

3.14.1.4 Coteau Silt Loam, 0 to 1 Percent Slopes

This nearly level soil is found on broad, convex stream divides on the terrace upland. It formed in loess mainly in the northern and south-central parts of the parish. It is in areas of about 10 to 500 acres.

This soil is moderate in fertility. Plant roots penetrate the soil easily, and water and air move at a moderately slow rate through the soil. Water runs off the surface at a slow to medium rate. The seasonal high water table fluctuates between depths of 1.5 and 3 feet during December through April. The surface layer is wet for significant periods in winter and spring. Sufficient water is available to plants in most years.

Potential for urban use is fair. Wetness is a limitation to such uses as septic tank absorption fields, sanitary landfills, home sites, and local roads and streets. Low strength is a limitation when the soil is used as foundation or construction materials.

3.14.2 Prime Farmland

Prime farmland is one of several types of important farmland defined by the U.S. Department of Agriculture (USDA). Prime farmland soils, as defined by the USDA, are soils that are best suited to producing food, feed, forage, fiber, and oilseed crops. Such soils have properties that are favorable for the economic production of sustained yields of crops. Prime farmland soils produce the highest yields with minimal inputs of energy and other economic resources. For these reasons, Prime Farmland soils are of major importance in meeting the nation's short-term and long-term food and fiber needs.

Approximately 70 acres of Prime Farmland are presently in variety of uses along the project corridor. The Memphis, Frost, and Coteau series, all Prime Farmland soils, occur along both sides of the project corridor throughout the study area. The Frost silt loam series, a soil of statewide importance, is found in drainageways in the Broussard area.

3.15 Aesthetics

Aesthetics is concerned with visual resources and the human value placed on the visual experience. In this subjective environment, the examination of project aesthetics must take into consideration

- 1) the visual impression of the project corridor from both within and outside the corridor and
- 2) the visual impression of the area surrounding the corridor from within the corridor.

The examination of aesthetics included the identification of the existing visual resources in the project area. An assessment of project impacts on these existing visual resources is found in Chapter 4.

The overall visual impression along the project corridor is a blend of highway-oriented development and agriculture. The focus of commercial development on or near the corridor is on visibility, which is reinforced with various building facade treatments and signage. Agricultural uses are typically found behind the properties fronting the corridor or along other roadways such as LA 182. Agricultural uses have frontage on US 90 south of Broussard. Small woodland fragments are interspersed between development areas.

The landform is nearly level, affording seasonal views across agricultural land. The right-of-way is generally at approximately the same elevation as the surrounding land. The BNSF Railroad, which parallels the corridor to the west for a considerable distance, is slightly elevated in relation to US 90, sometimes obscuring views from the corridor.

Moderate to high quality visual resources are found in the agricultural fields on either side of the highway, particularly along the southern portion of the US 90 corridor. Small woodland and edge areas abutting the US 90 corridor have moderate visual quality as a naturalized context for the southeastern Louisiana region.

The majority of land use along the project corridor contains low to moderate quality visual resources, in the forms of commercial, industrial, and contemporary residential development.

The existing US 90 right-of-way has a typical highway appearance that features a linear roadway configuration. Areas not developed with travel surfaces are vegetated with grasses. The corridor has low visual quality.

Visually sensitive receptors include residences, parks, natural areas, historic resources, and public facilities. These are places people utilize, and they are contextual visual environments in which the setting has import. Within the project area, visually sensitive receptors include residential uses adjacent to and near the US 90 corridor. Highway user views tend to be limited in duration due to the attention required to drive US 90. Consequently, highway users are not considered among the primary visually sensitive receptors.

3.16 Cultural Resources

An intensive level cultural resources survey was conducted within the Area Of Potential Effect (APE) of the project. This survey adhered to the requirements and procedures set forth in 36 CFR 800, the implementing regulations of the National Historic Preservation Act of 1966, as amended, and the Cultural Resources Code of Louisiana. Briefly, the survey involved the following tasks:

- background research,
- contact with persons knowledgeable about local historical resources,
- definition of Area of Potential Effects (APE)

- intensive pedestrian survey and shovel testing within the existing right-of-way as well as proposed right-of-way acquisition areas (March and June 2001),
- architectural survey of structures greater than 50 years old within the APE, and
- application of the criteria of adverse effect to each eligible property.

The latter is discussed in Section 4.16.2. In consultation with the Louisiana Division of Historic Preservation, the project APE was determined to be one quarter of a mile in width centered on the I-49 South mainline centerline.

