Region

Enclosure

cc:
Superintendent, Jean Lafitte, w/c inc.

Mr. William A. Sussmann
Division Administrator
Federal Highway Administration
Post Office Box 3929
Baton Rouge, Louisiana 70801, w/c enc.

Mr. Raymond P. Churan
Regional Environmental Officer
Office of Environmental Affairs
U.S. Department of the Interior
Post Office Box 649
Albuquerque, New Mexico 87103, w/c enc. & inc.

Dr. Jonathan P. Deason
Director
Office of Environmental Affairs
Office of the Secretary
U.S. Department of the Interior
Washington, DC 20240, w/c enc. & inc.

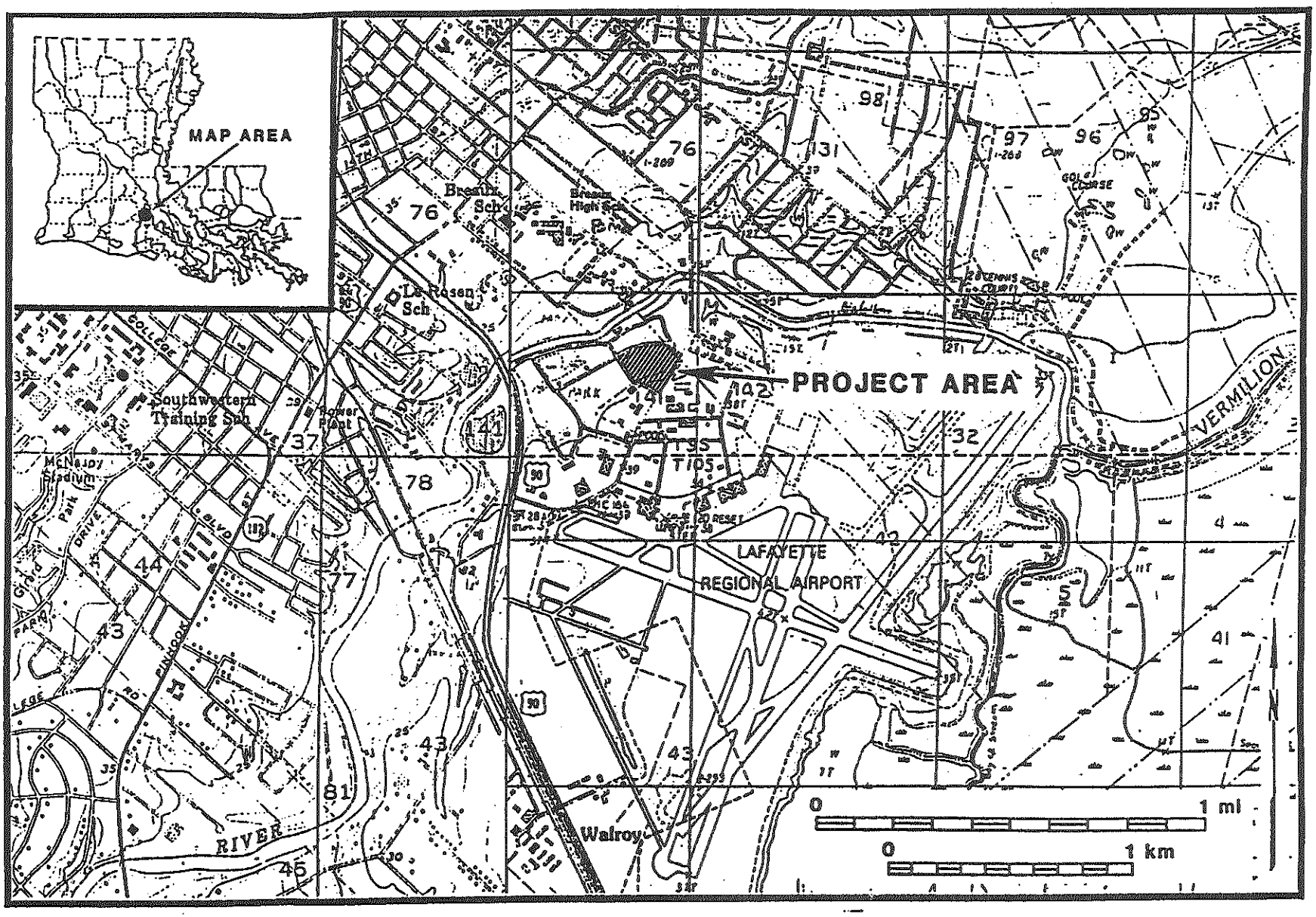


Figure 1. Acadian Culture Center project area, Lafayette, Lafayette Park, Louisiana.

Newsletters (4 issues)

the Connector

I-49 LAFAYETTE

CITY OF LAFAYETTE HEART OF ACADIANA

December, 1990 Issue Number 1

CONNECTOR STUDY BEGINS

Since 1963, when newly aligned U.S. 167 north of Lafayette was connected to U.S. 90 south of the city by implementation of a one-way couplet system, the Evangeline Thruway has been a key component of Lafayette's transportation system. Traffic volumes continue to increase on the Thruway as regional population and economic activity have increased and other transportation links (such as I-49) have come on line.

Soon after opening, in 1968, the Thruway was identified for potential upgrading to a freeway facility from I-10 south through the metropolitan area. Various plans and studies have been conducted since then with that concept in mind. Now, with an eye towards the year 2000 and beyond, the next step in the study process has begun, potentially leading to improved urban area mobility and improved access to U.S. 90 communities south of Lafayette.

The Louisiana Department of Transportation and Development has contracted with Howard Needles Tammen and Bergendoff to lead an all-Louisiana consulting team to provide public information,

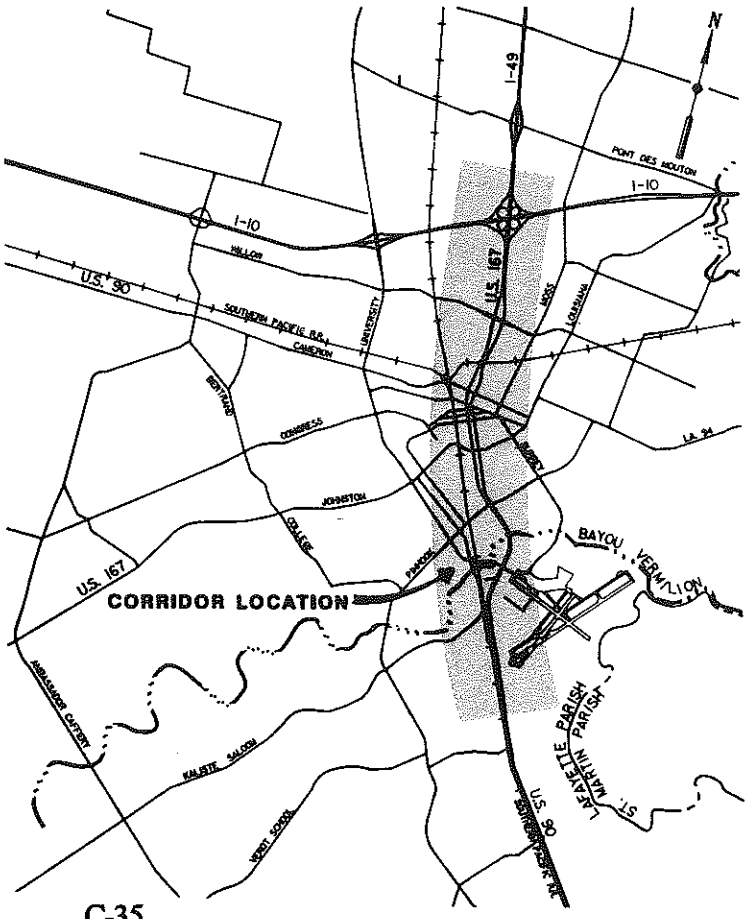
(continued inside)

PROJECT OFFICE IN LAFAYETTE

Beginning February, 1991

Want to keep up with The Connector project in between newsletters and public meetings? Good news! Beginning February 18, 1991, a "project office" will be arranged in Lafayette to display information relative to the study, including raw data collection, engineering design concepts, and environmental and socioeconomic issues.

The project office, actually a room in the established offices of local consultants Domingue, Szabo & Associates, Inc., will be located at 117 W. Pinhook and open from 8:00 a.m to 4:00 p.m. weekdays, except Friday afternoons. Come by to see maps, aerial photography, engineering drawings, and, other exhibits which help to explain the project.



(continued from front)

engineering, and environmental services for the preparation of an Environmental Impact Statement. The study limits for the project, called the I-49 Connector, are from just north of the I-10/I-49 interchange to just south of the Lafayette Regional Airport. Enhanced north-south mobility for local traffic and route continuity for Interstate 49 are goals that have been established for the project.

Phase I of the study, which is now underway, should result in a number of alternative alignments and conceptual designs for the improvements, including a "no-build" alternative. A Draft Environmental Impact Statement will be prepared to identify socioeconomic and environmental factors within the study area and the impacts anticipated with each alternative.

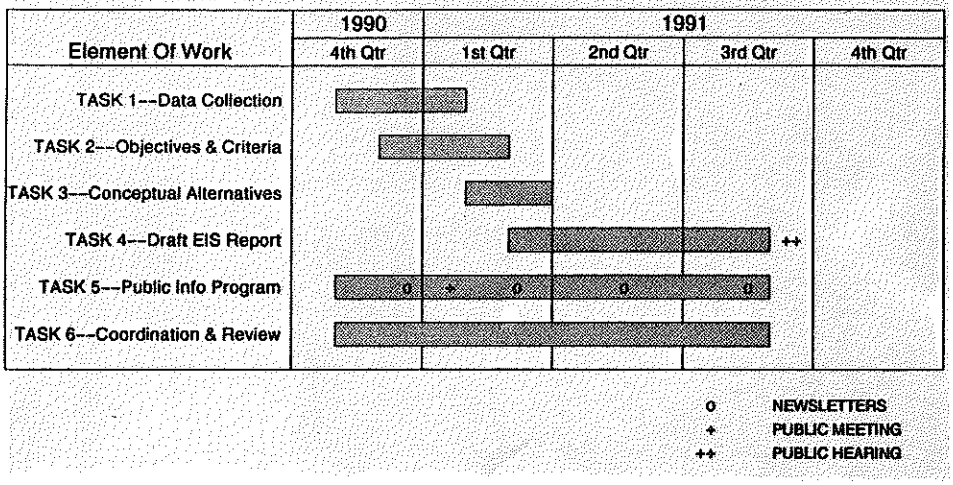
Public participation will be a major factor throughout the study process. At least two public forums will be held in Lafayette to gather community input for consideration. Additionally, newsletters will be distributed to interested citizens. All comments, questions and concerns gathered through the public participation process will be considered during the consultant's study. A formal Public Hearing will culminate the Phase I activities.

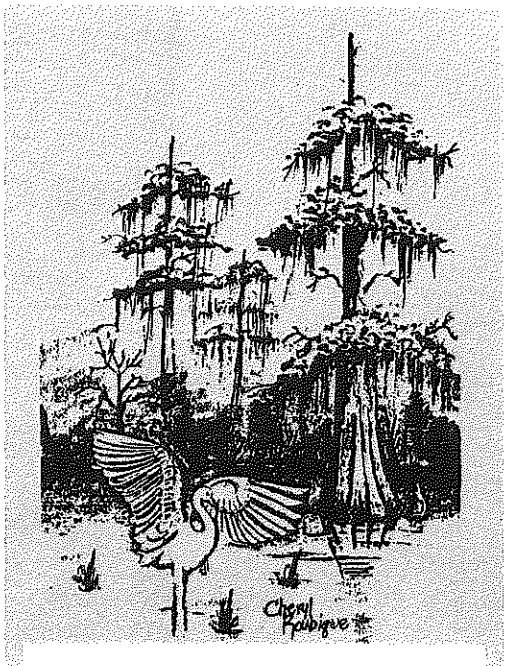
The second phase of the study would include more detailed design and evaluation of the various alternatives, with one alternative recommended for implementation and functional plans developed for the proposed improvements. It is expected that at least one product of Phase II would be a Final Environmental Impact Statement.

A technical steering committee is being established to guide the study process and assure compliance with local, state and national design guidelines. This committee will enable coordination of representatives of the local community, LDOTD, Federal Highway Administration, and the consultant team to promote an effective study which considers all of the issues.

THE CONNECTOR
I-49 Lafayette

PHASE I -- DRAFT ENVIRONMENTAL IMPACT STATEMENT
PROJECT SCHEDULE





SENSITIVE ISSUES IDENTIFIED

An important part of the public participation process for The Connector project is getting the public's help in identifying sensitive issues in the corridor area. Steps can be taken to minimize or mitigate impacts that are common to urban transportation projects when these impacts are identified early in the process. In some cases, the transportation project may even create the opportunity to improve these situations.

Some of the apparent sensitive areas and concerns along the Evangeline Thruway are listed below:

- o Beaver Park and Vermilionville
- o Gateway Lafayette
- o Churches
- o Lafayette Regional Airport
- o Bayou Vermilion
- o Traffic Access & Circulation
- o Residential and Business Displacements

Please contribute to The Connector study by helping to identify sensitive issues at the January public meeting at Lafayette City Hall.

CONNECTOR FORUM

Q Why is this project called the "I-49 Connector"?

A Because it is conceived to "connect" U.S. 90 south of Lafayette with I-49 at its current terminus at the I-10 interchange.

Q What is the funding source for this study and for any future improvements?

A The study is being funded 80 percent by the Federal Highway Administration and 20 percent by Louisiana Department of Transportation and Development. As a highway of national significance with a potential interstate designation, up to 90 percent of the construction costs could come from the Federal Highway Trust Fund.

Q What are the factors that determine the feasibility of a particular alignment?

A A combination of factors are considered in a feasibility study of this type. Specifically, public service, construction cost, socioeconomic impacts, and environmental impacts are four major criteria considered.

Q How will this project affect the Gateway to Lafayette area?

A It is anticipated that several primary alternatives will be identified which maintain the Gateway in its present state. The permit granted by LDOTD which authorized Gateway construction within current highway right-of-way gives preference to transportation needs should a conflict occur at one or both Gateway sites.

Q How long is the first phase of this study expected to take?

A Phase I, the location study and Draft Environmental Impact Statement, should be completed in ten months.

Q Will the improved roadway follow the existing Evangeline Thruway alignment?

A That scenario is one alternative that will be considered. The final selected route should have the ability to accommodate a roadway that is designed to meet freeway standards, and as such, might be considered an extension of I-49 in the future.

