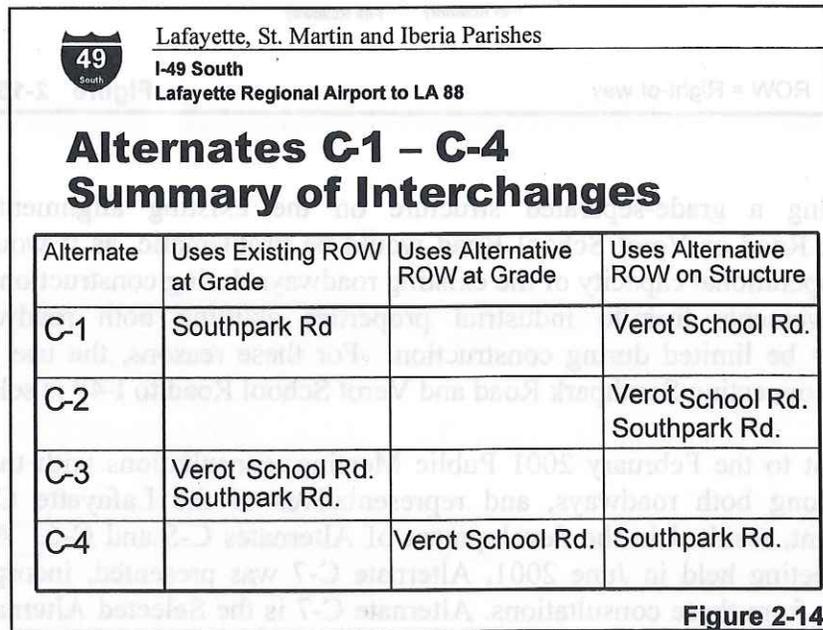


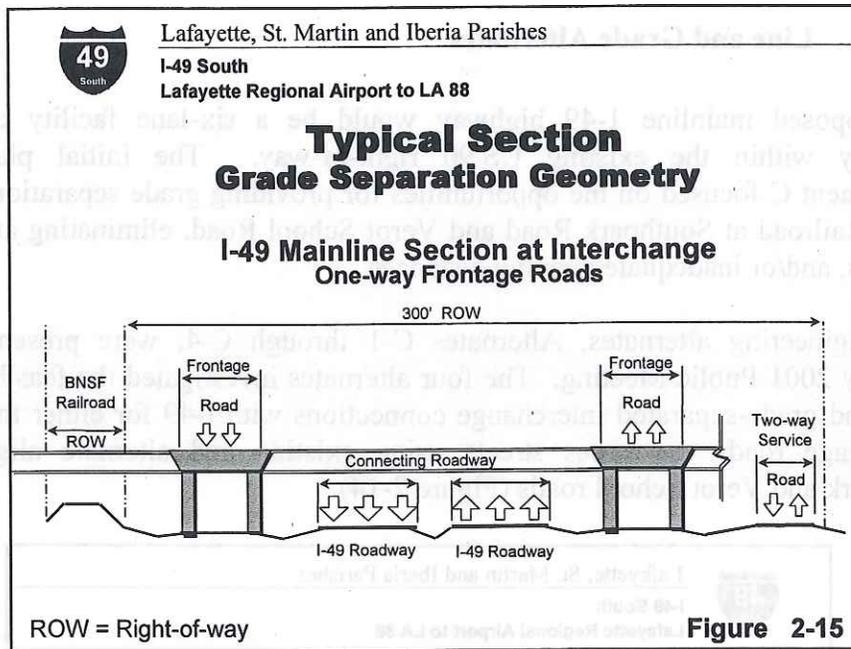
2.5.3.2 Line and Grade Alternates

The proposed mainline I-49 highway would be a six-lane facility constructed primarily within the existing US 90 right-of-way. The initial planning for Subsegment C focused on the opportunities for providing grade separations over the BNSF Railroad at Southpark Road and Verot School Road, eliminating at-grade rail conflicts, and/or inadequate queuing distances.

Four engineering alternates, Alternates C-1 through C-4, were presented at the February 2001 Public Meeting. The four alternates investigated the feasibility of at-grade and grade-separated interchange connections with I-49 for either the mainline or frontage roads and cross streets using existing and alternate alignments at Southpark and Verot School roads (Figure 2-14).



Year 2030 traffic for the build alternate on Southpark and Verot School Roads near their intersections with the I-49 corridor, is projected to be 19,149 and 21,851 vehicles per day respectively. Because of future traffic projections on both roadways, a grade-separated connection is selected. A variation of Concept C, presented in Section 2.3 was utilized in the conceptual design for the grade separation alternates (Figure 2-15). The mainline roadway remains at-grade. The frontage roads and the connecting roadway would be elevated on structure to provide a crossing over the railroad and mainline. Additionally, because the frontage roads would be elevated, a two-lane, two-way service road is provided on the east to maintain access to properties, which currently abut the existing frontage road.

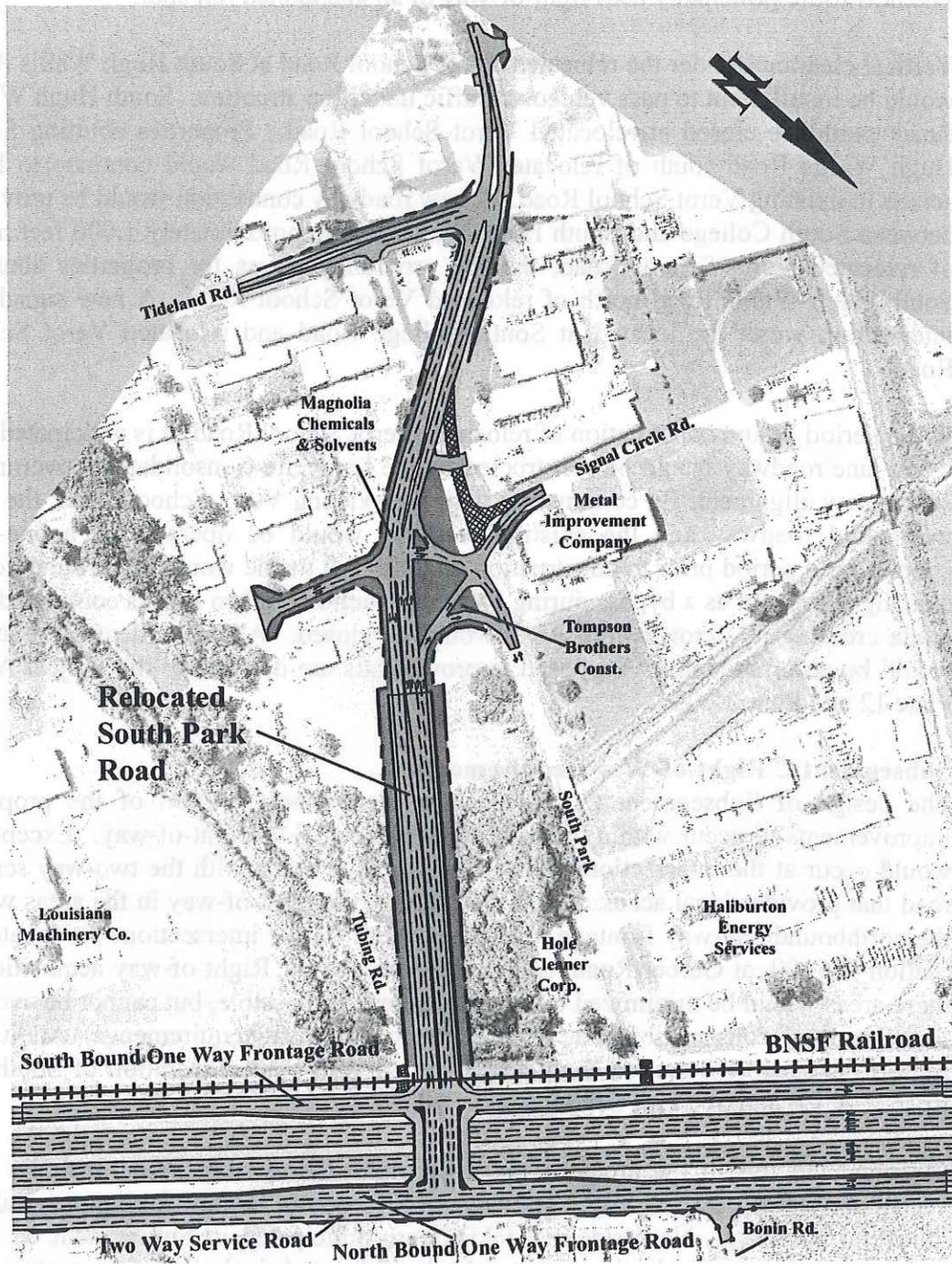


Constructing a grade-separated structure on the existing alignment of either Southpark Road or Verot School Road would be problematic, as it would severely limit the operational capacity of the existing roadways during construction. East-west truck movements from/to industrial properties abutting both roadways would necessarily be limited during construction. For these reasons, the use of alternate corridors connecting Southpark Road and Verot School Road to I-49 is selected.

Subsequent to the February 2001 Public Meeting, consultations with the industries located along both roadways, and representatives of the Lafayette Consolidated Government, resulted in the development of Alternates C-5 and C-6. At the Third Public Meeting held in June 2001, Alternate C-7 was presented, incorporating the comments from these consultations. Alternate C-7 is the Selected Alternative, and is described below for each interchange.

Southpark Road Interchange - The proposed Southpark Road interchange provides a new alignment of the Southpark Road approach to I-49 on structure over the BNSF and the mainline. The new alignment is south of the existing location (Exhibit 2-13). A new intersection at Southpark Road and Signal Circle Road provides access to properties on the existing Southpark Road alignment, and on Tubing Road. The proposed improvements also would widen Southpark Road to add lane capacity on Southpark Road and connecting roads as far west as Tideland Road. The existing grade crossings at Southpark Road and Tubing Road would be closed. All movements and access would be accommodated. Proposed improvements are detailed in the Project Atlas, Plate 11 and Plate 11-1.

EXHIBIT 2-13 SOUTHPARK ROAD INTERCHANGE WITH I-49 SOUTH



Verot School Road Interchange – The proposed Verot School Road Interchange would be provide a new alignment of the Verot School Road approach to I-49 on structure over the BNSF and mainline I-49 north of the existing route (Exhibit 2-14). The new route principally uses right-of-way of an abandoned rail spur.

Vertical clearance under the relocated Verot School Road at South Hugh Wallis Road would be insufficient to pass vehicular traffic under the structure. South Hugh Wallis Road would be closed at relocated Verot School Road. Properties abutting South Hugh Wallis Road south of relocated Verot School Road would continue to have access to existing Verot School Road. A new roadway connection would be provided between South College and South Hugh Wallis Road approximately 1,000 feet north of relocated Verot School Road, thereby providing access for properties abutting South Hugh Wallis Road north of relocated Verot School Road. A new signalized intersection would be located at South College Road and relocated Verot School Road.

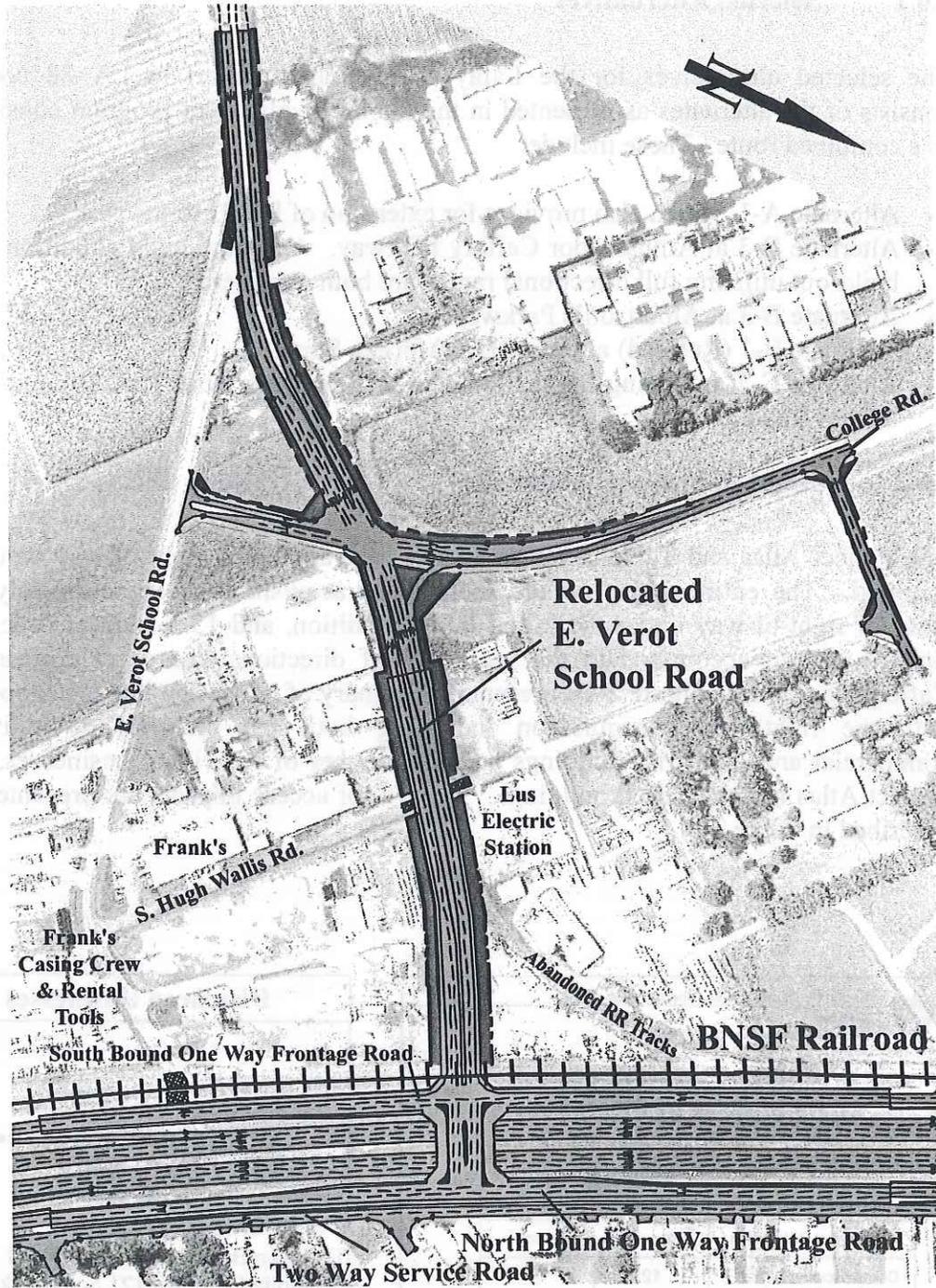
In the period before construction of relocated Verot School Road, it is anticipated that a two-lane roadway would be constructed by the Lafayette Consolidated Government on the new alignment. In conjunction with the existing Verot School Road, the new westbound roadway and the existing roadway would be operated as a one-way couplet for a period prior to construction of I-49. All traffic would be rerouted to the existing alignment as a bypass during I-49 construction. When I-49 is completed, the grade crossing at Verot School Road would be closed. All movements and access would be accommodated. Proposed improvements are detailed in the Project Atlas, Plate 12 and Plate 12-1.

Subsegment C Right-of-Way Requirements

The design of Subsegment C provides for the greatest portion of the proposed improvements to occur within the existing 300 foot US 90 right-of-way. Exceptions would occur at the intersections of the new frontage roads with the two-way service road that provides local access on the east side of the right-of-way in the areas where the northbound one-way frontage road is elevated. These intersections are located at Station 965+00, at Garber Road, and at Alligator Road. Right-of-way acquisition in these areas would be minimized to the greatest extent possible, but cannot be avoided for reasons of constructibility and minimum geometrical requirements. Additional right-of-way also is required for the realignment and grade separation of Southpark Road (LA 89) and of Verot School Road.

Existing land use in the areas of proposed right-of-way acquisition includes both vacant and developed property. The developed property is used for commercial and industrial purposes. No residential takings are anticipated in Subsegment C. It is anticipated that seven businesses would be relocated including two commercial businesses, four industrial businesses, and one operating unit of an industrial business. The total required right-of-way is estimated to be 12.2 acres.

EXHIBIT 2-14 VEROT SCHOOL ROAD INTERCHANGE WITH I-49 SOUTH



2.6 Summary

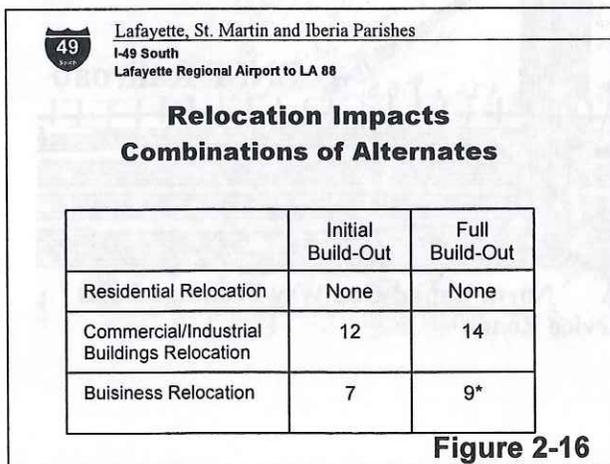
2.6.1 Selected Alternatives

The selected alternatives for the Lafayette Regional Airport to LA 88 corridor consists of the alternates as presented in the Public Involvement Program considered as a combined route. These include:

- Alternate A-1, which also provides for extension of LA 92 to the east.
- Alternate B-3 at Ambassador Caffery Parkway. An initial build condition and a build-out utilizing full directional ramps are both considered.
- Alternate B-3 at Albertson's Parkway
- Alternate B-1 (Refined) at Eola Drive/Morgan Street
- Alternate C-7, including the realignment of Southpark Road (LA 89) and Verot School Road.

2.6.2 Right-of-Way Acquisition

The Project Atlas and Table 2-5 note areas where additional right-of-way would be acquired. The entire project would include the acquisition of approximately 54.9 acres of right-of-way under the initial build condition, and 15.3 additional acres of right-of-way to accommodate the build out of directional ramps at Ambassador Caffery Boulevard. Figure 2-16 presents a summary of relocation impacts associated with the right-of-way acquisition indicating both the numbers of individual commercial and industrial buildings and the number of individual businesses. The Project Atlas indicates each building. Control of access impacts are presented and described in Table 2-6.



Displaced Businesses
<p>All Cranes USA 107 Corne Rd.** Petro Tool 5574 Hwy 90 E ** Broussard Carwash 4730 US 90 E* Pre-heat, Inc. 4730 US 90 E Texaco 2903 Hwy 90 E B & B Carwash 2835 US 90 E Thomson Bros. 125 Southpark Rd Magnolia Chemical 121 Southpark Rd. Frank's Casing Crew & Rental Tools 700 E. Verot School Rd.</p>

*The carwash at 4730 US 90 E is part of Pre-heat, Inc.

** Affected under full build-out of
Ambassador Caffery Parkway

**TABLE 2-5
RIGHT-OF-WAY IMPACT LOCATIONS**

Plate	Approximate Station	Description	Area (sq. ft.)	Plate	Approximate Station	Description	Area (sq. ft.)
2	545+80	E. Captain Cade Rd.	1,263.31	5, 5-1, 5-2	740+00	NW Caffery @ 90 Petro Tool 5574 Hwy 90 E Broussard, LA	281,118.84
2	546+80	E. Captain Cade Rd.	606.01	5-2	740+50	W of 14-1 on Caffery	43,587.62
2	547+50	W. Captain Cade Rd.	601.48	5-2	740+50	W of 14-2 on Caffery	43,823.50
2	548+50	W. Captain Cade Rd.	1,063.18	7	810+00	SB FR S of Albertson's Pkwy	13,905.17
2	567+50	New Road E-W Melancon and 90	9,845.69	7	822+50	SE Albertson's @ LA182	5,463.25
2	580+50	Driveway by Tri Star	693.53	7	823+50	NE St Etienne Rd. @ 90	11,399.45
2	581+00	Driveway by Tri Star	663.28	7	835+00	Broussard Carwash 4730 US 90E Pre-heat 4730 US 90 E	320,316.34
3	586+50	Driveway for Allier Rd.	693.53	8	845+00	SE Ida Rd.	2,113.88
3	587+00	Driveway for Allier Rd.	663.75	8	856+00	SE Girouard Rd.	2,609.43
3-1	613+00	SE Hughs Rd.	808.76	8	858+00	NW Girouard Rd.	2,052.75
3-1	613+50	NE Hughs Rd.	601.28	9	885+00	SW Eola Rd. @ 90	1,553.26
3, 3-1	105+00	Section 1 of New 92	164,969.44	9	886+00	SE Eola Rd. @ 90	2,413.32
3-1	120+00	Section 2 of New 92	231,863.45	9	886+50	NW Eola Rd. @ 90	2,372.85
3-1	130+00	Section 3 of New 92	117,735.50	9	894+00	SW Morgan St. @ 90	3,250.40
3-1	150+00	Section 4 of New 92	250,452.92	9	894+50	NW Morgan St. @ 90	1,018.36
4	654+50	SE LA 92	795.16	11	995+00	New road (2nd St. to 90)	9,041.84
4	655+00	NE LA 92	662.72	10	967+50	Loop off FR for Sam Broussard	17,078.42
4	660+50	SW Road by RV Park	659.88	11	1009+00	Texaco Relocation 2903 Hwy 90 E Broussard, LA	49,272.20
4	661+00	NW Road by RV Park	795.16	11	1011+00	B & B Carwash 2835 US 90 E	25,020.62
4	672+00	SW St Etienne Rd.	660.75	12	1037+50	NE Fouet Rd. @ 90	360.07
4	672+50	NW St Etienne Rd.	795.16	12	1045+00	NE corner opposite E. Verot @ 90	202.94
4	671+25	SE St Etienne Rd.	795.16	12	1060+00	New at-grade FR to Alligator Rd.	29,849.13
4	672+75	NE St Etienne Rd.	660.16	11-1	88+00 86+25	New South Park Thomson Bros. 125 Southpark Rd Vacant Building 119 Southpark Rd. Magnolia Chemical 121 Southpark Rd.	245,076.61
4	681+00	SW Rd. by Exxon	988.84	11-1	86+00	NE South Park @ Signal Circle Rd.	2,904.51
4	682+25	NW Rd. by Exxon	158.88	11-1	80+00	WB South Park N of Tideland Rd.	4,085.29
5	690+50	SE Southwood Dr.	795.16	11-1	78+50	SB W of road intersecting South Park	6,881.42
5	691+00	NE Southwood Dr.	661.50	12-1	100+00	Frank's Casing Crew & Rental Tools 700 E. Verot School Road, Lafayette	81,375.98
5	713+50	SE Bercegeay Rd.	664.98	12-1	90+00	Relocated E. Verot (S. Hugh Wallis to S. College)	71,801.01
5	714+00	NE Bercegeay Rd.	183.32	12-1	90+00	Hugh Wallis to S. College Connector	15,209.78
5	720+00	New Sugarfield Rd.	30,952.59	12-1	79+00	WB W of Industrial Pkwy.	17,670.51
5, 5-1, 5-2	737+50	Ambassador Caffery E of 90	535,470.32	12-1	79+00	EB W of Industrial Pkwy.	6,445.06
5, 5-1, 5-2	735+00	SW Caffery @ 90 (All Cranes USA) 107 Corne Road, Broussard, LA	298,111.37	12-1	85+00	Relocated E. Verot (S. College to Industrial Pkwy) Unknown yard	80,753.92

RIGHT-OF-WAY IMPACTS SUMMARY

Total Area to be Acquired in Square Feet	3,056,364
Total Equivalent Acres to be Acquired	70.2
Total Estimated Land Acquisition Costs	\$3,500,000
Total Estimated Improvement Costs	\$3,500,000
Total Estimated Relocation Expenses	\$275,000

(This Page Intentionally Left Blank)

**TABLE 2-6
CONTROL OF ACCESS IMPACTS**

Approximate Station	West side Feature	Abutting Property / Special Conditions	East side Feature	Abutting Property / Special Conditions
540	SB Entrance	Vacant Land	NB Exit	Vacant Land & Computalog, but no impact on driveway
585	SB Exit	Vacant Land	NB Entrance	Vacant Land
625	SB Entrance	Vacant / coulee crossing LeTriomphe golf course	NB Exit	Coulee crossing & Abb Vetco Gray, but no impact on driveway
655	SB Exit	Undeveloped frontage of Le Triomphe	N/A	
660	N/A		NB Entrance	Eliminates access to Royal Portable Buildings. Access from rear may exist, or be possible, from Freeman Road.
700	SB Entrance	Undeveloped frontage of Offshore Energy Services	N/A	
705	N/A		NB Exit	Vacant land & Sperry-Sun Drilling, but no impact on driveway
720	SB Exit	Chemtech, impacts 1 of 2 driveways	NB Entrance	Vacant land
755	SB Entrance	Vacant land	N/A	
770	N/A		NB Exit	Vacant Land
810	SB Exit	State ROW	NB Entrance	3 parcels: Nextel Services, Arlan Enterprises & Vacant. No existing driveways impacted, but vacant parcel will have no access.
848	SB Entrance	Cote Gelee Apartments, but no impact on driveway.	NB Exit	Scott Construction Equipment, but no impact on driveway.
865	SB Exit	Maxie's Campground, but no impact on driveway	NB Entrance	Vacant land
915	SB Entrance	Vacant land	N/A	
919	N/A		NB Exit	Vacant land. Parcel will have no access.
955	N/A		NB Entrance	Vacant land. Parcel will have no access.
1000	N/A		NB Exit	Service Road ROW
1030	N/A		NB Entrance	Service Road ROW
1055	N/A		NB Frontage Road structure comes to grade	Service Road ROW
1065	N/A		NB Exit	Cypress Tree Inn, but no impact on driveway

2.6.3 Project Costs

Costs have been developed for the entire route for construction, right-of-way acquisition and mitigation. The construction costs include the cost of at-grade roadway and roadway on structure with associated drainage improvements and utility relocations. The right-of-way acquisition costs include the cost of the land, the value of associated improvements and relocation costs. Mitigation costs include the cost of wetlands mitigation and the cost associated with the construction of noise mitigation barriers. Costs are provided for initial build-out and full build-out. The full build-out costs include the costs for the initial build-out. Anticipated project costs are summarized in Table 2-7.

**TABLE 2-7
COST ESTIMATES IN MILLIONS OF DOLLARS**

	INITIAL BUILD-OUT AT AMBASSADOR CAFFERY PARKWAY	FINAL BUILD-OUT AT AMBASSADOR CAFFERY PARKWAY
Total Construction Costs*	\$312	\$337
Construction of Roadway	\$127	\$133
Construction of Bridges	\$185	\$204
Relocation of Major Drainage Structures	\$4	\$4
Right-of-Way Costs	\$7	\$9
Mitigation Costs	\$2	\$2
TOTAL COSTS	\$325	\$352

* Costs include 30% contingency. Costs do not reflect professional engineering design fee.

2.7 Project Atlas

The Project Atlas consists of a series of 1"=200' scale aerial map plates, which provide aerial coverage of the entire US90/I-49/LA 92 east corridor.

Engineering details of the proposed action are overlaid onto the aerial maps. Existing and required right-of-way is delineated as are areas affected by control of access. Locations for which engineering typical sections drawings have been developed are also noted. The engineering typical section drawings follow the Project Atlas plates.

Existing land use in proximity to all proposed improvements is identified on the plates. The Atlas also locates other environmental features including:

- Potential relocations.
- Noise sensitive receptors.
- Noise barriers suggested a part of the noise mitigation efforts.
- Wetland sites (other than wetlands related to roadway drainage ditches).
- 100-year floodplains for the LA 92 east relocation, as identified by the Federal Emergency Management Agency (FEMA).
- Historic properties listed on or potentially eligible for the National Register of Historic Places are noted. The locations of listed or eligible archeological sites are not indicated.
- Sites containing potential environmental hazards.

This page intentionally left blank.

2.7 Project Atlas

The Project Atlas consists of a series of 1"=100' scale aerial map plates, which provide aerial coverage of the entire US90 LA 92 east corridor.

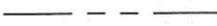
Engineering details of the proposed action are overlaid onto the aerial maps. Existing and proposed right-of-way is delineated as are areas affected by control of access. Locations for which engineering typical sections drawings have been developed are also noted. The engineering typical section drawings follow the Project Atlas plates.

Existing land use in proximity to all proposed improvements is identified on the plates. The Atlas also locates other environmental features including:

- Potential relocations.
- Noise sensitive receptors.
- Noise barriers suggested as part of the noise mitigation effort.
- Wetland sites (other than wetlands related to roadway drainage ditches).
- 100-year floodplains for the LA 92 east relocation as identified by the Federal Emergency Management Agency (FEMA).
- Historic properties listed on or potentially eligible for the National Register of Historic Places are noted. The locations of listed or eligible archaeological sites are not indicated.
- Sites containing potential environmental hazards.