A total of 58 buildings greater than 50 years old were identified within the APE. Of these, two are currently listed on the National Register of Historic Places (NRHP) and one was determined ineligible for NRHP listing.

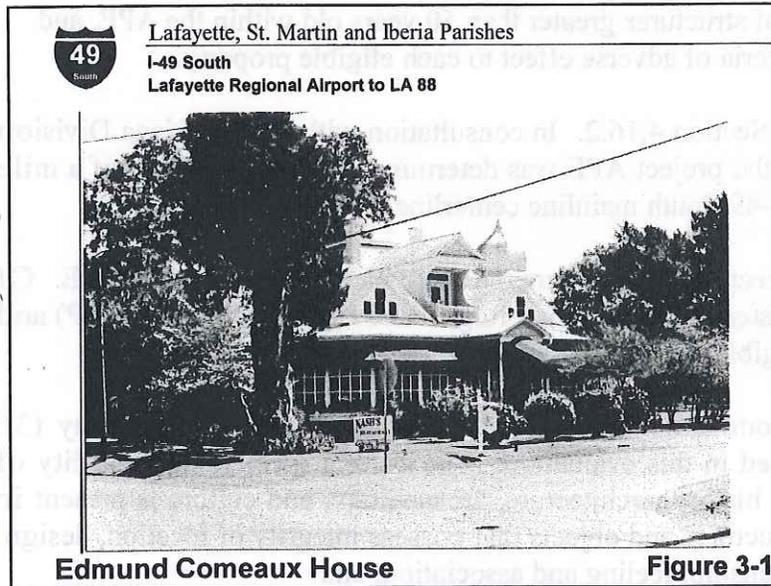
The National Register nomination criteria for determining property eligibility (36 CFR Part 63) were utilized in this evaluation. The criteria specify, "The quality of significance in American history, architecture, archaeology, and culture is present in areas, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and

- A) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B) that are associated with the lives of persons significant in our past; or
- C) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D) that have yielded, or may be likely to yield, information important in pre-history or history."

**TABLE 3-10
CULTURAL RESOURCES SURVEY
NRHP LISTED AND POTENTIALLY ELIGIBLE PROPERTIES**

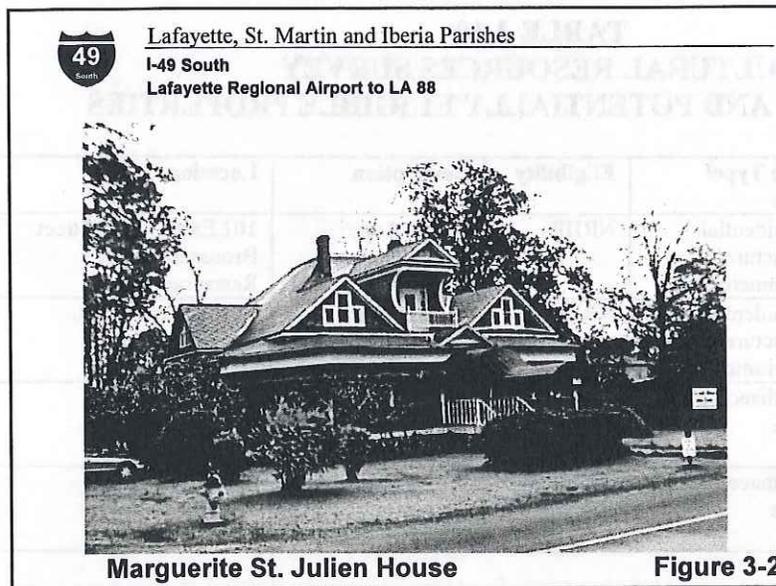
Reference Code/ Name	Site Type/ Use	Eligibility	Description	Location
ESI-15/ Edmund Comeaux House	Residential structure/ commercial	NRHP	Queen Anne Revival	101 East Second Street, Broussard (Nash's Restaurant)
ESI-15/ Marguerite St. Julien House	Residential structure/ institutional	NRHP	Queen Anne Revival	East Second Street, Broussard
16LY113	Archaeological Site	Potentially Eligible	Property access denied; site potential unknown	Lafayette Parish
16LY114	Archaeological Site	Potentially Eligible	Property access denied; site potential unknown	Lafayette Parish