Q What impacts will these improvements have on the surrounding areas?

A The Environmental Impact Statement is a comprehensive federal document that addresses a variety of environmental factors, such as wetlands determinations, threatened and endangered species, socioeconomic features, archaeological and historical properties, floral and faunal communities, and hazardous waste sites. The potential impacts, both positive and adverse, will be addressed in the Environmental Impact Statement and consultant's report.

Q How can I keep up-to-date on the progress of the I-49 Connector project?

A Part of the consultant's role in the project is a public participation program. Included in Phase I of this program are four newsletters, community and public meetings and a formal public hearing. The involvement of the community is imperative to the success of the project. In addition, a project office will be established in Lafayette at the offices of Domingue Szabo & Associates, 117 West Pinhook Road, where study information and drawings will be on display. Lafayette area elected officials have been involved with this project since its inception, and will be kept abreast of all current activities.

Q Who is conducting the I-49 Connector study?

A LDOTD is administrating the project team of Howard Needles Tammen & Bergendoff, Domingue Szabo, Sellers Dubroc, and Professional Engineering & Surveying Company. HNTB is a national highway planning and design firm with a 30-year presence in Baton Rouge. The latter three firms are located in Lafayette. The Federal Highway Administration, has the final authority to approve or reject any proposed projects which may result from the EIS study.

PUBLIC MEETING NOTICE
I-49 CONNECTOR

LAFAYETTE CITY HALL - COUNCIL CHAMBERS
705 West University
Lafayette, LA

Thursday, January 24, 1991
5:30 P.M.

All interested citizens are invited to attend.

the Connector
I-49 LAFAYETTE

This newsletter is being prepared for the Louisiana Department of Transportation and Development by HNTB as part of the I-49 Connector Environmental Impact Statement.

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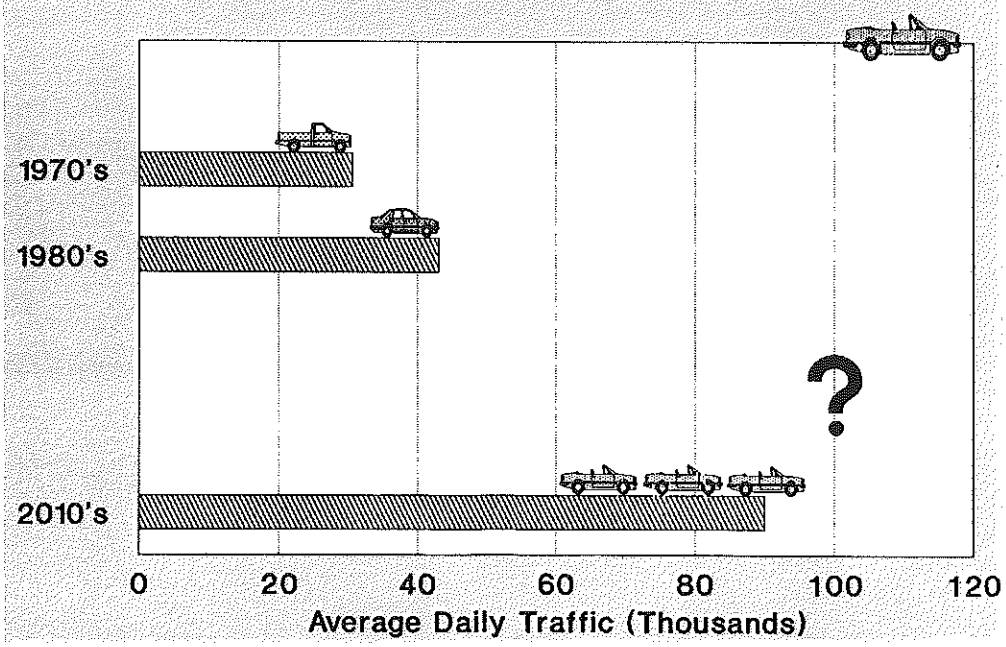
BATON ROUGE LA.

Highway engineers usually measure traffic flow in terms of ADT -- average daily traffic. ADT is the number of vehicles passing a particular point in both directions for an average 24 hour period. ADT is determined by electronically or mechanically counting vehicles and adjusting this count using factors designed to allow for geographical, seasonal, and day of week variations.

On the Evangeline Thruway, traffic volumes have been rising significantly in the recent past. Projection of the current trends will yield corridor volumes of about 90,000 ADT in the year 2015. Will the Lafayette area be prepared for such dramatic growth on the Thruway?

EVANGELINE THRUWAY TRAFFIC
Corridor History & Trends



STAY TUNED

For more information about the I-49 Connector study, or to add your name to The Connector newsletter mailing list, please call HNTB's Baton Rouge office at (504) 346-0006 or Domingue Szabo's office in Lafayette at (318) 232-5182.

the I-49 LAFAYETTE Connector

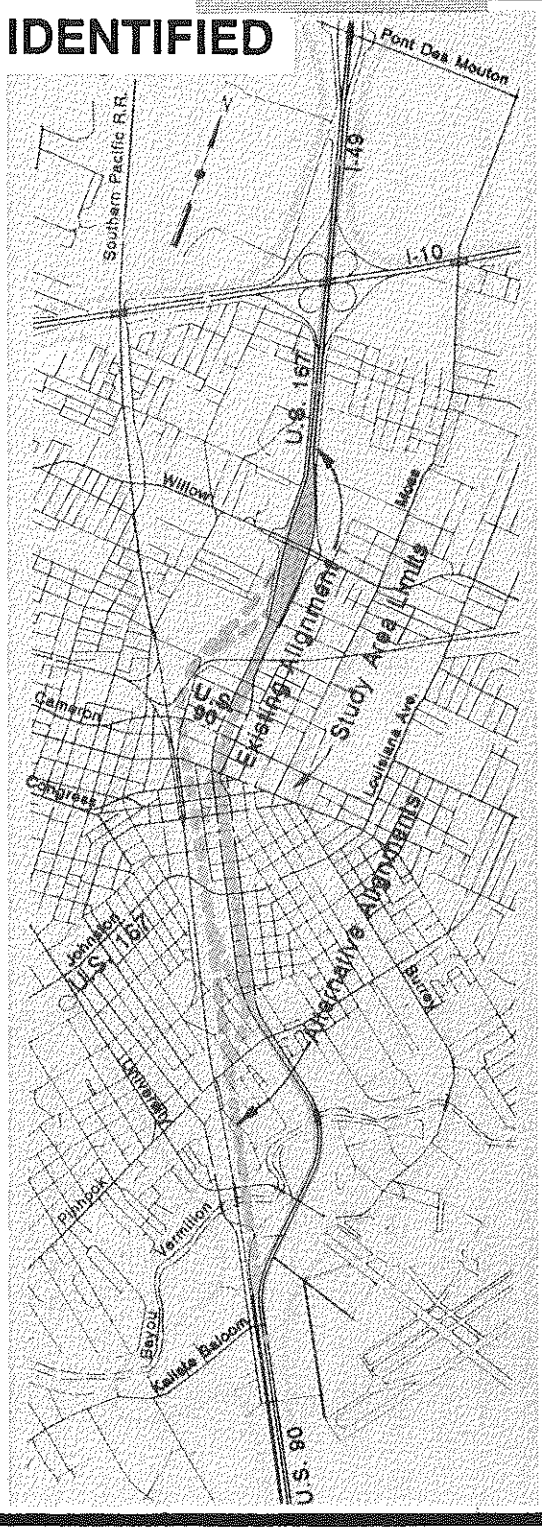
March, 1991 Issue Number 2

ALIGNMENT ALTERNATIVES IDENTIFIED

Several alternative highway alignments within the project corridor have been identified for additional study, each of which would satisfy the overall project goal of improving transportation and providing a connecting link from U.S. 90 south of the airport to I-49 just north of I-10. These alternatives consist of the existing alignment plus various combinations of the existing Thruway and the area adjacent to the Southern Pacific Railroad.

During the next several months, these lines on the map will be developed in more engineering detail and then analyzed to determine impacts to the human and natural environments. The results of these studies will be documented in a Draft Environmental Impact Statement.

In addition to those shown, several other alignment options were identified within the project boundaries but after preliminary study have been dismissed as not viable for assorted reasons, including excessive socioeconomic impacts and engineering deficiencies.



WHAT IS AN EIS?

The National Environmental Policy Act (NEPA) of 1969 requires that federally-funded projects that may significantly affect the environment follow a standardized study process, resulting in the issuance of an Environmental Impact Statement (EIS). For federal highway projects, the Federal Highway Administration (FHWA) has developed rules and guidelines that provide detailed instructions on how the NEPA process is to be followed and what is to be presented in an EIS.

The word "environmental" is often thought to mean only such natural things as air quality, water quality, wetlands, and endangered species of plants and animals, but for an EIS, "environmental" also includes a broad range of elements of the human environment such as economics, land use, relocations, noise, historical and archaeological resources, and hazardous waste sites.

The preparation of an EIS is a two-step process. First, a Draft EIS draws together all the data needed to inform federal officials and the general public about the environmental effects of a proposed project and of possible alternative actions. The Draft EIS is circulated for comment to federal, state and local agencies and to the general public for their review before a public hearing is held.

(continued inside)

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After comments made during the review process and at the public hearing are received, the impact statement is prepared in final form. The Final EIS must incorporate all comments received, and indicate how significant issues raised in the review process have been addressed. Once the Final EIS has been approved by the FHWA, the project may then proceed to design and the preparation of engineering plans.

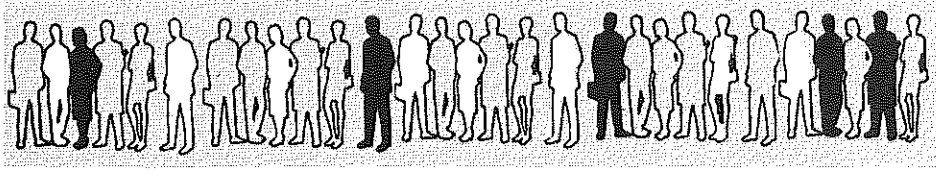
OTHER MAJOR ACTIONS

To develop a thorough insight of the impacts of the I-49 Connector on the Lafayette community, it is important to understand not only the potentially affected environment as it appears currently, but also as it might appear upon implementation of the project. For the physical environment, this means that other major actions proposed by governmental agencies or private interests must be identified and accounted for in the analysis of impacts due to the Connector. Major infrastructure projects in the area with varying levels of implementation probability are identified below:

- Louisiana Avenue Interchange
- Multimodal Transit Center
- Lafayette Regional Airport Masterplan Update
- U.S. 90 South Freeway Upgrade
- Kaliste Saloom Extension
- Lafayette Loop
- CBD Growth Management Program

U.S. CENSUS FACTS - POPULATION

	1970	1980	1990	20 year Change
United States	203,302,020	226,546,000	249,632,692	+22.8%
Louisiana	3,641,306	4,206,116	4,219,973	+15.9%
Lafayette Parish	111,745	151,500	164,762	+47.4%
Lafayette (City)	70,946	80,584	94,440	+33.1%



SOCIAL AND ECONOMIC ISSUES

The effective implementation of highway improvements in a densely developed urban area requires the careful evaluation of many social and economic issues and concerns. A transportation project may change regional, corridor, and local conditions. Some of these changes may be intentional; some may be undesirable and therefore need to be mitigated.

Social impacts include community cohesion, accessibility of facilities and services, and displacement of people, businesses, and organizations. Will the proposed I-49 Connector adversely affect stable communities and neighborhoods by dividing them, adversely affecting access to shopping and community facilities, or by introducing undesirable operational characteristics such as traffic and noise? Will the proposed improvements adversely affect historic sites or other sensitive facilities such as churches and schools? Will the I-49 Connector fit into the community as an integral part of the urban fabric or will it serve as a barrier dividing the City of Lafayette? These and other questions will be addressed during the study process.

Economic impacts relate to employment, income, business activity, community and regional plans and effects on tax revenues, among others. In evaluating these impacts, the following questions will be answered: Will the proposed highway improvement displace businesses and cause local residents to lose their jobs, or will the project provide the opportunity for present business owners to relocate to more profitable locations, and provide the opportunity for desired redevelopment of the adjacent communities? Will the highway project be evaluated with regard to its relationship to other plans, such as the Growth Management Program for Downtown Lafayette? Will the highway improvement work in concert with the aims of the Growth Management Program or will it adversely affect access to the downtown and encourage the development of competing outlying shopping centers?

Through evaluation of census and other data, empirical analysis, and community participation, the project can evolve into a facility that blends with and meets the needs of the community. The I-49 Connector can be a positive addition to the Lafayette landscape.

RESIDENTS ATTEND PUBLIC MEETING

Representatives from the Louisiana Department of Transportation and Development and the consultant team performing the I-49 Connector study conducted a public information meeting in Lafayette in late January. The meeting, attended by more than 75 local citizens, was held in the Lafayette City Hall.

Blaise M. Carriere, project manager for the consulting firm of Howard Needles Tammen & Bergendoff, informed the group that the goal of this project is "to determine the feasibility of improving transportation in the corridor by comprehensively and objectively assessing the environmental and engineering factors associated with the project, and ultimately, to implement an improvement program, if the project proves feasible." Consistent with this goal, the objectives include:

- public participation and input
- alternative alignments and highway type studies, including engineering feasibility
- impact studies to determine positive/adverse effects on the natural and human environment
- documentation and publication of findings in a draft and final EIS
- a formal public hearing prior to the selection of a recommended alternative

It was explained that the Federal Highway Administration would have final approval authority over any recommendations.

The presentation also included an explanation of the elements in the first phase of the I-49 Connector study, such as the collection of natural environmental data, socioeconomic factors and engineering criteria associated with the project. Following the presentations, the audience reviewed the maps and displays posted around the room, met one-on-one with the agency and consultant representatives, and presented questions or comments to be considered as the study progresses.

Economic impacts to the area immediately surrounding the study corridor was the most common concern voiced by meeting participants.