Project Atlas
1" = 200' Scale

LEGEND

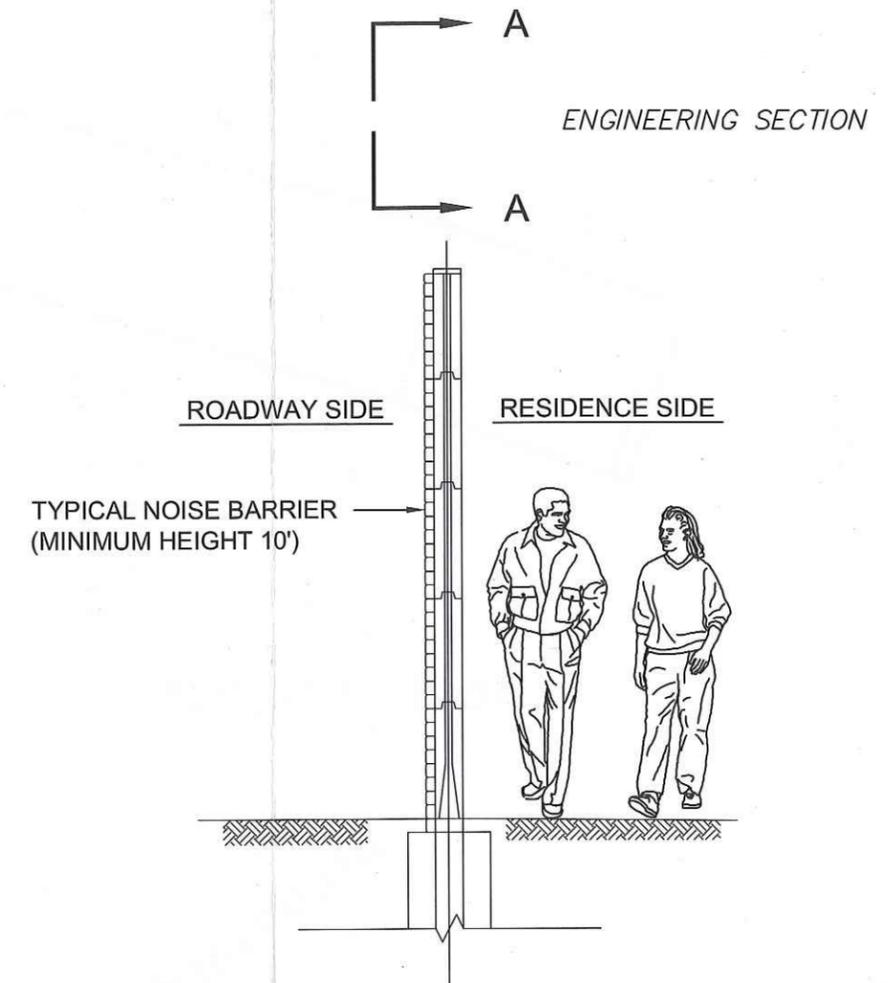
-  ROADWAY AT GRADE
-  ELEVATED ROADWAY
-  EXISTING RIGHT-OF-WAY
-  CONTROL OF ACCESS
-  APPROXIMATE LIMITS OF ADDITIONAL REQUIRED RIGHT-OF-WAY
-  EXISTING RAILROAD
-  NOISE BARRIER (PLATES 8 & 9)
-  RESIDENCE
-  PAVEMENT REMOVAL
-  POTENTIAL RELOCATION
-  1-N1 IMPACTED NOISE SENSITIVE RECEPTOR/MEASUREMENT SITE
-  1-N1* NOISE SENSITIVE RECEPTOR - NO IMPACT
-  Hz 2-1 POTENTIAL HAZARD SITE
-  WETLAND SITE
-  W-4-1
R2UB WETLAND SITE NUMBER
WETLAND TYPE
-  100 YR FLOODPLAIN
-  POINT OF CURVATURE / POINT OF TANGENT

NOTES:

NOISE SENSITIVE RECEPTORS ARE LOCATED ON THE SIDE OF EACH RESIDENCE CLOSEST TO US 90/I-49.

THE FOLLOWING MEASUREMENT SITES ARE REPRESENTED BY THE ASSOCIATED NOISE SENSITIVE RECEPTOR:

- 4-N5 = SITE 1a
- 4-N6 = SITE 1b
- 4-N1 = SITE 2
- 7-N1 = SITE 3
- 12-N4 = SITE 4
- 8-N2 = SITE 5
- 2-N2 = SITE 6
- 9-N10 = SITE 7

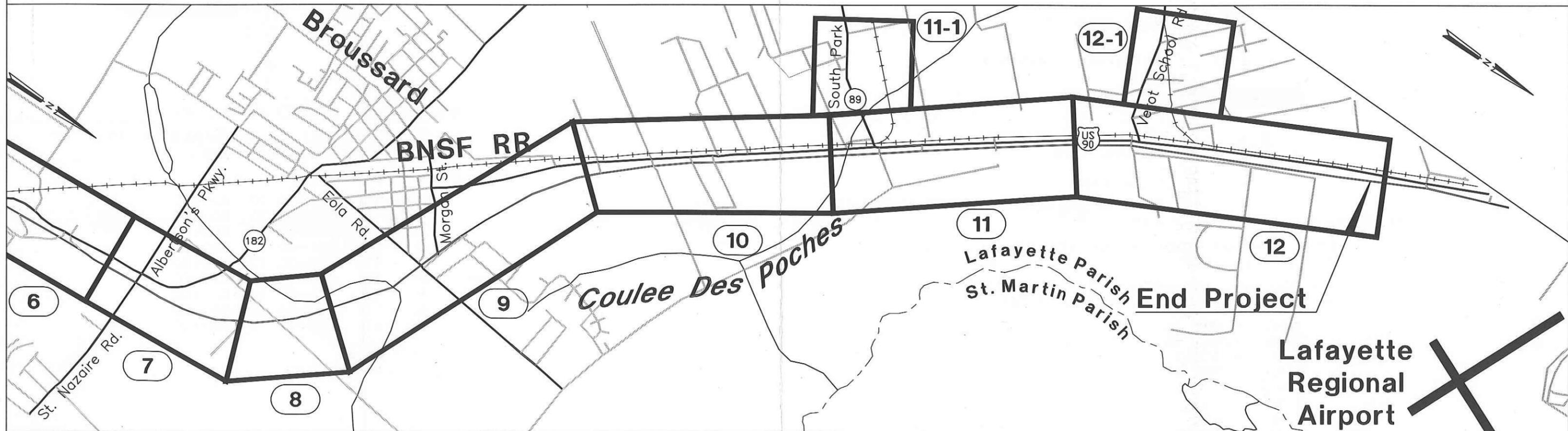
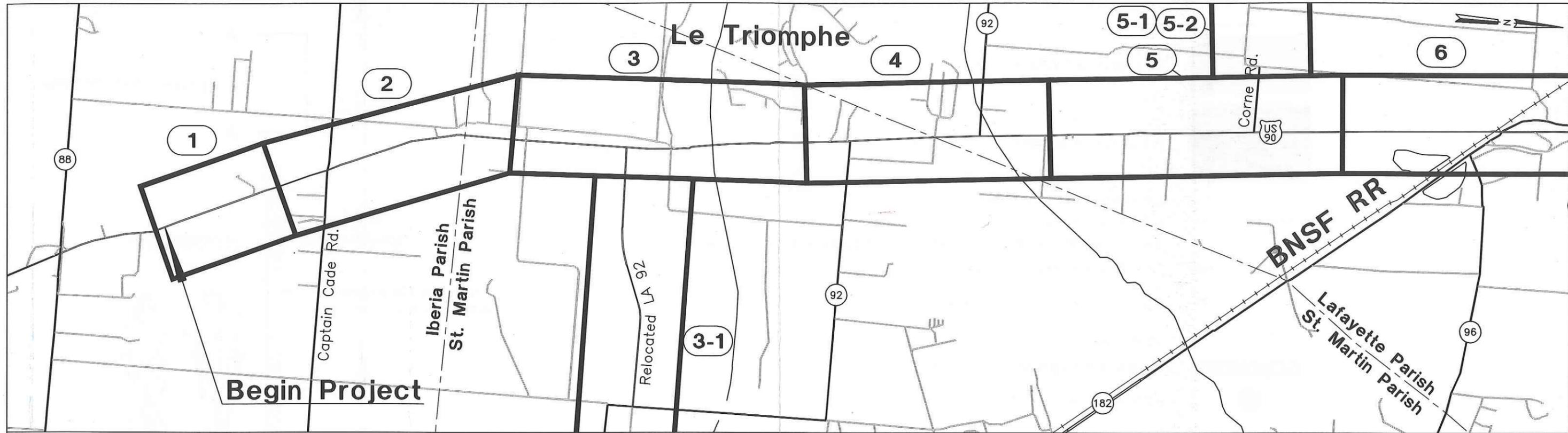


NOISE BARRIER LOCATED AS FOLLOWS:

- STA. 845+00 TO 852+80 (VARIES 10'-14')
- STA. 861+50 TO 872+00 (20')

NOISE ANALYSIS AREAS:

- 1E - STA. 510+00 TO 600+00
- 2W - STA. 510+00 TO 600+00
- 3W - STA. 595+00 TO 680+00
- 4E - STA. 805+00 TO 835+00
- 5E - STA. 830+00 TO 920+00
- 6W - STA. 830+00 TO 920+00
- 7E - STA. 965+00 TO 1025+00
- 8E - STA. 1050+00 TO 1090+00
- 9W - STA. 1050+00 TO 1090+00



LEGEND

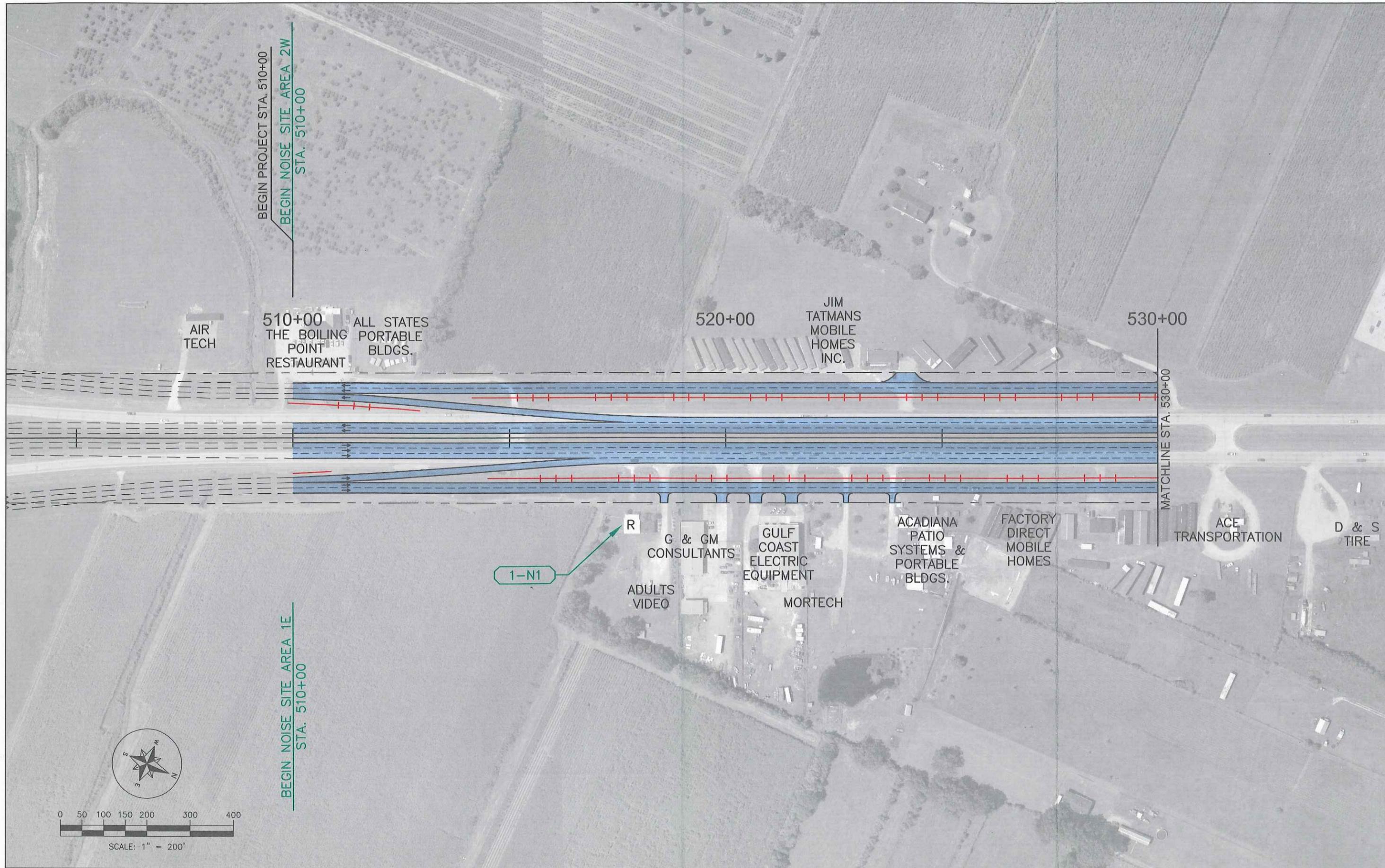
12 PLATE NUMBER

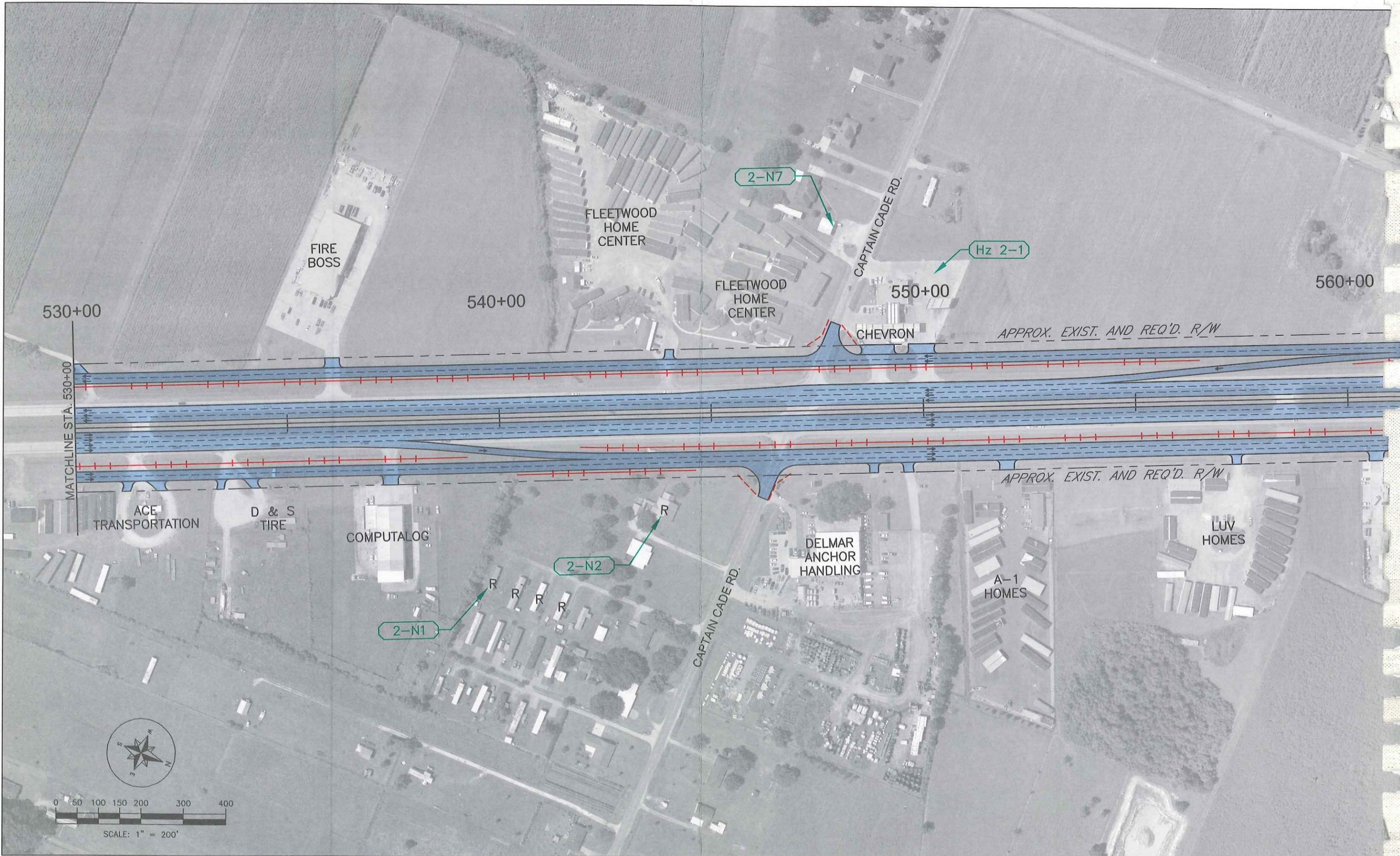


SCALE: 1" = 2000'

PROJECT ATLAS

PLATE MAP KEY





530+00

540+00

550+00

560+00

MATCHLINE STA. 530+00

FIRE BOSS

FLEETWOOD HOME CENTER

FLEETWOOD HOME CENTER

CHEVRON

APPROX. EXIST. AND REQ'D. R/W

ACE TRANSPORTATION

D & S TIRE

COMPUTALOG

DELMAR ANCHOR HANDLING

A-1 HOMES

LUV HOMES

CAPTAIN CADE RD.

CAPTAIN CADE RD.

2-N2

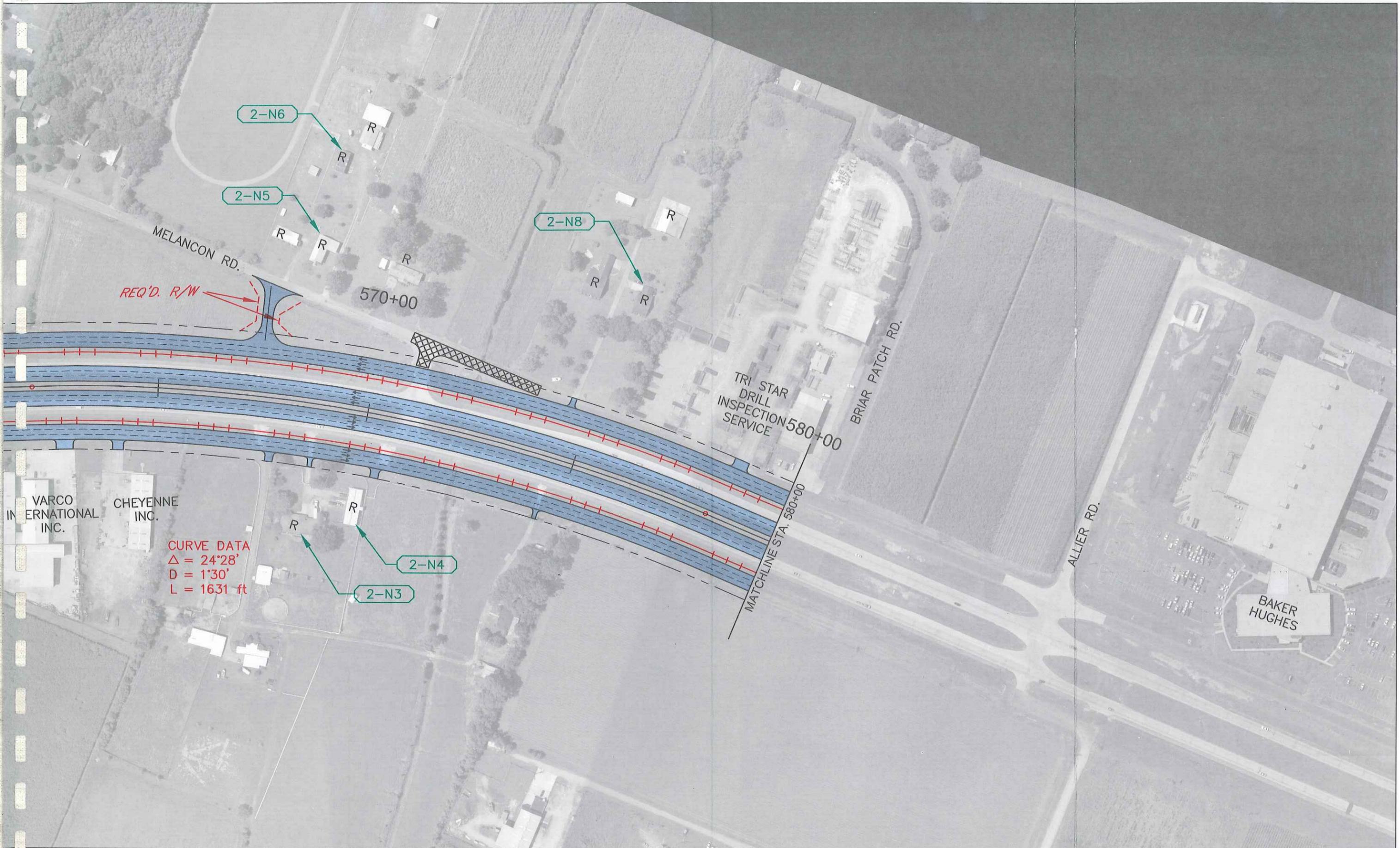
2-N1

2-N7

Hz 2-1



SCALE: 1" = 200'



CURVE DATA
 $\Delta = 24^{\circ}28'$
 $D = 1'30'$
 $L = 1631 \text{ ft}$

TRI STAR
DRILL
INSPECTION SERVICE 580+00

BRIAR PATCH RD.

ALLIER RD.

B
590+00

BAKER
HUGHES

BEGIN NOISE SITE AREA 3W
STA. 595+00

END NOISE SITE AREA 2W
STA. 600+00

600+00

Hz 3-1
VEGAS
STYLE
CASINO
AMOCO
Hz 3-2
SHELL
POPEYES

MATCHLINE STA. 580+00

APPROX. EXIST. AND REQ'D. R/W

APPROX. EXIST. AND REQ'D. R/W

B

END NOISE SITE AREA 1E
STA. 600+00

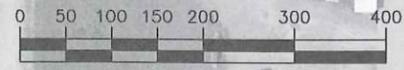
RELOCATED LA 92 EAST

REQ'D. R/W

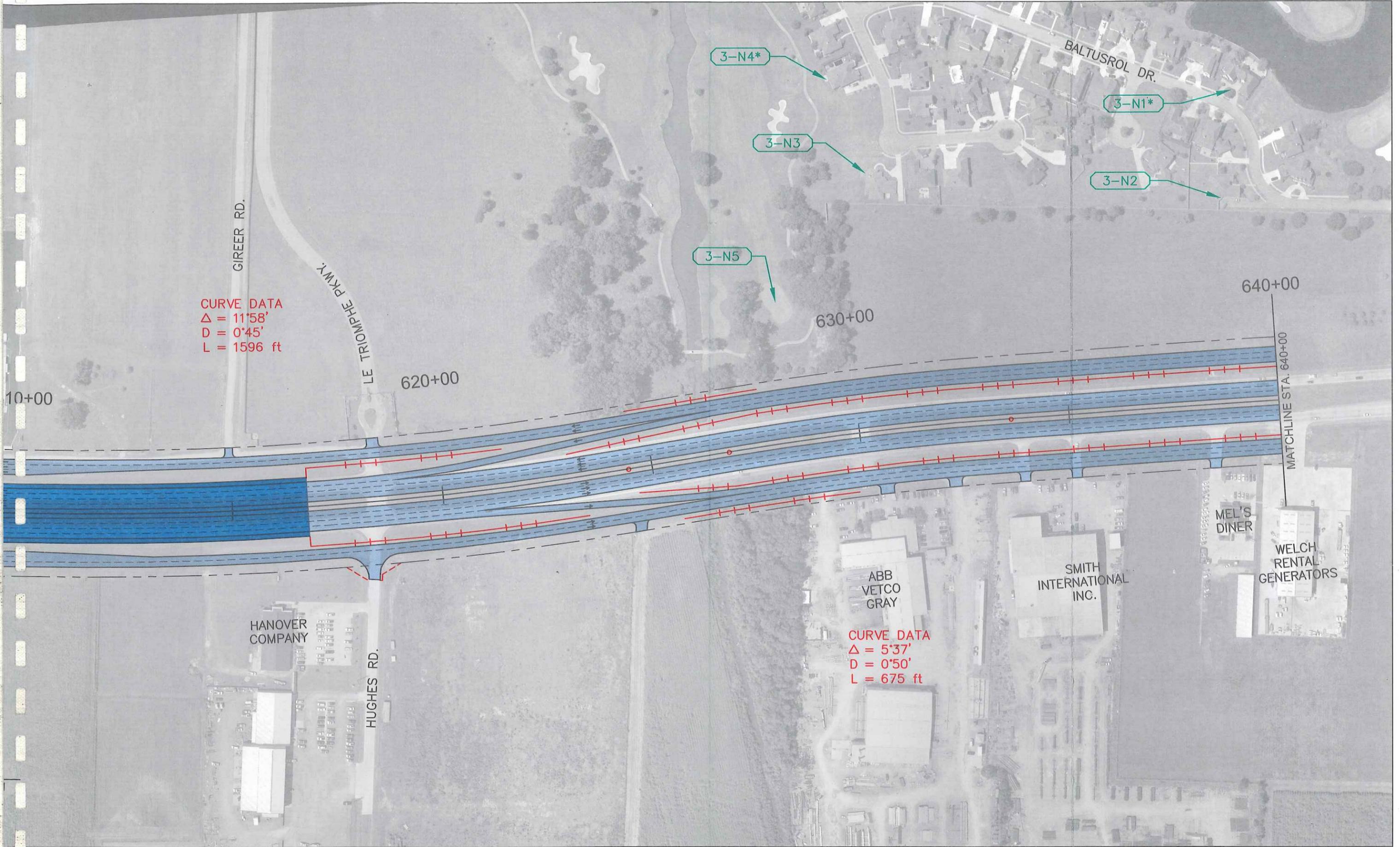
REQ'D. R/W

MATCHLINE SEE PLATE 3-1

FOR CONTINUATION



SCALE: 1" = 200'



CURVE DATA
 $\Delta = 11^{\circ}58'$
 $D = 0^{\circ}45'$
 $L = 1596 \text{ ft}$

CURVE DATA
 $\Delta = 5^{\circ}37'$
 $D = 0^{\circ}50'$
 $L = 675 \text{ ft}$

HANOVER
COMPANY

POPEYES

SHELL

VEGAS
STYLE
CASINO

AMOCO

CURVE DATA
 $\Delta = 19^{\circ}21'$
 $D = 2^{\circ}30'$
 $L = 774 \text{ ft}$

MATCHLINE SEE PLATE 3 FOR CONTINUATION

110+00

120+00

REQ'D. R/W

REQ'D. R/W

100 YR

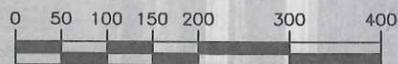
100 YR

130

C

C

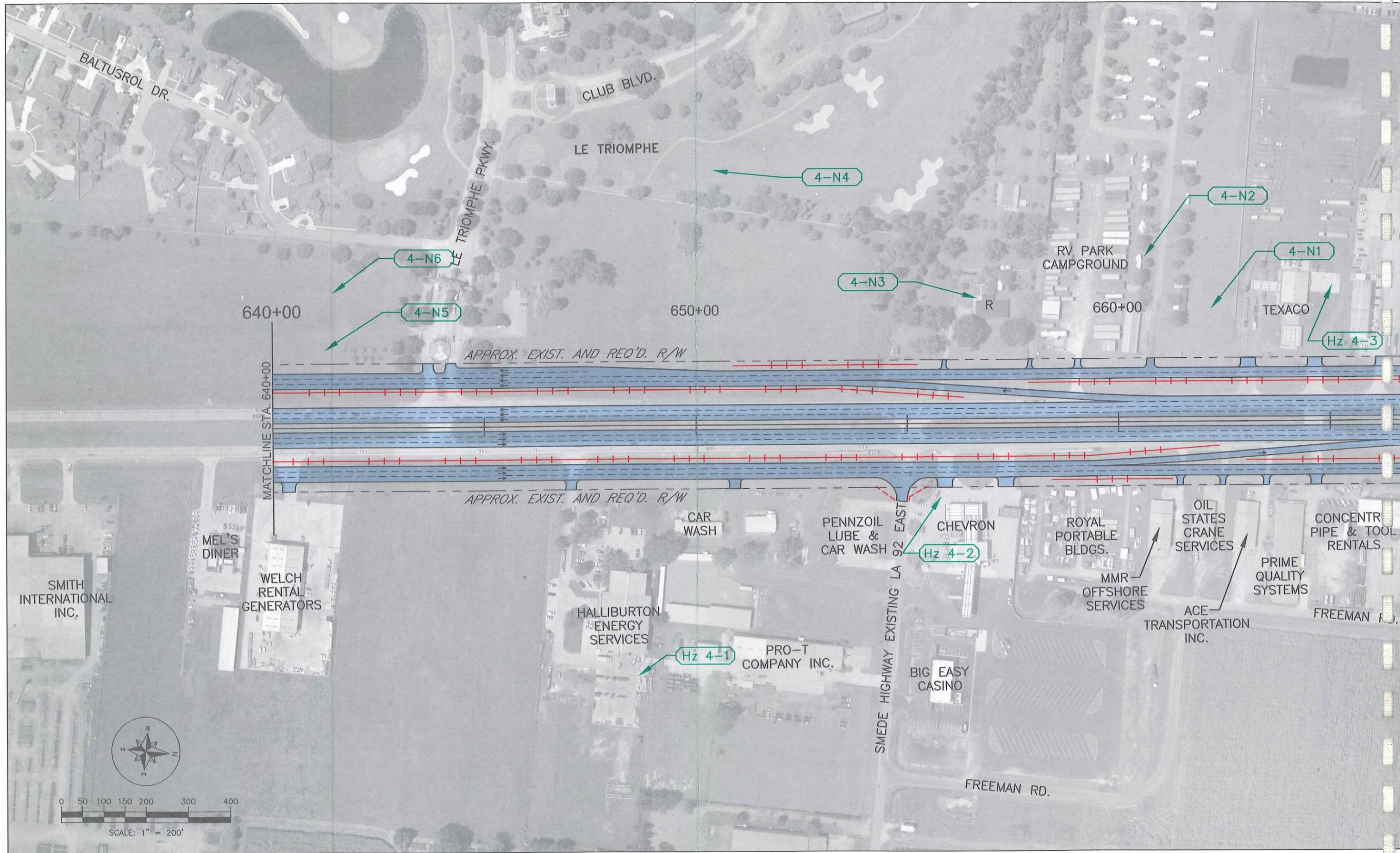
100 YR



SCALE: 1" = 200'



CURVE DATA
 $\Delta = 21^{\circ}29'$
 $D = 5'00''$
 $L = 430 \text{ ft}$



BALTUSROL DR.