Edmund Comeaux House



The Edmund Comeaux House, 101 East Second Street, Broussard, is one of two examples of Queen Anne Revival residential architecture located east of the railroad in Broussard. The building is individually listed on the NRHP and is part of the Broussard Multiple Resource Area. Although alterations to the building's setting

have occurred, the Edmund Comeaux House retains excellent details of high craftsmanship. Constructed ca. 1908, the home features an onion dome cupola and complex roof line consisting of a large pyramidal roof with pedimented cross-gables. A large dormer is central to the front façade and has a door and a porch. Gable extensions facing the front of the house have Palladian windows. An outstanding detail is a highly ornate stained glass window on the Morgan Street façade. The Edmund Comeaux House now houses Nash's Restaurant (Figure 3-1).



Marguerite St. Julien House

The Marguerite St. Julien House is another fine example of the Queen Anne Revival movement in Broussard and is located within the Broussard Multiple Resource Area. Constructed Ca. 1910, the home is similar in plan, massing, and detail to the Paul Comeaux

House. The house is rectangular with a pyramidal roof topped by a widow's walk. The central dormer has curved sidewalls with a door in the center (Figure 3-2).

A third structure, the Paul Billeaud House, was identified and investigated for NHRP eligibility. After consultation with the SHPO, the Billeaud House was determined to be NHRP ineligible, because the structural integrity of the house had been compromised.

In terms of archaeology, an intensive pedestrian survey and subsurface testing was undertaken in the existing US 90 right-of-way and future I-49 right-of-way. High and low probability areas were established based on background research and geo-archaeological considerations. Positive shovel tests and surface scatters of artifacts were considered potential sites. Generally, site definition was limited to the area within the right-of-way. Sites identified were then evaluated for NRHP eligibility.

A total of 13 archaeological sites and 9 isolated finds were identified within the study area. Of the 13 sites, two are potentially NRHP eligible. Access for the purpose of shovel testing was denied. Consequently, these sites must be considered potentially eligible pending the results of subsurface testing.

A third site lies partly within the US 90 right-of-way. Chain-of-title investigation suggests that this site may be the location of the Adeole Landry House. Initial shovel tests indicated the presence of intact deposits at the site, both within and outside the right-of-way. Excavation units revealed stratified deposits dating from the late nineteenth through early and middle twentieth century that support the chain-of-title findings. The investigations at this site indicate that the larger portion of the intact material lies outside the right-of-way. Excavation units within the right-of-way have provided a good example of the material present inside the right-of-way. It is unlikely that additional excavations within the right-of-way would yield other than redundant data. Thus, the portion of the site within the right-of-way is determined to be ineligible for the NRHP.

3.17 Section 6(f) Resources

Section 6(f) of the federal Land and Water Conservation Fund Act (LWCF) requires coordination with and approval of federal undertakings by the U.S. Department of the Interior if land acquired and/or developed using LWCF funds is to be impacted by the undertaking. Examination of land use in the project study area has determined that no Section 6(f) properties occur adjacent to the US 90 corridor or proposed I-49 acquisition areas.

3.18 Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act (49 USC 303 and 23 USC 138) requires that a Section 4(f) evaluation be prepared for any federally funded highway project that uses property that is part of a publicly owned park, recreation area, wildlife refuge, or cultural resource. There are no publicly owned parks,

recreation areas, wildlife refuges, or cultural resources that would be impacted by the project. Thus, no Section 4(f) evaluation is warranted.

3.19 Energy

The energy needs of existing US 90 are found in facility maintenance and daily operations. Facility maintenance involves the repair and general servicing of the highway amenities, including the highway section components, its structures, its supporting utilities, signs, drainage structures, and landscaped areas. These amenities have been designed with specific maintenance schedules that are programmed into the LDOTD's statewide manpower and cost budgets.

Energy expenditure during daily operations is found in vehicle operations on the highway. Costs in terms of fuel usage and vehicle wear are borne by the individual vehicle owners.

One means of estimating energy efficiency is through the volume to capacity (v/c) ratio of the network, which is a measure of congestion. The higher the ratio, the more likely that energy consuming traffic delays would occur. The current v/c ratio in the project area is .51 and the 2030 no build condition is projected to have a v/c ratio of 0.83. This would be a serious increase in congestion and, consequently, in energy consumption. The number of network links with a v/c ratio in excess of 1.00 would increase from 33.9% of the links to 56.1% of the links. Further, the average speed would decrease from 40 mph to 28 mph.