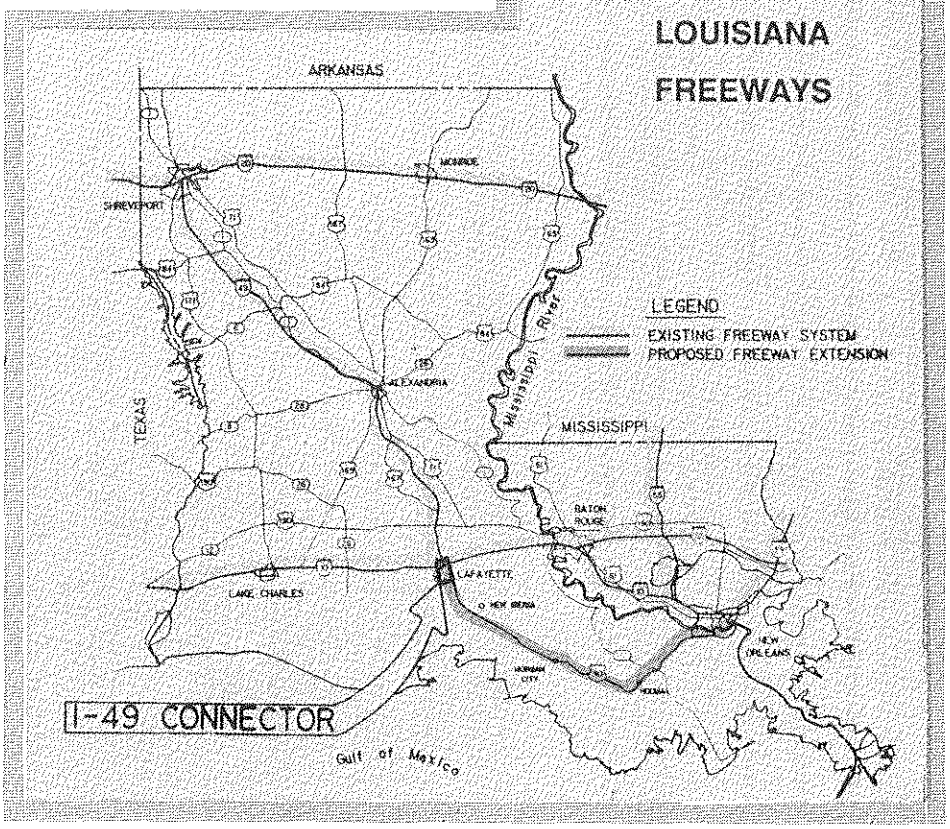
PROJECT OFFICE

The "project office" is now open at the offices of Domingue, Szabo & Associates, 117 W. Pinhook. Come by to see maps, aerial photography, engineering drawings, and other exhibits which help to explain the Connector project.

CONNECTING LINK

Freeways are specific types of highways characterized by full control of access - the prohibition of direct connections of crossing roadways or private drives. Freeways are selected for principal arterial corridors that are intended to provide high levels of safety and efficiency in the movement of high volumes of traffic at high speeds. They can be accompanied by flanking service arterial roadways for adjacent land and street access.

In Louisiana, the vast majority of our freeway mileage is on the Interstate Highway System. A current long range goal, however, may start to change that. As shown on the map below, U.S. 90 from Lafayette to New Orleans is targeted to become an integral part of the state's freeway system. The section in Lafayette, the I-49 Connector, is a critical connecting link from existing I-49 to the potential freeway upgrade to the south.



the Connector

I-49 LAFAYETTE

This newsletter is being prepared for the Louisiana Department of Transportation and Development by HNTB as part of the I-49 Connector Environmental Impact Statement.

TRANSPORTATION

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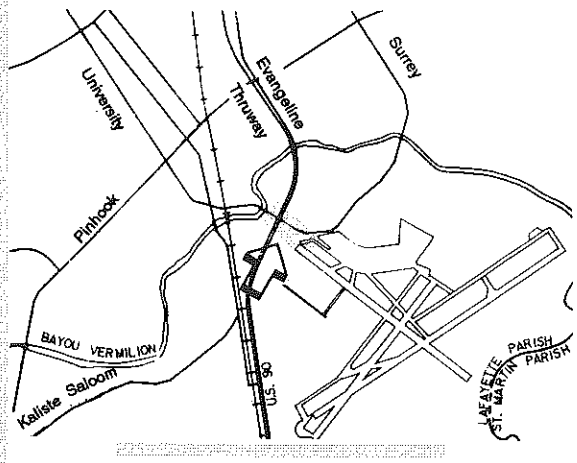
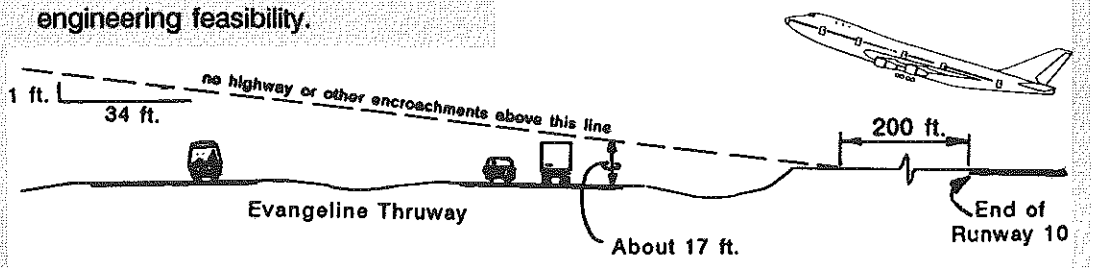
AIRPORT INFLUENCES DESIGN

One of many considerations in airport operations is the safety of air traffic in the immediate vicinity of the airport during takeoffs and landings. This safety is enhanced by Federal Aviation Administration regulations establishing a runway protection zone (RPZ) which maintains "clear space" surrounding the airport, especially on runway approaches.

This important airport safety consideration affects the way in which roadway improvements can be provided along the I-49 Connector. Due to the RPZ for Runway 10 at Lafayette Regional Airport, no obstructions, including highway bridges, tops of vehicles, or tops of signal posts, can penetrate more than about 17 feet above the existing roadway surface in the area of the University/Surrey intersection with the Thruway. This means that as improvement alternatives are studied, no highway overpasses may be provided in this area. Any grade separation would require an underpass, thus raising other engineering issues such as roadway drainage and pump stations.

It is apparent that the highway solution near the airport will be shaped by both highway and air traffic considerations as well as engineering feasibility.





VIEW FROM HIGHWAY IN DIRECTION OF ARROW ABOVE

STAY TUNED

For more information about the I-49 Connector study, or to add your name to The Connector newsletter mailing list, please call HNTB's Baton Rouge office at (504) 346-0006 or Domingue Szabo's office in Lafayette at (318) 232-5182.

the I-49 LAFAYETTE Connector

August, 1991 Issue Number 3

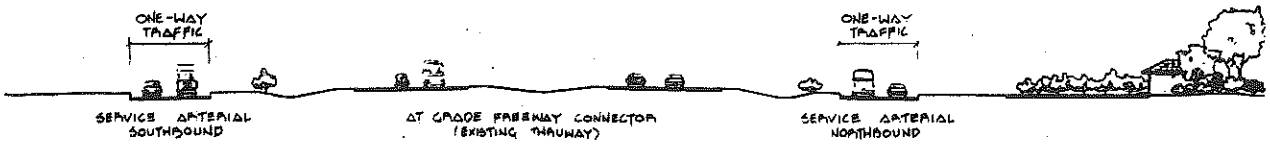
"TWO-FOR-ONE" VALUE

The Evangeline Thruway in Lafayette carries traffic north and south in volumes that have been increasing significantly since it opened in 1963. The Thruway provides local access to residences and businesses in the corridor in addition to its role as a primary federal highway servicing areas south of Lafayette. With this dual function, the traffic stream on the Thruway is made up of both local traffic and traffic just passing through, with destinations outside of Lafayette. Considering this, highway planners envision a dual-dual highway system improvement that better fills both of the roles now played by the existing Evangeline Thruway.

This "two-for-one" concept, illustrated by the drawings below and inside, would consist of a freeway for through trips, including heavy trucks, and continuous flanking one-way service arterials for local circulation and access. Access from the freeway to the surrounding area would generally occur via numerous slip-ramp connections to the parallel arterials and then distribution to the local businesses, residences, and street network. Basically, the existing Thruway would remain as is to function as the two parallel arterials while a new freeway would be built between them. For the alignment alternatives which utilize part of the Southern Pacific railroad corridor, the Thruway would remain the same with a new freeway offset 1½ blocks to the west.

In addition to serving the two components of the Thruway traffic stream, another advantage of the "two-for-one" concept is that it offers flexibility in the event of accidents or other congestion by providing two complete roadway facilities through the area. Should one facility become restricted, traffic can shift to the other roadway.

In summary, benefits to local traffic movements will accrue by the provision for heavy trucks and other through traffic on the new freeway. Benefits to through and long distance local traffic will occur by the provision of a freeway facility without intersections and driveways. Travel times would be reduced when traveling on either of the facilities. Best of all, the two systems will be fully interconnected for their entire length through Lafayette.

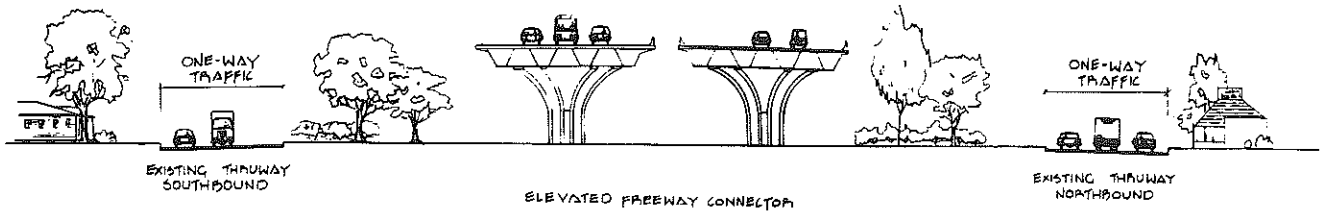


I-49 CONNECTOR SOUTH OF PINHOOK

TYPICAL CROSS SECTIONS

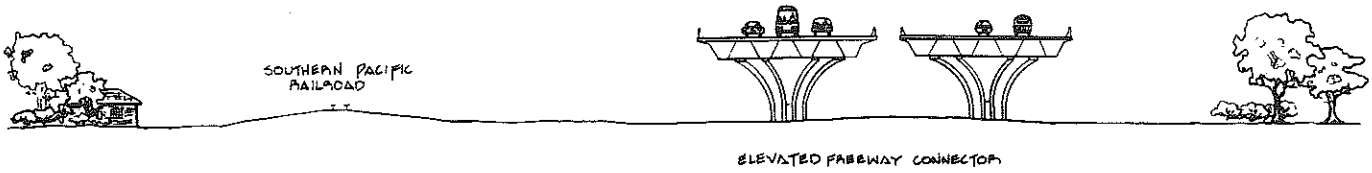
Several conceptual typical cross section alternatives have been identified to be used at various locations for each of the alignment alternatives of The Connector project. These sections include an at-grade freeway (following the contours of the existing ground), an elevated freeway, and a depressed freeway. Each of these freeway sections would include continuous, one-way parallel roadways to be used for land access and local traffic circulation. Generally, the at-grade freeway concept would be used south of Kaliste Saloom Road and north of Willow Street. Between these intersections, the freeway would be either elevated or depressed. The at-grade option is shown on the front page.

For the existing alignment alternative between Pinhook Road and the Southern Pacific spur south of Willow Street, the elevated and depressed freeway options are pictured below. Each of these concepts in the central core area would require acquisition of the city block between the existing northbound and southbound Thruway to be used for the freeway project. Acquired right-of-way which is not necessary for the bridges or other physical components of the highway could be used for landscaping to improve the urban setting and visual aspects of the highway improvement.



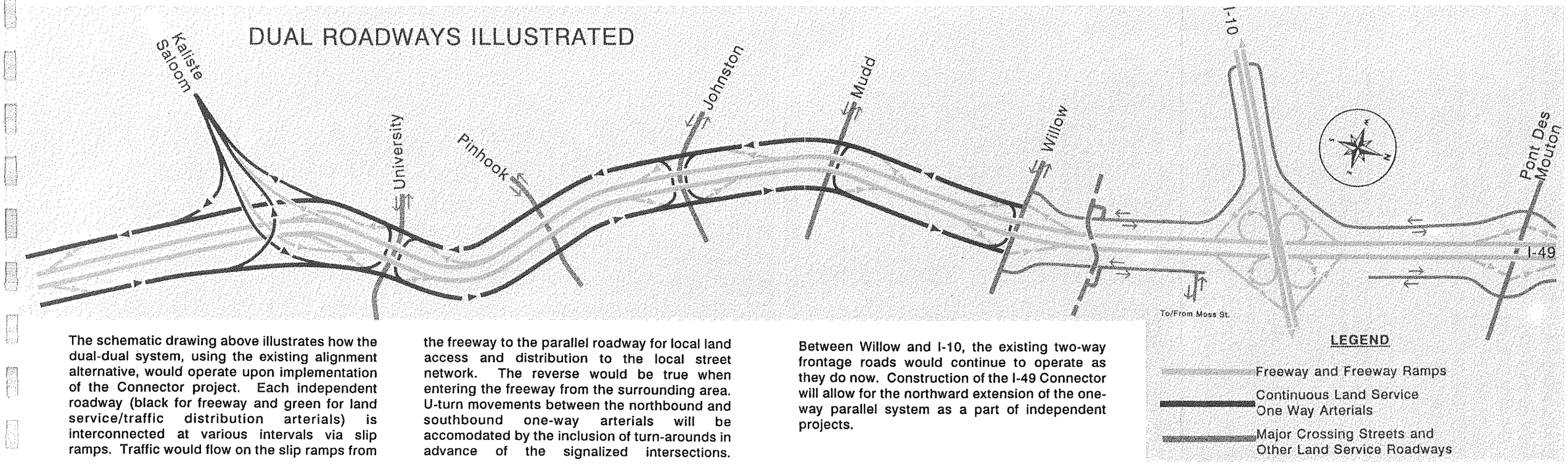
I-49 CONNECTOR IN THE CENTRAL CORE AREA

For alignment alternatives directly adjacent to the Southern Pacific mainline, an elevated freeway, pictured below, is considered the practical alternative. The existing Thruway one and a half blocks to the east would remain and continue to provide local traffic service in conjunction with new interchanges to be built on the freeway. Right-of-way acquisitions along the railroad alignments would be required.



I-49 CONNECTOR ADJACENT TO SOUTHERN PACIFIC RAILROAD

DUAL ROADWAYS ILLUSTRATED



The schematic drawing above illustrates how the dual-dual system, using the existing alignment alternative, would operate upon implementation of the Connector project. Each independent roadway (black for freeway and green for land service/traffic distribution arterials) is interconnected at various intervals via slip ramps. Traffic would flow on the slip ramps from the freeway to the parallel roadway for local land access and distribution to the local street network. The reverse would be true when entering the freeway from the surrounding area. U-turn movements between the northbound and southbound one-way arterials will be accomodated by the inclusion of turn-arounds in advance of the signalized intersections.