CLUB BLVD.

LE TRIOMPHE PKWY.

LE TRIOMPHE

RV PARK CAMPGROUND

TEXACO

640+00

650+00

660+00

MATCHLINE STA. 640+00

APPROX. EXIST. AND REQ'D. R/W

APPROX. EXIST. AND REQ'D. R/W

SMEDE HIGHWAY EXISTING LA 92 EAST

SMITH INTERNATIONAL INC.

MEL'S DINER

WELCH RENTAL GENERATORS

HALLIBURTON ENERGY SERVICES

PRO-T COMPANY INC.

CAR WASH

PENNZOIL LUBE & CAR WASH

CHEVRON

ROYAL PORTABLE BLDGS.

MMR OFFSHORE SERVICES

OIL STATES CRANE SERVICES

ACE TRANSPORTATION INC.

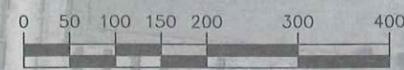
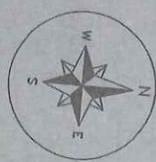
CONCENTR PIPE & TOOL RENTALS

PRIME QUALITY SYSTEMS

FREEMAN RD.

BIG EASY CASINO

FREEMAN RD.



SCALE: 1" = 200'

4-N6

4-N5

4-N4

4-N3

4-N2

4-N1

Hz 4-3

Hz 4-2

Hz 4-1

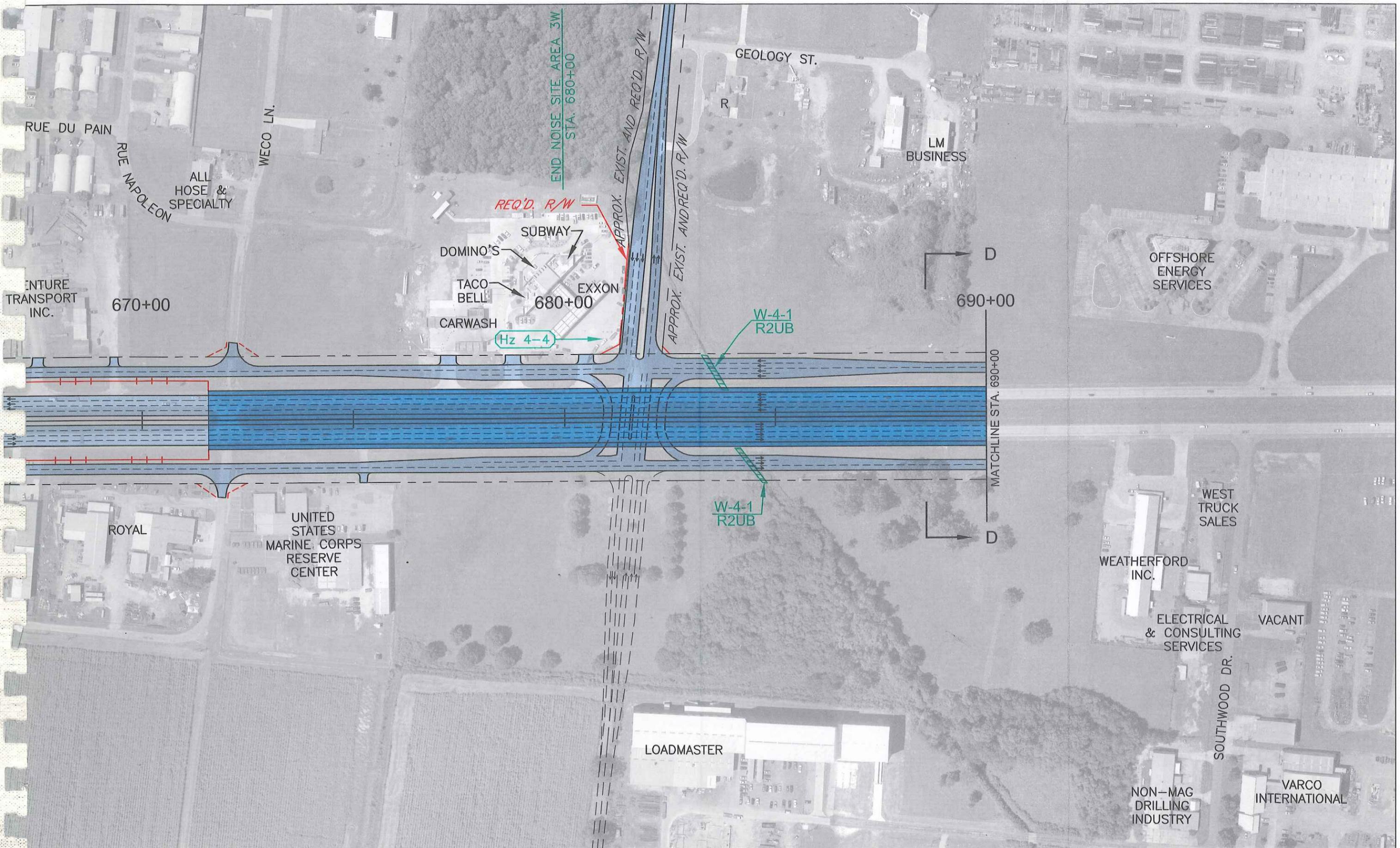


PLATE 4
PLAN

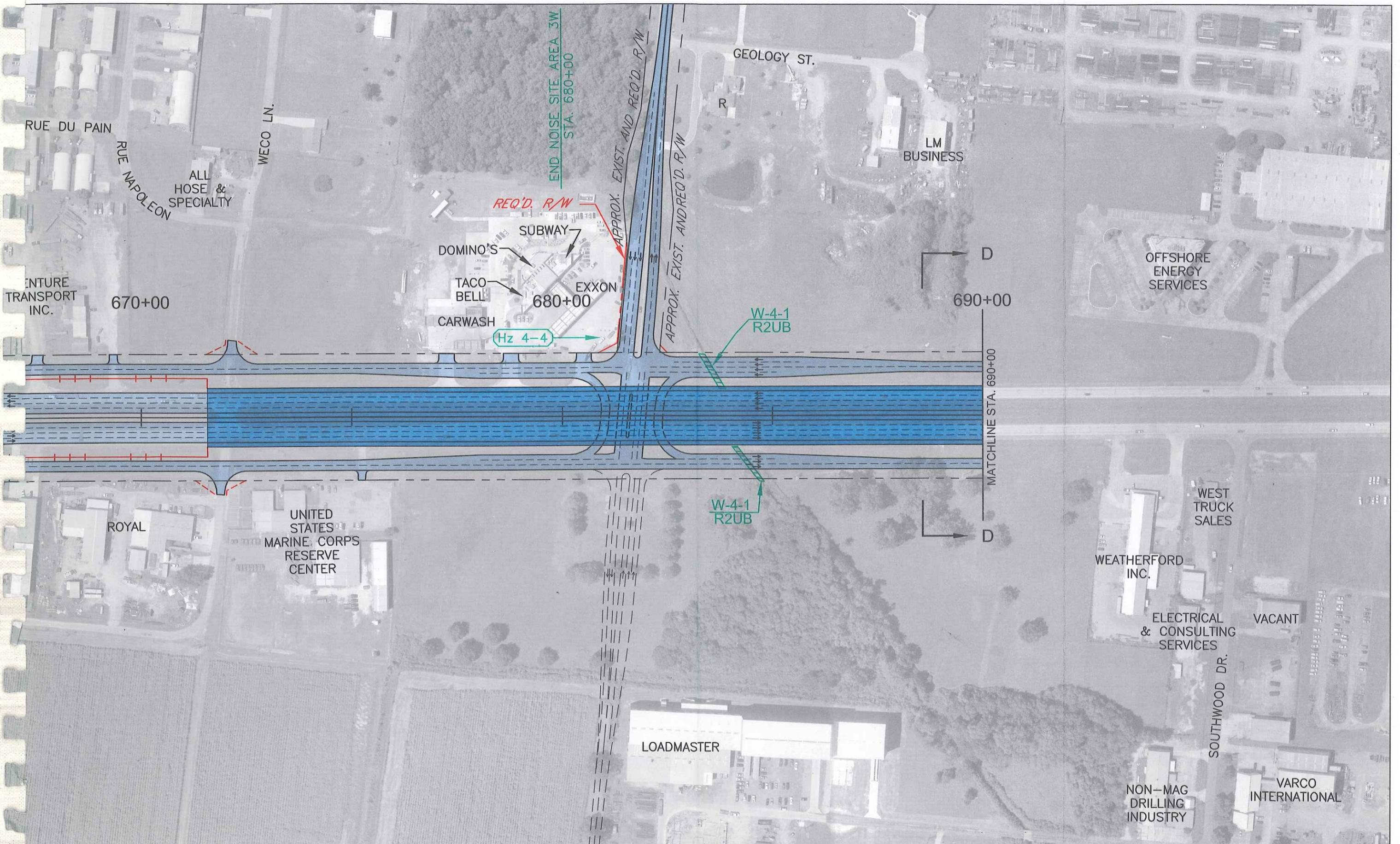
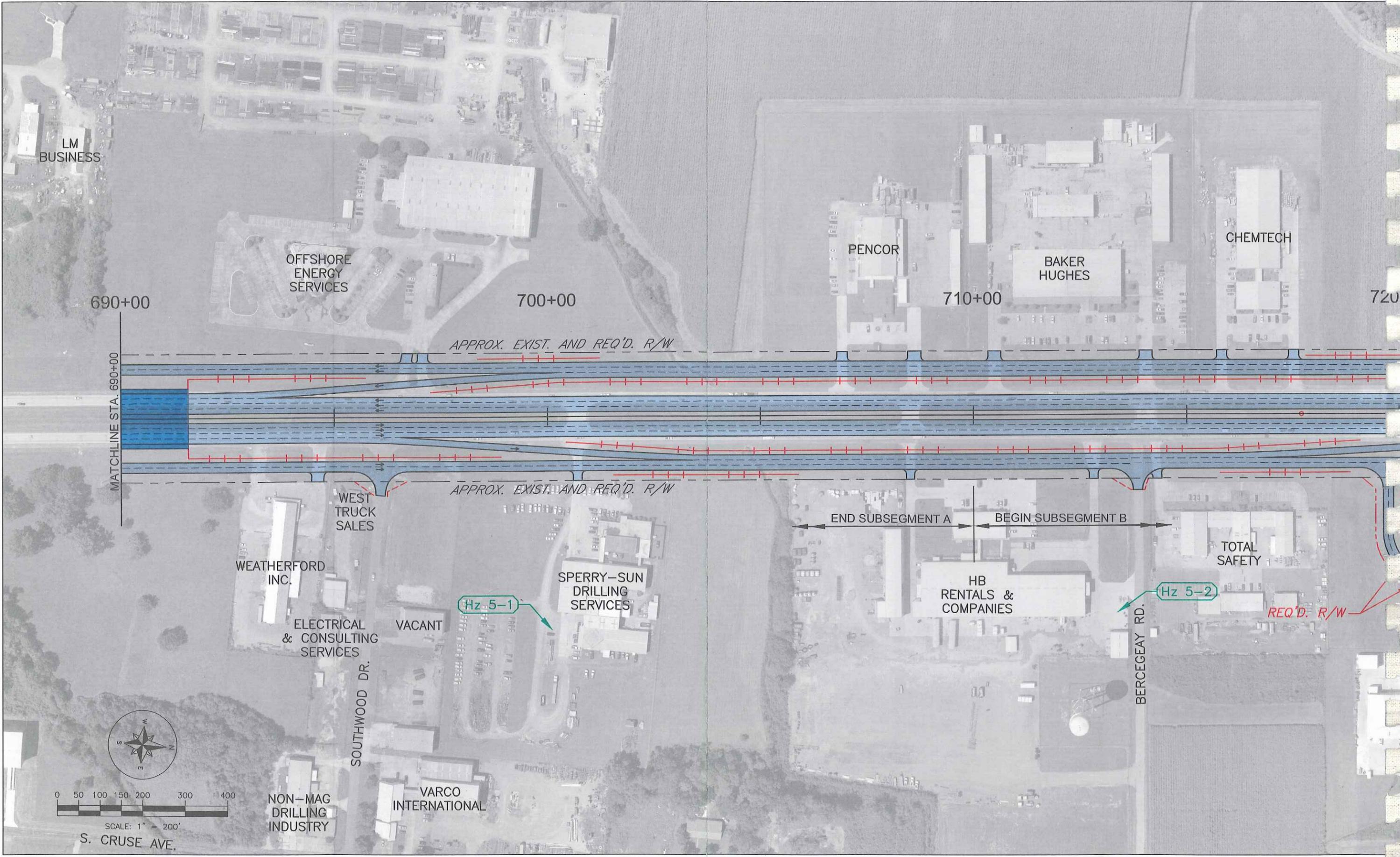


PLATE 4
PLAN



LM BUSINESS

OFFSHORE ENERGY SERVICES

700+00

PENCOR

710+00

BAKER HUGHES

CHEMTECH

720+00

690+00

MATCHLINE STA. 690+00

APPROX. EXIST. AND REQ'D. R/W

APPROX. EXIST. AND REQ'D. R/W

END SUBSEGMENT A

BEGIN SUBSEGMENT B

WEST TRUCK SALES

WEATHERFORD INC.

ELECTRICAL & CONSULTING SERVICES

VACANT

Hz 5-1

SPERRY-SUN DRILLING SERVICES

HB RENTALS & COMPANIES

Hz 5-2

TOTAL SAFETY

REQ'D. R/W

SOUTHWOOD DR.

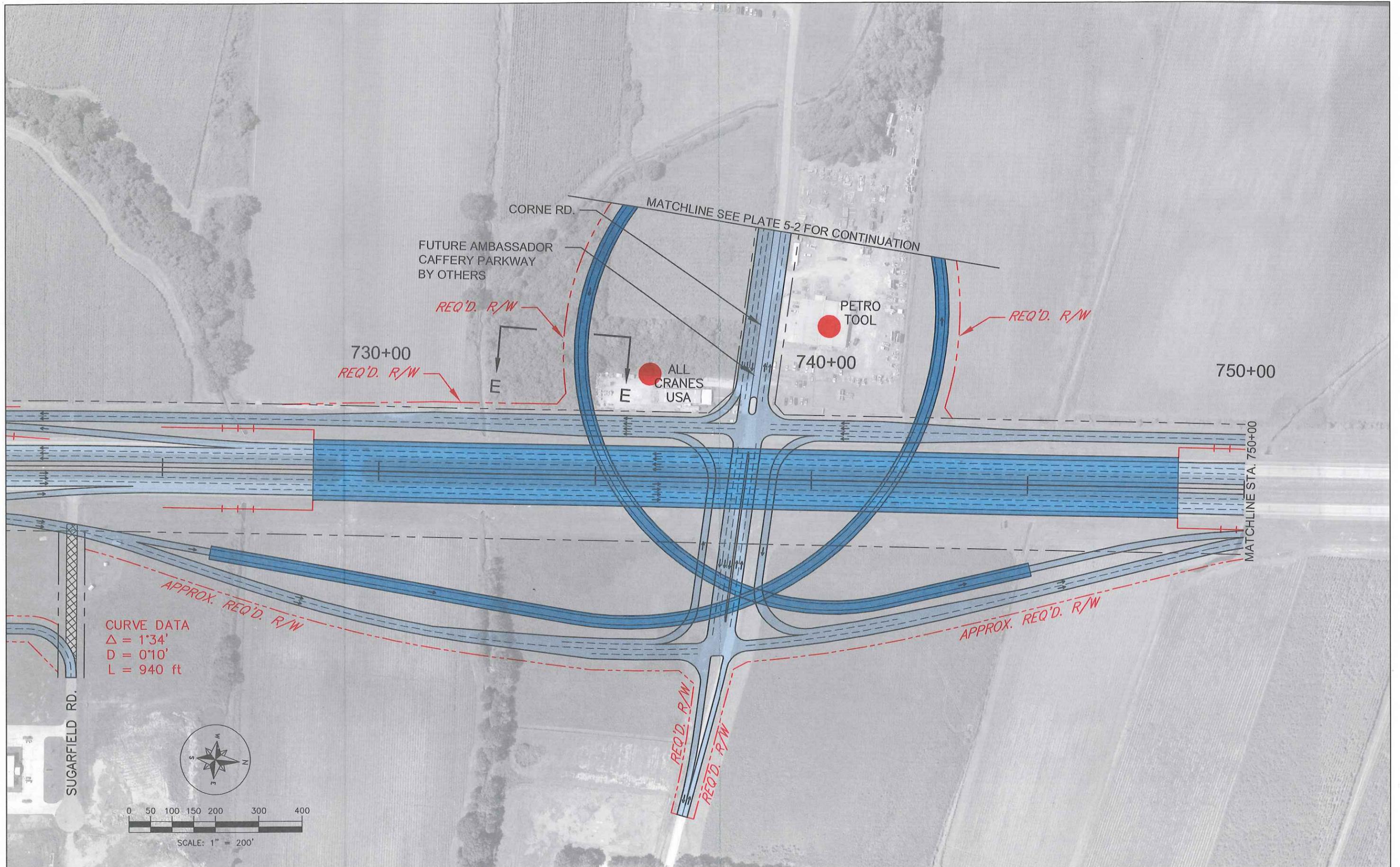
BERCEGEAY RD.

NON-MAG DRILLING INDUSTRY

VARCO INTERNATIONAL



SCALE: 1" = 200'
S. CRUSE AVE.



MATCHLINE SEE PLATE 5-2 FOR CONTINUATION

FUTURE AMBASSADOR
CAFFERY PARKWAY
BY OTHERS

PETRO
TOOL

ALL
CRANES
USA

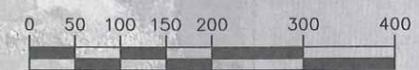
730+00
REQ'D. R/W

740+00

750+00

MATCHLINE STA. 750+00

CURVE DATA
 $\Delta = 1^{\circ}34'$
 $D = 0^{\circ}10'$
 $L = 940 \text{ ft}$



SCALE: 1" = 200'

SUGARFIELD RD.

CORNE RD.

APPROX. REQ'D. R/W

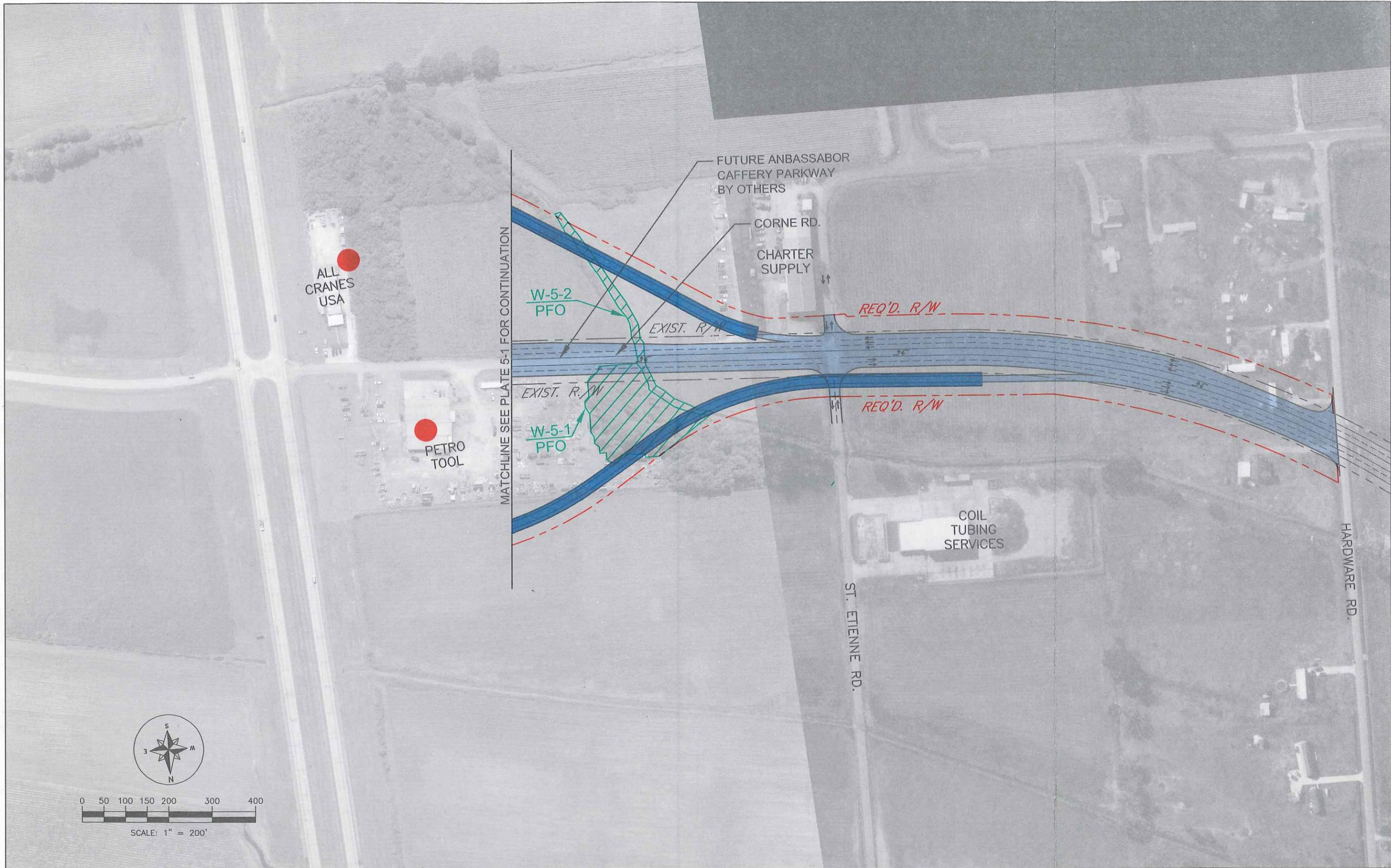
REQ'D. R/W

REQ'D. R/W

REQ'D. R/W

REQ'D. R/W

PLATE 5-1
PLAN - BUILD OUT WITH RAMPS



MATCHLINE SEE PLATE 5-1 FOR CONTINUATION

ALL CRANES USA

PETRO TOOL

FUTURE ANBASSABOR
CAFFERY PARKWAY
BY OTHERS

CORNE RD.
CHARTER
SUPPLY

COIL
TUBING
SERVICES

ST. ETIENNE RD.

HARDWARE RD.

W-5-2
PFO

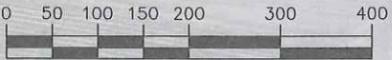
W-5-1
PFO

EXIST. R/W

EXIST. R/W

REQ'D. R/W

REQ'D. R/W



SCALE: 1" = 200'

PLATE 5-2
PLAN - BUILDOUT WITH RAMPS

750+00

760+00

770+00

780+

MATCHLINE STA. 750+00

APPROX. EXIST. AND REQ'D. R/W

APPROX. EXIST. AND REQ'D. R/W

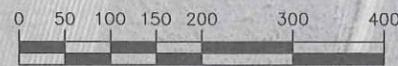
JRC
JET
RESEARCH
CENTER

OILFIELD
INSTRUMENTATION

Hz 6-1

STEWART &
STEVENSON
ENGINES

APPROX. EXIST. AND REQ'D. R/W
EXIST. R.R. R/W
B.N.S.F. RAILROAD
APPROX. EXIST. R/W



SCALE: 1" = 200'

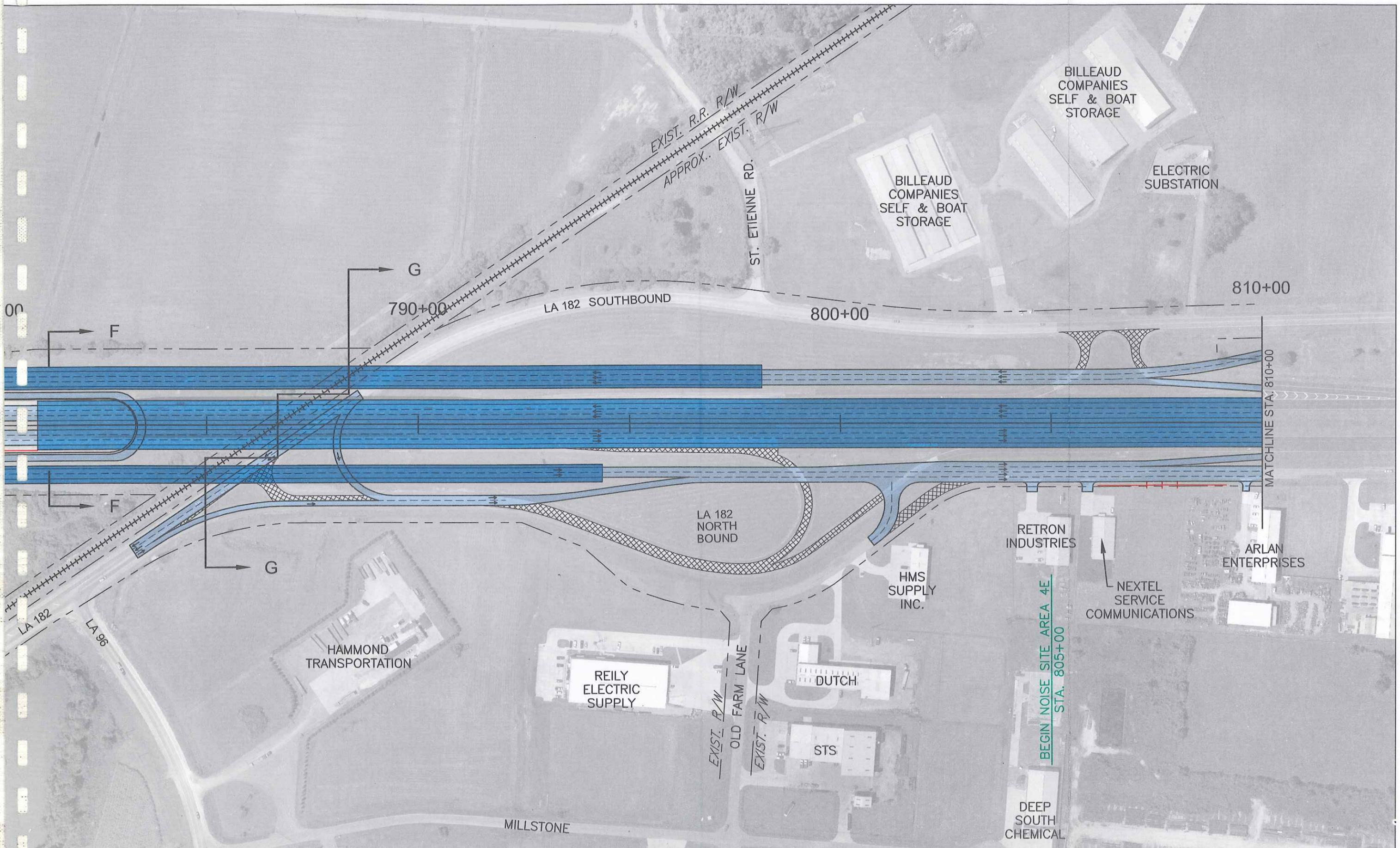
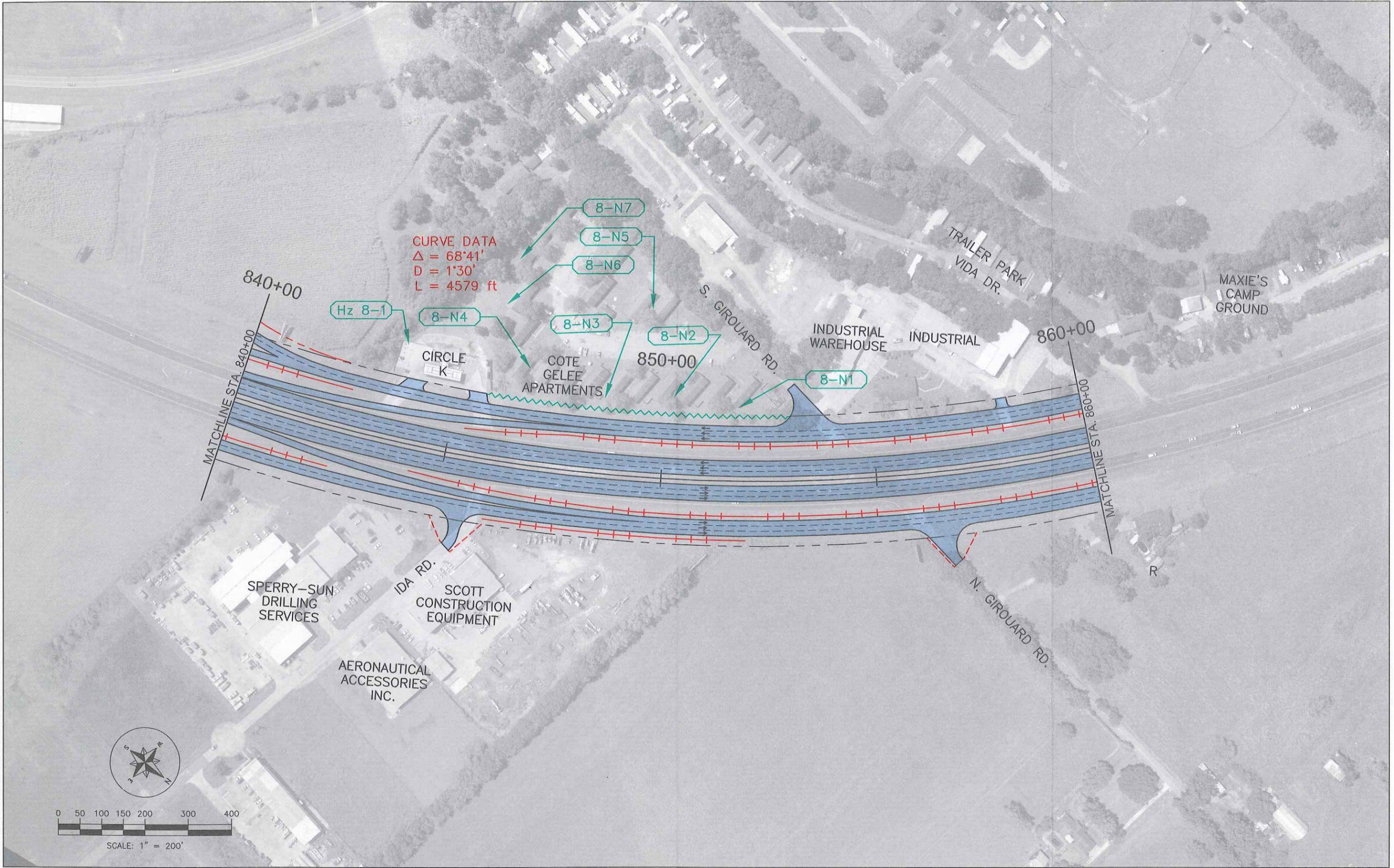
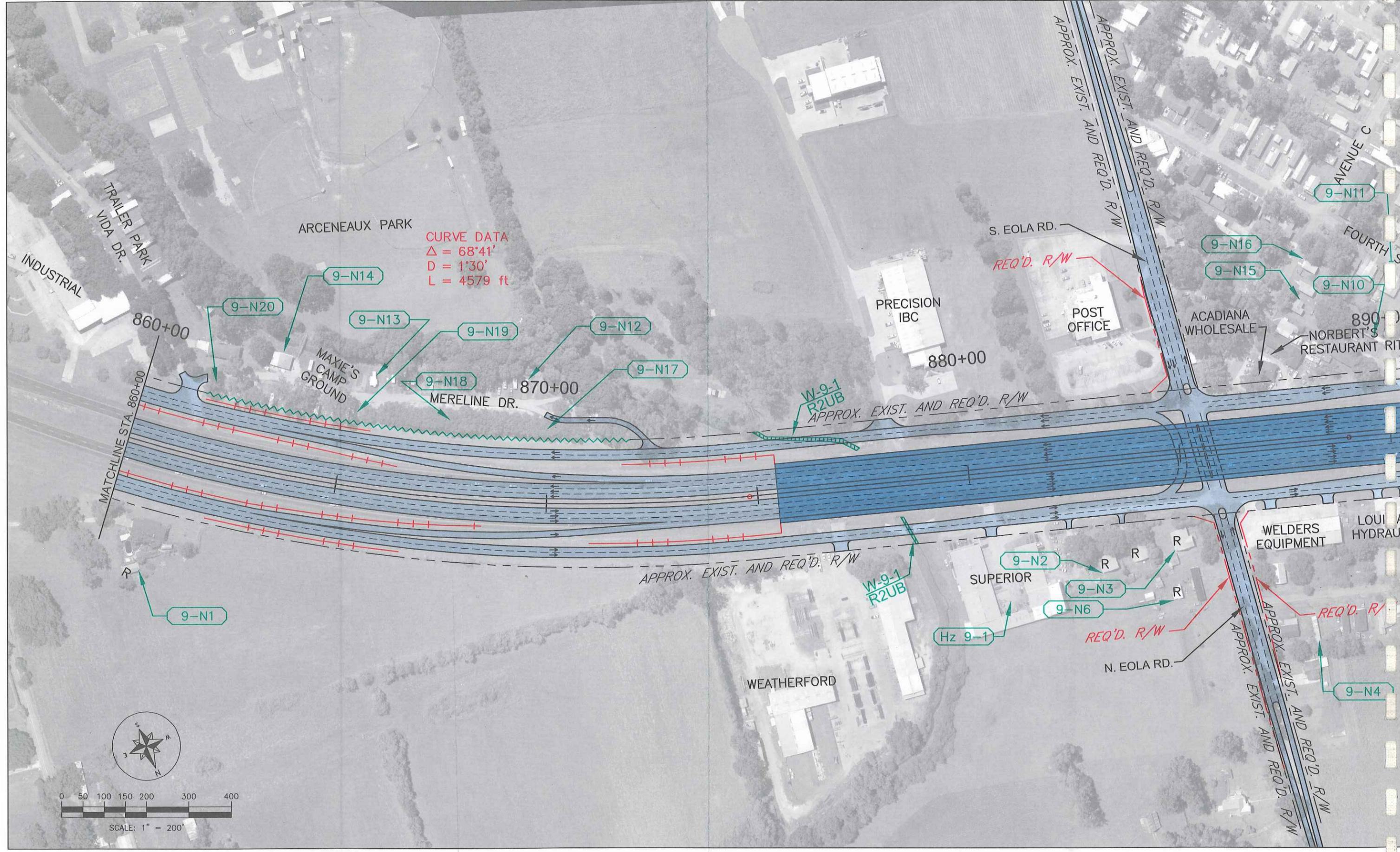