**TABLE 3A-1
AQUATIC FAUNA THAT OCCUR OR MAY OCCUR
IN THE PROJECT AREA**

Common Name	Scientific Name	Common Name	Scientific Name
Lepisosteidae		Poeciliidae	
Spotted Gar	<i>Lepisosteus oculatus</i>	Mosquitofish	<i>Gambusia affinis</i>
Alligator Gar	<i>Lepisosteus spatula</i>	Sailfin Molly	<i>Poecilia latipinna</i>
Longnose Gar	<i>Lepisosteus osseus</i>	Least Killifish	<i>Heterandria formosa</i>
Amiidae		Atherinidae	
Bowfin	<i>Amia calva</i>	Brook Silverside	<i>Labidesthes sicculus</i>
Anguillidae		Percichthyidae	
American Eel	<i>Anguilla rostrata</i>	White Bass	<i>Morone chrysops</i>
Clupeidae		Yellow Bass	<i>Morone mississippiensis</i>
Skipjack Herring	<i>Alosa chrysochloris</i>	Centrarchidae	
Threadfin Shad	<i>Dorosoma petenense</i>	Flier	<i>Centrarchus macropterus</i>
Gizzard Shad	<i>Dorosoma cepedianum</i>	Orangespotted Sunfish	<i>Lepomis humilis</i>
Cyprinidae		Longear Sunfish	<i>Lepomis megalotis</i>
Carp	<i>Cyprinus carpio</i>	Spotted Sunfish	<i>Lepomis punctatus</i>
Golden Shiner	<i>Notemigonus crysoleucas</i>	Largemouth Bass	<i>Micropterus salmoides</i>
Castostomidae		Warmouth	<i>Lepomis gulosus</i>
River Carpsucker	<i>Carpionodes carpio</i>	Bluegill	<i>Lepomis macrochirus</i>
Smallmouth Buffalo	<i>Ictiobus bubalus</i>	Redear Sunfish	<i>Lepomis microlophus</i>
Ictaluridae		Bantam Sunfish	<i>Lepomis symmetricus</i>
Blue Catfish	<i>Ictalurus furcatus</i>	Black Crappie	<i>Pomoxis nigromaculatus</i>
Channel Catfish	<i>Ictalurus punctatus</i>	Eleotridae	
Yellow Bullhead	<i>Ictalurus natalis</i>	Fat Sleeper	<i>Dormitator maculatus</i>
Flathead Catfish	<i>Pylodictis olivaris</i>	Gobiidae	
Aphredoderidae		Freshwater Goby	<i>Gobionellus shufeldti</i>
Pirate Perch	<i>Aphredoderus sayanus</i>	Clown Goby	<i>Micorgobius gulosus</i>
Cyprinodontidae		Naked Goby	<i>Gobiosoma bosci</i>
Sheepshead Minnow	<i>Cyprinodon variegatus</i>	Cichlidae	
Bayou Killifish	<i>Fundulus pulvereus</i>	Mouthbrooder	<i>Tilapia sp.</i>
Golden Topminnow	<i>Fundulus chrysotus</i>		
Rainwater Killifish	<i>Lucania parva</i>		