Between Willow and I-10, the existing two-way frontage roads would continue to operate as they do now. Construction of the I-49 Connector will allow for the northward extension of the one-way parallel system as a part of independent projects.

LOCAL CIRCULATION AND ACCESS ENHANCED

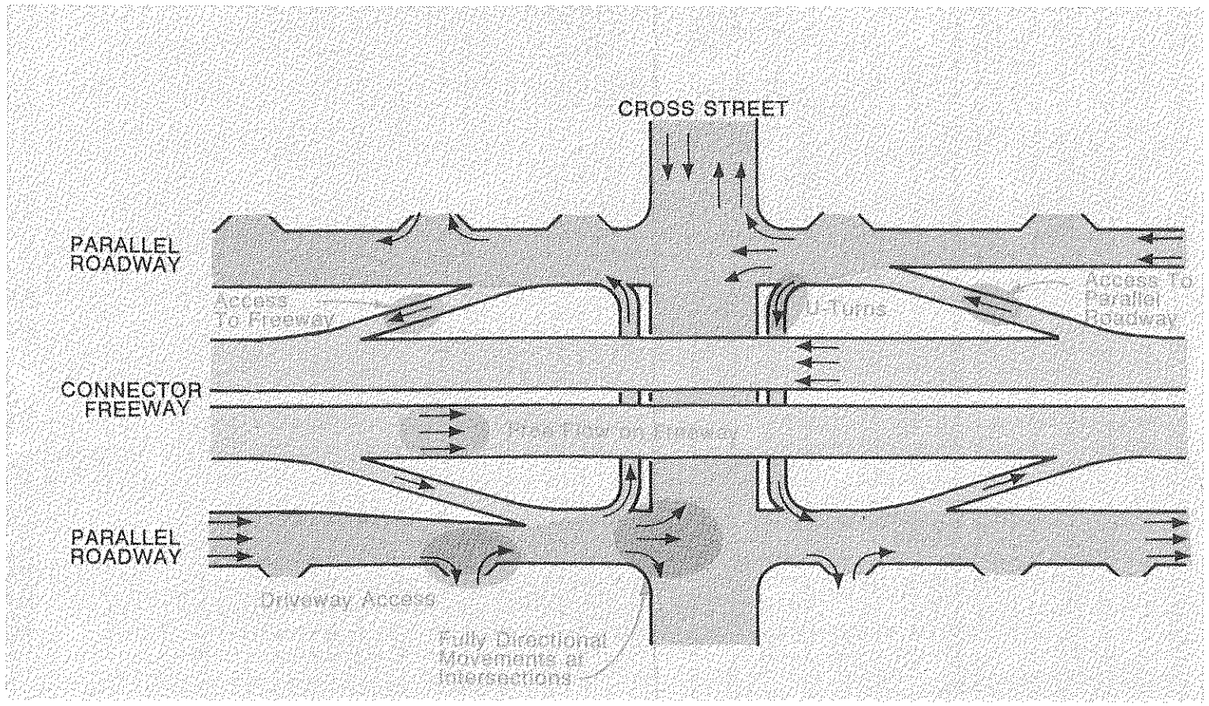
The Connector freeway will provide the opportunity for free-flowing, non-stop traffic movements north and south through the heart of Lafayette. Even so, traffic circulation and movements on the local street network will not be hindered and should be enhanced as the new freeway handles some of the traffic load. To insure proper operations on the local network, several cross streets have been identified to remain open to traffic across The Connector freeway:

- Kaliste Saloom
- University/Surrey
- Pinhook (U.S. 90 Bus.)
- Taft
- Johnston (U.S. 167)
- Jefferson
- 3rd
- 2nd
- Simcoe
- Mudd (U.S. 90)
- Willow

Additionally, a new overpass connecting Martin Luther King and Castille is being considered

These streets would tie to the parallel roadways and either cross under or over the freeway, depending on whether the elevated or depressed option is implemented. In conjunction with ramp connections to the parallel roadways, the crossing streets will offer capable traffic circulation and access opportunities along the freeway route.

For the existing alignment alternative, an illustration of traffic movements and access at a typical location on The Connector is shown at right. Access would be provided continuously from the parallel roadways to the crossing streets and driveway connections on the perimeter of the project. Imaginary lines restricting access to the freeway would be between the freeway and parallel arterials, crossed only by the slip ramps. Free-flowing U-turn roadways would be provided in advance of many signalized intersections to facilitate movements of traffic without passing through the intersections. Fully directional movements would be accomodated at intersections.



AIR QUALITY & NOISE CONSIDERED

TRAFFIC NOISE

Traffic noise is a constant aspect of life for people living near heavily travelled highways. Highway neighbors may become accustomed to the sounds after a certain period of time, but if average noise levels are already high, even relatively slight increases can make a situation less than desirable. New highway alignments may improve the noise environment for many people by diverting traffic from existing roads, but they can also introduce highway noise into areas that currently do not experience it. These two types of noise impact -- high traffic noise levels made even higher, and traffic noise introduced into previously quiet areas -- are assessed for all Federal-Aid highway projects according to guidelines established by the FHWA.

The first step in this process is determining the existing sound environment in all potentially affected neighborhoods. This was accomplished in January of this year by measuring average noise levels at about a dozen representative locations within the I-49 Connector study area. Then, each alignment alternative is analyzed for future noise levels using an FHWA computer model which takes into account such factors as anticipated traffic volume and speed, number of trucks, and road location. Roadway design can play an important role in the computer projections. For example, depressing a road below the surrounding ground level can substantially reduce traffic noise. Raising a road up, on a bridge or viaduct, also reduces traffic noise in the immediate vicinity of the road, although this effect becomes less noticeable further away.

The computer-generated noise levels are evaluated on the basis of magnitude -- how loud? -- and increase over existing levels -- how much louder than before the project? The number of people affected by both types of noise impacts, the degree of these impacts, and the feasibility of providing noise reduction will be some of the factors considered in selecting the most effective and least disruptive route for the I-49 Connector in Lafayette.

CHICOT AQUIFER

Underlying the Lafayette area is an extensive groundwater system encompassing an area of nearly 13,000 square miles known as the Chicot Aquifer. Designated a sole source aquifer (meaning the only or principal drinking source), the Chicot Aquifer must be protected from projects which may cause contamination. In addition to providing Lafayette's drinking water, the Chicot Aquifer is extensively pumped for aquaculture and irrigation purposes.

The aquifer is comprised of thick beds of sand with layers of gravel overlain by a confining clay layer. In the Lafayette area, the beds of sand and gravel layers are generally found nearly 200 feet below the ground surface. However, there may be areas where the aquifer is closer to the surface. During the Connector's design process, geotechnical borings would be made to determine if any of these shallower aquifer areas exist.

The Chicot Aquifer is "refilled" in recharge areas where surface water enters the groundwater system. It is anticipated that the I-49 Connector is not going to effect any of the principal recharge areas of the Chicot Aquifer which are located in Beauregard, Allen, and Evangeline Parishes.

AIR QUALITY

For an Environmental Impact Statement, a highway improvement project is evaluated for its effects on both regional and local (site-specific) air quality. Since cars and trucks run less efficiently and emit more pollutants under low speed, congested, traffic conditions, highway improvement projects which reduce congestion and improve traffic flow will usually provide a net benefit in regional air quality. All of the alternatives being considered for the I-49 Connector share the common goal of improved traffic flow and reduced congestion.

A second concern arises when high traffic volume roadways are located near sites of extended human presence such as homes, businesses and schools. At such locations, the potential for exceeding federal carbon monoxide standards is evaluated using sophisticated computer models. For the I-49 Connector study, this will be done at the nearest sites of potential exposure for each alignment alternative. Exceeding the carbon monoxide standard should be avoided -- if the computer modeling indicates excess at any location, measures must be taken to mitigate the problem. These could include changing the roadway alignment or moving the affected receptor.

the I-49 LAFAYETTE Connector

This newsletter is being prepared for the Louisiana Department of Transportation and Development by HNTB as part of the I-49 Connector Environmental Impact Statement.

TRANSPORTATION

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CONNECTOR STUDY CONCURRENT WITH LAFAYETTE TRANSPORTATION PLAN

While the I-49 Connector study is designed to identify transportation improvement opportunities in the specific Evangeline Thruway corridor from the airport to north of I-10, another study, the Lafayette Transportation Plan (LTP), is also currently underway to examine transportation in a more general nature for the entire Lafayette metropolitan area. The Connector and LTP studies each impact the other and must be coordinated to provide meaningful information and valid results.

Generally, the LTP study will develop a computerized traffic model, based on anticipated population growth, economic development, and other planning variables, that forecasts future traffic volumes and allows for the planning of Lafayette's future transportation network, making sure all of the various elements of that network fit together. The Connector is one component of Lafayette's overall network that must be "plugged in" to the LTP model. Characteristics of the Connector project such as design speeds, numbers of travel lanes, and signalized intersections influence traffic patterns on both the Connector and other streets and thus must be provided for inclusion in the LTP model. Conversely, future traffic volumes anticipated by the LTP model in the Evangeline Thruway corridor are important in determining such Connector features as number of travel lanes and signalized intersections.

Thus, a back and forth, iterative, procedure between the development of computerized traffic volume projections and the specific features of the Connector or other individual projects is sometimes necessary to achieve valid results. This process will occur as both of the studies affecting Lafayette transportation continue.

STAY TUNED

For more information about the I-49 Connector study, or to add your name to The Connector newsletter mailing list, please call HNTB's Baton Rouge office at (504) 346-0006 or Domingue Szabo's office in Lafayette at (318) 232-5182.

Public Meeting Notice

PUBLIC MEETING NOTICE

I-49 CONNECTOR
Lafayette, Louisiana

STATE PROJECT NO. 700-24-73
FEDERAL AID PROJECT NO. DE-0009(802)

A study is currently underway to provide for transportation improvements in the Route LA-US 90/167 (Evangeline Thruway) corridor from north of I-10 to south of the Lafayette Regional Airport. Part of the study process includes the preparation of an Environmental Impact Statement. In order to receive early public input and comment, a public meeting will be conducted at the time and location shown below:

LAFAYETTE CITY HALL - COUNCIL CHAMBERS
705 West University
Lafayette, LA

Thursday, January 24, 1991
5:30 P.M.

9128-01

All interested citizens are invited to attend.

Louisiana Department of Transportation and Development

Miscellaneous Comments, Correspondence

1. LA House of Representatives letter - Don Higginbotham (with HNTB response) . p. C-49
2. Parish Council letter - Kathy Ashworth (with HNTB response) . . . . . p. C-53
3. Parish Council letter - Lynn Guidry (with HNTB response) . . . . . p. C-57
4. Shoney's letter (with HNTB response) . . . . . p. C-59
5. Kettle letter (with HNTB response) . . . . . p. C-63
6. City of Lafayette letter . . . . . p. C-67
7. Schilling letter . . . . . p. C-69
8. HNTB letter to Lafayette Regional Airport . . . . . p. C-71
9. Comments received from St. Genevieve Church . . . . . p. C-73
10. Kettle letter . . . . . p. C-75
11. Downtown Development Authority letter . . . . . p. C-77
12. Parish council letter - Kathy Ashworth . . . . . p. C-79
13. Kathy Ashworth response to Kick-off letter . . . . . p. C-81

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES

DONALD HIGGINBOTHAM
DISTRICT 44

P. O. BOX 30108
LAFAYETTE, LOUISIANA 70506
(318) 265-5769

EDUCATION
JUDICIARY

January 6, 1991

1

Ms. Sarah M. Romero
Public Participation Coordinator
H.N.T.B.
100 St. James St.,Ste. J-200
Baton Rouge, LA 70802

Dear Ms. Romero:

I am very concerned about several areas in regards to the I-49 connector study. I have been contacted by numerous business owners and a large number of constituents in this area concerning this matter. I too believe that the I-49 connector will have a negative impact on North Lafayette.

I am also concerned with the division that the connector will create between north and south Lafayette. In discussing this matter with elected officials in other parts of the state who have such connectors they have found that it destroys communities and businesses. They have also found that it assures instant ghettos in areas below the connector.

I'm sure you are aware of the recently constructed Gateway Lafayette project which has had a tremendous impact on tourism in the Lafayette area. Gateway Lafayette has increased visitor registration by 49%. The proposed connector would virtually eliminate the progress of Gateway Lafayette. I would strongly urge you and your staff to review this proposal in light of these issues, and make every effort to address them.

It appears that the mission of this project could be broadened not only to improve the traffic into this corridor, but also to include an analysis of an outer loop as well as access to establish business and the quality of community life in the I-49 corridor itself. I look forward to hearing your response to these matters.

Sincerely,

Don Higginbotham

Donald J. Higginbotham
State Representative
District 44

For response to this letter, see HNTB letter to Ms. Kathy Ashworth, p. C-53

PARISH COUNCIL

Neal Burke
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Chair

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District C

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District D

Conrad Comeaux
District E

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District F

Lloyd Rochon
Clerk of the Council

(2)

December 11, 1991

Ms. Sarah M. Romero
Public Participation Coordinator
H.N.T.B.
100 St. James St., Ste. J-200
Baton Rouge, LA 70802

Dear Ms. Romero:

I want to officially get into the record several areas of concern expressed to me by Lafayette residents and business owners with regard to the **I-49 Connector Study:**

1. Please be aware that many of my constituents and many others within the City and Parish of Lafayette have great concern that the businesses adjacent to and surrounding the most publicized route for the **I-49 Connector** will be negatively impacted by such a corridor. I share their concern.

2. Additionally, many people feel the proposed connector will create further and irreconcilable divisions between North and South Lafayette.

3. Further, many people feel the proposed connector will create "instant ghettos" as such projects have done in other cities.

4. Many of the people in this community are concerned about the impact of the proposed connector on the **Gateway Lafayette** project, a project that has shown a 28-49% increase in visitor registration at our visitor center--an important consideration since tourism is one of the larger employers in our area.

"One Common Goal . . . . Professional Service"
P.O. Box 4525/LAFAYETTE, LOUISIANA 70502/PHONE (318) 267-7010/FAX (318) 267-7190

5. Many in Lafayette still believe a loop around the city is a better alternative and wonder why this proposal is not being discussed simultaneously.

I strongly urge the design of this concept be reviewed in light of these issues and every effort be made to address them. It appears the mission of this project should perhaps be broadened to include not only improved traffic flow in this corridor but include an outer loop analysis as well as access to established business and quality of community life in the I-49 Corridor itself. I believe these priorities are important and so do many citizens of this community.