PLATE 6
PLAN



CURVE DATA
 $\Delta = 68^{\circ}41'$
 $D = 1^{\circ}30'$
 $L = 4579$ ft

- 8-N7
- 8-N5
- 8-N6
- 8-N4
- 8-N3
- 8-N2
- 8-N1
- Hz 8-1



CURVE DATA
 $\Delta = 68^{\circ}41'$
 $D = 1^{\circ}30'$
 $L = 4579 \text{ ft}$

TRAILER PARK
VIDA DR.

ARCENEUX PARK

INDUSTRIAL

860+00

MAXIE'S
CAMP
GROUND

870+00

MERELINE DR.

PRECISION
IBC

880+00

POST
OFFICE

S. EOLA RD.

REQ'D. R/W

ACADIANA
WHOLESALE

NORBERT'S
RESTAURANT RITE
S

890+00

MATCHLINE STA. 860+00

APPROX. EXIST. AND REQ'D. R/W

SUPERIOR

WEATHERFORD

9-N2

9-N3

9-N6

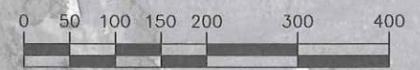
Hz 9-1

N. EOLA RD.

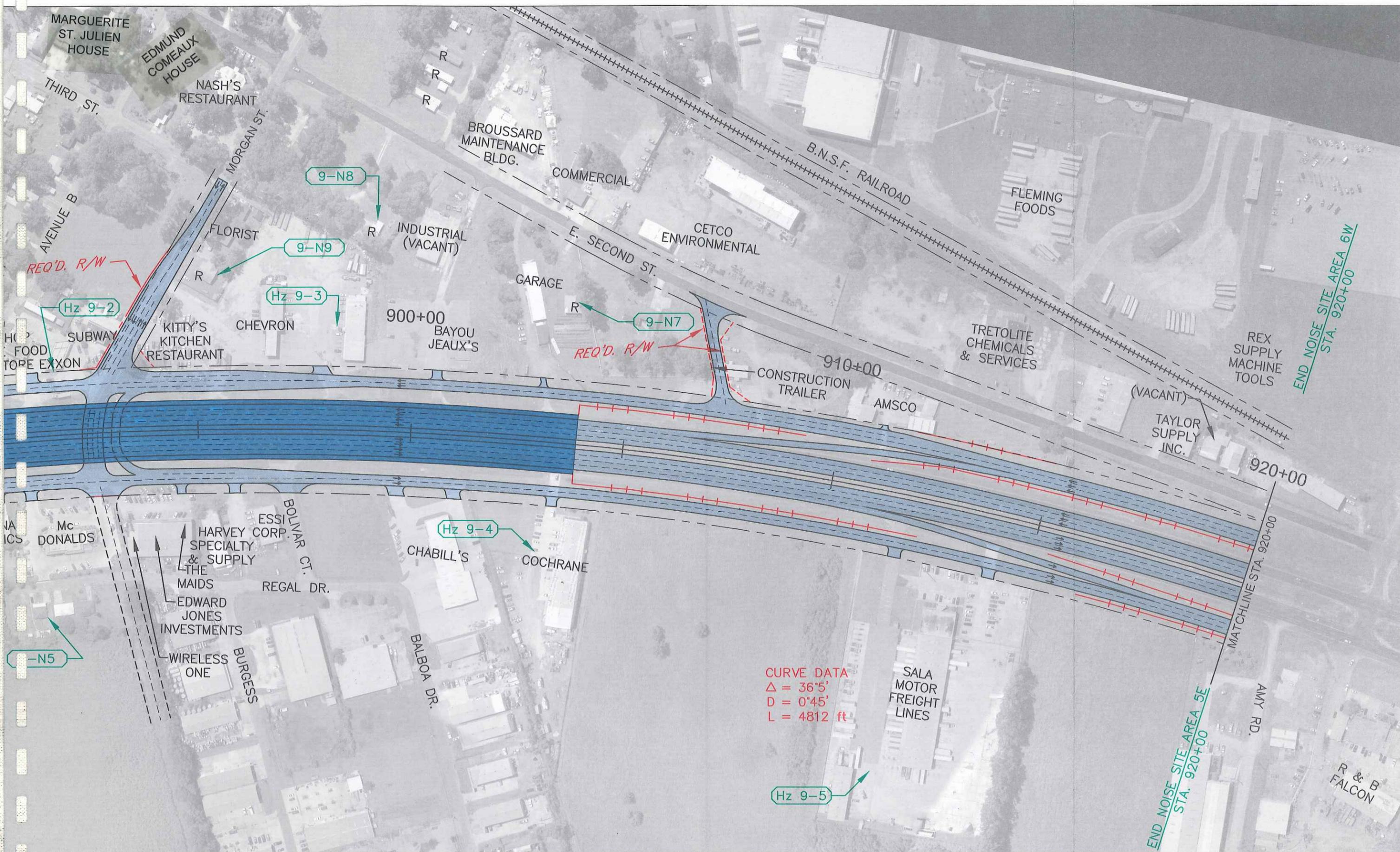
WELDERS
EQUIPMENT

LOUI AN
HYDRAUL

9-N4



SCALE: 1" = 200'



REQ'D. R/W

REQ'D. R/W

CURVE DATA
 $\Delta = 36^{\circ}5'$
 $D = 0^{\circ}45'$
 $L = 4812 \text{ ft}$

END NOISE SITE AREA 6W
 STA. 920+00

END NOISE SITE AREA 5E
 STA. 920+00

END NOISE SITE AREA 6W
STA. 920+00

LOUISIANA CRANE ELECTRICAL INC.

K.O.L. RD.

WOOD GROUP

930+00

COMMERCIAL

S. BERNARD RD.

SMITH SERVICE

940+00

EXIST. R/R R/W

APPROX. EXIST. AND REQ'D. R/W

920+00

MATCHLINE STA. 920+00

APPROX. EXIST. AND REQ'D. R/W

AMY RD.

R & B FALCON

TOTAL TRANSPORTATION SERVICES

ACE TRANSPORTATION INC.

CAD OILFIELD SPECIALTIES

DYNASTY TRANSPORTATION

PEARL REEF OYSTER CO.

N. BERNARD RD.

SPM FLOW CONTROL INC.

NORWELL EQUIPMENT CO.

A-A-A U-STORE-UM

WEATHERFORD

END NOISE SITE AREA 5E
STA. 920+00

Hz 10-1

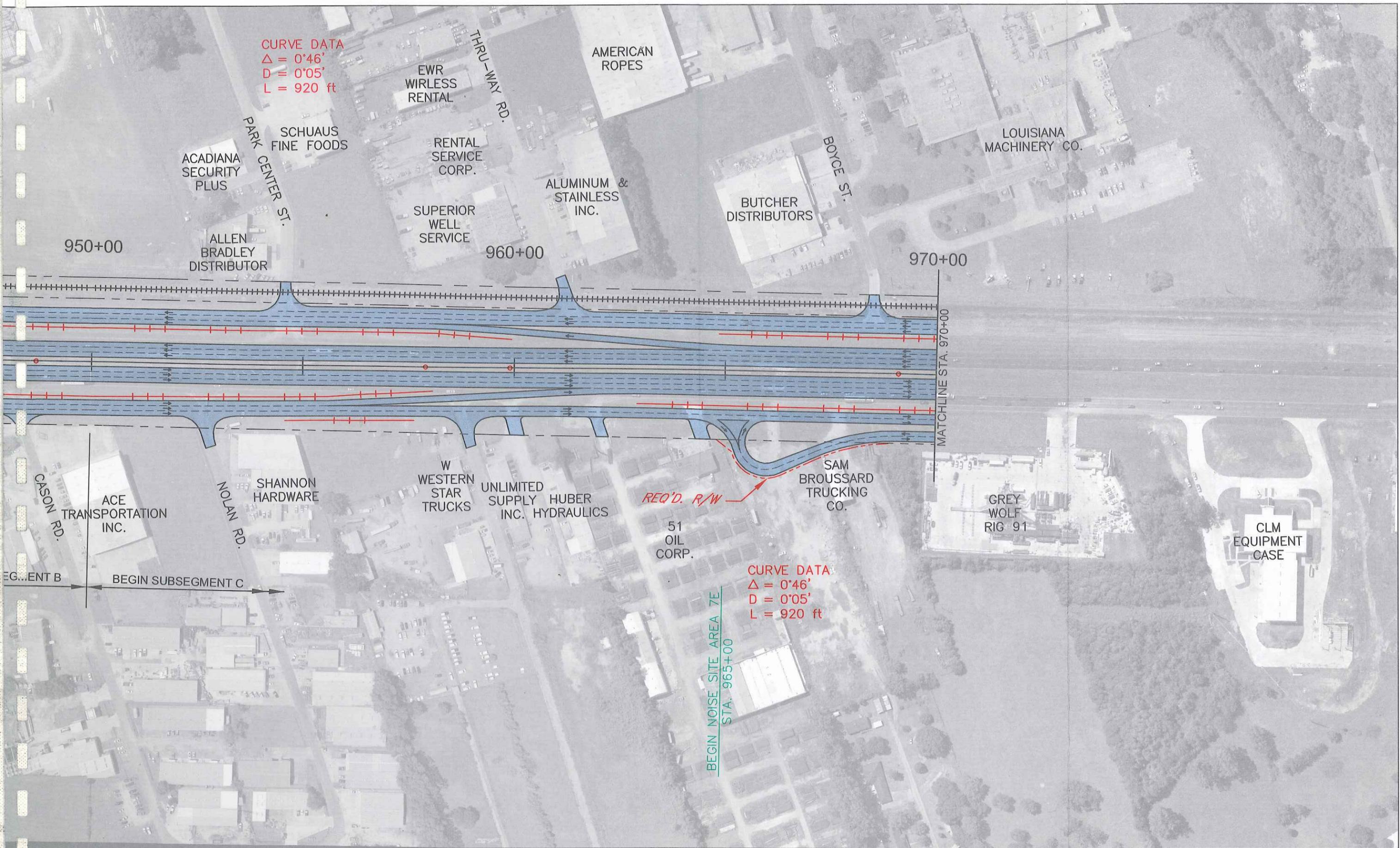
CURVE DATA
 $\Delta = 36.5'$
 $D = 0.45'$
 $L = 4812 \text{ ft}$

Hz 10-2

END SURVEY



SCALE: 1" = 200'



CURVE DATA
 $\Delta = 0'46'$
 $D = 0'05'$
 $L = 920$ ft

950+00

960+00

970+00

MATCHLINE STA. 970+00

ACADIANA SECURITY PLUS

SCHUAUS FINE FOODS

EWR WIRELESS RENTAL

AMERICAN ROPES

LOUISIANA MACHINERY CO.

PARK CENTER ST.

THRU-WAY RD.

BOYCE ST.

ALLEN BRADLEY DISTRIBUTOR

RENTAL SERVICE CORP.

ALUMINUM & STAINLESS INC.

BUTCHER DISTRIBUTORS

SUPERIOR WELL SERVICE

ACE TRANSPORTATION INC.

SHANNON HARDWARE

W WESTERN STAR TRUCKS

UNLIMITED SUPPLY HUBER INC. HYDRAULICS

51 OIL CORP.

SAM BROUSSARD TRUCKING CO.

GREY WOLF RIG 91

CLM EQUIPMENT CASE

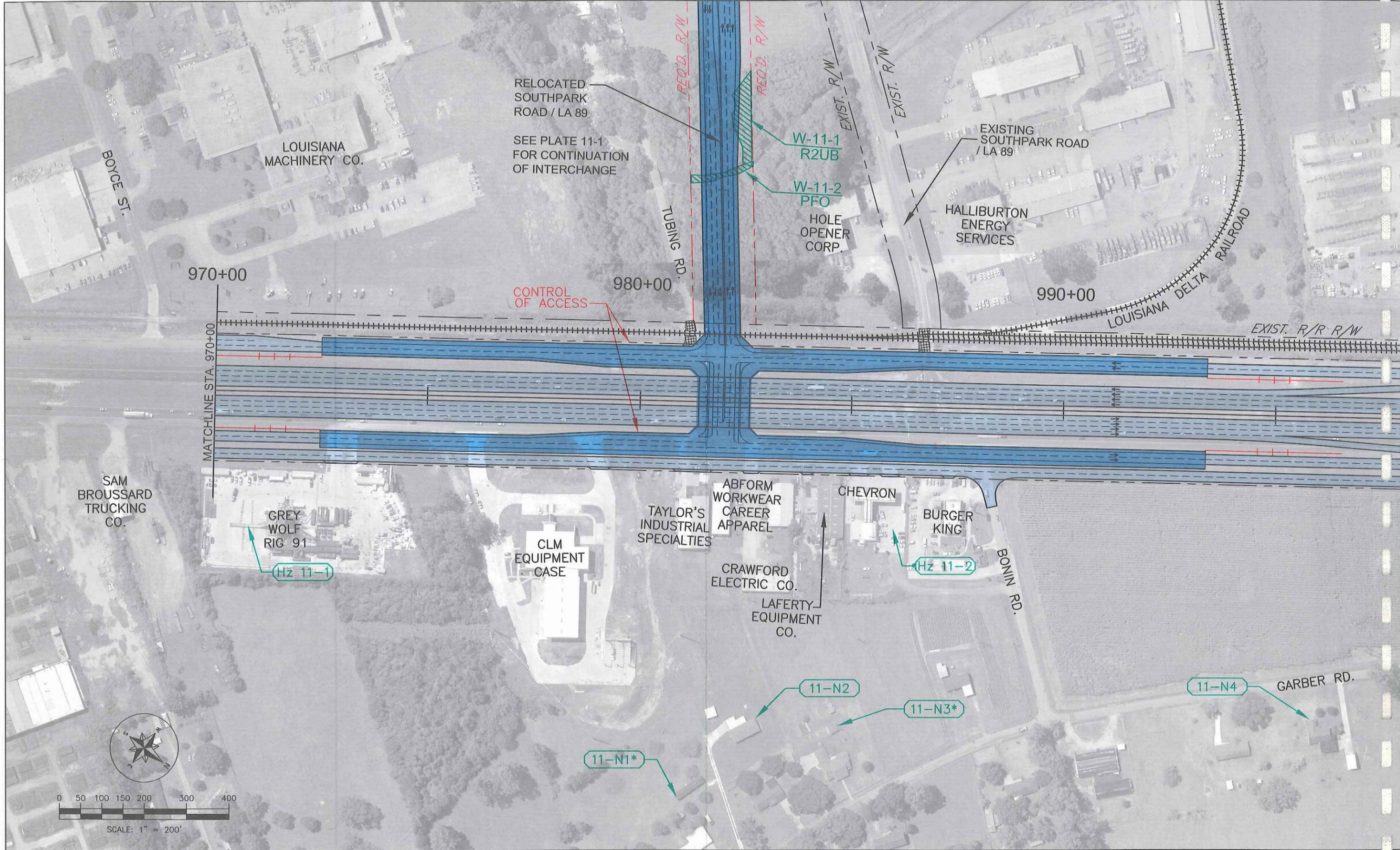
NOLAN RD.

REQ'D. R/W

CURVE DATA
 $\Delta = 0'46'$
 $D = 0'05'$
 $L = 920$ ft

BEGIN NOISE SITE AREA 7E
 STA. 965+00

BEGIN SUBSEGMENT C



RELOCATED SOUTHPARK ROAD / LA 89
SEE PLATE 11-1 FOR CONTINUATION OF INTERCHANGE

W-11-1 R2UB

W-11-2 PFO
HOLE OPENER CORP.

EXISTING SOUTHPARK ROAD / LA 89

HALLIBURTON ENERGY SERVICES

970+00

980+00

990+00

CONTROL OF ACCESS

TUBING RD.

LOUISIANA DELTA RAILROAD

EXIST. R/R R/W

MATCHLINE STA. 970+00

SAM BROUSSARD TRUCKING CO.

GREY WOLF RIG 91

Hz 11-1

CLM EQUIPMENT CASE

TAYLOR'S INDUSTRIAL SPECIALTIES

ABFORM WORKWEAR CAREER APPAREL

CRAWFORD ELECTRIC CO.
LAFERTY EQUIPMENT CO.

CHEVRON

BURGER KING

Hz 11-2

BONNIN RD.

11-N1*

11-N2

11-N3*

11-N4

GARBER RD.



SCALE: 1" = 200'



COMMISSION BLVD.

NATIONAL OIL WELL

COPESTONE INC.

WIRELINE SPECIALISTS

1000+00

1010+00

INDUSTRIAL

1020+00

TCM LIFT TRUCK PROFESSIONALS

TIDELAND

AMERICAN MOLDING SERVICES

BEAU PRE

APPROX. EXIST. AND REQ'D. R/W

APPROX. EXIST. AND REQ'D. R/W

MATCHLINE STA. 1020+00

TEXACO GAS STATION

CARWASH

MENARD ELECTRONICS

PRS OFFSHORE MARINE

GOEX INTERNATIONAL INC.

PIONEER PIPE & SUPPLY

CLIMA SECUR (CLIMATE-CONTROLLED) STORAGE

TREND SERVICES INC.

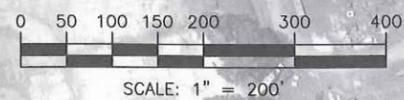
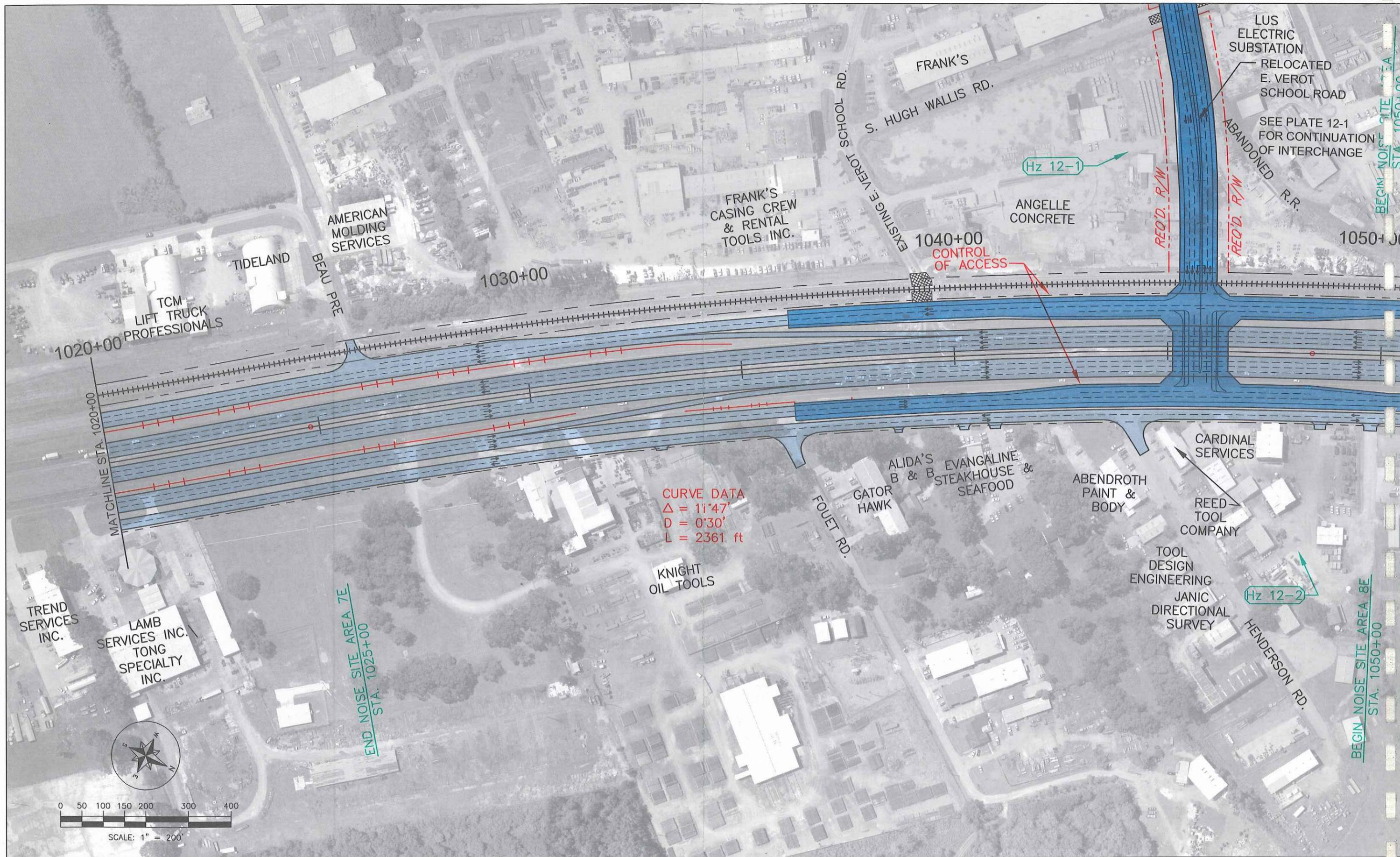
LAMB SERVICES INC. TONG SPECIALTY INC.

Hz 11-3

11-N6

11-N5

REQ'D. R/W



CURVE DATA
 $\Delta = 11^{\circ}47'$
 $D = 0^{\circ}30'$
 $L = 2361 \text{ ft}$

1020+00

1030+00

1040+00

1050+00

MATCHLINE STA. 1020+00

END NOISE SITE AREA 7E
STA. 1025+00

BEGIN NOISE SITE AREA 8E
STA. 1050+00

LUS ELECTRIC SUBSTATION

RELOCATED E. VEROT SCHOOL ROAD

SEE PLATE 12-1 FOR CONTINUATION OF INTERCHANGE

ABANDONED R.R.

FRANK'S

S. HUGH WALLIS RD.

FRANK'S CASING CREW & RENTAL TOOLS INC.

ANGELLE CONCRETE

CONTROL OF ACCESS

REQ'D. R/W

REQ'D. R/W

Hz 12-1

Hz 12-2

TCM LIFT TRUCK PROFESSIONALS

AMERICAN MOLDING SERVICES

TIDELAND

BEAU PRE

TREND SERVICES INC.

LAMB SERVICES INC.
TONG SPECIALTY INC.

KNIGHT OIL TOOLS

FOUET RD.

GATOR HAWK

ALIDA'S B & B STEAKHOUSE & SEAFOOD

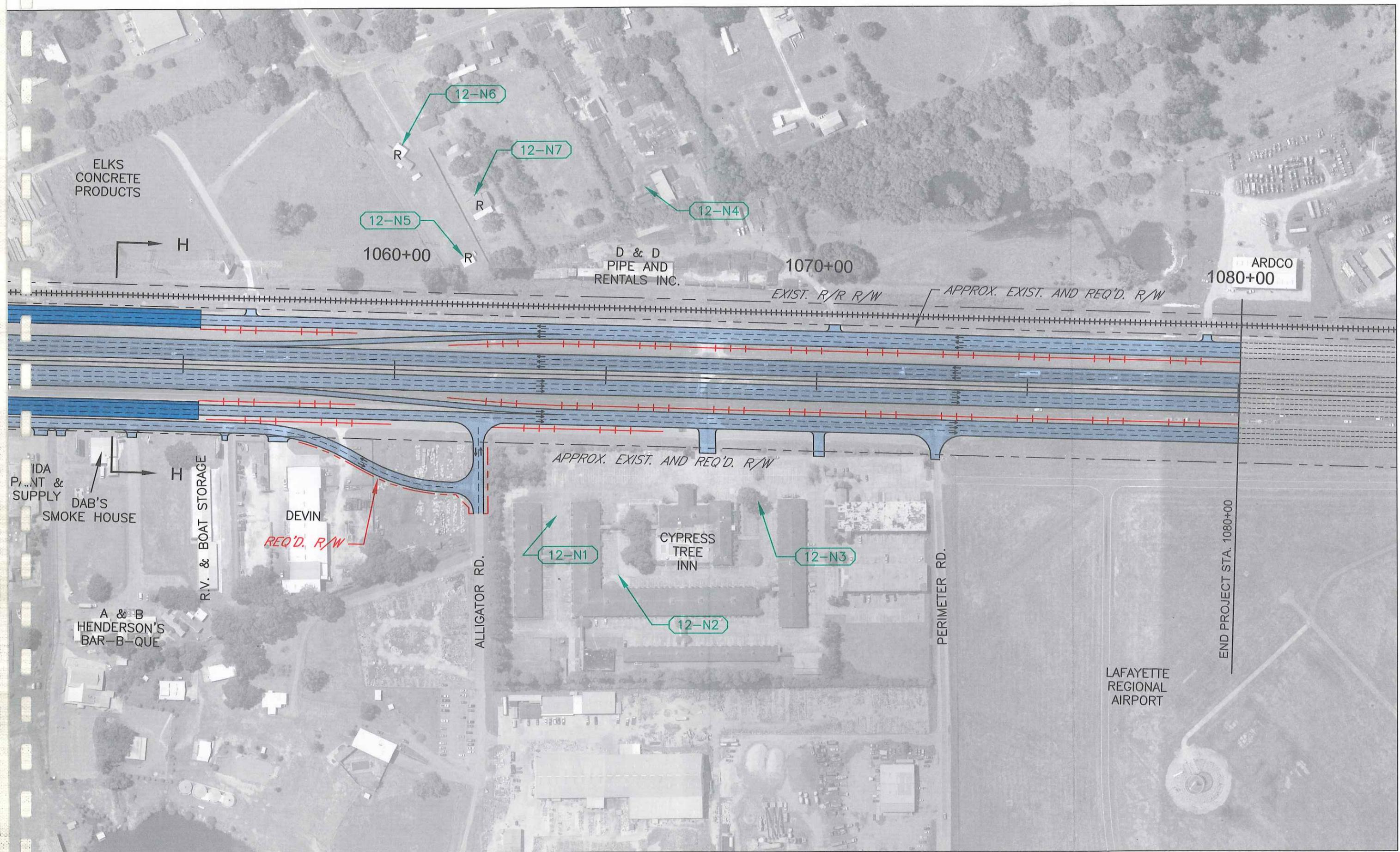
ABENDROTH PAINT & BODY

CARDINAL SERVICES

REED TOOL COMPANY

TOOL DESIGN ENGINEERING
JANIC DIRECTIONAL SURVEY

HENDERSON RD.