**TABLE 3A-2
BIRDS THAT OCCUR OR MAY OCCUR IN THE
PROJECT AREA**

Common Name	Scientific Name	Common Name	Scientific Name
Podicipediformes		Apodiformes	
Pied-Billed Grebe	<i>Podilymbus podiceps</i>	Ruby-Throated Hummingbird	<i>Archilochus colubris</i>
Pelecaniformes		Coraciiformes	
Double-Crested Cormorant	<i>Phalacrocorax auritus</i>	Belted Kingfisher	<i>Ceryle alcyon</i>
Anhinga	<i>Anhinga anhinga</i>	Piciformes	
Ciconiiformes		Northern Flicker	<i>Colaptes auratus</i>
Great Blue Heron	<i>Ardea herodias</i>	Red-Bellied Woodpecker	<i>Melanerpes carolinus</i>
Little Blue Heron	<i>Egretta caerulea</i>	Yellow-Bellied Sapsucker	<i>Sphyrapicus varius</i>
Cattle Egret	<i>Bubulcus ibis</i>	Hairy Woodpecker	<i>Picoides villosus</i>
Snowy Egret	<i>Egretta thula</i>	Pileated Woodpecker	<i>Dryocopus pileatus</i>
Yellow-Crowned Night Heron	<i>Nycticorax violaceus</i>	Red-Headed Woodpecker	<i>Melanerpes erythrocephalus</i>
American Bittern	<i>Botaurus lentiginosus</i>	Downy Woodpecker	<i>Picoides pubescens</i>
Green-Backed Heron	<i>Butorides striatus</i>	Falconiformes	
Louisiana Heron	<i>Hydranassa tricolor</i>	Turkey Vulture	<i>Cathartes aura</i>
Great Egret	<i>Casmerodius albus</i>	Mississippi Kite	<i>Ictinia mississippiensis</i>
Black-Crowned Night Heron	<i>Nycticorax nycticorax</i>	Coopers Hawk	<i>Accipiter cooperii</i>
Least Bittern	<i>Ixobrychus exilis</i>	Red Shouldered Hawk	<i>Buteo lineatus</i>
Killdeer	<i>Charadius vociferous</i>	Bald Eagle	<i>Haliaeetus leucocephalus</i>
Ibis	<i>Eudocimus and Plegadus</i>	Black Vulture	<i>Coragyps atratus</i>
Anseriformes		Sharp-Shinned Hawk	<i>Accipiter striatus</i>
Mallard	<i>Anas platyrhynchos</i>	Red-Tailed Hawk	<i>Buteo jamaicensis</i>
Gadwall	<i>Anas strepera</i>	Broad-Winged Hawk	<i>Buteo platypterus</i>
Green-Winged Teal	<i>Anas crecca</i>	Gruiformes	
American Widgeon	<i>Anas Americana</i>	King Rail	<i>Rallus elegans</i>
Wood Duck	<i>Aix sponsa</i>	American Coot	<i>Fulica Americana</i>
Ring-Necked Duck	<i>Aythya collaris</i>	Common Moorhen	<i>Gallinula chloropus</i>
Greater Scaup	<i>Aythya marila</i>	Charadriiformes	
Common Goldeneye	<i>Bucephala clangula</i>	American Woodcock	<i>Scolopax minor</i>
Ruddy Duck	<i>Oxyura jamaicensis</i>	Least Sandpiper	<i>Calidris minutilla</i>
American Black Duck	<i>Anas rubripes</i>	Herring Gull	<i>Circus cyaneus</i>
Northern Pintail	<i>Anas acuta</i>	Common Snipe	<i>Gallinago gallinago</i>
Blue-Winged Teal	<i>Anas discors</i>	Ring-Billed Gull	<i>Larus delawarensis</i>
Northern Shoveler	<i>Anas clypeata</i>	Columbiformes	
Redhead	<i>Aythya Americana</i>	Mourning Dove	<i>Zenaida macroura</i>
Canvasback	<i>Aythya valisneria</i>	Strigiformes	
Lesser Scaup	<i>Aythya affinis</i>	Eastern Screech Owl	<i>Otus asio</i>
Bufflehead	<i>Bucephala albeola</i>	Long-Eared Owl	<i>Asio otus</i>