I look forward to hearing from you on these matters.

Best wishes,

Kathy Ashworth

KA/rcs

c: Jack Naumann
Domingue, Szabo & Associates
Senator-elect Max Jordan
Representative Don Bacque
Representative Don Higginbotham
Representative Jerry Luke LeBlanc
Representative-elect Wilfred Pierre
Larry Smith

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

100 St. James Street
Suite J-200 Catfish Town
Baton Rouge, Louisiana
70802
(504) 346-0006

April 14, 1992

Ms. Kathy Ashworth
c/o Sides & Associates
Post Office Box 3267
Lafayette, LA 70502

Re: I-49 Connector

Dear Ms. Ashworth:

We are responding to your letter to HNTB describing several areas of legitimate concern pertaining to the proposed I-49 Connector project (as these concerns were expressed to you by some local citizens). We have been aware of these concerns and have been sensitive to these views throughout the preliminary studies conducted to date. At the same time, studies for the proposed project have also considered a broader spectrum of issues and potential impacts (both good and bad) to the immediate corridor area and to the Lafayette region in order to make a comprehensive judgement on the value of the I-49 Connector and, if warranted, where it will be located and what it will look like. As you know, the Environmental Impact Statement being prepared for the I-49 Connector is the means by which the issues associated with the proposed project are identified and assessed for negative or positive impacts.

As of this date, the Draft EIS studies have been completed and distribution of the report is expected in early May, 1992. The Draft EIS describes six alternatives for a freeway project and the positive and negative impacts associated with each alternative. After ample time for citizen and public agency review of the report, a Public Hearing will be held (probably in June, 1992) to receive input. The information received as a result of the Public Hearing and other comments will be considered and addressed in the Final EIS. Federal and state agency approval of the Final EIS is necessary to clear the way for construction, if that is deemed appropriate.

With the Draft EIS studies now completed, I would like to discuss your concerns, with reference to your December 11, 1991 letter:

1. There is no question that the I-49 Connector would cause changes for the business community located both in the immediate project area and elsewhere in the Lafayette region. The question is whether these changes would be a benefit or detriment to individuals and the community.

   For the area in the immediate study corridor, the proposed project is anticipated to reduce congestion and travel times. This would have the dual effect of diverting local traffic from other nearby roadways into the Thruway corridor, and of making the corridor accessible to those who may currently experience inconveniences and thus shy away from the existing Thruway. Additionally, the Connector (in conjunction with the U.S. 90 freeway upgrade to

Partners Charles T. Hennigan PE, Daniel J. Spigal PE, John L. Cotton PE, Robert S. Coma PE, Donald A. Cuccias PE, James L. Tuttle, Jr. PE, Hugh E. Schall PE, Gary C. Goodman AIA, Gordon H. Slaney, Jr. PE, Harvey K. Hammond, Jr. PE, Stephen G. Goddard PE, John W. Wight, Jr. PE, Richard D. Beckman PE, Richard L. Farnan AIA, Douglas E. Prescott PE, Ronald L. Hartle PE, H. Jerome Butler PE
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Offices Alexandria, VA, Atlanta, GA, Baton Rouge, LA, Boston, MA, Char[illegible], Chicago, IL, Cleveland, OH, Concord, CA, Dallas, TX, Denver, CO, Fairfield, NJ, Hartford, CT, Houston, TX, Indianapolis, IN, Irvine, CA, Kansas City, MO, [illegible] KY, Lexington, MA, Los Angeles, CA, Miami, FL, Milwaukee, WI, Minneapolis, MN, New York, NY, Oklahoma City, OK, Orlando, FL, Overland Park, KS, Philadelphia, [illegible] Phoenix, AZ, Raleigh, NC, Seattle, WA, Tampa, FL, Tulsa, OK, Wilmington, DE

the south) could be marketed as a convenient cultural route appealing to New Orleans-bound tourists. Increases in traffic and improved accessibility associated with the proposed project would be expected to have a positive impact on many existing and future businesses in the corridor. On the other hand, it should also be expected that not every existing business would benefit by the project due to inherent design and operational characteristics of the roadway and that some businesses could experience a detrimental impact.

One of the primary concerns, as we understand it, is the existing traffic congestion and access patterns in the Willow Street/I-10 area and the resulting effect on businesses. Naturally, these same issues, as well as others, would be of concern when assessing the impacts of the I-49 Connector. With respect to these concerns, the state and federal highway agencies have proposed several alternatives to maintain or improve access in the area. These proposals would improve traffic flow but would change the traffic circulation and decision-making processes used by drivers to reach their destination. Depending on the alternative which is implemented, travel times to reach most destinations could be reduced. Appropriate signing and the passage of time could serve to counteract the initial unfamiliarity of the highway changes.

The CBD is directly adjacent to the project corridor. This business area has developed a Growth Management Program which calls for improved access to stimulate redevelopment. Interchange locations and other features of the I-49 Connector are conducive to providing more convenient CBD access and thus are considered to be in general agreement with the Growth Management Program for downtown Lafayette.

Under the right circumstances, especially in recent years, highway improvements have come to be accepted as an economic benefit due to both construction expenditures and the stimulus to long-term economic development. In addition to the Lafayette area as a whole, long-term development in this case could also mean <u>redevelopment</u> in the elderly and stagnant central core portion of the study area between the Vermilion River and the area just south of Gateway. This redevelopment could be stimulated by an aesthetically pleasing highway and nurtured at the local level by appropriate zoning and development incentives.

2. The existing Evangeline Thruway and the parallel Southern Pacific railroad are perceived barriers running north-south through the older part of Lafayette. The Draft EIS points out that the freeway would not create a new barrier but could magnify the existing barrier effect. Elevated and depressed freeway alternatives have been proposed for the central core area, with the depressed freeway possibly perceived as less of a barrier ("out of sight, out of mind"). All major crossing streets will remain open for each alternative. In other cities, a highway project has been used to create a desirable barrier (border), such as to cordon off one or more sides of a city's central business district.

3. There has been local sentiment expressed that with proper attention given to aesthetics, including landscaping of acquired right-of-way areas that are not used for the highway, the project can have the opposite effect to the "instant ghettos" you refer to. The project, along with appropriate local incentives and zoning, could stimulate redevelopment of the most depressed and stagnant area of Lafayette. Of course, lack of attention to the details which are important to the character of an urban highway could have the effect you describe.

4. With respect to local concerns about the impact of the I-49 Connector on Gateway Lafayette, alternatives have been developed which retain the majority of Gateway (including the landscaping and buildings). Gateway could continue to introduce travelers to Lafayette and Acadiana (contingent on securing appropriate joint use permits). The development of U.S. 90 to New Orleans (with freeway upgrade) as a convenient cultural route could serve as an additional enhancement feature to Gateway and the tourist attraction.

   As you are aware, Gateway is subject to removal if this is deemed necessary for highway construction, according to the Parish's joint-use agreement with state and federal highway agencies which allowed the development of Gateway on state-owned right-of-way.

5. The recently completed Lafayette Metropolitan Area Transportation Plan has assessed the current transportation deficiencies and future needs for all of Lafayette Parish, using computer-modeling techniques. This study assessed the need for a loop freeway as well as other highway improvements including the I-49 Connector. Results of the study indicate that within 20 years, traffic volumes are not expected to reach a level that would justify a loop freeway (this is true regardless of whether or not the I-49 Connector is built). The study has recommended a loop arterial roadway initially with the preservation of sufficient right-of-way for a future freeway upgrade. Regarding the I-49 Connector, the Transportation Plan identified traffic capacity deficiencies in the Evangeline Thruway corridor such that major capacity improvements are required. The plan recommends a freeway.

   I have enclosed the pertinent pages of the Transportation Plan study describing the relationship of the Connector and loop. Also enclosed is a recent paper by a respected transportation engineer/planner that you may find insightful in comparing the Connector and loop freeways. My feeling is that the Lafayette region should pursue both projects for ultimate implementation, rather than pursuing one at the expense of the other.

We appreciate your concern for the Lafayette community as expressed by your letters regarding the I-49 Connector project. You should receive Newsletter No. 4 this month, which will contain the Public Hearing date and summary information from the Draft EIS. Please call or write if we can be of any service in answering questions or receiving comments prior to the hearing.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Robert W. Schmidt

Robert W. Schmidt, P.E.
Assistant Project Manager

Enclosures

cc: LDOTD
Jack Naumann
Senator Max Jordan
Don Bacque
Representative Don Higginbotham
Representative Jerry Luke LeBlanc
Representative Wilfred Pierre
Larry Smith

14427

PARISH COUNCIL

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Clerk of the Council

October 28, 1991

3

Ms. Sarah M. Romero
Public Participant Coordinator
HNTB
100 St. James Street, Suit J-200
Baton Rouge, LA 70802

RE: State Project No. 700-24-73
I-49 Connector Study

Dear Ms. Romero:

Please let me know if your organization plans to have any public hearings concerning the plans on the I-49 Connector, as presented in Newsletter, Issue Number Three. It appears that there is a great deal of concern about your proposal that is growing, and I would think that it would be beneficial to your organization, as well as to the City of Lafayette, for you to meet and hear these growing concerns, sooner rather than later. I would offer that one organization that you may want to make a presentation to would be the CODA organization, which meets every Tuesday mornings at 7:00 a.m. at the Holidome, which is a facility which would be directly affected by the improvements you are proposing.

Appreciative of your concern, I remain,

Sincerely,

LAFAYETTE PARISH COUNCIL

Lynn Guidry
Councilmember, District A

pc

c: Parish Council
Mr. Bob Sides, CODA
Mr. Jack Naumann, Kettle Restaurant
Ms. Carolyn Guilbeau

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SHONEY'S Inc.

1727 Elm Hill Pike • P.O. Box 1260 • Nashville, TN 37202 • (615) 391-5201

September 30, 1991

4

Ms. Sarah M. Romero
Public Participation Coordinator
H.N.T.B.
100 St. James Street, Suite J-200
Baton Rouge, Louisiana 70802

RE: State Project No. 700-24-73
I-49 Connector Study

Dear Ms. Romero:

As the corporate owner of property to be affected by any changes to access to US 167 in Lafayette, Shoney's, Inc. requests that you forward any information and notices regarding this project to:

Shoney's, Inc.
Real Estate Department
1717 Elm Hill Pike, Suite B-1
Nashville, TN 37210

We understand your current thinking is to elevate the highway north of Willow, and if this plan were implemented it would devastate our business. Modifications are in order for the interchange, but elevating is not the answer. (We operate stores in 26 states and can cite numerous examples where elevated highways destroyed business, reduced tax receipts to all levels of government, and induced a vacating of buildings similar to the vacancies on the I-49 frontage road north of I-10. Several properties there have been vacant for over 10 years).

I look forward to hearing from you.

Sincerely,

David L. Sawyer
Real Estate Manager

DLS/ml

cc: Charles Vaughn
Steve Smith
Susann Shearon

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

100 St. James Street
Suite J-200 Catfish Town
Baton Rouge, Louisiana
70802
(504) 346-0006

October 11, 1991

Mr. David L. Sawyer
Real Estate Manager
Shoney's Inc.
1727 Elm Hill Pike
P. O. Box 1260
Nashville, TN 37202

Re: State Project No. 700-24-73
I-49 Connector Study

Dear Mr. Sawyer:

We would like to thank you for your recent letter regarding the I-49 Connector Study. Citizen participation is vital to the success of this project, and we encourage you and other property owners to remain involved as the study progresses. HNTB was retained by the Louisiana Department of Transportation and Development to develop various alternatives to improve the transportation corridor along the Evangeline Thruway. Each different scheme has a variety of positive and negative factors, with each being reviewed and analyzed in an equal and objective manner. Any improvements that are made along the I-49 Corridor should provide local citizens and the travelling visitor adequate accessibility to the area businesses.

None of the alternatives under consideration, including an elevated section or even a "no-build" alternative, will be selected or eliminated until after the required public hearing is held. The public hearing will give local citizens, officials, community groups, business owners, etc. the opportunity to present their views and have them documented in the final Environmental Impact Statement report and perhaps incorporated into the design process. We would encourage you or a representative of Shoney's to attend this meeting, and hope you urge your elected officials to attend also. The time and place of the meeting has not yet been determined, but will be advertised by the local media and in the next project newsletter prior to the actual date. Your name has been placed on our mailing list to receive future issues of The I-49 Connector newsletter. Also, your letter and comments received so far are being made a part of the Draft Environmental Impact Statement document which will be presented to the Louisiana Department of Transportation and Development and Federal Highway Administration prior to the public hearing.

Partners Charles T. Hennigan PE, Daniel J. Spigal PE, John L. Cotton PE, Robert S. Coma PE, Donald A. Dubies PE, James L. Tuttle, Jr. PE, Hugh E. Schall PE, Cary C. Goodman AIA, Gordon H. Slaney, Jr. PE, Harvey K. Hammond, Jr. PE, Stephen G. Goddard PE, John W. Wight, Jr. PE, Richard D. Beckman PE, Richard L. Farnan AIA, Douglas E. Prescott PE, Ronald L. Hartle PE
Associates Kendall T. Lincoln CPA, Roberts W. Smithem PE, Harry D. Bertossa PE, Ralph E. Robison PE, Walter Sharko PE, Frank T. Lamm PE, H. Jerome Butler PE, Blaise M. Carriere PE, Michael P. Ingardia PE, Bernard L. Prince PE, Stephen B. Quinn PE, Saul A. Jacobs PE, Ewing H. Miller FAIA, Douglas C. Mynne PE, Carl J. Mellea PE, Daniel F. Becker PE, Donald P. Keuth PE, Thomas L. Williams AIA, John E. Kupke PE, Rodney P. Pelo PE, Steven M. Reiss AIA, Robert A. Leick PE, Glenn D. Sadulsky PE, Benjamin A. Whisler PE, Roger S. Austin PE, John D. Brothers PE, Charles L. O'Reilly, Jr. PE, Robert M. Sloan PE, Douglas A. Boyd AIA, Raymond J. McCabe PE, Thomas A. Skinner PE, Paul A. Yarossi PE, F. Christopher Dimond ASLA AICP, Roland W. Fresking AIA, James T. Kienle AIA, Terry K. Miller AIA, Roger C. Ward PE, Maurice D. Miller PE, Robert L. Watson AIA, James P. Pitz PE, Robert A. Crist PE, Beth Harmon-Vaughan IBD
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Again, your comments are appreciated, and are being considered in the study process. Our goal is to look at all of the alternatives available, and to present them to the state and federal highway agencies for their selection of an improvement program of which the citizens of Lafayette can be proud.