ELKS
CONCRETE
PRODUCTS

12-N5

1060+00

12-N6

12-N7

12-N4

D & D
PIPE AND
RENTALS INC.

1070+00

ARDCO
1080+00

EXIST. R/R R/W

APPROX. EXIST. AND REQ'D. R/W

IDA
PAINT &
SUPPLY
DAB'S
SMOKE HOUSE

R.V. & BOAT STORAGE

DEVIN
REQ'D. R/W

APPROX. EXIST. AND REQ'D. R/W

12-N1

CYPRESS
TREE
INN

12-N3

12-N2

ALLIGATOR RD.

PERIMETER RD.

END PROJECT STA. 1080+00

LAFAYETTE
REGIONAL
AIRPORT

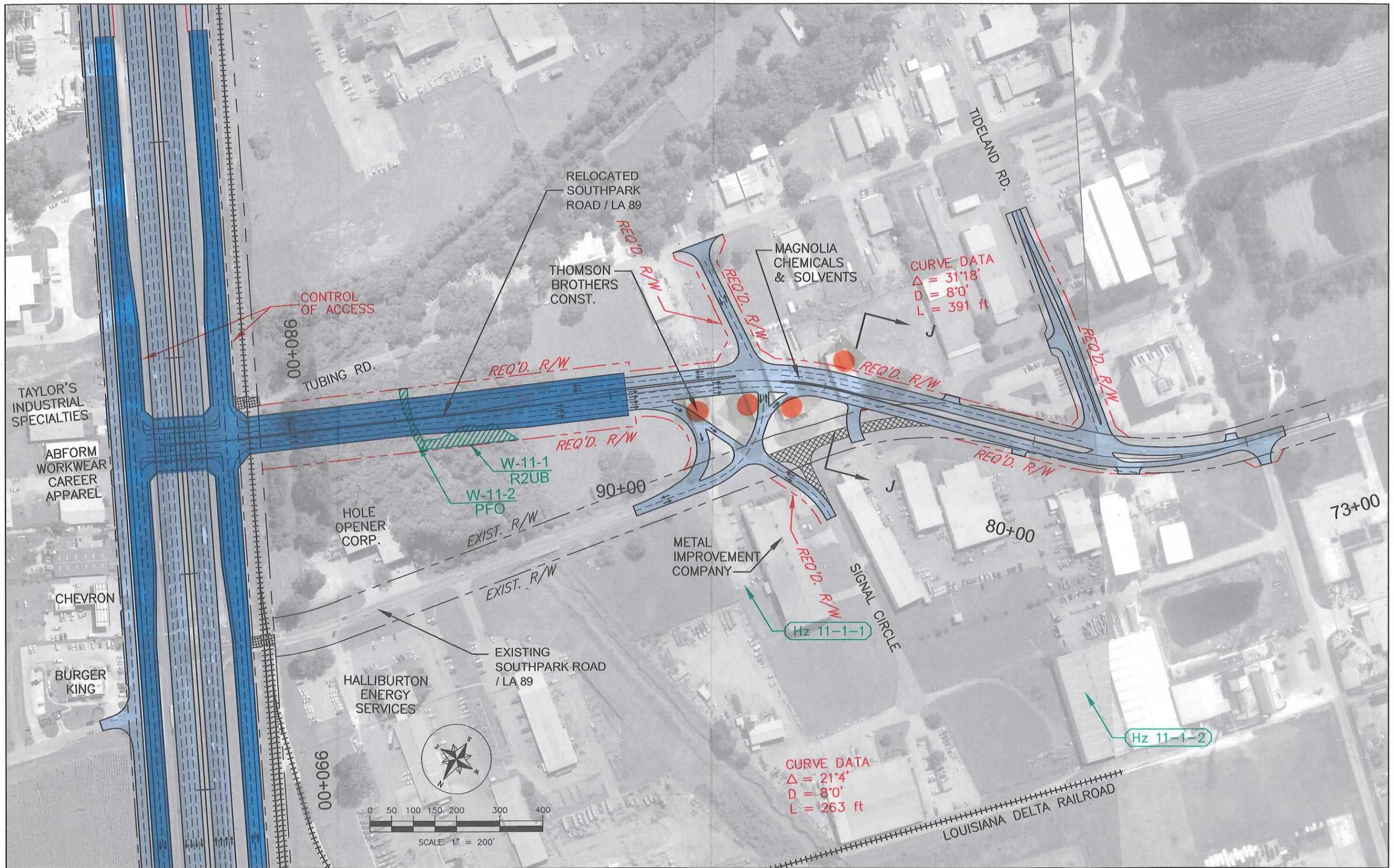


PLATE 11-1
 PLAN

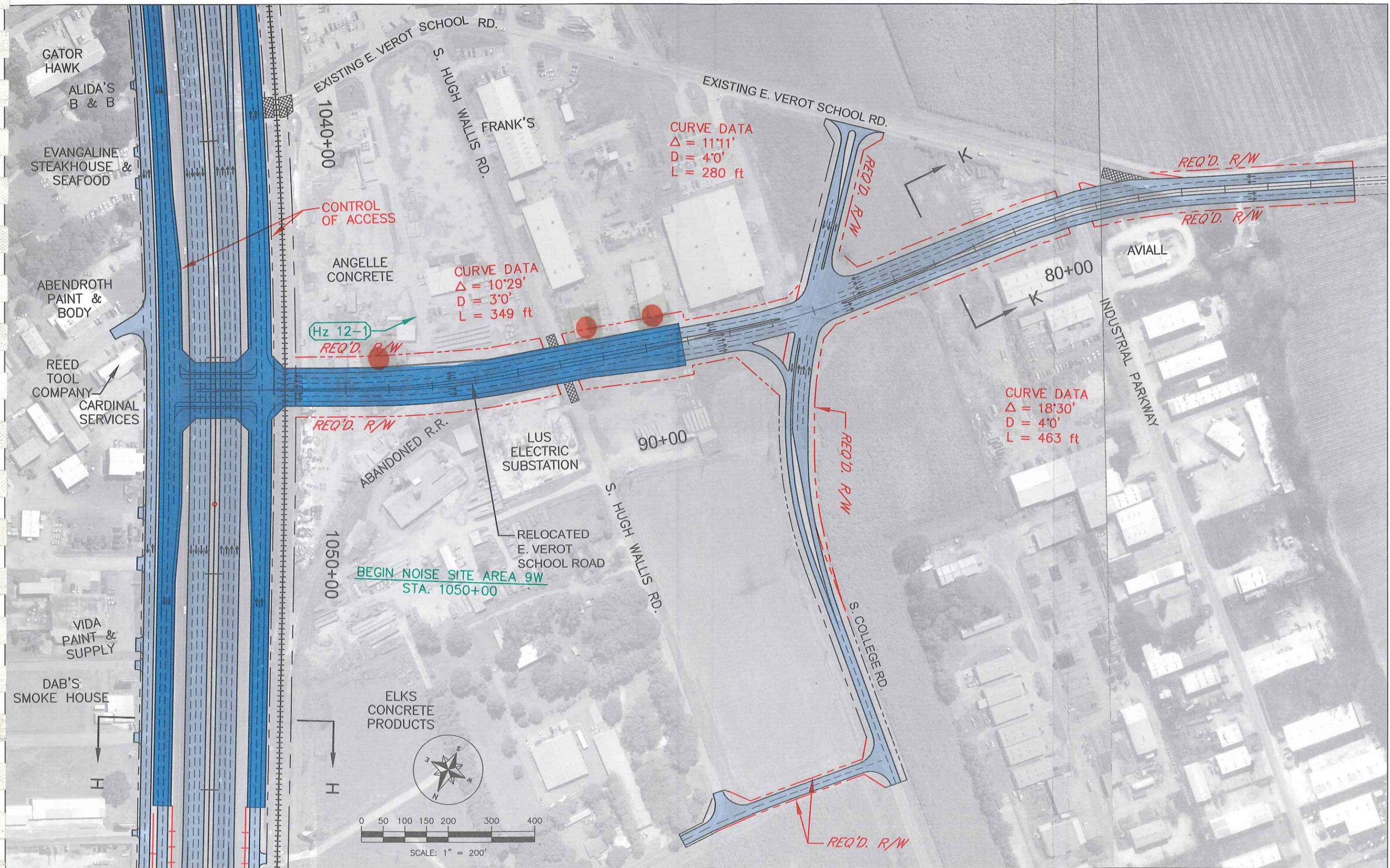
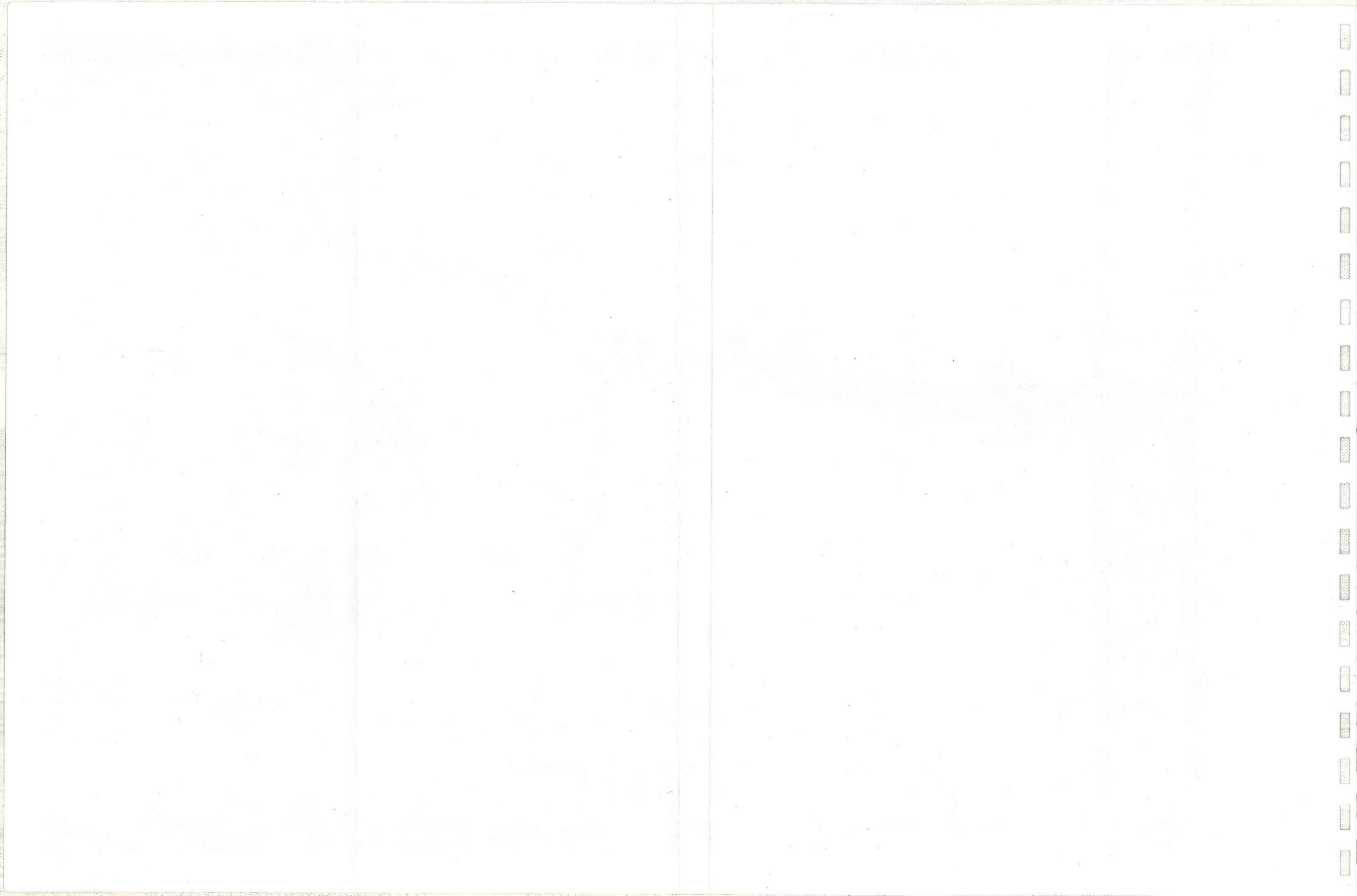
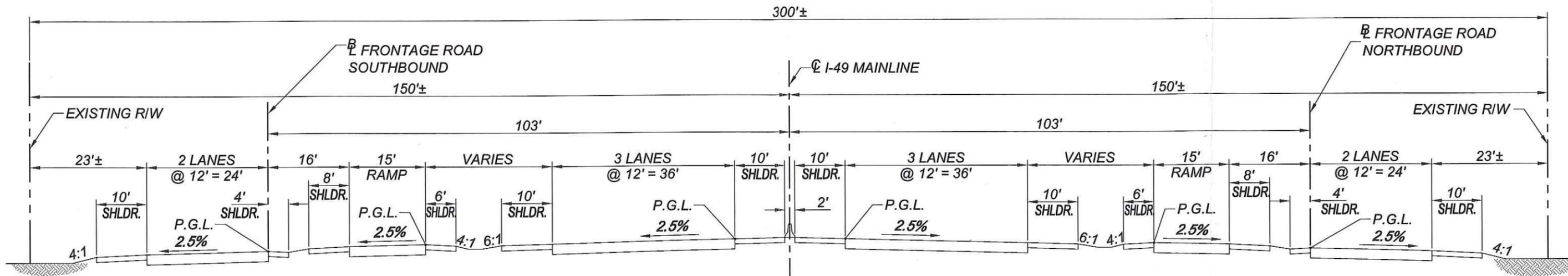


PLATE 12-1
PLAN



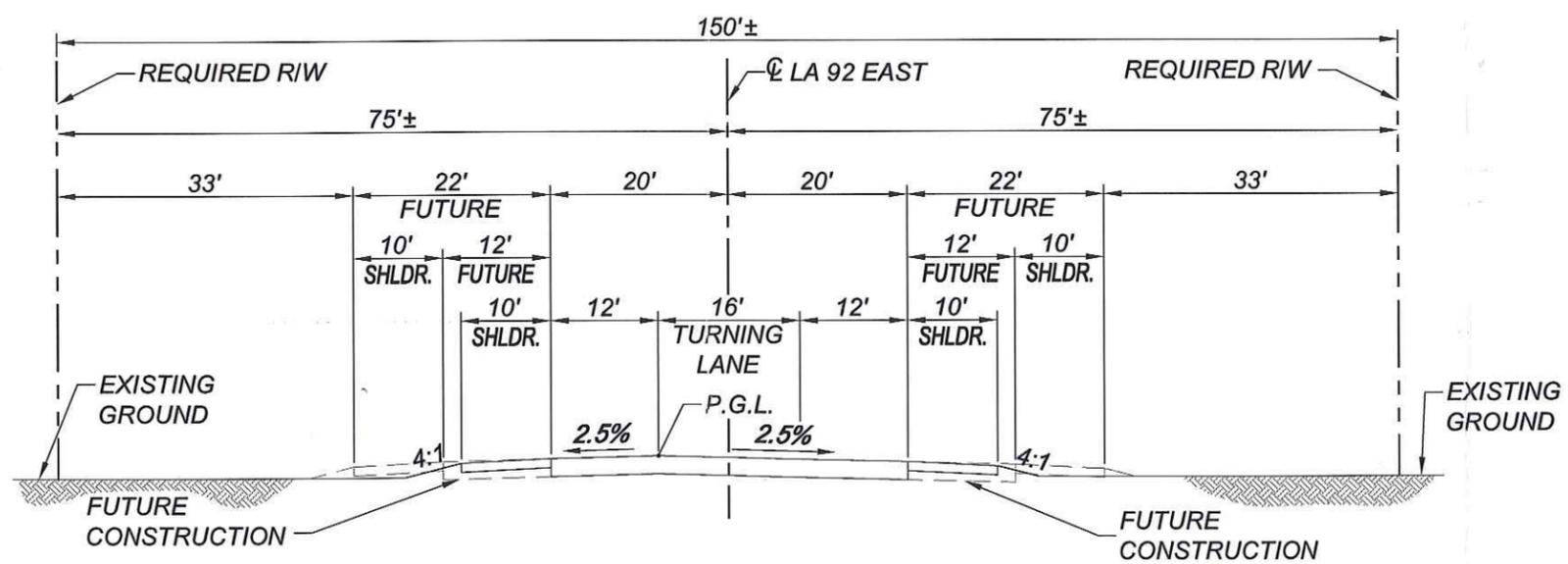
Engineering
Typical Sections

(This Page Intentionally Left Blank)



SECTION B-B, PLATE 3
I-49 MAINLINE AT GRADE

SCALE: 1" = 20'

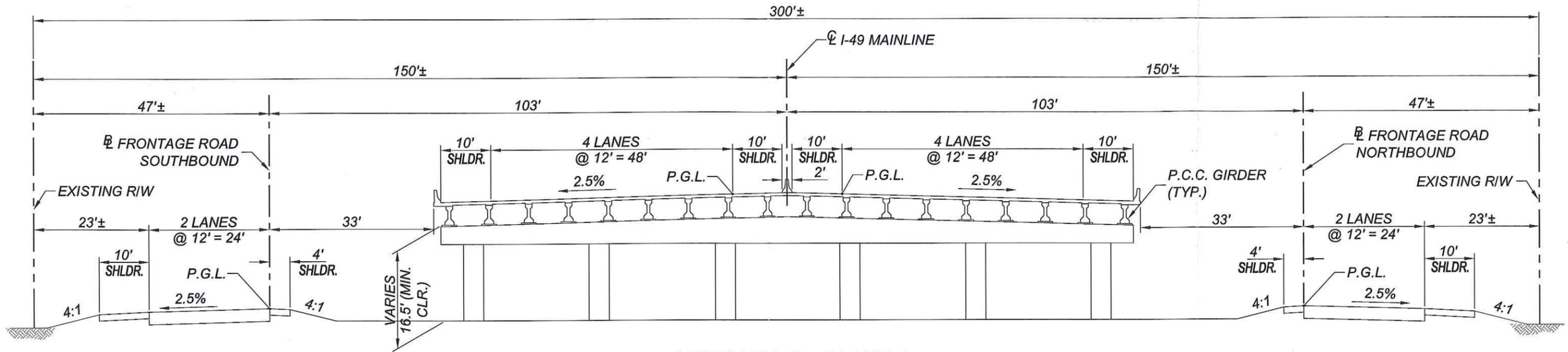


SECTION C-C, PLATE 3-1
LA 92 EAST

SCALE: 1" = 20'

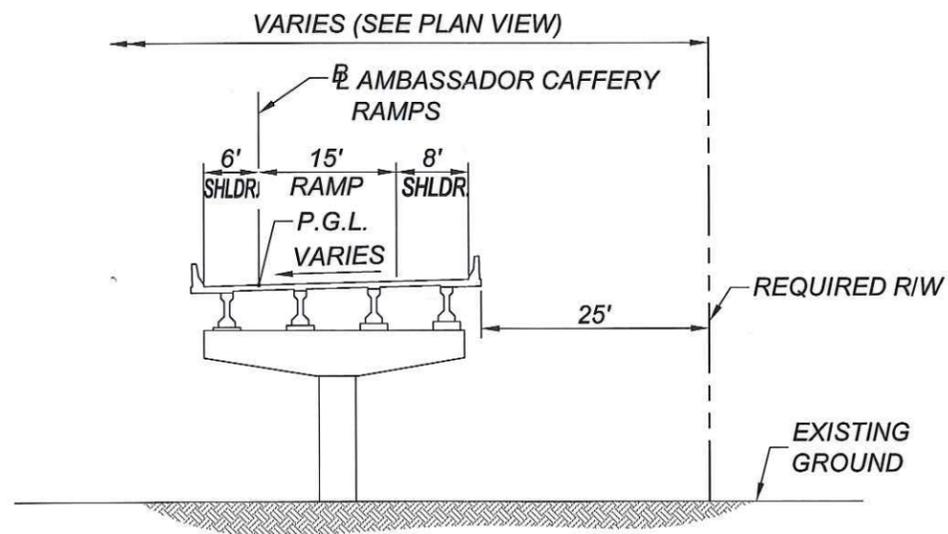


(This Page Intentionally Left Blank)



SECTION D-D, PLATE 4
I-49 MAINLINE ELEVATED

SCALE: 1" = 20'

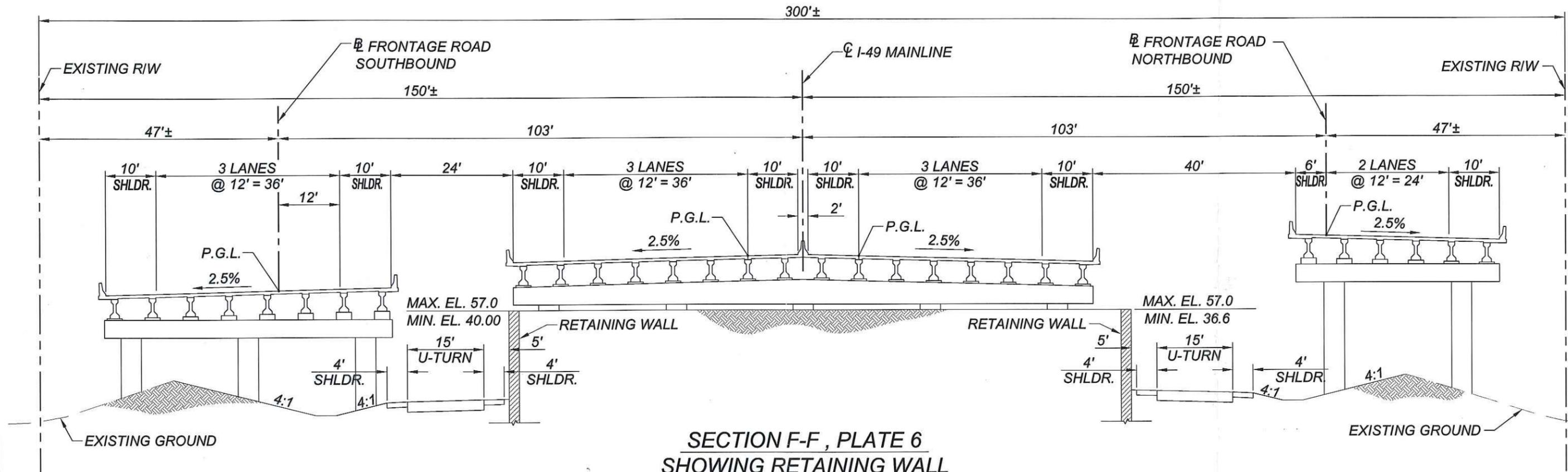


SECTION E-E, PLATE 5-1
ELEVATED AMBASSADOR CAFFERY RAMPS

SCALE: 1" = 20'



(This Page Intentionally Left Blank)

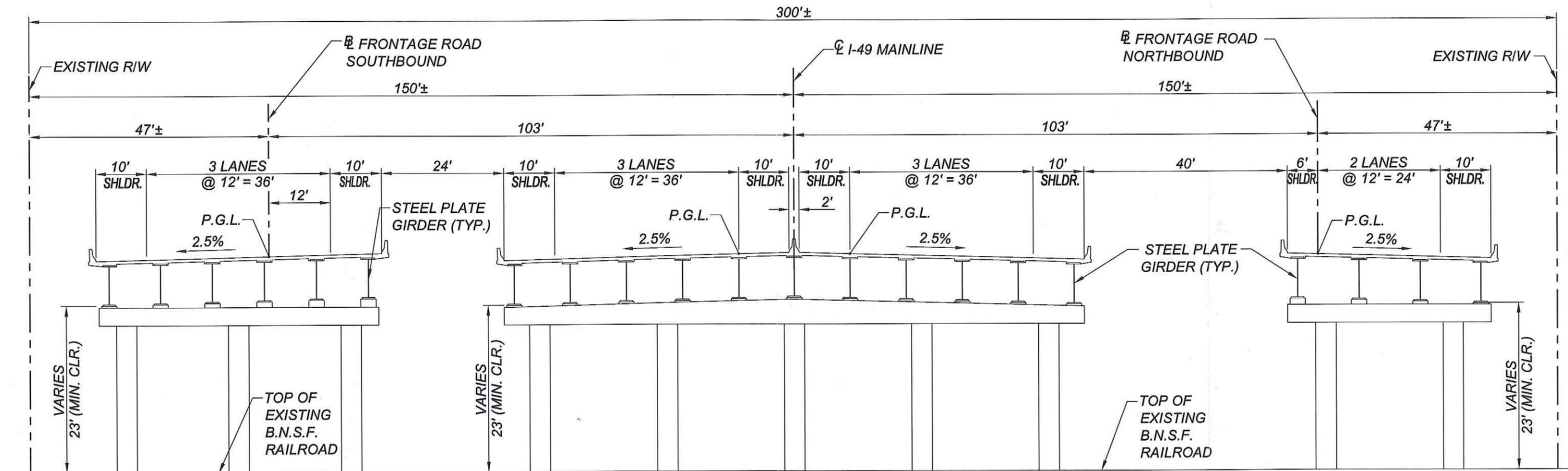


**SECTION F-F, PLATE 6
SHOWING RETAINING WALL**

SCALE: 1" = 20'



(This Page Intentionally Left Blank)

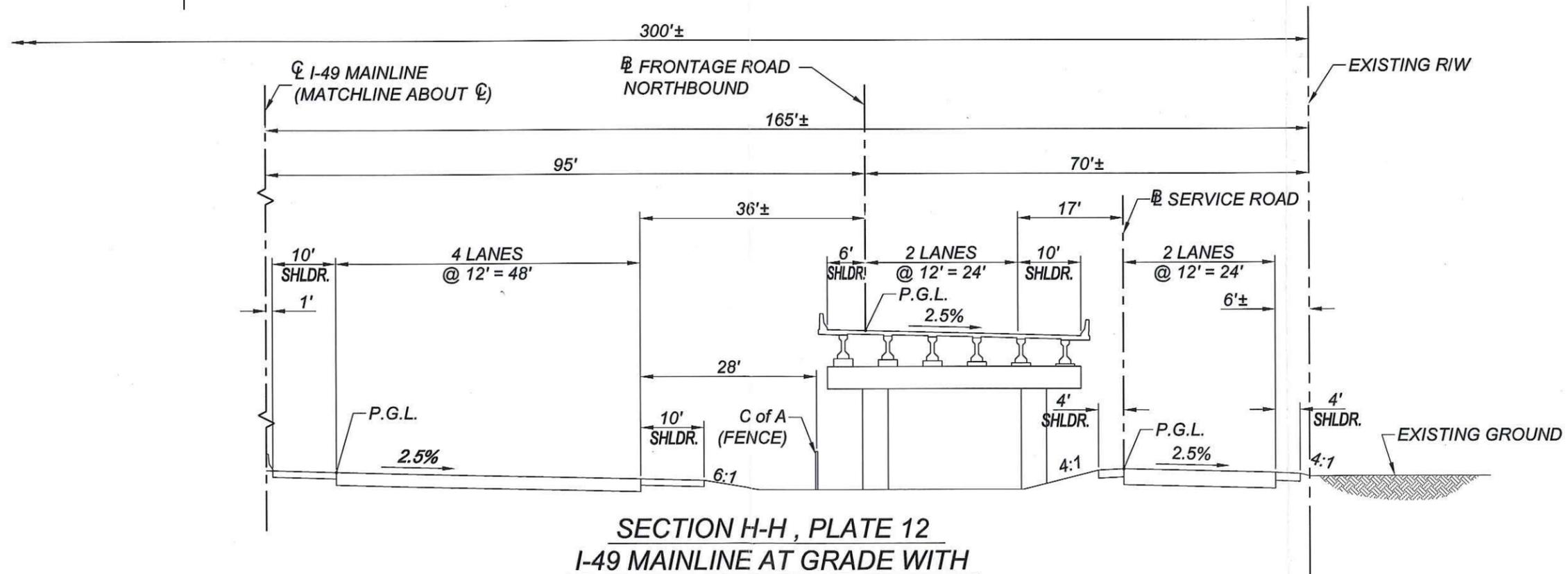
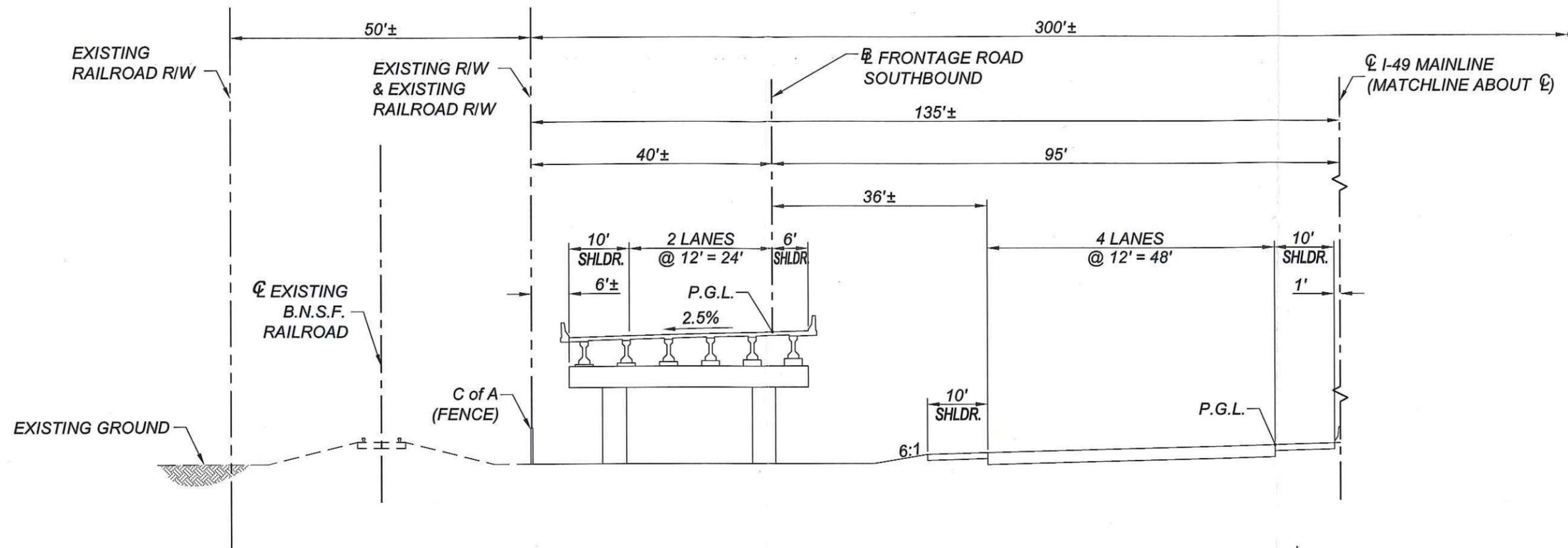


SECTION G-G, PLATE 6
B.N.S.F. RAILROAD CROSSING

SCALE: 1" = 20'



(This Page Intentionally Left Blank)

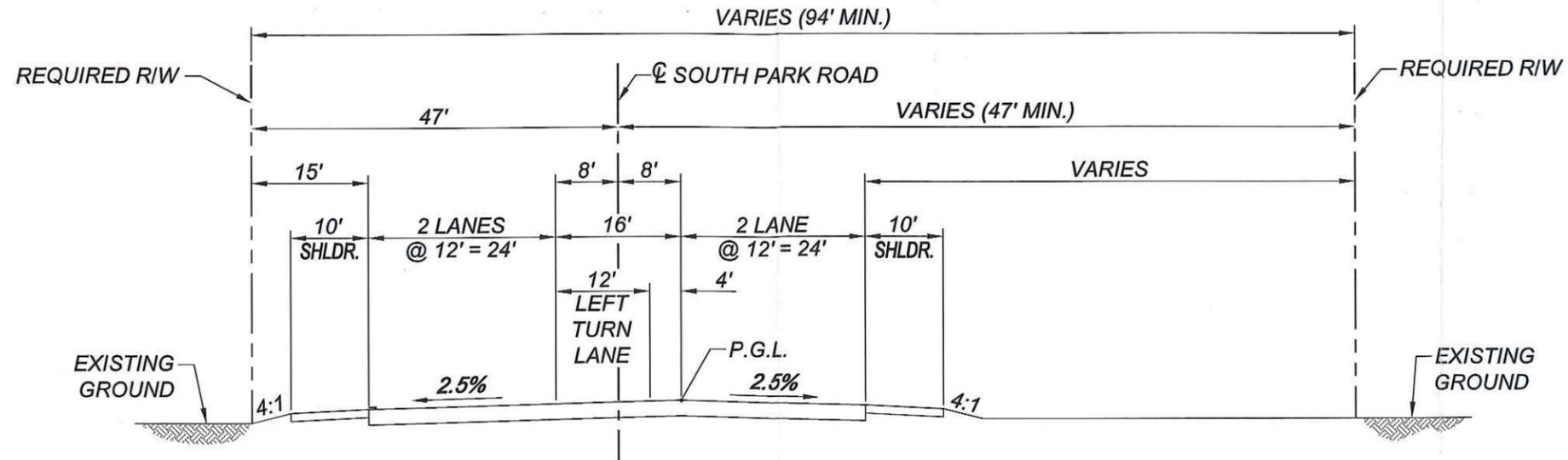


SECTION H-H, PLATE 12
 I-49 MAINLINE AT GRADE WITH
 ELEVATED FRONTAGE ROADS
 (RELOCATED VEROT SCHOOL ROAD /
 RELOCATED SOUTH PARK)

SCALE: 1" = 20'

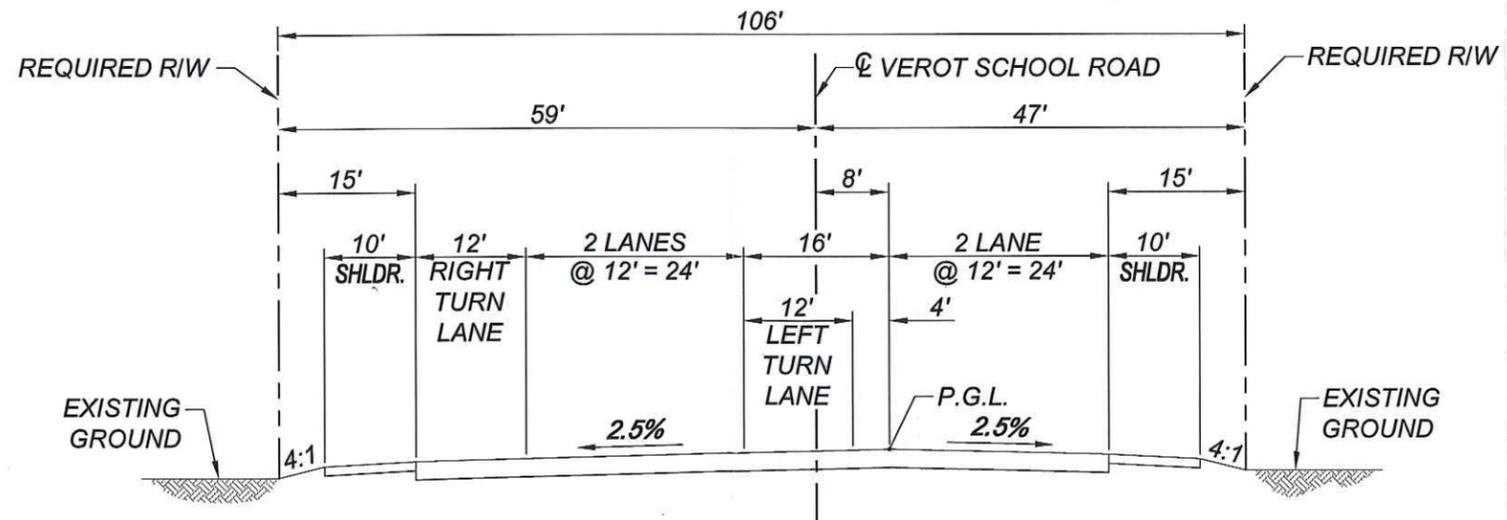


(This Page Intentionally Left Blank)



SECTION J-J, PLATE 11-1
SOUTH PARK ROAD

SCALE: 1" = 20'



SECTION K-K, PLATE 12-1
VEROT SCHOOL ROAD

SCALE: 1" = 20'



(This Page Intentionally Left Blank)

Chapter Three
Affected Environment

3.0 Affected Environment

3.1 Socioeconomics and Land Use

There are essentially two distinct geographic areas that have been considered in the description and analysis of the project and its potential benefits and impacts. The first of these is the traffic modeling area, which, by its nature, must encompass the regional roadway network. This is defined as Lafayette Parish and those portions of St. Martin and Iberia Parishes served by the project. The other is the more immediate area of the US 90 right-of-way and the build alternate. This is the 2,000-foot wide area along the alignment of the proposed I-49 and any connecting roadways that would be upgraded as part of the project. This is the area shown on the Project Atlas and referenced throughout this Final EIS as the project area or the corridor.

3.1.1 Demographics

The demographic data available, and utilized in preparation of this Final EIS, were used to project traffic demand, which is regional in scale. This regional demographic data was developed from data files obtained from the Metropolitan Planning Organization. The data obtained covered only Lafayette Parish and was for the years 2000 and 2020 (LPG/MPO). This data was extrapolated for the forecast years 2010 and 2030 required for this project. It also was expanded to include the portions of St. Martin and Iberia Parishes that are within the corridor. The 2000 demographic data for the expanded portion of the model area was developed based upon a field survey of land use. Forecasts for the expanded study area demographic data were then added to the LPG/MPO forecasts. The variables considered are those required for the projection of traffic demand. The results of this extrapolation and projection are discussed and presented in Table 4-1 in Chapter 4.

To describe recent demographics, data from two sources are presented. First, for each parish and for the total of all three parishes through which the project corridor extends, total population and breakdowns by race and ethnicity are presented in Table 3-1 for the decades 1970 through 2000. It should be noted that these figures represent all of the three parishes, not only the project area. Table 3-2 presents the number of jobs in the same areas for the same periods as shown in Table 3-1.

The project area in Lafayette Parish traverses eight Block Groups: Block Groups 1 through 3 in Tract 1408, Block Groups 1 through 3 in Tract 1409, and Block Groups 2 and 3 in Tract 1410. In St. Martin Parish it traverses only Block Group 4 in Tract 206, and in Iberia Parish it traverses Block Groups 1 and 2 in Tract 30398.

Table 3-3 presents population, race, ethnicity, occupied housing units, average persons per unit, and number of households in poverty. It is an estimate by parish and block group within the project area. The data was estimated by determining the percentage of the geographic extent of the project area representative of the total

geographic area of each Block Group. While the Block Group is a much smaller data unit than the parish, it still extends a considerable distance beyond the 2,000-foot wide project area illustrated on the Project Atlas. Table 3-3 is an effort to more closely approximate the numbers of persons and other relevant characteristics within the project area.

TABLE 3-1
POPULATION CHARACTERISTICS BY PARISH
LAFAYETTE, ST. MARTIN, AND IBERIA
1970 THROUGH 2000

	1970	*Percent	1980	Percent	1990	Percent	2000	Percent
Lafayette								
TOTAL	112,084		151,415		165,199		187,033	
WHITE	88,024	79	119,696	79	126,109	76	138,116	74
NON-WHITE	24,060	21	31,720	20	39,090	24	48,920	26
HISPANIC	1,097	1	3,208	2	2,620	2	6,003	3
St. Martin								
TOTAL	32,650		40,467		44,100		48,085	
WHITE	21,282	65	27,050	67	29,106	66	30,852	64
NON-WHITE	11,368	35	13,417	33	14,994	34	17,233	36
HISPANIC	237	1	551	1	503	1	1,125	2
Iberia								
TOTAL	57,623		64,244		68,249		72,056	
WHITE	41,544	72	46,250	72	47,031	69	47,330	66
NON-WHITE	16,079	28	17,994	28	21,218	31	24,726	34
HISPANIC	574	1	1,871	3	1,320	2	2,751	4
Corridor								
TOTAL	202,357		256,126		277,548		307,174	
WHITE	150,850	75	192,996	75	202,246	73	216,298	70
NON-WHITE	51,507	25	63,131	25	75,302	27	90,879	30
HISPANIC	1,908	1	5,630	2	4,443	2	9,879	3

* Percents do not equal 100, as Hispanic and Non-White overlap

Source: Woods & Poole

TABLE 3-2
JOBS BY PARISH
LAFAYETTE, ST. MARTIN, AND IBERIA
1970 THROUGH 2000

	1970	1980	1990	2000
Lafayette	48,368	98,792	106,617	127,759
St. Martin	6,879	10,839	14,186	16,981
Iberia	20,014	33,096	30,297	33,872
Total	75,261	142,727	151,100	178,612

Source: Woods & Poole

**TABLE 3-3
ESTIMATE OF POPULATION AND HOUSING
IN I-49 PROJECT AREA**

Tract	Total Acres	Acres in Corridor	Percent	Population	White	Black	Am. Indian	Asian	Pacific Islander	Other	Two or More Races	Occupied Housing
1408	8159	681	8.3	179	162	13	1	1	0	1	2	70
1409	5338	1011	18.9	1461	1208	220	7	9	0	7	11	537
1410	2156	166	7.7	565	496	58	3	2	1	2	4	194
Lafayette Subtotal	15653	1857	11.9	2044	1752	247	10	9	1	8	15	736
206	7302	455	6.2	409	165	234	0	5	0	1	3	143
St. Martin Subtotal	7302	455	6.2	409	165	234	0	5	0	1	3	143
303	20702	459	2.2	203	166	19	1	11	0	1	4	65
Iberia Subtotal	20702	459	2.2	203	166	19	1	11	0	1	4	65
Project Corridor Total	43656	2771	20	2655	2084	500	11	26	1	10	23	944

* Percentage refers to the amount of the project corridor occupying Census Tract.

** Estimate based on the census count and an assumed even distribution of population throughout a given Census Tract.

Source: 2000 US Census

3.1.2 Land Development in Project Area

For analysis purposes, land use within the 2,000 foot wide corridor of the US 90/I-49 right-of-way, as shown in Section 2-7, Project Atlas, can be divided into two areas at the crossing of the BNSF Railroad near LA 182.

North of the railroad crossing, the corridor is more densely developed. The two primary land uses are service and supply businesses serving the oil and gas industry and highway oriented commercial. Like the commercial uses, the service and supply businesses are attracted to the area by the access provided by the highway.

In Broussard, especially on the west side of the right-of-way between Morgan and Girouard Streets, there is a concentration of residential uses. These include a portion of the older central Broussard, including residences facing Eola Road; the Cote Gelee Apartments on the highway; and the mobile homes along Vida Street. Elsewhere, there are only scattered residential uses. Some vacant land remains for in-fill development, but very little land remains in agricultural use.

South of the BNSF Railroad, the corridor remains more rural in character. There continue to be large tracts in agricultural use between concentrations of industrial and

commercial development similar in character to that found to the north. There is a large residential development, Le Triomphe, to the west of the highway on the parish line between Lafayette and St. Martin Parishes. There also are a number of residences in Iberia Parish in the Coteau area near Captain Cade Road and LA 88 at the southern end of the project.

3.2 Community Facilities

The I-49 South project corridor and its vicinity encompass a portion of the Parish of Lafayette including areas of the City of Lafayette and the Town of Broussard, the western area of the Parish of St. Martin including the community of Cade, and the northwestern area of the Parish of Iberia including the community of Coteau. The following sections describe the community facilities in the vicinity of the project corridor. Exhibit 3-1A and 3-1B locate the community facilities within, or in the vicinity of, the project corridor. Exhibit 3-2 provides the location of existing bicycle routes.

3.2.1 Schools and School Bus Routes

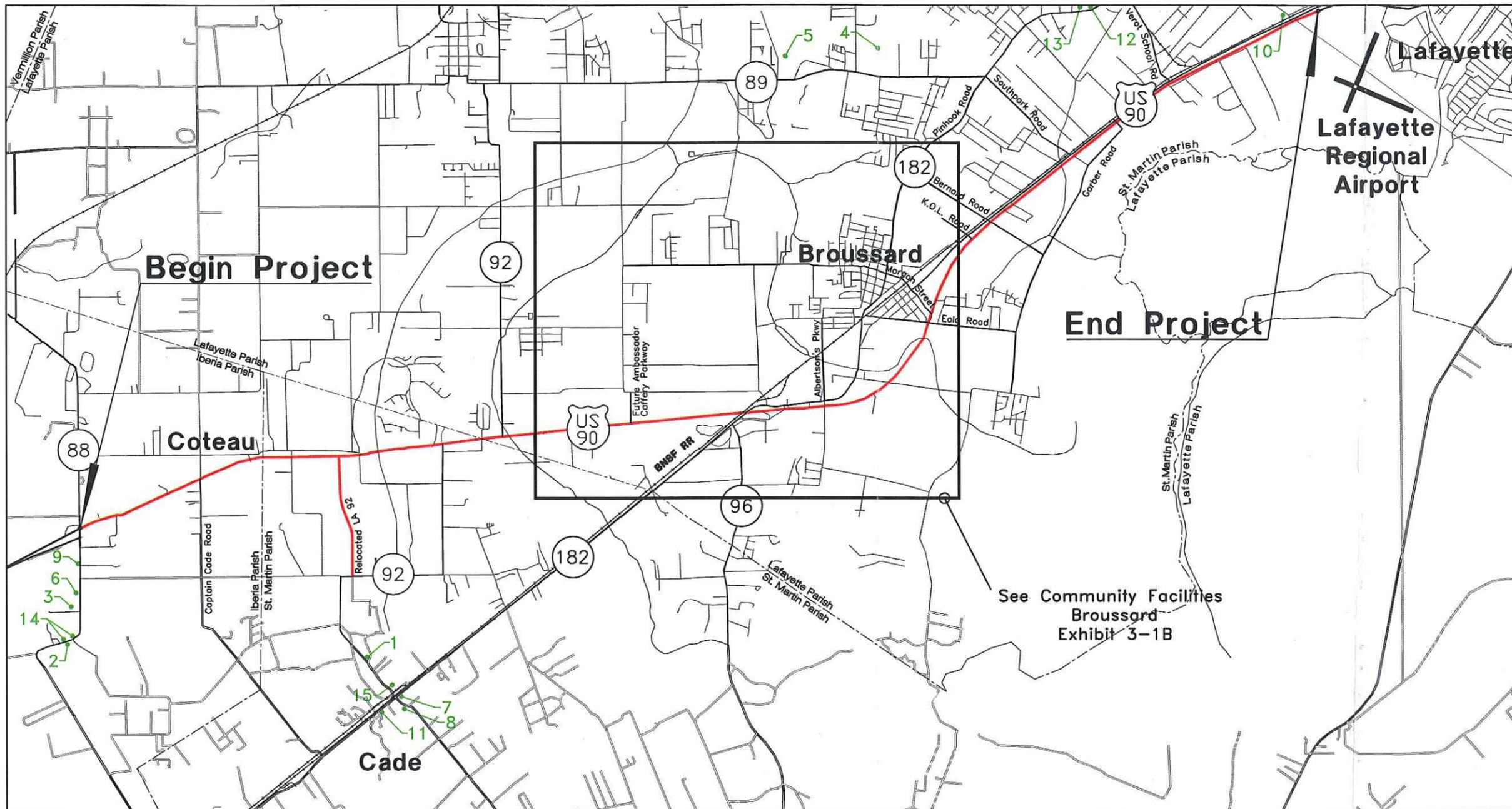
Five (5) schools are located in the vicinity, but outside of, the project study area:

- Broussard Middle School, Broussard
- Katherine Drexel Elementary School, Broussard
- St. Cecilia Catholic School, Broussard
- Episcopal School of Acadiana, St. Martin Parish
- Coteau Elementary School, Iberia Parish

Three of the schools are public schools and two are private schools. Public schools in Lafayette Parish are operated by the Lafayette Parish School Board and include the public schools located in the Town of Broussard. The Iberia Parish School Board operates Coteau Elementary School in the community of Coteau.

Two private schools, St. Cecilia Catholic School and the Episcopal School of Acadiana, are located in the Town of Broussard and the community of Cade in St. Martin Parish respectively.

The Iberia Parish School Board operates school buses that cross US 90 at Captain Cade Road and LA 88 in the Coteau community. School bus crossings occur for two hours in the morning, between 6:30 am and 8:30 am, and for two hours in the afternoon, between 2:30pm and 4:30 pm. A total of twelve school buses use Captain Cade Road and LA 88 to transport Coteau students crossing US 90 ninety-six (96) times per day (Table 3-4). The Coteau community is considered a growth area in



VICINITY MAP

Schools

- 1. Episcopal School of Acadiana
- 2. Coteau Elementary

Libraries

- 3. Coteau Branch Library

Parks and Recreation

- 4. J. Otto Broussard Memorial Park
- 5. Les Vieux Chenes Municipal Golf Course
- 6. Frances Romero Park
- 7. Cade Recreational Center and Park

Public Safety

- 8. Cade Fire Station
- 9. Coteau Volunteer Fire Station

Government Facilities

- 10. Louisiana Highway Department
- 11. U.S. Post Office Cade Branch

Churches

- 12. Springs of life Church
- 13. Christian Life Center
- 14. Our Lady of Prompt Succor Church and Cemetery
- 15. St. Mark Baptist Church



LEGEND

- US ROUTE
- STATE ROUTE
- LOCAL ROAD



BNSF RAILROAD

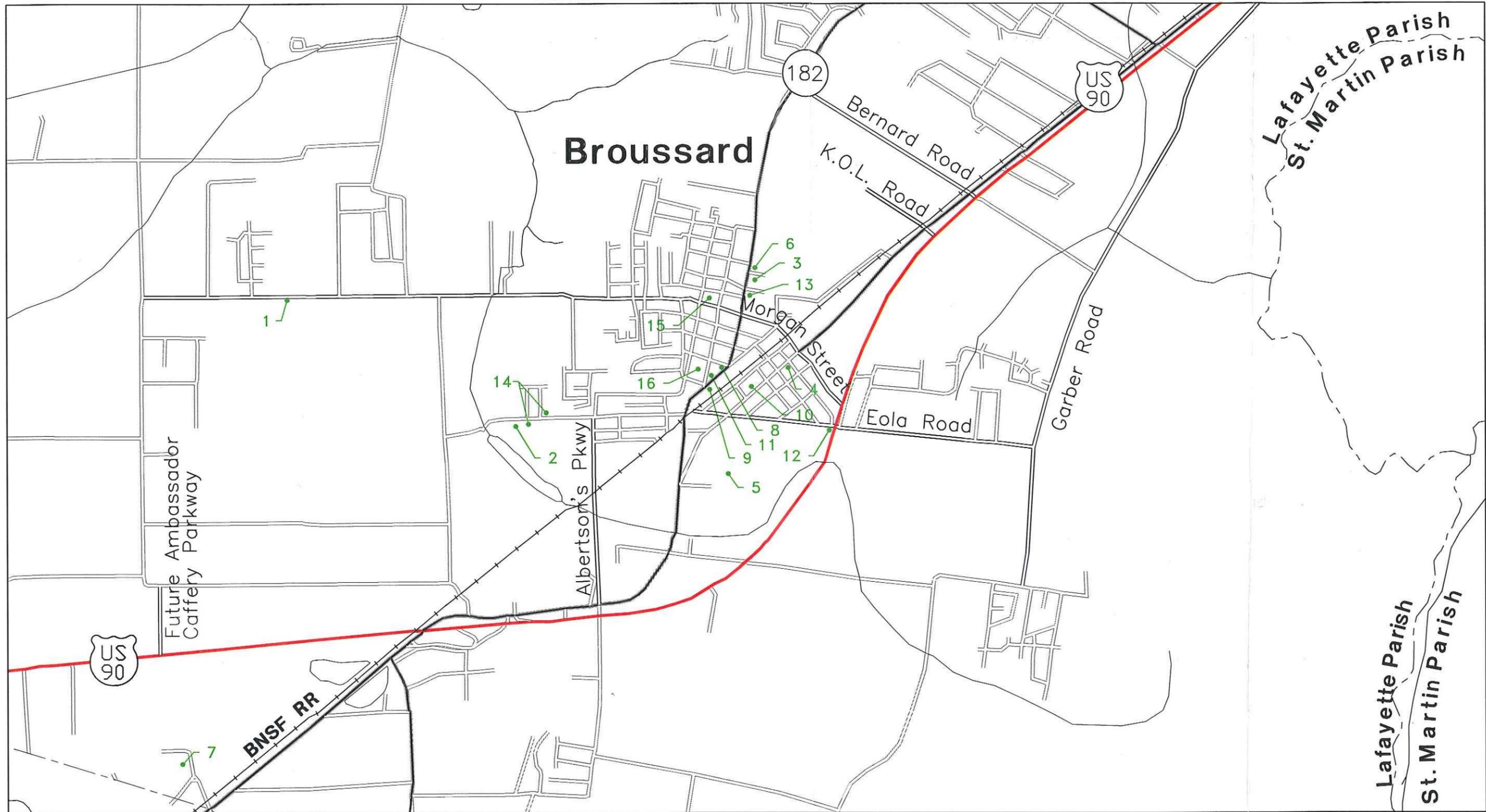
FACILITY NUMBER AND LOCATION



SCALE: 1"=5000'

I-49 SOUTH
LAFAYETTE REGIONAL AIRPORT
TO ROUTE LA 88
EXHIBIT 3-1A
COMMUNITY FACILITIES

(This Page Intentionally Left Blank)



Schools

- 1. Broussard Middle School
- 2. Katherine Drexel Elementary
- 3. St. Cecilia School

Library

- 4. Broussard Branch Library

Parks and Recreation

- 5. Arceneaux Park
- 6. Beau Soleil Square
- 7. Zoo of Acadiana

Public Safety

- 8. Broussard Police Station
- 9. Broussard Fire Department
- 10. Broussard Fire Station No. #1

Government Facilities

- 11. Broussard City Hall
- 12. U.S. Post Office Broussard Branch

Churches

- 13. Sacred Heart Church and Cemetery
- 14. St. Joseph Church and Cemetery
- 15. First Baptist Church
- 16. Hope Alive Church



LEGEND

- US ROUTE
- STATE ROUTE
- LOCAL ROAD



- BNSF RAILROAD
- FACILITY NUMBER AND LOCATION



I-49 SOUTH
LAFAYETTE REGIONAL AIRPORT
TO ROUTE LA 88
EXHIBIT 3-1B
COMMUNITY FACILITIES
BROUSSARD

(This Page Intentionally Left Blank)

Iberia Parish, and the number of US 90 school bus crossings is expected to increase over time.

The St. Martin Parish School Board school buses do not cross US 90. Students from the Le Triomphe residential community and other residential areas west of US 90 in St. Martin Parish are transported across US 90 where parish school buses pick them up.

**TABLE 3-4
US 90 CROSSING ACTIVITY - SCHOOL BUSES IN IBERIA PARISH**

(Number of Buses) Number of Crossings	Number of Crossings Per Day
(4) Public school buses cross Six times in each two hour period	48 Crossings
(3) Public school buses cross Four times in each two hour period	24 Crossings
(1) Private school bus crosses Four times per day	4 Crossings
(3) Special education buses cross Four times in each two hour period	12 Crossings
(1) Alternative school bus crosses Eight times per day	8 Crossings
(12) Total Number of Buses	(96) Total Number Crossings
Source: Iberia Parish School Board	

The Episcopal School of Acadiana operates nine school buses in and around the community of Cade between the hours of 7 am and 8:30 am and between 3:00 pm and 4:30 pm. These buses use LA 92 to access US 90. Students are picked up in the morning and returned in the afternoon to centralized locations in Lafayette, Crowley, and Opelousas via US 90 and LA 92.

The Lafayette Parish School Board operates an extensive school bus system. Sixteen (16) school buses travel on and cross Highway 90 at least twice a day in the project area. A single school bus may pick up students for different schools which would necessitate crossing Highway 90 up to six times per day per bus. School buses operate between the hours of 6:00 am and 9:00 am in the morning and 2:15 pm and 5:30 pm in the afternoon.

Roads in the I-49 South project area used by Lafayette Parish School buses include Kaliste Saloom Road, Verot School Road, Pinhook Road, and Le Triomphe School bus crossings of Highway 90 occur at Morgan Street, Pinhook Road, Kaliste Saloom Road, Albertson's Parkway, Verot School Road, Garber Road, N. Eola Road, and Hugh Wallis Road.

3.2.2 Public Safety and Other Government Facilities

Nine (9) public safety and other government facilities are located in the vicinity of the project study area:

- Louisiana Department of Transportation and Development, District 3
- Broussard City Hall
- Broussard Police Station
- Fire Department Station No. 1, Broussard
- Fire Department Station No. 2, Broussard
- U.S. Post Office, Broussard
- Cade Fire Station, St. Martin Parish
- U.S. Post Office, Cade
- Coteau Volunteer Fire Department, Iberia Parish

Five of these facilities are located in the Town of Broussard: City Hall, the Police Station, Fire Department Fire Stations #1 and #2, and the U.S. Post Office. The Louisiana State Highway Department is located adjacent to US 90. The Coteau Volunteer Fire Department is located in the community of Coteau in Iberia Parish, and the Cade Fire Station and the U.S. Post Office Cade Branch are located in St. Martin Parish.

3.2.3 Recreation and Libraries

Two branch libraries, five parks, a recreational center, a golf course, a zoo, and three bicycle paths located in the vicinity of the project study area:

- Broussard Branch Library
- Coteau Branch Library
- Arceneaux Park
- Beau Soleil Square
- J. Otto Broussard Memorial Park
- Frances Romero Park
- Cade Recreational Center and Park
- Les Vieux Chenes Golf Course
- Zoo of Acadiana
- Bicycle Paths in Lafayette and St. Martin Parishes

The Town of Broussard and the community of Coteau each have a branch library. Both libraries are located outside the project study area.

Arceneaux Park comprises 31 acres and is located on LA 182 in the Town of Broussard. The Park features active recreational facilities including tennis courts, soccer fields, basketball courts, lighted ball fields, batting cages, t-ball area, covered picnic areas, restrooms, and a children's playground. Arceneaux Park is administered by the Lafayette Parks and Recreation Department. The Boudin Festival is held

annually at Arceneaux Park and is the largest festival held in this area. Arceneaux Park is located outside the project study area.

Beau Soleil Square is the site of the Valsin Broussard Home, a two-story structure of Anglo-American and French design. Built in 1876 by the founder of the Town of Broussard, the house is still occupied by family members. Located on Main Street in the Town of Broussard, Beau Soleil Square is outside the project study area.

The J. Otto Broussard Memorial Park and Les Vieux Chenes Golf Course are located in Lafayette Parish. The Park contains 222 acres on LA 89 outside the project study area. The Park features a baseball complex. Frances Romero Park is located in the community of Coteau in Iberia Parish. The Park is a 16.69 acre facility including a recreation building, ball fields, and a walking trail. The Park is outside the project study area. Cade Recreational Center and Park features basketball court and tennis courts; it is located outside the project study area. Les Vieux Chenes features an 18-hole golf course, clubhouse, pro shop, cart rentals, and a driving range. The Golf Course is situated outside the project study area.