If you have any questions regarding the project, or if you wish to discuss the progress of the study, please feel free to call our office and talk to Bob Schmidt, Assistant Project Manager. Thank you for your timely correspondence.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Sarah M. Romero

Sarah M. Romero
Public Participation Coordinator

SMR:S2.8
14427

DONEOVER, INC. d/b/a
Kettle Restaurant

September 20, 1991

Ms. Sarah M. Romero
Public Participation Coordinator
H.N.T.B.
100 St. James Street, Suite J-200
Baton Rouge, Louisiana 70802

5

Re: State Project No 700-24-73
I-49 Connector Study

Dear Ms. Romero:

After reviewing the information provided in your I-49 Connector newsletter, Issue Number 3, it is aparent that there is little concern for the survival, let alone future prosperity of the business community between Willow Street and I-10 in Lafayette.

Access, poor as it is , will further deteriorate with the removal of crossovers which presently provide all accessability available to interstate traffic to the business community between Castille and I-10. The use of Willow Street as a turnaround to gain access to and from the two-way service roads will not be acceptable as a viable option to locals who know how to access let alone travelers trying to access our businesses for the first time.

This plan blares out, "welcome to Lafayette, gateway to the slums and broken down remnants of businesses gone bust". "Goodby GATEWAY and all the work and money that went into it". Progress marches on - the same quality of progress that created a contaminated Vermillion River. This progress should create another I-10 beautification project such as exists between Enterprise Boulevard and the Calcasieu River in Lake Charles, or closer to home, north of I-10.

In your letter of April 19, 1991 you stated, "We certainly agree with you that any improvements that are made along the I-49 Corridor must provide local citizens and the travelling visitor with adequate accessibility to the business in the area". In this respect your proposals fail miserably, unless we differ as to what "adequate" is. The goals of the last sentence of that paragraph are achieved 100%, "... of moving through the area with minimal delays".

Our tourists, which many of us have worked hard to encourage to come to Acadiana, Cajun Heartland, Lafayette or what ever we wish to address the area as, will be flying by on an elevated highway or tunnelling through in submerged thruway; what an achievement.

151 JAMES COMEAUX RD. • LAFAYETTE, LOUISIANA 70508
JOHN NAUMANN, PROPRIETOR • (318) 234-7112

It is difficult to believe that this proposal could be sold to the L.C.V.C., C.O.D.A. The Lafayette Chamber of Commerce, City or Parish Government or anyone else who has the Gateway Area and Lafayette's interest at heart.

Sincerely,

Jack Naumann

Jack Naumann

cc: distribution

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

[illegible] St. James Street
Suite [illegible] Catfish Town
Baton Rouge, Louisiana
70802
(504) 346-0006

September 30, 1991

Mr. Jack Naumann
Doneover, Inc.
Kettle Restaurant
151 James Comeaux Road
Lafayette, LA 70508

Dear Mr. Naumann:

Thank you again for your recent letter regarding the I-49 Connector Study in Lafayette. As we mentioned before, citizen input is a vital part of any transportation planning study, and is being weighed heavily as our work on the I-49 Connector Study progresses. HNTB was retained by the Louisiana Department of Transportation and Development to develop various alternatives to improve the transportation corridor along the Evangeline Thruway. Each different scheme has a variety of positive and negative factors, with each being reviewed and analyzed in an equal and objective manner. None of the alternatives under consideration, including a "no-build" alternative, will be eliminated until after the required public hearing is held. The public hearing will give local citizens, officials, community groups, business owners, etc. the opportunity to present their views and have them documented in the final EIS report and perhaps incorporated into the design process. We would encourage you to attend this meeting, and hope you urge your elected officials to attend also. The time and place of the meeting has not yet been determined, but will be advertised by the local media and in the next newsletter prior to the actual date. Also, your letters and comments received so far are being made a part of the Draft Environmental Impact Statement document which will be presented to the Louisiana Department of Transportation and Development prior to the public hearing.

Again, your comments are appreciated, and are being considered in the study process. Our goal is to look at all of the alternatives available, and to present them to the state and federal highway agencies for their selection of an improvement program of which the citizens of Lafayette can be proud. Thank you again for your timely correspondence.

Sincerely,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Sarah M. Romero

Sarah M. Romero
Public Participation Coordinator

HA6:022
14277

cc: LDOTD

Partners [illegible]
Associates [illegible]

Offices

KETTLE RESTAURANTS, INC.
P.O. BOX 2964 • HOUSTON, TEXAS 77252

October 3, 1991

Ms. Sarah M. Romero
Public Participation Coordinator
H1..T.B.
100 S. James Street, Suite J-200
Baton Rouge, LA 70802

Dear Ms. Romero:

I was copied on a letter written to you by Mr. Jack Naumann, September 20, 1991. I have known Mr. Naumann since 1978 and have always known him to work in and for the best interest of his community. I would like to express my agreement with the comments made by Mr. Naumann concerning the I-49 Connector newsletter, Issue Number 3.

Your consideration of this matter is greatly appreciated.

Sincerely,

KETTLE RESTAURANTS, INC.

Philip W. Weaver
Vice President-Franchise

PWW/lsh

cc: Jack Naumann

CORPORATE OFFICES: 3131 ARGONNE • HOUSTON, TEXAS 77098 • OFF: (713) 524-3464 • FAX: (713) 524-7956

Department of **ZONING AND DEVELOPMENT MANAGEMENT**

PHONE: (318) 261-8445
705 W. UNIVERSITY AVENUE
P.O. BOX 4017-C
LAFAYETTE, LOUISIANA 70502

0218

CITY OF LAFAYETTE
HEART OF ACADIANA

June 19, 1991

File: DZDM - General

Mr. Blaise Carriere
Howard Needles Tammen & Bergendoff
100 St. James Street
Suite J-200
Baton Rouge, LA 70802

6

Dear Mr. Carriere

The Department of Zoning and Development Management (DZDM) has learned that your firm, with Domingue, Szabo and Associates is studying the proposed extension of I-49 through the City of Lafayette. DZDM Director John Raines and I met with Emery Domingue to discuss the proposed route of the highway and type of access as well as impact on the historic district and the downtown area. It was at that meeting that it was suggested we contact you to address our concerns.

As this office once served the City of Lafayette as the planning department it often became involved on projects that would have a large impact on the City such as this one. Now that the City no longer has a "planning" department this office would like to express its concerns to you in hope that the City's interests will be protected. To that end I request that you provide this office any information on the proposed project. Although I am confident that any information you can provide me will adequately serve my needs, I would like to reserve the opportunity to meet with you and discuss should further clarification be necessary. Once this office reviews the project information I will get in touch with you to let you know if a meeting is necessary.

I am looking forward to hearing from you on this matter.

Sincerely,

Charles L. Simon
Zoning Coordinator

lg

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July 10, 1991

Mr. Robert W. Schmidt, P.E.
HNTB, Architects Engineers Planners
100 St. James Street
Suite J-200 Catfish Town
Baton Rouge, Louisiana 70802

7

Re: Letter to Mr. Buzz Reid, July 1, 1991
I-49 Connector (Lafayette)

Dear Mr. Schmidt:

Please direct all correspondence in regards to the aforementioned project to my office and not Mr. Reid. This will hasten our communication and we desperately need to know as soon as possible what the Government's location decision is in extending I-49 through Lafayette, as we are in planning stages of expansion which we hope to begin construction in October, 1991.

The answers to your questions are as follows:

- 110 Employees
- Yes, railroad spur and visibility on main thoroughfare
- Southpark may have some sights but Northpark is questionable as to size
- Schilling could move to neighboring parish depending on railroad accessibility and main thoroughfare if we could not find location close to U.S.L., our main special delivery area

If there is any additional information you desire please let us know and we will supply same if possible.

Sincerely,

Herbert E. Schilling II

Herbert E. Schilling II
President

HES:jbb

318 • 233-2337 • P.O. BOX 2279 • 215 E. PINHOOK • LAFAYETTE, LA 70502 • FAX 318•237-3657

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

100 St. James Street
Suite J-200 Catfish Town
Baton Rouge, Louisiana
70802
(504) 346-0006

June 27, 1991

Mr. Robert Mouton
Director of Aviation
Lafayette Regional Airport
200 Terminal Drive, Suite 205
Lafayette, Louisiana 70508

8

Re: State Project No. 700-24-73
F.A.P. No. DE-0009 (802)
I-49 Connector (Lafayette)

Dear Mr. Mouton:

In follow-up to our recent telephone conversation, we are forwarding prints showing the current conceptual alignment and interchange locations for the I-49 Connector and their relationship to the airport. All of the alternatives provide excellent vehicular access from the freeway to University/Surrey and thus the airport terminal at its current location.

As discussed, one of the conceptual plans (RR-4) for an interchange at University/Surrey would entail a 300'± longitudinal shift to the southeast on Runway 10-28 to allow for an increase in the ceiling of the RPZ and thus adequate vertical geometry on University/Surrey under the freeway Connector. We understand that this most likely would involve runway construction in the wetlands to the southeast of the airport. With proper construction sequencing, airport operations should not be adversely impacted during construction nor should any long term adverse impacts result. In fact, flight paths would be marginally altered to distribute more aircraft noise over the non-developed wetlands to the east of the airport.

Should the runway relocation option prove the most desirable from a highway standpoint during upcoming more detailed analyses and be pursued by the involved highway agencies, we would anticipate more coordination with you and your staff to discuss airport concerns and other issues such as required permits, construction timing, and funding.

On another matter, we are aware that an airport master plan update study is underway that among other things may recommend terminal relocation to front on U.S. 90, as a long-term goal. We would like to emphasize that a critical concern of this plan would be access to the new terminal from the Connector freeway, and vice-versa. The layout and configuration of nearby roadways and railroads in the immediate area of the possible terminal relocation site, including the Southern Pacific Railroad, Kaliste Saloom interchange, University/Surrey interchange, and the Connector itself, will play an important part in determining the options that may exist for vehicular terminal access. Strong coordination between the FAA, FHWA, DOTD and the airport and highway consultants will be required in the near future to study the feasibility of this

Partners Charles T. Hannigan PE, Daniel J. Spigal PE, John L. Cotton PE, Robert S. Cama PE, Donald A. Cubles PE, James L. Tuttle, Jr. PE, Hugh E. Schall PE, [illegible] AIA, Gordon H. Stanley, Jr. PE, Harvey K. Hammond, Jr. PE, Stephen G. Goddard PE, John W. Wight, Jr. PE, Richard D. Beckman PE, Richard L. Farnan AIA, Douglas E. Prescott PE, Ronald L. Hartle PE
Associates Kendall T. Lincoln CPA, Roberts W. Smithem PE, Harry D. Bertossa PE, Ralph E. Poolson PE, Stanley I. Mast PE, Walter Sharko PE, Frank T. Lamm PE, [illegible] Jerome Butler PE, Blaise M. Carriere PE, Michael P. Angarola PE, Bernard L. Prince PE, Stephen B. Quinn PE, Saul A. Jacobs PE, Ewing H. Miller FAIA, Douglas D. Mynre PE, Carl J. Melea PE, Daniel F. Becker PE, Donald P. Keuth PE, Thomas L. Williams AIA, Dennis E. Conklin PE, John E. Kupke PE, Rodney P. Pello PE, Steven M. Reiss AIA, Robert A. Leick PE, Glenn D. Sadulsky PE, Benjamin A. Whisler PE, Roger S. Austin PE, John C. Brothers PE, Charles L. O'Reilly, Jr. PE, Robert M. Sloan PE, Douglas A. Bovd AIA, Raymond J. McCabe PE, Thomas A. [illegible] PE, Paul A. Yarossi PE, F. Christopher Dimond ASLA AICP, Roland W. Frecking AIA, James T. Kienle AIA, Terry K. Miller AIA, Roger C. Nard PE, Maurice D. Miller PE [illegible] Watson AIA
Offices Alexandria, VA, Atlanta, GA, Baton Rouge, LA, Boston, MA, Charleston, WV, Chicago, IL, Cleveland, OH, Concord, CA, Dallas, TX, Denver, CO, Fairfield, NJ, Hartford, CT, Houston, TX, Indianapolis, IN, Irvine, CA, Kansas City, MO, Louisville, KY, Lexington, MA, Los Angeles, CA, Miami, FL, Milwaukee, WI, Minneapolis, MN, New York, NY, Oklahoma City, OK, Orlando, FL, Overland Park, KS, Philadelphia, PA, Phoenix, AZ, Raleigh, NC, Seattle, WA, Tampa, FL, Tulsa, OK, Wilmington, DE

highway access and include planning provisions in the Connector project which would allow adaptation to the airport master plan as it is implemented at some time in the future. We would request that you keep us up to date on the outcome of the master plan study as it progresses to enhance this coordination process.

Please call if we can provide more information on the Connector project or assist the airport in any other way.

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Robert W. Schmidt

Robert W. Schmidt, P.E.
Project Engineer

Enclosures

cc: Mr. John Davis, LDOTD

RA9.001

the I-49 LAFAYETTE Connector

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DATE: 2/19/91

IN ORDER FOR YOUR COMMENTS OR VIEWS TO BECOME PART OF THIS OFFICIAL PUBLIC MEETING, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS:

HOWARD NEEDLES TAMMEN& BERGENDOFF
100 SAINT JAMES STREET SUITE J-200
BATON ROUGE, LOUISIANA 70802

9

PROJECT NO.: 700-24-73 DESCRIPTION: I-49 Connector Study

PARISH: Lafayette ROUTE NO.: U.S. 167/U.S. 90 (Evangeline Thruway)

PLEASE CONSIDER THE FOLLOWING COMMENTS: St. Genevieve Catholic Church and St. Genevieve Elementary School are located within the corridor identified for the I-49 Lafayette Connector. The property on which the church and school are situated is located on the northeast side of Evangeline Thruway and is bounded by the Evangeline Thruway, Simcoe Street, Elizabeth St., Gregg St. and Mudd Avenue. The church has a congregation of 2,464 families which comprise an estimated 7,397 individuals. The school operates as an elementary school with grades pre-K through 6 with a current enrollment of 350 students. The church is a historical structure constructed in 1927 and is located within the Sterling Grove Historical District. The parish counsel and the school board are concerned about the effect of the proposed project on access to the church and school property from the present Evangeline Thruway and other arterial streets in the vicinity as well as the noise, traffic, emissions and other adverse effects the proposed project could have on the operation of the church and school.