The Zoo of Acadiana is located in the Town of Broussard off of US 90 on the Corne Road exit. The zoo is a privately operated facility featuring over 750 animals on a 45-acre property.

3.2.4 Health Care Facilities and Emergency Medical Service

The Lafayette Parish medical facilities serving the project area include Lafayette General Medical Center, Medical Center of Southwest Louisiana, Our Lady of Lourdes Medical Center, University Medical Center, and Women's and Children's Hospital. The medical facilities located in the City of New Iberia serving the project area are Iberia General Hospital and Medical Center, and Dauterive Hospital. There are no medical facilities located within the project study area.

US 90 is the primary land route used to transport patients to area hospitals in the City of Lafayette and the City of New Iberia. Response to the medical emergency service 911 in the project study area is provided by Acadian Ambulance Service, a private company that serves a 29 parish area. The company maintains 140 emergency medical service EMS vehicles, 5 helicopters, and 2 fixed wing planes. One (1) EMS vehicle is based at a substation in the City of Broussard; one (1) Air Med Helicopter is stationed at the Lafayette Regional Airport. The Acadian Ambulance Service is kept apprised of road closures and other activities affecting US 90 by the LDOTD. Within St. Martin Parish, one (1) EMS vehicle is stationed in St. Martinville. Two (2) EMS vehicles are based in private substations in the City of New Iberia.

3.2.5 Houses of Worship and Cemeteries

Eight houses of worship and three cemeteries are located in the vicinity of the project study area. St. Mark Baptist Church in St. Martin Parish is the only facility located within the project study area. See Exhibit 3-1A and B.

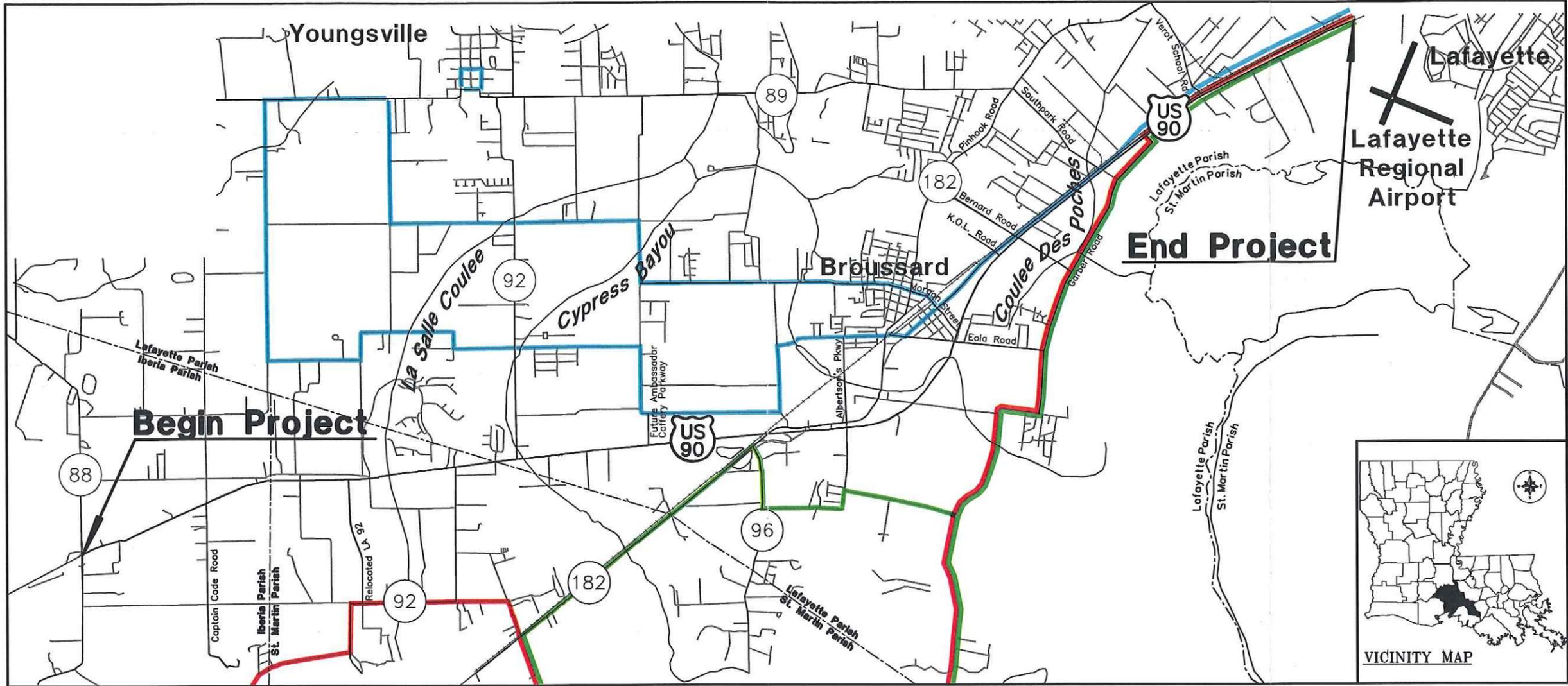
- Christian Life Center UPC, Lafayette
- First Baptist Church, Broussard
- Hope Alive Church, Broussard
- Our Lady of Prompt Succor Church and Cemetery, Coteau
- Sacred Heart Catholic Church and Cemetery, Broussard
- St. Mark Baptist Church, Cade
- St. Joseph Catholic Church and Cemetery, Broussard
- Springs of Living Water Church, Lafayette

3.2.6 Bicycle Tour Routes

The Lafayette Consolidated Government has not adopted a bicycle route master plan, and currently there are no publicly adopted bicycle routes within the project area. Pack and Paddle Cajun Cyclists, a private company, publishes tour routes within the project area that utilize existing roadway right-of-way, including portions of US 90 and its frontage roads. These tour routes have not been adopted by the LDOTD or any other public entity, and do not meet AASHTO standards. The bicycle tour routes are designated with signs posted in the public right-of-way, and begin and end at the Pack and Paddle Cajun Cyclists shop on East Pinhook Road in Lafayette. Three of the bicycle tour routes currently utilize the existing US 90 right-of-way in Lafayette and St. Martin Parishes.

For outbound trips, all three tour routes cross US 90 on West Pinhook Road to the north of the project area and proceed to Hugh Wallis Road (Exhibit 3-2). The tour routes turn south and enter the project area following Hugh Wallis Road and the frontage road on the west side of US 90. The Youngsville route continues south into Broussard on Second Street, turns right on Eola Road, and leaves the project area. The other two tour routes, the St. Martinville Cade tour route and the Hills of Acadiana tour route, cross US 90, enter Garber Road, and leave the project area.

For inbound trips, Youngsville reenters the project area on Morgan Street to Second Street and returns to Pinhook via the frontage road and Hugh Wallis Road. The other two tour routes reenter the project area on Garber Road, cross US 90 to the frontage road, and return to Pinhook via the same route. See Exhibit 3-2.



BICYCLE ROUTES

- YOUNGVILLE (SHORT ROUTE)
- HILLS OF ACADIANA
- ST. MARTINVILLE (CADE ROUTE)

SOURCE: PARK & PADDLE CAJUN CYCLISTS

LEGEND

- US ROUTE**
- STATE ROUTE**
- LOCAL ROAD**
- BNSF RAILROAD**



**I-49 SOUTH
LAFAYETTE REGIONAL AIRPORT
TO ROUTE LA 88
EXHIBIT 3-2
BICYCLE TOUR ROUTES**

(This Page Intentionally Left Blank)

3.3 Air Quality

National and state ambient air quality standards (AAQS) were developed for specific (criteria) pollutants to protect public health, safety, and welfare as a result of the Federal Clean Air Act of 1970. The Clean Air Act Amendments of 1990 (CAAA) mandated a program by which air quality must be improved and maintained so as to meet the National Ambient Air Quality Standards (NAAQS), with frameworks for state and regional agency jurisdictions, accountability, and an established time schedule. This program involves on going monitoring and reporting, from which regions are classified as to their attainment status with regard to each criteria pollutant. St. Martin and Iberia Parishes are attainment areas. Lafayette Parish was originally designated a transitional non-attainment area for ozone, because ambient air quality values were not significant enough for the area to be classified by the U.S. Environmental Protection Agency (USEPA). The area was redesignated an attainment area with a limited maintenance plan on October 2, 1995, (60 FR 51354) effective December 1, 1995, based on data collected by the Louisiana Department of Environmental Quality (LDEQ) and submitted in a redesignation package to the USEPA.

Transportation Conformity

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

Subsequent to the CAAA, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included transportation planning provisions that stated that Federal projects located in non-attainment or maintenance areas cannot be approved, funded, advanced through the planning process, or implemented unless those projects are in a fiscally constrained and conforming Long Range Transportation Plan and Transportation Improvement Program (TIP).

Lafayette Parish is designated as an ozone attainment area with a limited maintenance plan requirement. In a letter of May 10, 2004, LDOTD found that Lafayette Parish demonstrated conformity according to EPA's policy memorandum on limited maintenance plan options for non-classifiable areas, dated November 16, 1994. Accordingly, in a letter of May 20, 2004, the FHWA concurred with the determination that Lafayette Parish meets the criteria for making a conformity determination provided in the Clean Air Act of 1990 and complies with all conformity provisions of the Louisiana State Implementation Plan.

3.4 Noise

Noise is an undesirable or unwanted sound perceived subjectively by the recipient. Acceptance of a certain noise level may vary among individuals, neighborhoods, and the time of day.

Noise levels are expressed in terms of the hourly, equivalent sound levels in decibels (dBA). Because most environmental noise fluctuates from moment to moment, it is standard practice to condense data into a single level called the equivalent sound level (LAeq). The LAeq is the value of a steady sound level that would contain the same amount of sound energy as the actual time-varying sound evaluated over the same time period. For example, an LAeq evaluated over a one-hour period is written as LAeq1h.

Project area noise measurements were obtained to characterize current conditions. Noise sensitive land uses identified based on FHWA criteria include residences, schools, churches, hospitals, libraries, and parks and recreational areas. Based upon these identified uses, eight (8) representative noise measurement sites were selected. The measurement location at each site was chosen to be a representative distance from the existing US 90 for the noise-sensitive receivers in the area. The locations of the noise measurement sites are shown on the Project Atlas Plates and the measurement results are summarized in Table 3-5.

Noise measurements were obtained on October 23-24, 2000 during weekday peak and off-peak traffic times. Noise measurement involved short-term sampling, typically 20-30 minutes in length. Instrumentation utilized was a Norsonic 121, ANSI Type 1 sound analyzer. Observations throughout the measurement periods were made to note any background noise due to sources other than road traffic. Wind speed was measured with a handheld wind meter. Spot traffic counts were made during the noise measurements.

The measurement data revealed that the major noise source at all measurement sites is traffic on existing US 90. Secondary noise sources include traffic on existing frontage roads and side streets. The measured LAeq at sites closest to US 90 was 72 dBA (based on the measurements at the Cote Gelee Apartments). At the sites most distant from US 90 (the Le Triomphe subdivision and the Cypress Tree Inn), the peak hour LAeq ranged from 65 to 68 dBA. Off-peak levels ranged from 0 dB to 4 dB lower than the peak hour measurements at all sites.

The FHWA Noise Standards and LDOTD Highway Traffic Noise Policy include Noise Abatement Criteria (NAC) for different land use activity categories. Activity category B, which includes residences, has an NAC of 66 dBA. Comparison of the noise measurement results with the NAC determined that, with the exception of one of the measurements at the Cypress Tree Inn, all of the peak hour measured levels equaled or exceeded the NAC.

**TABLE 3-5
NOISE MEASUREMENT RESULTS, OCTOBER 2000**

Site No. and Receiver No. on Atlas Plates	Site	Distance to Edge of Pavement of US 90 (ft)	Peak Hour Noise Measurement				Off- Peak Hour Noise Measurement			
			Date	Start Time	Duration (min)	LAeq(dB)	Date	Start Time	Duration (min)	LAeq (dB)
1a and 4-N5	Triomphe Subdivision Front	100	Oct. 23	16:43	20	72	Oct. 24	9:20	30	71
							Oct. 24	14:05	30	70
1b and 4-N6	Triomphe Subdivision Back	300	Oct. 23	16:43	20	68	Oct. 24	9:20	30	66
							Oct. 24	14:05	30	64
2 and 4-N1	La Boulaie RV Park	135	Oct. 23	17:35	20	70	Oct. 24	13:57	30	70
			Oct. 24	7:37	20	70				
3 and 7-N1	Billeaud House	210	Oct. 24	7:37	20	66	Oct. 23	18:12	20	63
							Oct. 24	11:45	30	63
4 and 12-N4	Cypress Tree Inn	280	Oct. 23	17:45	30	65	Oct. 24	15:00	30	66
			Oct. 24	7:29	30	67				
5 and 8-N2	Cote Gelee Apartments	140	Oct. 23	16:54	20	72	Oct. 24	10:36	30	72
6 and 2-N2	Captain Cade Road	90	Oct. 23	17:10	30	71	Oct. 24	15:15	30	69
7 and 9-N10	520 Avenue B	100	Oct. 24	8:00	30	71	Oct. 23	21:00	30	66

3.5 Water Quality

3.5.1 Surface Water

The quality of surface waters in the project area is affected by point and non-point source pollution. Point sources include mainly industrial, municipal, and sewer discharges. Non-point sources include stormwater runoff, industrial discharges, landscape maintenance activities, forestry, agriculture, and natural sources (LDEQ, 1998 and 2000). The types of constituents identified as contributing to the Vermilion

River basin water quality profile include organics, metals, low dissolved oxygen, pathogens, oil and grease, and nutrients.

The State of Louisiana Water Quality Management Plan, Water Quality Inventory 305(b) (LDEQ, 2000), identifies the Vermilion River as failing to meet the criteria for drinking water supply, primary or secondary contact recreation, or fish and wildlife propagation.

Section 303(d) of the Federal Clean Water Act requires states to identify water bodies that are not meeting water quality standards and to develop total maximum daily pollutant loads for those watersheds. A total maximum daily load (TMDL) is the amount of a pollutant that a watershed can assimilate without exceeding the established water quality standard for that pollutant. Through the establishment of TMDL's, pollutant loads can be allocated to the combined point and non-point sources in a watershed (EPA, 2000a).

Pollutants of primary concern in the Vermilion River and other surface waterways in the project corridor are fecal coliform (FC), dissolved oxygen (DO), nitrogen, and sulfate (EPA, 2000a, 2000b, 2000c). The FC load reduction needed to meet the water quality standard for secondary contact recreation in the Vermilion River is 733% during May through October and 225% during November through April (EPA, 2000a).

To meet the Vermilion River TMDL's for DO and nitrogen, it is estimated that a 50% reduction in non-point source loading arising from human activities should occur to approach the DO standard (EPA, 2000b). For sulfate, a 16.7% reduction in loading will be required to meet the standard for the propagation of fish and wildlife (EPA, 2000c).

3.5.2 Ground Water

The Aquifer Recharge Atlas indicates that the project corridor is underlain by the Chicot aquifer, which is designated as a sole source aquifer by the EPA (Louisiana Geological Survey, 1998; EPA, 2000f). This designation indicates that the aquifer is the sole or principal source of drinking water for the area, and its protection is essential to public health. As such, the EPA requires that development proposals demonstrate that potential contamination hazards are adequately assessed and managed.

The Chicot aquifer underlies the entire southwest Louisiana region, encompassing approximately 9,949 square miles. Primary aquifer recharge areas are found in Allen, Beauregard, and Evangeline Parishes that make up the northern region of the aquifer. Recharge via natural infiltration is expected to occur to a lesser degree outside these outcrop areas.

The Chicot aquifer is made up of upper and lower sand units, each characterized by coarse sand beds interbedded with gravel layers having good hydraulic conductivity. Well yields in the upper unit typically exceed 2,000 gallons per minutes while yields in the lower sand unit are typically 500 gallons per minute (Nyman, 1989). The Chicot is considered a deep aquifer in Louisiana. As a consequence, aquifer water quality tends to be good. Analysis of Chicot aquifer well water samples determined that the quality of the groundwater in the project area is generally quite good in terms of short- and long-term health risks (LDEQ, 1998 and 2000).

In the project area, the Chicot units are overlain by surficial sandy silts, silty clays, and clays of the Memphis, Coteau and Frost soils series (see Section 3.13). The thickness of these surface soils ranges from 50 to 100 feet in Lafayette Parish. The predominant silt and clay composition of these soils serves as a confining layer as it tends to impede natural infiltration processes. Thus, the project area is considered to have low aquifer recharge potential (Louisiana Geological Survey, 1988).

A search of Federal and State Water Well databases for Public Water System (PWS) wells located within the project study area was performed. A PWS is any water system that provides water to at least 25 people for at least 60 days annually. The search reported twenty-five (25) wells at 13 different locations. None of the PWS wells is located within the existing US 90 right-of-way, and none is located within or adjacent to the proposed project right-of-way.

A review of water wells registered with the Water Resources Section of LDOTD showed that approximately 136 wells are located in the project study area. The Water Well Registration Data File contains only wells registered with LDOTD. It is possible that in the project study area additional wells have been drilled that are not registered. None of the registered wells are located within the existing or proposed project right-of-way.

The LDOTD well type and distribution are shown in Table 3-6.

TABLE 3-6
LDOTD WELL TYPE AND DISTRIBUTION

WELL TYPE	No.
Abandoned	3
Aquaculture	2
Domestic	33
Destroyed	1
Industrial	13
Irrigation	1
Monitor	11
Plugged	43
Public Supply	29
TOTAL	136

According to personnel at the Ground Water Protection Division (GWPD) of LDEQ, at this time the City of Lafayette does not have an officially designated Wellhead Protection Program.

3.6 Wetlands

3.6.1 Wetlands Areas Located Within the Project Study Area

A routine wetland delineation was conducted in the project study area in accordance with the 1987 U.S. Army Corps of Engineers "Wetlands Delineation Manual". The purpose of this wetland delineation was to determine the presence or absence of wetlands using the three technical criteria: vegetation, hydrology, and soils. All three criteria must be met to designate an area as a wetland. A field investigation was conducted and sample locations (plots) were taken during the field investigation. Supportive documentation such as National Wetlands Inventory Maps (NWI), infrared aerial photographs, and parish soil surveys were reviewed to assist in the delineation. The delineation was performed on the existing and proposed ROW and selected adjacent properties.

The primary areas where wetlands were found include:

- Vegetated wet ditches where water ponds due to little or no slope
- Bottomland hardwood forested wetlands
- Other waters of the US (canals, coulees and other waterways)

Vegetative wet ditches, bottomland hardwood forests, and other waters of the US are designated on NWI maps as Palustrine Emergent (PEM), Palustrine Forested (PFO), and Riverine Lower Perennial Unconsolidated Bottom (R2UB), respectively.

Documentation of all of the wetland areas was submitted to the Corps of Engineers. Many of the sites were associated with roadside drainage ditches. The wetlands associated with roadside drainage are not indicated on the Project Atlas plates. Other wetland sites are identified on the Project Atlas plates. These wetland areas are identified by a three-digit nomenclature (i.e. W-11-2) and are plotted in green on the plates. The first Digit, 'W', refers to wetland areas. The second digit refers to the plate number and the third digit refers to the wetland feature number on that plate.

Many of these areas exhibited definitive visual wetland characteristics of either vegetation or hydrology. During the field investigation, the soil characteristics confirmed the presence of anaerobic processes inherent to hydric or wetland soils. Hydric soils are defined as soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part (USDA, 1991). The hydric soil types in the project study area include some of the Calhoun and Frost soil units.

3.6.2 Vegetated Wet Ditches

The predominate vegetative habitat type located within the project study area is composed of a seasonally mowed grass median between the north and south bound lanes of US 90 and on either side of the north and south bound service roads. Pasture grasses make up the majority of the vegetation in this habitat. Some portions of the grass median are classified as wet ditches and are a result of the ditches that drain in the median. Common wet grass species were identified as Penny-wort (*Hydrocotyle*), Spikerush (*Eleocharis*), Rush (*Juncus*), Flatsedge (*Cyperus*), Beakrush (*Rhynchospora*), Alligator-weed (*Alternanthera*), and Bluestem (*Andropogon*). The dominant wetland areas that will be impacted within the existing and proposed ROW are drainage ditches or wetland drains located between and outside of the existing US 90 lanes. This wetland area makes up the largest proportionate acreage amount (65%) of all the wetlands found.

By their nature, the impacted vegetated wet ditches are generally three (3) to eight (8) feet in width and vary greatly in length. If plotted to scale in the Project Atlas, they would appear as long thin green lines and would be very hard to distinguish. As a result, impacted vegetative wet ditches (PEM) are not depicted on the plates in the Project Atlas.

It has yet to be determined whether the USACE will take jurisdiction over the vegetated wet ditches.

3.6.3 Bottomland Hardwood Forest

Isolated areas of bottomland forest habitat exist where naturally occurring overflow or drainage basins are found. In the bottomland hardwood forested wetlands, typical species include Willow (*Salix*), Cypress (*Taxodium*), Palmetto (*Sabal*), Wax-Myrtle (*Myrica*), Oak (*Quercus*), Elderberry (*Sambucus*), Maple (*Acer*), Buttonbush (*Cephalanthus*), Arrow-Head (*Sagittaria*), Cattail (*Typha*), Supple-jack (*Berchemia*), Sugar-Berry (*Celtis*), Ash (*Fraxinus*), and Privet (*Ligustrum*). Some bottomland hardwood habitat will be impacted by ROW expansion primarily from the construction of the frontage roads and at road realignments. The Tubing Road/Southpark realignment (W-11-1) will be the primary area of impact. Commercial, industrial, agricultural, and residential development has already carved up much of the remaining forested wetland habitats. The bottomland hardwood acreage is approximately 19% of the total wetland acreage within the existing US 90 ROW and the proposed I-49 ROW.

3.6.4 Other Waters of the US

Several water bodies also intersect the existing US 90 ROW. These water bodies are mainly canals, bayous, and drainage ditches and are classified as other waters of the United States. Drainage ditches exist between the divided US 90 travel lanes and the north and southbound service roads. These ditches generally traverse parallel to the

travel lanes and flow into the coulees and bayous running perpendicular to the corridor. These coulees and bayous include Coulee des Poches (W-11-2), three branches of Cypress Bayou (W-4-1, W-5-2, W-9-1), and La Salle Coulee (W-3-1.) The other waters acreage is approximately 16% of the total wetland acreage within the existing US 90 ROW and the proposed I-49 ROW.

The proposed corridor for relocation of LA 92 east will impact agriculture land that currently is planted in sugarcane. This area, if originally within a wetland, would be classified as prior converted cropland and thus exempt from jurisdictional wetland issues.

Table 3-7 shows the wetland impact acreage and percent of total for each of the wetland classifications found in the project study area. There were approximately 6.3 acres of wetlands found, using the definitions and guidelines set forth by 1987 Wetlands Delineation Manual. This includes all of the areas mentioned above which fall within the existing US 90 ROW or proposed I-49 ROW.

**TABLE 3-7
WETLAND IMPACT ACREAGE**

Wetland classification	Acres	Percent of Total
Wet Ditches	4.1	65%
Bottomland Hardwoods	1.2	19%
Other Waters	1.0	16%
Total	6.3	

Table 3-8 shows which plots met the vegetation, hydrology, and hydric soil criteria identified during wetland delineation. Those areas that met all three criteria are classified as wetlands.

**TABLE 3-8
WETLAND DELINEATION SUMMARY TABLE**

Plot #	Atlas Plate #	Hydrophytic Vegetation Present	Wetland Hydrology Present	Hydric Soil Present	Meets Wetland Criteria
1	12	NO	NO	NO	NO
2	11	YES	YES	YES	YES
3	11	YES	YES	YES	YES
4	6	NO	NO	NO	NO
5	6	NO	NO	NO	NO
6	2	NO	NO	NO	NO
7	2	NO	NO	NO	NO
7A	2	NO	NO	NO	NO
8	3	YES	YES	YES	YES
9	3	YES	YES	YES	YES
10	11	YES	YES	NO	NO
11	11	YES	YES	YES	YES
12	11	NO	NO	NO	NO
13	5	YES	YES	YES	YES
NOTE: Bold indicates plot meets all three wetland criteria.					

3.7 Floodplains and Waterways

The Vermilion River and the Bayou Teche are the primary drainage basins in the three-parish region (Lafayette, St. Martin, and Iberia Parishes) in which the project is located. The many smaller, meandering bayous and coulees in the project area drain to these two basins. With its head of navigation in the City of Lafayette, the Vermilion River flows through Lafayette and Vermilion Parishes west of the project area before discharging to Vermilion Bay on the Gulf of Mexico. The Bayou Teche drainage basin lies to the east of the project corridor. Under normal flow conditions, project area drainage ways are tributary to the Vermilion River drainage basin. When the Vermilion River is above its flood stage, however, drainage is to the east toward the Bayou Teche drainage basin.

Flooding occurs in the project area associated with backwater flooding after locally heavy rainfall events that cause bi-directional flows in the coulee culverts and crossings. The rainfall pools in the nearly level floodways and floodplains, sometimes affecting existing developed land uses.

Examination of Federal Emergency Management Agency (FEMA) flood mapping for the project area determined that most of the US 90 corridor is outside the 100-year floodplain. Grenovillieres Swamp crosses Southpark Road near US 90 Station

980+00. Adjacent to US 90, Grenovillieres Swamp traverses Tubing Road, then turns south away from US 90. The right-of-way of the BNSF railroad forms the boundary of Grenovillieres Swamp. The swamp and its 100 Year floodplain turn north and cross the US 90 corridor near Station 910+00. Cypress Bayou traverses US 90 near Station 880+00; a tributary crosses the right-of-way near Station 830+00. A number of tributary drainages to La Salle Coulee and their associated 100-year floodplains traverse the US 90 right-of-way between the LA 182 and Captain Cade Road intersections (Exhibit 3-3).

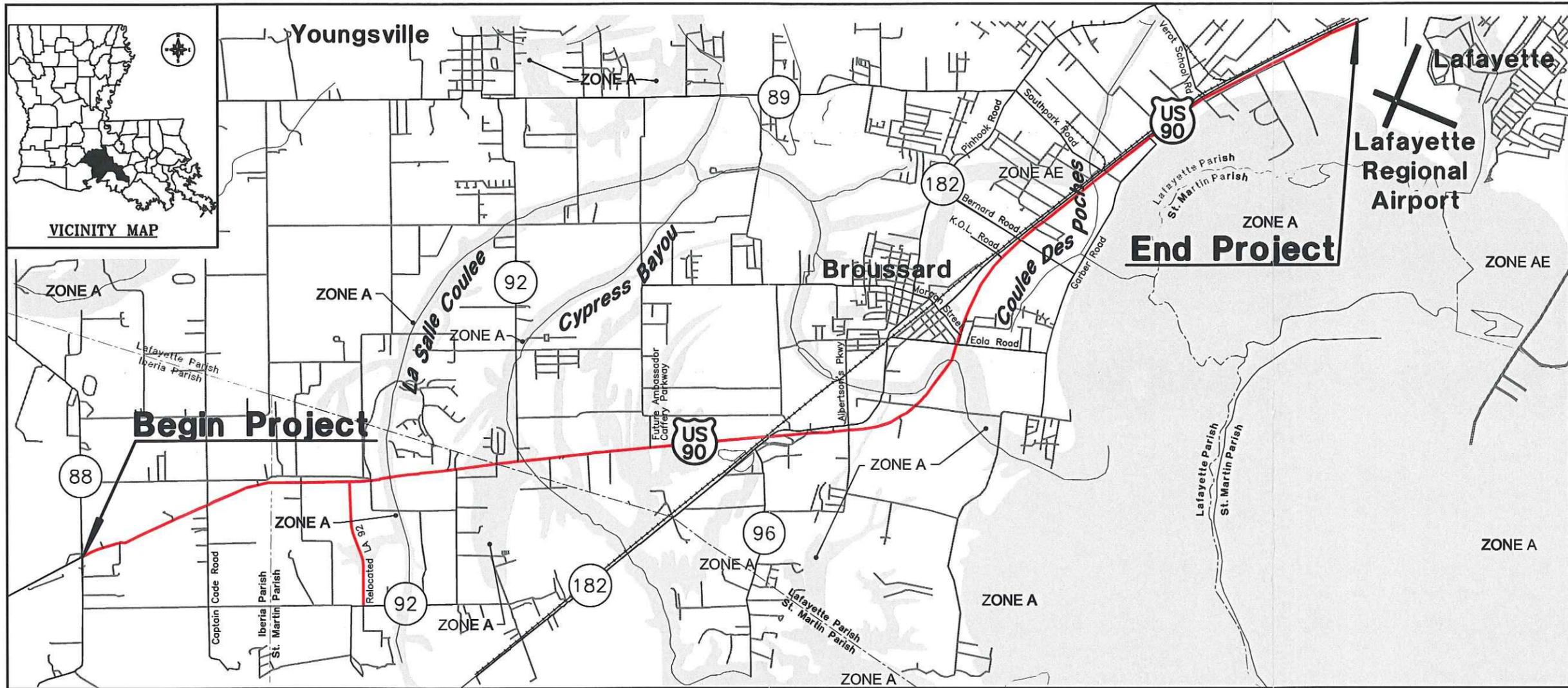
Roadway flooding of US 90 during typical rainfall events seldom occurs, as the roadway is higher than the surrounding land and drainageways. During a major storm event, however, there is a possibility of roadway flooding in the project area. An example is the Tropical Storm Allison in June 2001. The severity of flooding during this storm resulted in closure of US 90. The roadway flooded in four locations, listed below with approximate stations, related to the floodplain of Cypress Bayou:

- Vicinity of Mereline Drive intersection (Station 865),
- Corne Road intersection (Station 735),
- LA 92 west (Young Street) intersection (Station 680), and
- LA 92 east (Smede Highway) intersection (Station 655).