NAME: Larry Lewis ADDRESS: P.O. Drawer 3507

CITY: Lafayette, STATE: LA ZIP: 70502

ORGANIZATION: St. Genevieve Catholic Church Parish Counsel

DONEOVER, INC. d/b/a
Kettle Restaurant

February 2, 1991

Mr. Bob Smith, P.E.
H.N.T.B.
Suite J-200 Catfish Town
100 St. James Street
Baton Rouge, Louisiana 70802

10

Dear Mr. Smith:

I attended your informative presentation of the I-49 connector public meeting in Lafayette January 25th. As the operator of a business on the 167N service road and a long time resident of Lafayette, I am apprehensive towards the changes planned and those yet to be planned concerning traffic patterns along the section of highway under study. As a business owner inside the corridor, the impact upon my customers and their ingress and egress to my facility from both the I-10 and 167N and 167S are of grave concern to me.

We presently serve about 700 patrons a day with about 40% being transient from the highway systems and hotels on the frontage road. Most of these are customers of convenience and have little loyalty to a particular restaurant other than convenience. While convenient accessability to these patrons is essential, convenient accessability for local patrons is also important as they come from all directions and utilize all available crossovers and streets.

I am a small employer (50 at this location) when compared to some in the area, but I do have an annual payroll of about $324,000. It is my belief that restricting the traffic flow in the area will adversely affect the business volumes in the area and has every potential to turn our viable business climate into a duplication of the deteriorated I-10 area that exists in Lake Charles and the section of I-49 immediately north of I-10 in our own city. Lafayette North has very few areas where local citizens can work and shop in their own neighborhood to equal the opportunities in the GATEWAY area.

When and if changes are recommended, it is vital that your organization take into consideration the importance of uninterrupted ingress and egress during construction. Contractors must be required to provide usable driveways with 24 hour, 7 day a week access.

151 JAMES COMEAUX RD. • LAFAYETTE, LOUISIANA 70508
JOHN NAUMANN, PROPRIETOR • (318) 234-7112

You are charged with a heavy responsibility to move traffic, however it must be understood that the continuation of the business that paid taxes, employed the population and fostered the growth that has contributed to the "problem" must survive to continue contributing. Lafayette's GATEWAY must never become the eyesore of abandoned, rundown buildings that blight the many cities that lost sight of business and neighborhood in the name of highway "progress".

Sincerely yours,

Jack Naumann

JN/rmm

cc: distribution

Lafayette Centre

Esprit de Lafayette

January 28, 1991

(11)

Mr. Blaise M. Carriere, P.E.
Howard Needles Tammen & Bergendoff
100 St. James Street
Baton Rouge, La. 70802

Dear Blaise:

The Downtown Development Authority (DDA) is very interested in the study now underway concerning the I-49 Connector because of its direct impact on downtown. Understandably, we wish the connector to enhance the revitalization effort as much as possible. Please accept the following as our preliminary input at this time.

1. The Downtown Development Authority and the City of Lafayette have adopted a master plan for downtown. A copy of the Growth Management Program (GMP) final report is enclosed to be included as part of your data base and analysis effort. We would request an assessment of how alternative alignments and roadway types would effect the overall development strategies, land use concepts and potential development projects included in the GMP for the study area and in the adjacent downtown core.

2. Specifically, I have copied pp. 86-87 of the report under the transportation element, to call to your attention the various issues and related impacts of the alternative alignments that were identified to us by HNTB (GMP transportation consultant) during the planning process. The location and engineering requirements of potential interchanges and grade separations as they affect roadway configuration, access to downtown and related circulation patterns of both highway and non-highway users are of extreme concern to us. Without having detailed information available to us at the time the plan was developed, the assessment was some what cursory. Consequently, we request that this basic information be specifically included and expanded upon in your impact analysis of the various alternatives so that all physical and economic impacts to downtown can be clearly identified and thoroughly assessed in the process.

Downtown Development Authority
556 Jefferson Street • Drawer 15
Jefferson Towers • Suite 101
Lafayette, Louisiana 70501 • (318) 268-5566

3. Currently, several major public facilities and an elderly housing project are in the planning stages for downtown. The potential sites are either within the study area or in very close proximity. Potential impacts of the connector on these particular projects are also one of our more acute concerns. I would request the opportunity to discuss these projects in further detail and to have them identified on your basemaps depicting socio-economic, land use and community landmark/facility data. As in items 1 & 2, we would request that potential impacts to these projects be identified and included in your assessments and analysis.

Thank you for the opportunity to provide input. If the DDA can be of any assistance in providing data/maps developed for the GMP, we would be most happy to do so. Much of the technical work relating to the transportation element of the master plan is probably on file in the HNTB office.

In closing, I would make one final recommendation - that representatives of Lafayette be included on the steering/advisory committees established by DOTD to oversee this study. It would seem only logical and equitable that a project of this magnitude and far reaching impacts have benefit of direct input and guidance by local representatives.

Please make sure that the DDA is placed on all relevant mailing lists to receive pertinent information and notices. We welcome the opportunity to participate and assist as necessary. It would be most helpful to have a representative present at the next regular meeting of the DDA (February 6th at 4:00 p.m.) to provide a brief overview and to receive input from members. Please call me this week to arrange a briefing so it can be placed on the DDA agenda.

Sincerely,
DOWNTOWN DEVELOPMENT AUTHORITY

Cathy

Catherine C. Webre
Executive Director

jn
enclosure

cc: Downtown Development Authority
Downtown Lafayette Unlimited
Mayor Dud Lastrapes
Jerry Trumps, PWD, City of Lafayette
Dean Tekell, PWD, City of Lafayette
David Boyd, LAPC
Boyd Boudreaux, Chairman, Infrastructure Committee, Chamber of Commerce

PARISH COUNCIL

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Louis Benjamin, Jr.
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District D

Conrad Comeaux
District E

Daryl Schouest
District F

Lloyd Rochon
Clerk of the Council

February 7, 1991

(12)

Mr. Bob Smith, P.E.
H.N.T.B.
Suite J-200 Catfish Town
100 St. James Street
Baton Rouge, Louisiana 70802

RE: Feasibility study for the extension of I-49

Dear Mr. Smith:

I have received a copy of a letter from Jack Naumann with **Kettle Restaurants** (attached). One of Mr. Naumann's restaurants fronts a portion of Evangeline Thruway that is part of the proposed I-49 extension area. I have also, as you know, met for several hours with members of your group along with the local engineering firm handling the feasibility survey.

Mr. Naumann raises what I believe to be a very legitimate issue that needs careful study, thought and analysis as you proceed with your work. While all of us in Lafayette are for progressive projects that will benefit our community, we must be very sure we don't get caught up in what I call "progressive rhetoric" and instead, ensure the projects we support are, <u>in truth</u>, progressive for Lafayette, understanding fully the impact of proposed changes to our existing businesses, families, workers and neighborhoods.

Mr. Naumann's letter calls attention to the need to carefully analyze the impact of not only construction but proposed alternative permanent routing of traffic to those businesses in the immediate vicinity. Additionally, surrounding neighborhoods, historic areas and structures, visual aesthetics throughout, the entrance to downtown Lafayette, and, certainly, the Gateway site must all be considered carefully in the final design for the extension of I-49. These considerations must be weighed not only from a quality of life/aesthetics viewpoint, but from a hard dollars and cents viewpoint to those businesses and workers in the area(s) under consideration.

I have the utmost confidence the design teams will move forward carefully, and in so doing, Lafayette will benefit for years to come by the completeness and thoroughness of your study.

If I can be of further of assistance please don't hesitate to call on me.

Best wishes,

Kathy Ashworth

KA/grm

kapci4

c: Jack Naumann

HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS

100 St. James Street
Suite J-200 Catfish Town
Baton Rouge, Louisiana
70802
(504) 346-0006

December 7, 1990

Ms. Kathy Ashworth
Gateway Lafayette Chairperson
404 Eraste Landry Rd.
Lafayette, LA 70506-2324

(13)

Re: S.P. No. 700-24-73
F.A.P. No. DE-0009(802)
I-49 Connector (Lafayette)
Draft Environmental Impact Statement

Dear Ms. Ashworth:

The Louisiana Department of Transportation and Development recently initiated the process of improving the transportation corridor along Evangeline Thruway (U.S. Highways 167 and 90) in Lafayette, with approximate limits from the airport to the I-10/I-49 interchange. The purpose of the project, called the I-49 Connector, is to enhance north-south mobility through urbanized Lafayette for local movements and to provide route continuity for the north-south freeway (I-49) which currently terminates at I-10.

The first step in this improvement program is the development of a Draft Environmental Impact Statement which establishes alternatives for the location of a transportation facility, alternatives for conceptual design depicting the type of facility and an assessment of the environmental and socio-economic conditions present at the potential sites. Positive or adverse effects of the proposed project are also noted. This Draft EIS process will include public information and participation meetings, project newsletters to report and update study progress, and a public hearing to receive official public and agency views to help shape the Final EIS conclusions.

Howard Needles Tammen & Bergendoff has been selected as the lead consultant by the LDOTD to perform the engineering and environmental work required for the Draft EIS and ongoing public information program. At this time, we are pleased to introduce ourselves and request your input to the study process at its inception. Attached you will find a general project schedule and map indicating the limits established for this project. More information will be forthcoming in the first newsletter anticipated in mid-December.

Partners Charles T. Hennigan PE, Daniel J. Spigal PE, John L. Cotton PE, Francis X. Hall PE, Robert S. [illegible] PE, Donald A. Dubies PE, William Love FAIA, Robert C. Miller PE, James L. Tuttle, Jr. PE, Hugh E. Schall PE, Cary C. Goodman AIA, Gordon H. Slaney, Jr. PE, [illegible], K. Hammond, Jr. PE, Stephen G. Goddard PE, John W. Wright, Jr. PE, Richard D. Beckman PE, Richard L. Farnan AIA, Douglas E. Prescott, PE
Associates Kendall T. Lincoln CPA, Roberts W. Smitham PE, Harry D. Bertossa PE, Ralph E. Robison PE, Stanley [illegible] West PE, Robert W. Anzia PE, Walter Shanko PE, James D. Russell PE, Ross L. Jensen AIA, Frank T. Lamm PE, H. Jerome Butler PE, Blaise M. Carriere PE, Michael P. [illegible] PE, Bernard L. Prince PE, Stephen B. Quinn PE, Saul A. Jacobs PE, Ewing H. Miller FAIA, Douglas C. Myhre PE, Carl J. Melea PE, Daniel F. Becker PE, Donald P. Keuth PE, [illegible] L. Hartle PE, Robert W. Luscombe PE, Thomas L. Williams AIA, Dennis E. Conklin PE, John E. Kupke PE, Rodney P. Reid PE, Steven M. Reiss AIA, Robert A. [illegible] PE, [illegible] C. Sadusky PE, Benjamin A. Whisler PE, Roger S. Austin PE, John D. Brothers PE, Charles L. O'Reilly, Jr. PE, Robert M. Sloan PE, Douglas A. [illegible] PE, [illegible] L. McCabe PE, Thomas A. Skinner PE, Paul A. Yarossi PE, F. Christopher Dimond ASLA AICP, Roland W. Frerking AIA, [illegible] AIA, Terry [illegible] Miller AIA, Edgar D. [illegible] PE
Offices Alexandria, VA; Atlanta, GA; Baton Rouge, LA; Boston, MA; Charlotte, [illegible] Chicago, IL; Cleveland, OH; [illegible] CA; Dallas, TX; Denver, CO; Farmington, [illegible] Hartford, CT; Houston, TX; Indianapolis, IN; Irvine, CA; Kansas City, MO; Louisville, KY; Lexington, MA; Los Angeles, CA; [illegible] Milwaukee, WI; Minneapolis, MN; [illegible]

Should you wish to add any names to the newsletter mailing list or comment on the project in any way, please contact us as noted:

Robert W. Schmidt, Project Manager
or
Sarah M. Romero, Public Participation Coordinator
Howard Needles Tammen & Bergendoff
100 St. James Street, Suite J-200
Baton Rouge, Louisiana 70802
(504) 346-0006

Very truly yours,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Blaise M. Carriere, P.E.
Associate

Ma15.13

Attachments

Handwritten Notes of Response from Kathy Ashworth to HNTB "Kick-off" Letter

12/10/90

Blaise - obviously - our concerns are going to be:

1) the impact on northside businesses that front what is now Evangeline Thruway
2) the impact on historic attractions such as St. Genevieve Church
3) the impact on downtown access & development
4) the impact on the Lafayette businesses
5) the compatibility with Gateway

Thanks for the note - I look forward to hearing from you.

APPENDIX D

Gateway Lafayette - Joint Use Agreement

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245, Baton Rouge, Louisiana 70804-9245

NEIL L. WAGONER, P.E.
SECRETARY

BUDDY ROEMER
GOVERNOR

April 27, 1989

JOINT-USE AGREEMENT; PARISH OF LAFAYETTE
FAP NOS. F-65(17), I-10-2(16)101
STATE PROJECT NO'S 424-02-12; 450-05-06
US 167; I-10 & I-49; LAFAYETTE PARISH

Mr. Walter Comeaux
Parish President
Parish of Lafayette
Post Office Box 4017C
Lafayette, Louisiana 70502

Dear Mr. Comeaux:

Attached is an executed copy of the Agreement entered into between the Department of Transportation and Development and the Parish of Lafayette. This agreement provides for occupancy and landscaping in accordance with attachment "A" which states that no buildings or structures are being approved at this time.

You may proceed with work on this project after notifying Mr. Eugene P. Waguespack, District Administrator, Department of Transportation and Development, Post Office Box 3648, Lafayette, Louisiana 70502, (318)233-7404. It is agreed and understood that the District Administrator or his designated representative, shall exercise supervisory control over all work in DOTD right-of-way to assure compliance with the terms of the agreement.

If we can be of further assistance, please feel free to call on us.

Yours very truly,

P. J. FREDERICK, P.E.
DOTD MAINTENANCE ENGINEER ADMINISTRATOR

Michael Schiro

MICHAEL G. SCHIRO, P.E.
UTILITY AND PERMIT ENGINEER

MGS:tma
cc: Federal Highway Administration
Attn: Mr. Butch Nobles
Mr. Eugene P. Waguespack (w/att.)
Agreement File
Reading File

REVISED: October 20, 1988

JOINT-USE AGREEMENT
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT

This agreement is made and entered into on the 27th day of April, 1989, by and between the Department of Transportation and Development, hereinafter referred to as the DEPARTMENT and PARISH OF LAFAYETTE hereinafter referred to as APPLICANT.