The Vermilion River and the Bayou Tache are the primary drainage basins in the
 three-parish region (Lafayette, St. Martin, and Iberville) in which the project is
 located. The many smaller, meandering basins and reaches in the project area drain
 to these two basins. With its head of navigation in the City of Lafayette, the
 Vermilion River flows through Lafayette and Vermilion Parishes west of the project
 area before discharging to Vermilion Bay on the Gulf of Mexico. The Bayou Tache
 drainage basin lies to the east of the project corridor. Under normal flow conditions,
 project area drainages are tributary to the Vermilion River drainage basin. When
 the Vermilion River is above its flood stage, however, drainage is to the east toward
 the Bayou Tache drainage basin.

Flooding occurs in the project area associated with backwater flooding after locally
 heavy rainfall events that cause discharge flows in the canal culverts and
 crossings. The rainfall pools in the nearby level floodways and floodplains
 sometimes affecting existing developed land use.

Examination of Federal Emergency Management Agency (FEMA) flood mapping for
 the project area determined that most of the US 90 corridor is outside the 100-year
 floodplain. Grenovillieres Swamp crosses Souders Road near US 90 Station

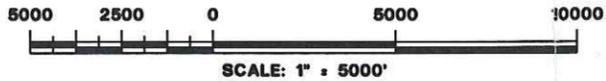


SOURCE: F.I.R.M. FLOOD INSURANCE MAP AND STREET INDEX (FEMA)
 PANEL NO'S. 22055C 0080G, 22055C 0050G, 22055C 0070G, 220078 0025C, 220078 0125C, 220178 00225B, 220178 0325B.

NOTES:
 ZONE A: AN AREA INUNDATED BY 1% ANNUAL CHANCE OF FLOODING, FOR WHICH NO BASE FLOOD ELEVATIONS (BFE'S) HAVE BEEN DETERMINED.
 ZONE AE: AN AREA INUNDATED BY 1% ANNUAL CHANCE OF FLOODING, FOR WHICH BASE FLOOD ELEVATIONS (BFE'S) HAVE BEEN DETERMINED.

LEGEND

- US ROUTE**
- STATE ROUTE**
- LOCAL ROAD**
- 100-YEAR FLOODPLAIN AREA**
- BNSF RAILROAD**



**I-49 SOUTH
 LAFAYETTE REGIONAL AIRPORT
 TO ROUTE LA 88
 EXHIBIT 3-3
 100-YEAR FLOODPLAIN**

(This Page Intentionally Left Blank)

3.8 Wild and Scenic Rivers

There are no rivers in the project area that are designated as Wild and Scenic under the federal Wild and Scenic Rivers Act. There are no rivers designated as Natural and Scenic or Historic and Scenic by the State of Louisiana Department of Wildlife and Fisheries in the project area.

3.9 Coastal Zone and Coastal Barriers

The Coastal Zone Management Act of 1972 provides coastal states with greater input in the regulation of coastal resources. Louisiana's Coastal Program was approved in 1978 and the Coastal Management Division (CMD) was established in 1982. The purpose of coastal zone management is to balance conservation and development in the coastal zone. The State of Louisiana issues permits for dredge and fill type activities within the Coastal Zone boundary. Outside the Coastal Zone, the COE is the lead permitting agency. Permit handling within the CMD is similar to that of the Federal 404 Program.

The project area is not located within 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, will be required.

3.10 Aquatic Ecology

Degraded water quality in the drainageways traversing the project study area is responsible for the limited occurrence of fish and aquatic vegetation. The State of Louisiana Department of Wildlife and Fisheries has focused attention on the primary waterways in South Louisiana, in particular the Lower Atchafalaya and Vermilion Rivers. The latter serves as the collector for existing project study area drainageways. Oxygen deficient river water limits fish survival to adaptable species such as yellow bullhead (*Ictalurus natalis*), channel catfish (*Ictalurus punctatus*), and common carp (*Cyrimus carpio*). Typical species of aquatic fauna that may occur in the vicinity of the project study area are shown in Table 3A-1 in the Appendix to this chapter.

3.11 Vegetation and Wildlife

Naturally occurring vegetation is confined to small tracts along the existing US 90 right-of-way due to extensive commercial, industrial, and agricultural development. The predominant overstory species include live oak (*Quercus virginiana*), water oak (*Quercus nigra*), pecan (*Carya illinoensis*), loblolly pine (*Pinus taeda*), longleaf pine (*Pinus palustris*), and southern magnolia (*Magnolia grandiflora*). Other species closely associated with these are sweet-bay magnolia (*Magnolia virginiana*), white oak (*Quercus alba*), laurel oak (*Quercus laurifolia*), red maple (*Acer rubrum*), and sweet gum (*Liquidambar styraciflua*). Species of the midstory and understory

include yaupon (*Ilex vomitoria*), hophornbean (*Ostrya virginiana*), and wax myrtle (*Myrica cerifera*).

Species found growing on the slopes between the natural levee and the Vermilion River, in the riverfront community, are comprised of black willow (*Salix nigra*), bald cypress (*Taxodium distichum*) and cottonwood (*Populus deltoides*). Other species found growing in association with these include green ash (*Fraxinus pennsylvanica*), pecan (*Carya illinoensis*), american elm (*Ulmus americana*), box elder (*Acer negundo*), sugar hackberry (*Celtis laevigata*), red maple (*Acer rubrum*) and swamp privet (*Forestiera acuminata*).

Grain and seed crops are seed-producing annuals and may include corn, grain sorghum, wheat, oats, millet, cowpeas, soybeans, and sunflowers. Examples of native grasses and forbs are bluestem (*Andropogon and Schizachryium*), beggarweed (*Desmodium*), partridgepea (*Chamaecrista*), Indian grass (*Orghastrum*), milkweed (*Asclepias*), and fescue (*Festuca*).

Emergent and open water wetlands provide food and cover for wildlife, particularly muskrat (*Ondatra*), beaver (*Castor*), and waterfowl. Vegetation found in emergent wetlands includes smartweed (*Polygonum*), wild millet (*Pennisetum*), rushes (*Juncus*), sedges (*Carex and Cyperus*), reeds (*Phragmites*), wild rice (*Zizania*), and cattail (*Typha*). Several species of emergent wetland vegetation can be found growing in drainage ditches along US 90. This vegetation is typically found a short distance on either side of drainage structures such as box culverts, headwalls and culverts under driveways, perpendicular and parallel to the existing roadway.

3.11.1 Birds

The project study area falls within the Central Migratory Flyway for neotropical birds and a large number of species of song birds, raptors, and waterfowl. The highest diversity of species occurs during the spring and fall of each year. A list of species of birds that may occur in the vicinity of the project area can be found in the appendix to this chapter, listed as Table 3-A2.

The most common species of songbirds found within the project study area include the northern cardinal (*Cardinalis cardinalis*), blue jay (*Cyanocitta cristata*), northern mockingbird (*Mimus polyglottos*) and american robin (*Turdus migratorius*). These birds find nesting and shelter within the areas where tree canopy and understory still exists.

Several species of woodpecker such as the downy woodpecker (*Picoides pubescens*) and red-headed woodpecker (*Melanerpes erythrocephalus*) inhabit these isolated areas of the tree canopy. The pileated woodpecker (*Dryocopus pileatus*) can be found living on the outskirts of the metropolitan environment also. The most common of the raptors found within the study area is the red-tailed hawk (*Buteo jamaicensis*). The

great horned owl (*Bubo virginianus*) flies the fringes between the trees and open fields.

Waterfowl populations are limited to habitat found outside of the study area such as the Vermilion River, various ponds or small lakes behind the Lafayette Airport and the Bayou Tortue swamp area. There, species such as the mallard (*Anas platyrhynchos*), the gadwall (*Anas strepera*) and the wood duck (*Aix sponsa*) can be found. The largest populations of game birds are those associated with open land, such as mourning doves (*Zenaida macroura*), bobwhite quail (*Colinus virginianus*), and common snipe (*Gallinago gallinago*). Other non-game species associated with open land are the eastern meadowlark (*Sturnella magna*) and killdeer (*Charadrius vociferus*).

Additional species found in the region, as that of the Atchafalaya Floodway, include many of those mentioned above, plus woodcock (*Scolopax minor*), ibis (*Eudocimus* and *Plegadus*), egrets (*Egretta*), and herons (*Ardea*) (USDA, 1977b).

3.11.2 Mammals

Mammals found within the project study area are mainly those that have adapted to living in close proximity to man, and include Virginia opossum (*Didelphis virginiana*), northern raccoon (*Procyon lotor*), and striped skunk (*Mephitis mephitis*). Woodland wildlife is scarce within the Project Study Area because of the paucity of woodlands, but may be found outside in the Bayou Tortue swamp and adjacent to the Vermilion River. Here, the habitat could support species such as beaver (*Castor canadensis*), bobcat (*Lynx rufus*), coyote (*Canis latrans*), red fox (*Vulpes vulpes*), mink (*Mustela vison*), long tailed weasel (*Mustela frenata*), river otter (*Lutra canadensis*), muskrat (*Ondatra zibethica*), nutria (*Myocastor coypus*), opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), spotted skunk (*Spilogale putorius*), and striped skunk (*Mephitis mephitis*).

Game species of mammals that may be found inside the Project Study Area include eastern cottontail rabbit (*Sylvilagus floridanus*), swamp rabbit (*Sylvilagus aquaticus*), eastern fox squirrel (*Sciurus niger*), and the eastern gray squirrel (*Sciurus carolinensis*). Other game species of mammals that may find suitable habitat outside of the study area include species such as the white tailed deer (*Odocoileus virginianus*). A complete listing of species of mammals that may be found in the vicinity of the project area may be found in the appendix to this chapter, listed as Table 3-A3.

3.11.3 Amphibians and Reptiles

The project study area contains many small drainage features that provide habitat for a variety of amphibians and reptiles. A complete listing of species of amphibians and reptiles that may be found in the vicinity of the project area may be found in the appendix to this chapter, listed as Table 3-A4.

The most common species include the slider (*Chrysemys floridana*), eastern box turtle (*Terrapene carolina*), southern leopard frog (*Rana sphenocephala*), common kingsnake (*Lampropeltis getulus*), copperhead snake (*Agkistrodon contortrix*) and cottonmouth snake (*Agkistrodon piscivorus*). There have been several sightings of the American alligator (*Alligator mississippiensis*) in the vicinity near the Lafayette Regional Airport and the Vermilion River.

3.11.4 Aquatic Fauna

The fishery of Lafayette Parish is poor since there are no major waterways or lakes in the vicinity of the project study area except the Vermilion River. The Vermilion River does not maintain an acceptable fishery due to water quality problems (USDA, 1977a). A listing of Aquatic fauna that may be found in the project area is presented in Table 3A-1.

3.12 Threatened and Endangered Species

The Endangered Species Act of 1973 protects federally listed threatened and endangered species (16 USC 1531 et seq.). Any act that could jeopardize the continued existence or adversely modify the habitat of any federally listed species, requires review and consultation with the appropriate Federal and State resource agencies under Sec. 1536, Interagency Cooperation.

The U.S. Fish & Wildlife Service (USFWS) was contacted regarding the project study area. They reviewed the project area and commented via letter in accordance with the Endangered Species Act (16 USC 1531 et seq). According to the USFWS, no federally listed plant or animal species are known to exist within the project area.

The Louisiana Department of Wildlife and Fisheries' Natural Heritage Program also was contacted regarding the possible occurrence of threatened and endangered species within the project area. The Natural Heritage Program compiles data on rare, threatened, endangered or otherwise important species, plant communities, and other natural features throughout Louisiana. According to the Natural Heritage Program, a review of available records failed to reveal listed species, communities, or features for the project area.

There are no threatened or endangered species, or "critical habitats" for threatened or endangered species known to exist within the limits of the project.

3.13 Hazardous Waste Screening

A survey of the project study area was conducted to identify sites that contain or potentially contain hazardous or toxic materials and/or wastes. Two types of sites were of particular interest for this project: Sites containing Underground Storage

Tanks (UST's); and sites where hazardous materials or wastes are generated, stored, handled, or disposed.

These two types of sites, should they be contaminated, have the potential to impact the project area directly by being within the existing or proposed right-of-way, and indirectly through migration of contamination off-site and onto the project right-of-way. For this reason, particular attention was paid to these potential impact scenarios.

Due to the physical size and nature of this project and to the large number of tracts adjacent to US 90 within the project study area, a complete and comprehensive site inspection for each of the parcels located along the corridor was not performed. A modified site reconnaissance was performed as part of this assessment using American Society for Testing and Materials (ASTM) methodologies that are applicable to this type of corridor assessment.

3.13.1 Regulatory Agency Records Review

To assess potential environmental liability concerns associated with the project, a search of Federal and State environmental compliance databases was performed. A "Corridor Study" was performed using a one mile buffer area around US 90. Using the standard ASTM format for Environmental Site Assessments, one mile was selected as the perimeter to search for hazardous waste sites and UST's. The standard ASTM format, ASTM E 1527-97, was developed as an acceptable distance to determine environmental liability concerns.

The database search and regulatory agency records review was conducted to determine what, if any, information, release reporting, or registrations exist, or have been applied for, which might reveal a potential for contamination, indicate the possible presence of contamination, or assist in identifying, recognized environmental conditions in connection with the project area.

The data search and regulatory agency records review includes the examination of standard environmental record sources identified within section 7.2.1.1 of ASTM Standard Practice E 1527-97, along with other appropriate agencies as deemed necessary. The databases searched, which are listed in the Phase I Site Assessment (Also see appendix to this chapter, Table 3A-5), include: Federal ASTM E 1527-97 Databases, Federal ASTM E 1527-97 Supplemental Databases, and State ASTM E 1527-97 Databases.

Underground Storage Tanks - Underground Storage Tanks (UST's) are defined as any one or a combination of tanks used to contain regulated substances, the volume of which, including connecting underground pipes, is 10% or more beneath the surface of the ground.

The Louisiana Department of Environmental Quality (LDEQ), Underground Storage Tank Division (USTD), requires by law that all UST's within the state be registered with that division. The data search queried UST records maintained by LDEQ. In addition, visits were made to the LDEQ UST Division file rooms to further research records kept on selected UST & Leaking Underground Storage Tank (LUST) sites located during the data search and site reconnaissance phases.

Hazardous Waste Sites - Hazardous waste is defined by 42 USC § 6903, as: "a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may (A) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (B) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed." Federal and State databases were used to identify known hazardous waste sites.

3.13.2 Site Reconnaissance

A site reconnaissance was conducted along the US 90 corridor to search for observable or recorded indications of adverse environmental impact near or within the existing and proposed rights-of-way.

The site reconnaissance was performed in three stages. The first stage consisted of reviewing the historical maps and photos and regulatory agency records to get an overview of where potential environmental issues might arise. Using this method, selected locations were earmarked for a closer on-the-ground visual site inspection. The second stage consisted of driving the 11.3 miles of roadway examining both the right-of-way and adjacent properties for visual signs indicating potential areas of environmental concern. The third stage consisted of the on-the-ground site inspection of previously identified areas of concern to assess the sites for indications of spills or leaks that may have resulted in observable adverse impacts to the existing or proposed right-of-way area.

3.13.3 Data Search Results and Site Reconnaissance Observations

No hazardous waste sites within the project study area are contained in the EPA's National Priority List (NPL) or Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List or on LDEQ's Sanitary Waste Facility/Landfill (SWF/LF) List.

Databases that yielded facilities within the search area include CERC-NFRAP, CORRACTS, UST, LUST, RCRIS-TSD, RCRIS-LQG, RCRIS-SQG, and SHWS. The following interprets the results of the report as they relate to the proposed action.

- The CERC-NFRAP, CORRACTS, SHWS, RCRIS-TSD, and RCRA-LQG databases each listed a database record for the same site, Catalyst Recovery of

Acadiana. This site is located on American Boulevard approximately one-half mile from US 90. Although American Boulevard intersects Southpark Road and an extension of the elevated intersection off-ramp extends down Southpark Road toward American Boulevard, the physical location of Catalyst Recovery places it outside the required right-of-way by 400-600 feet. This site will have no environmental impact on the proposed work. In addition, this site is listed as a CERC-NFRAP site with No Additional Remedial Action Planned.

- The LASRIS List shows two (2) State Hazardous Waste Site facilities, South Orange Street and Catalyst Recovery of Acadiana, that are located within the project corridor. South Orange Street was incorrectly geo-coded. It actually is located more than one mile from the project area and will not be given further consideration. As previously mentioned, the Catalyst Recovery site will not have an adverse environmental impact on the project work.
- Fifty-two (52) sites were identified as Large or Small Quantity Hazardous Waste Generators (RCRIS-LQG & RCRIS-SQG). Only thirteen (13) of these sites are located adjacent to the US 90 right-of-way. The remaining 39 sites are located far enough away from any proposed improvements that no further investigation is warranted. The 13 sites located adjacent to the right-of-way were investigated and a determination was made that the proposed improvements would not require additional right-of-way involving these sites. No violations or spills were listed for these sites. It is not anticipated that any of the 52 sites will have an environmental impact on the proposed work.
- The UST list records forty-four (44) registered UST's. These tanks appear in the database by virtue of their registration. Twenty-four (24) of these UST's are located far enough away (1/4 mile) from any proposed improvements that they need no further investigation. Of the twenty (20) remaining UST's, twelve (12) are listed as active and eight (8) are listed as inactive with the tanks still in place. According to the database records, none of the 12 active UST sites are reported to have leaks. A careful review was conducted to determine if any part of the 12 active sites is physically located within the proposed right-of-way acquisition for the project. Although driveways and small areas of parking lots may be located within the required right-of-way on a few of these sites, and the UST's of five sites are located near the right-of-way line, the UST facilities are recorded as not leaking and, therefore, should not have any environmental impact on the proposed work.
- The LUST database lists five (5) LUST's. Two of these LUST sites, Hertz Rent-a-Car and Broussard Gulf Service, are located sufficiently distant from the proposed work that they will not have any environmental impact on the proposed work. Additional records research on the LUST sites was performed at the LDEQ file room in Baton Rouge. The results of that search are as follows:

- Jubilee #615 (Fastlane No. 611) is currently a Texaco Station. An assessment report completed January 8, 1996 was located in the file. According to the report, in a letter dated June 25, 1993, DEQ requested an assessment following a reported spill. In May 1995 four monitoring wells were installed at the Fastlane No. 611 Site. Groundwater samples from the wells were submitted to a laboratory on a weekly basis from May 19, 1995 to November 14, 1995. The groundwater analysis revealed trace levels of diesel compounds for monitoring wells MW-B14 and MW-B15. Increasing concentrations of BTEX and TPH compounds were found in MW-B16 and MW-B17. No phase-separated compounds were found in any of the wells. In a letter date June 26, 1996, LDEQ required no further action. This is the only LUST site that is a potential project concern.
- Barber Brothers Asphalt Plant. The Barber Brothers Asphalt Plant is no longer in existence. It was located adjacent to the railroad spur that will serve as the route for the relocation of Verot School Road. An assessment report dated March 18, 1994 concluded that four UST's were removed on January 24, 1994. The report indicated BTEX was less than analytical limits and TPH-gasoline less than 1.4 ppm in the soil samples from the gasoline tank locations. Localized levels of 190 ppm and 150 ppm TPH-diesel were found upon completion of soil over excavation around the two diesel tanks. LDEQ verbally issued a closure on the site. In a letter dated April 27, 1995, LDEQ granted a no further action required and the termination of remediation at the site. Although the former location of the UST's was not found, references given in the data report indicate the location is beyond the required right-of-way for the Verot School Road relocation.
- Completion Services. In a letter dated March 20, 1990 with attachment, Cecos International notified LDEQ in response to underground storage tank removal questions. The response documented the history of the site. According to the attachment, the underground storage tanks were removed and disposed off site. The contaminated soils were stockpiled on site and waiting approval to be transported off site. All areas that were contaminated were sampled and the results were sent to LDEQ. No free-phase product or ground water was noted in the excavation. In a letter dated June 22, 1990, the LDEQ accepted the closure status for the site and terminated any further action at the site.

51 Oil Corporation. In response to comments received at the Public Hearing, additional investigations of the 51 Oil Corporation site were undertaken. It was found that the LDEQ had issued Compliance Orders for this site in 1992 and 1993. A letter from LDEQ to 51 Oil Corporation dated December 9, 1996 states that all noncompliance issues had been satisfied.

Table 3-9 lists all sites that are adjacent to the project area, their type, status, and their potential to impact the project. The Texaco Station Jubilee #615, a LUST location, is the only site that can potentially impact the project.

**TABLE 3-9
HAZARDOUS SITES ADJACENT TO
EXISTING OR PROPOSED US 90 ROW**

ATLAS LABEL	APPROX STATION	TYPE	STATUS	AGENCY NAME (CURRENT NAME)	UST'S NEXT TO ROW	EXTRA ROW REQ'D	IMPACT TO PROJECT
Hz 2-1	550+00	UST	Active	Fun & Food #13 (Chevron Station)	No	No	No
Hz 3-1	608+00	UST	Active	Sizzling 7's (Amoco Station)	No	No	No
Hz 3-2	609+00	UST	Active	Minnows (Shell Station)	Yes	No	No
Hz 4-1	649+00	UST	Inactive In-place	Halliburton Energy Services	No	No	No
Hz 4-2	656+00	UST	Active	Fun & Food # 11 (Chevron Station)	Yes	No	No
Hz 4-3	665+00	UST	Active	Triple Diamond Truck Stop (Texaco Station)	No	No	No
Hz 4-4	680+00	UST	Active	Blanchet's EXXON	Yes	No	No
Hz 5-1	701+00	UST	Inactive In-place	Oilwell Drilling Control (Sperry-Sun Drilling)	No	No	No
Hz 5-2	710+00	UST	Inactive In-place	Sun Premiere (HB Rentals)	No	No	No
Hz 6-1	757+00	UST	Inactive In-place	Hydro Power Systems (Oilfield Instrumentation)	No	No	No
Hz 7-1	822+00	UST	Active	Shell Complete Stop	Yes	No	No
Hz 8-1	845+00	UST	Active	Circle K Store # 2856	No	No	No
Hz 9-1	880+00	UST	Inactive In-place	Superior Manufacturing	No	No	No
Hz 9-2	891+00	UST	Active	Shop Rite # 48 (EXXON Station)	Yes	No	No
Hz 9-3	895+00	UST	Active	Shorty's Truck Stop (Chevron Station)	No	No	No
Hz 9-4	904+00	UST	Inactive In-place	Computalog (Cochrane)	No	No	No
Hz 9-5	915+00	UST	Active	SAIA Motor Freight	No	No	No
Hz 10-1	920+00	UST	Active	M & L Industries	No	No	No
Hz 10-2	944+00	UST	Inactive In-place	OMSI, Inc. (Norwell Equipment Co.)	No	No	No
Hz 11-1	971+00	Oil Well	Active	Grey Wolf Rig # 91, F.J. Benezech No. 1 well	N/A	No	No
Hz 11-2	985+00	UST	Inactive In-place	Tuffy's # 2 (Chevron Station)	No	No	No
Hz 11-3	1010+00	LUST	Active	Jubilee # 615 (Texaco Station)	No	Yes	Yes
Hz 12-1	1045+00	LUST	Inactive In-place	Barber Brothers Asphalt Plant # 4 (Angelle Conc.)	No	Yes	No
Hz 12-2	1046+00	LUST	Inactive In-place	Completion Services	No	No	No
Hz 13-1	116 Southpark	UST	Active	Metal Improvements Co., Inc.	No	Yes	No
Hz 13-2	100 American	SHWS LQG	Active	Catalyst Recovery of Acadiana	N/A	Yes	No

3.13.4 Oil & Gas Wells

To determine the location of petroleum wells in the project study area, a review of the oil and gas well records at the Louisiana Department Natural Resources, Office of Conservation (LDNR) was conducted. LDNR regulates the permitting, drilling, and plugging of all oil and gas wells in the State of Louisiana. The review, conducted using the Strategic Online Natural Resources Information System (SONRIS), indicated that some mineral activity has occurred in the project area. According to the database records, twenty (20) permits were issued for wells within 2,500 feet of US 90. They are as follows:

- 10 permits for dry and plugged wells
- 3 permits for plugged and abandoned wells
- 2 permits for wells that were never drilled, permits have expired
- 2 active and producing wells
- 1 permit for a productive well currently being put into production
- 1 permit for a shut-in productive well with future utility
- 1 permit for a shut-in well with no future utility

None of the active or plugged wells are located within the existing US 90 right-of-way, and none are located within the proposed right-of-way. With one exception, none of the drilled wells are located adjacent to the US 90 required or existing right-of-way. In the one exception, the drill pad for the F. J. Benezech No. 1 well (Hz 11-1) is located adjacent to and just south of the US 90 right-of-way near Broussard. This well has recently been completed and is awaiting production. At the time of the initial site reconnaissance, the well was in the process of being drilled. At the current time, all drilling equipment has been removed and the only equipment on the drill pad is the wellhead structure. It is anticipated that production equipment will be installed in the near future.

3.14 Geology, Topography, and Soils, Including Prime Farmland

The project study area is situated in the terrace upland physiographic area, which is located west of the Mississippi River Alluvial Plain. The terrace upland is comprised largely of loess-covered alluvial deposits. The surficial alluvial deposits are generally part of the Prairie Formation deposited during the late Pleistocene. The time of deposition of the alluvial deposits was 80,000 to 100,000 years ago.

The area is characterized by a distinctive meander belt topography in which a number of abandoned channels and watercourses are apparent. These extensive alluvial deposits are covered with loessial deposits that are 20 feet or more in thickness. Loess is comprised of silty wind-deposited materials.

Elevations in the study area are approximately thirty (30) feet. The general slope is to the southwest, and the local relief is typically less than five (5) feet, excluding stream channels.

The modern soils developed in a uniform silty deposit. The USDA Soil Survey for Lafayette, St Martin and Iberia Parishes identifies the project study area as being comprised of the Memphis-Frost soils association. This association consists of gently sloping to nearly level, well drained and poorly drained loamy soils that formed in loess. The well drained Memphis soils are found on drainage divides and side slopes. They are moderately permeable, loamy throughout, and not wet.

The poorly drained Frost soils are found in narrow, concave areas along drainage ways. They are loamy throughout, slowly permeable, and have a shallow seasonal high water table. Other soils found in this association are the somewhat poorly drained Coteau soils. These soils are found on broad, convex stream divides, in very gently undulating areas, and on very gently sloping side slopes. Soil capabilities are generally good to moderate for roads and urban development, with a concern for wetness in the Frost soils.

3.14.1 Soil Description

As presented in the Soil Survey for Lafayette, St Martin and Iberia Parishes published by the United States Department of Agriculture-Soil Conservation Service, predominant soils within the Site boundaries consist of:

- Memphis silt loam, 0 to 1 percent slopes;
- Memphis silt loam, 1 to 5 percent slopes;
- Coteau-Frost complex; and
- Coteau silt loam, 0 to 1 percent slopes.

3.14.1.1 Memphis Silt Loam, 0 to 1 Percent Slopes

This nearly level soil is found on broad stream divides on the terrace upland in the eastern part of the parish. Formed in loess, the soil occurs in areas of about 10 to 400 acres.

This soil is moderate in fertility. Plant roots penetrate the soil easily, and water and air move at a moderate rate through the soil. Water runs off the surface at a medium rate. The soil is not wet during any season. The seasonal high water table is at a depth of more than 6 feet. Sufficient water is available to plants in most years.

Potential for urban use is good; low strength, however, is a limitation to some uses. This is considered the choice soil of the parish for most urban uses mainly because of the high elevation and consequent small chance of flooding; the good drainage; the loamy texture, which is easy to work; and the nearly level slopes.

3.14.1.2 Memphis Silt Loam, 1 to 5 Percent Slopes

This very gently sloping to gently sloping soil is found on narrow stream divides on the terrace upland in the eastern part of the parish. It formed in loess and occurs in areas of about 10 to 200 acres.

This soil is moderate in fertility. Plant roots penetrate the soil easily and water and air move at a moderate rate through the soil. Water runs off the surface at a medium to rapid rate. The soil is not wet during any season. The seasonal high water table is at a depth of more than 6 feet. Sufficient water is available to plants in most years.

Potential for urban use is good; low strength, however, is a limitation to some uses. Good surface drainage, loamy texture, and high elevations make this one of the choice soils in the parish for urban use. Good drainage is a favorable soil feature.

3.14.1.3 Coteau-Frost Complex

These soils are found on parallel ridges and in swales in crescent patterns on the terrace uplands in the southwestern part of the parish. They formed in loamy loess deposits. The Coteau soils make up about 60 percent of the acreage. They occur on ridges about 800 feet wide, and are up to 3 feet higher than the swales. The Frost soils make up about 40 percent of the acreage. They occur in the swales that are about 400 feet wide. Coteau and Frost soils are so closely intermingled that it would not be feasible to map them separately at the scale used. These soils are associated with the better drained Memphis soils that occur at a higher local elevation. Slope is 0 to 3 percent.

The Coteau soil is moderate in natural fertility. Plant roots penetrate the soil easily. Water and air move moderately slowly through it. Water runs off the surface at a slow to medium rate and the surface layer is wet for significant periods in winter and spring. The seasonal high water table is 1.5 to 3 feet below the surface during the months of December through April.

The Frost soil is moderate in natural fertility. Plant roots penetrate it fairly easily. Water and air move slowly through it. Water runs off the surface at a slow rate. The seasonal high water table is at a depth of 0 to 1.5 feet during the months of December through April. The surface layer is wet for long periods in winter and spring.

These soils are friable and fairly easy to keep in good tilth. They can be worked over a fairly wide range of moisture content.

Wetness is a limitation for such uses as septic tank absorption fields, sanitary landfills, homesites, and local roads and streets. Low strength limits the use of the soil for foundations or as construction material.