WITNESSETH:

That the DEPARTMENT for and in consideration of the covenants, conditions, agreements and stipulations of the APPLICANT expressed does hereby agree to allow the APPLICANT to use the land and airspace of State Highway U.S. 167,I-10 & I-49 within the limits of the State Project No. 424-02-12,450-05-06 and Federal Project No. F-65(17),I-10-2(16)101 as shown on the attached drawings marked "Exhibit A" for a term of (5) years which will be automatically renewed each 5 years unless terminated by one or other of the parties. APPLICANT agrees to terminate or modify its use and occupancy of the land and airspace within the period of time specified in the notice from the DEPARTMENT. It agrees to remove any structures it shall have placed or erected on the premises.

The premises shall be used during the tenancy hereof exclusively for the purpose of Tourist Information Center and Landscaping, and applicant agrees that no income will be generated by the proposed use.

The premises to be used by the APPLICANT are more particularly described as follows:

from the Southern Pacific Railroad north to Donlon Street, then
from Donlon Street North to Willow Street, then
from Willow Street North to Castille Street,

bounded on both sides by Evangeline Thruway (US 167), and including the I-10, I-49 interchange bounded by the exit-entrance ramps.

SEE ATTACHMENT "A" which is attached hereto and made a part hereof.

LESS AND EXCEPT: The highway area within the control of access and all public streets.

This agreement is granted subject to the following general conditions as applicable unless clearly inappropriate:

(1) The use of the premises shall conform in all respects to the Federal Highway Administration's FHPM Volume 7, Chapter 4, Section 3. It is clearly understood that the use permitted under this Joint-Use Agreement shall be unconditionally subject and subordinate to the right of the DEPARTMENT to use the land for highway and other transportation purposes. Vehicular access to the area described in this Agreement directly from the established grade line of an Interstate Highway is specifically prohibited.

The airspace of this Agreement located below and within ten (10) feet of elevated structures shall not extend above a point one (1) foot lower

in elevation than the bottom of the structure, and which shall include the bottom of steel and concrete girders, pile caps, etc., as applicable.

(2) Vehicles used or designed for the transportation of gasoline or petroleum products shall not be permitted on the premises; nor shall flammables (liquids, gases and solids) as well as explosives, bulk storage of gasoline, or petroleum products be permitted on the premises.

(3) Structures authorized to occupy the airspace will be of fireproof construction as defined by the provisions of the applicable building codes, and will not be used for the manufacture of inflammable material, or for the storage of materials or other purposes deemed by the DEPARTMENT or Federal Highway Administration to be a potential fire or other hazard to the highway, and the operation and maintenance of the space will be subject to regulation by the DEPARTMENT to protect against fire or other hazard impairing the use, safety and appearance of the highway. APPLICANT shall, at its sole expense, keep and maintain the premises free of all grass, weeds, debris and inflammable materials of every description, and at all times in an orderly, clean, safe and sanitary condition. A high standard of cleanliness consistent with the location of the area as an adjunct of the State of Louisiana Highway System, will be required.

(4) No improvements shall be placed in, or upon the premises and no alterations shall be made on, in or upon said premises without the consent and approval of the DEPARTMENT and Federal Highway Administration first had and obtained, in writing, under penalty of cancellation of the Agreement.

(5) APPLICANT shall be liable and responsible for all costs or expenses incurred in the construction, operation and maintenance of the facilities permitted hereunder including, but not limited to, assessments, taxes and utilities.

(6) On-premise signs, displays, or devices may be authorized by the DEPARTMENT, but shall be restricted to those indicating ownership and type of activity being conducted in the facility to occupy the airspace and shall be subject to reasonable restrictions with respect to number, size, location and design by regulation of the DEPARTMENT, subject to the Federal Highway Administration approval.

(7) APPLICANT shall secure all necessary permits required in connection with operations on the premises and shall comply with all Federal, State and Local statutes; ordinances, or regulations which may affect, in any respect, APPLICANT'S use of the premises.

(8) APPLICANT AT APPLICANT'S own cost and expense, shall maintain said premises, including all driveways and fences and guardrails heretofore, or hereafter erected, subject to the approval as to the location thereof by the DEPARTMENT. APPLICANT shall take all steps necessary to effectively protect the fences and guardrails, and the piers and columns of the bridge from damage incident to APPLICANT'S use of such premises, all without expense to the DEPARTMENT. APPLICANT shall be liable to and shall reimburse the DEPARTMENT for any damage to DEPARTMENT owned fences, guardrails, piers, or columns in any way resulting from or attributable to the use and occupancy of said premises by APPLICANT or any person entering upon the same with the consent of APPLICANT, expressed or implied. Any future proposed plans for driveways, fence openings, wheel rails, surfac-

ing and lighting shall be filed with and approved by the DEPARTMENT prior to the commencement of any work hereunder by APPLICANT, all at APPLICANT'S expense.

(9) APPLICANT shall occupy and use said premises at its own risk and expense, and shall save the DEPARTMENT, its officers, agents and employees, harmless from any and all claims (including any which may arise from the dropping of paint and/or other objects from the structure) for damage to property, or injury to, or death of, any person entering upon same with APPLICANT'S consent, expressed, or implied.

(10) APPLICANT certifies that it has funds set aside in adequate amounts for the purpose of paying judgements rendered against it; in the alternative, it agrees to carry liability insurance in the amounts of $100,000 to indemnify against the claim of one person, and $200,000 against the claims of two or more persons resulting from any one accident; and property damage insurance in the amount of $50,000 which coverage shall be extended to include the airspace facilities authorized in this Agreement, to provide for the payment of any damages occurring to the Highway Facility and to the public for personal injury, loss of life and property damage resulting from APPLICANT'S use of the premises and shall save the DEPARTMENT harmless. The insurance company and APPLICANT shall notify the DEPARTMENT, in writing, at least fifteen (15) days prior to cancellation of the insurance or any other changes affecting the insurance coverage.

(11) Title and control of the area of right-of-way involved will remain with the DEPARTMENT. The DEPARTMENT specifically reserves the right of entry by any authorized officer, engineer, employee, contractor or

agent of the DEPARTMENT for the purpose of inspecting said premises, or the doing of any and all acts necessary or proper on said premises in connection with protection, maintenance, painting, and operation of structures and its appurtenances; provided further that the DEPARTMENT reserves the further right, at its discretion, to immediate entry upon the premises and to take immediate possession of the same only in case of any national or other emergency, or the purpose of preventing sabotage, and for the protection of said structures, and during said period APPLICANT shall be relieved from the performance of all conditions or covenants specified herein.

(12) This Agreement shall not be recorded.

(13) The DEPARTMENT hereby covenants and agrees with APPLICANT that APPLICANT, keeping and performing the covenants and agreements herein contained on the part of APPLICANT to be kept and performed, shall at all times during the said tenancy peaceably and quietly have, hold and enjoy the premises, without suit, trouble, or hindrance from the DEPARTMENT: provided, however, and it is further agreed, that if APPLICANT shall not perform and fulfill each and every one of the conditions and covenants herein contained to be performed by APPLICANT; or if APPLICANT discontinues use of the premises for more than a continuous 60-day period; or if APPLICANT attempts to sell or assign these premises without written consent of DEPARTMENT; said act or acts of omission or commission may at the option of DEPARTMENT constitute a forfeiture of all rights under, the voiding of, and the ending of the term of this Agreement, and the further occupancy of said premises after such forfeiture by APPLICANT shall be deemed, held and taken as a forcible detainer thereof by APPLICANT; and

said DEPARTMENT may without notice re-enter and take possession thereof, and with or without force and with or without legal process, evict and dispossess APPLICANT from said premises; and if any suit be brought by the DEPARTMENT against APPLICANT for breach of any condition or covenant herein contained by APPLICANT or any summary action be brought by said DEPARTMENT for forfeiture of this Agreement or to recover possession of said premises, APPLICANT agrees to pay reasonable attorney's fees and costs for commencing and prosecuting said action in an amount which shall be ascertained and fixed by the Court.

(14) In the event of the termination of this Agreement by the expiration thereof, or for any other reason, APPLICANT will peaceably and quietly leave, surrender, and yield up to the DEPARTMENT all and singular the DEPARTMENT owned premises with said appurtenances and fixtures in good order, condition and repair, reasonable use and wear thereof, and damage by earthquake, fire, and public calamity, by the elements, by act of God, or by circumstances over which APPLICANT has no control, excepted. Any signs or other appurtenances placed on DEPARTMENT-owned premises pursuant to any provision hereof are the personal property of APPLICANT and shall be removed by APPLICANT upon the termination of the Agreement and said premises shall be restored to their previous condition with the exception of surfacing, wheel rails, and column guards, all at the expense of APPLICANT; provided, that if any such signs or other appurtenances are not so removed after thirty (30) days written notice from the DEPARTMENT to APPLICANT, the DEPARTMENT may proceed to remove the same, and to restore the said premises, and APPLICANT shall pay the DEPARTMENT upon demand, the reasonable cost and expense to it of such removal and restoration, or the DE-

PARTMENT may, in its absolute discretion, elect to declare the same the property of the DEPARTMENT whereupon all right, title and interest of APPLICANT shall forthwith terminate.

(15) Time is the essence of each and all terms and provisions of this agreement.

(16) Notwithstanding anything herein contained to the contrary this Agreement may be terminated, and the provisions of this Agreement may be altered, changed or amended by mutual consent of the parties hereto, all subject to the prior approval of the Federal Highway Administration.

(17) APPLICANT agrees to adequately maintain and police these facilities at all times to the satisfaction of the DEPARTMENT and the Federal Highway Administration.

(18) That, the APPLICANT agrees to hold harmless the DEPARTMENT and its duly appointed agents and employees against any action for personal injury or property damage sustained by reason of the exercise of this Agreement, whether or not the same may have been caused by the negligence of the DEPARTMENT, its agents or employees, provided, however, that the provisions of this last clause (whether or not the same may have been caused by the negligence of the DEPARTMENT, its agents or employees) shall not apply to any personal injury or property damage caused by the sole negligence of the DEPARTMENT, its agents or employees, unless such sole negligence shall consist or shall have consisted entirely and only of negligence in the granting of the Agreement.

(19) APPLICANT shall not lease or subcontract operations on the premises except with the prior written approval of the DEPARTMENT and the Federal Highway Administration.

(20) The terms and provisions of this Agreement shall extend to and be binding upon an inure to the benefits of any approved successor or assignee of APPLICANT.

(21) The lessee for himself, his personal representatives, successors, in interest and assigns, as a part of the consideration hereof, does hereby covenant and agree that: (1) no person on the ground of race, color or natural origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of race, color, or national origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination, (3) that the lessee shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, (Part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(22) Not withstanding anything herein contained to the contrary this Agreement may be terminated at any time by APPLICANT upon ninety (90) days prior notice, in writing, and by the DEPARTMENT upon ninety (90) days prior notice, in writing, but in no event prior to one (1) year after execution, unless under provisions as provided above. In the event of cancellation by the DEPARTMENT, said notice shall be served upon APPLICANT at

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Parish of Lafayette, P. O. Box 4508, Lafayette, LA 70502

IN WITNESS WHEREOF, this Agreement has been executed in five (5) copies by the parties hereto of the date herein first above written.

ATTEST:

APPLICANT - PARISH OF LAFAYETTE

Lori T. Beslin

BY: Walter Comeaux

WALTER COMEAUX
PARISH PRESIDENT

Lou Anna Chevalier

DATE: 4/12/89

ATTEST:

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT

Loretta Blanchard

BY: [signature]

DOTD SECRETARY

Eugene D. Maguespacl

DATE: 4/13/89

APPROVED BY: J. N. McDonald

FEDERAL HIGHWAY ADMINISTRATION

4/27/89

DATE

Attachment A

The Department agrees to allow the Applicant the use of the land and air-space as described herein, for occupancy and landscaping as specified in Exhibit A, provided that no buildings or structures are located on this site.

April 25, 1989

RESOLUTION

Whereas, Lafayette for the past few years has suffered from the decline of the oil and gas industry,

And whereas, Lafayette needs a broader and more diversified economy and tourism as an industry can supply the diversified economic base,

And whereas, tourism represents a significant segment of the existing Lafayette economic base and has the potential to be a growth industry for Lafayette,

And whereas, tourism is the second industry currently in Louisiana in terms of jobs and Lafayette is second to New Orleans in being a recognized tourist attraction area for the state,

And whereas, tourism presently provides 10,050 jobs (direct and indirect) in the Lafayette area and through efforts such as **Gateway Lafayette**, can significantly increase the availability of jobs in the Lafayette area,

And whereas, the Lafayette community has recognized tourism as a growth industry in need of community support and has displayed that recognition by setting community goals through the Evangeline Economic Development District, Visions Lafayette, Citizens of District A (CODA) and others, that call for the relocation of the tourist information center closer to I-10 so that it is more accessible to our visitors as well as calling for enhancements to our major community entrance ways,

And whereas, the Chamber of Commerce has elected to take on a major economic development project that includes a significant beautification effort as well as the relocation of the tourist information center from its present location on 12th street to the right-of-way area between Willow and Donlon streets and this project is known as **Gateway Lafayette**,

And whereas, the Parish of Lafayette has agreed to be the signature authority on the permit documents and the joint-use-agreement between the DODT and the Parish of Lafayette with approval from the FHWA,

Now therefore be it resolved, that this agreement, which is attached, shall contain the following:

1. The DODT, with the FHWA approval, allows access to the Parish of Lafayette and the **Gateway Lafayette** project to the right-of-way land shown on the attached drawings and generally described as that area including the four quadrants of the cloverleaf at I-10 and going south on Evangeline Thruway to the railroad tracks just past Donlon street,

2. The access allows the temporary relocation of the tourist information center and landscaping efforts as shown on the attached drawings, and consistent with the terms of the joint-use-agreement,

3. Further, in the event and at such time the discussed I-49 extension project becomes a reality, and should the rights-of-way described herein be determined by DODT as the most feasible route for that extension or should DODT and the FHWA determine it needs the use of the land for any of its purposes, it is understood that in accordance with the attached joint-use-agreement that should the DODT request the right-of-way restored, the Parish of Lafayette as the signature party to this document will do so,

4. Further, should the improvements shown on the attached drawings, including the major landscaping efforts and two artificial, man-made, drainage retention areas--all areas not being public access lands but for visual enhancements to the scenic beauty of one of Lafayette's major entrances, including the area at the tourist development center which is intended as an aesthetic amenity to the tourist information center--need to be removed, the removal will occur uninhibited and undelayed.

This resolution is adopted as a part of the joint-use-agreement and Ordinance # 038-89.

Approved
4-26-89