**TABLE 3A-2
BIRDS THAT OCCUR OR MAY OCCUR IN THE
PROJECT AREA CONTINUED**

Common Name	Scientific Name	Common Name	Scientific Name
Caprimulgiformes		Great Horned Owl	<i>Bubo virginianus</i>
Chuck-Will's-Widow	<i>Caprimulgus carolinensis</i>	Strigiformes continued	
Whip-Poor-Will	<i>Caprimulgus vociferus</i>	Barred Owl	<i>Strix vana</i>
Passeriformes		Passeriformes	
Fox Sparrow	<i>Passerella iliaca</i>	Swamp Phoebe	<i>Melospiza Georgiana</i>
Eastern Phoebe	<i>Sayornis phoebe</i>	Eastern Wood-Pewee	<i>Contopus virens</i>
Acadian Flycatcher	<i>Empidonax virescens</i>	Blue Jay	<i>Cyanocitta cristata</i>
Northern Rough-Winged Swallow	<i>Stelgidopteryx erripennis</i>	Carolina Chickadee	<i>Parus carolinensis</i>
American Crow	<i>Corvus brachyrhynchos</i>	Red-breasted Nuthatch	<i>Sitta Canadensis</i>
Tufted Titmouse	<i>Parus bicolor</i>	Brown Creeper	<i>Certhia Americana</i>
Brown-Headed Nuthatch	<i>Sitta pusilla</i>	Winter Wren	<i>Troglodytes troglodytes</i>
Carolina Wren	<i>Thryothorus ludovicianus</i>	Brown Thrasher	<i>Toxostoma rufum</i>
Northern Mockingbird	<i>Mimus polyglottos</i>	Wood Thrush	<i>Hylocichla mustelina</i>
American Robin	<i>Turdus migratorius</i>	Louisiana Water Thrush	<i>Seiurus motacilla</i>
Hermit Thrush	<i>Catharus guttatus</i>	Ruby-Crowned Kinglet	<i>Regulus calendula</i>
Golden-Crowned Kinglet	<i>Regulus satrapa</i>	Loggerhead Shrike	<i>Lanius ludovicianus</i>
Cedar Waxwing	<i>Bombycilla cedrorum</i>	Yellow-Throated Viero	<i>Viero flavifrons</i>
White-Eyed Viero	<i>Viero griseus</i>	Red-Eyed Viero	<i>Viero olivaceous</i>
Solitary Viero	<i>Viero solitarius</i>	Prothonotary Warbler	<i>Protonotaria cetera</i>
Northern Parula Warbler	<i>Parula Americana</i>	Kentucky Warbler	<i>Oporonis formosus</i>
Hooded Warbler	<i>Wilsonia cirtina</i>	Yellow-Throated Warbler	<i>Dendrocia dominica</i>
Pine Warbler	<i>Dendroica pinus</i>	Common Yellowthroat	<i>Geothlypis trichas</i>
Yellow-Rumped Warbler	<i>Dendrocia coronata</i>	Eastern Meadowlark	<i>Sturnella magna</i>
Yellow-Breasted Chat	<i>Icteria virens</i>	Common Grackle	<i>Quiscalus quiscula</i>
Red-Winged Blackbird	<i>Agelaius phoeniceus</i>	Summer Tanager	<i>Piranga rubra</i>
Boat-Tailed Grackle	<i>Quiscalus major</i>	Purple Finch	<i>Carpodacus purpureus</i>
Northern Cardinal	<i>Cardinalis cardinalis</i>	Indigo Bunting	<i>Passerina cyanea</i>
Blue Grossbeak	<i>Guiraca caerulea</i>	Rufous-Sided Towhee	<i>Pipilo erythrophthalmus</i>
Painted Bunting	<i>Passerina ciris</i>	White-Throated Sparrow	<i>Zonotrichia albicollis</i>
Dark-Eyed-Junco	<i>Junco hyemalis</i>	Lincoln's Sparrow	<i>Melospiza lincolni</i>
		Galliformes	
		Bob White Quail	<i>Colinus virginianus</i>

**TABLE 3A-3
MAMMALS THAT OCCUR OR MAY OCCUR IN THE
PROJECT AREA**

Common Name	Scientific Name	Common Name	Scientific Name
Carnivora		Rodentia	
Louisiana Black Bear	<i>Ursus americanus luteolus</i>	Gray Squirrel	<i>Sciurus carolinensis</i>
Gray Fox	<i>Urocyon cinereoargenteus</i>	Southern Flying Squirrel	<i>Glaucomys volans</i>
Red Fox	<i>Vulpes fulva</i>	Fulvous Harvest Mouse	<i>Reithrodontomys fulvescens</i>
Northern Raccoon	<i>Procyon lotor</i>	Cotton Mouse	<i>Peromyscus gossypinus</i>
Striped Skunk	<i>Mephitis mephitis</i>	Eastern Wood Rat	<i>Neotoma floridana</i>
Bobcat	<i>Lynx rufus</i>	Roof Rat	<i>Rattus rattus</i>
Northern American Mink	<i>Mustela vison</i>	House Mouse	<i>Mus musculus</i>
Nearctic River Otter	<i>Lutra Canadensis</i>	Fox Squirrel	<i>Sciurus niger</i>
Coyote	<i>Canis latrans</i>	Marsh Rice Rat	<i>Orzomys palustris</i>
Spotted Skunk	<i>Spilogale putorius</i>	White-Footed Mouse	<i>Peromyscus leucopus</i>
Chiroptera		Hispid Cotton Rat	<i>Sigmodon hispidus</i>
Southeastern Myotis	<i>Myotis austroriparius</i>	Common Muskrat	<i>Ondatra zibethinus</i>
Seminole Bat	<i>Lasiurus seminolus</i>	Norway Rat	<i>Rattus norvegicus</i>
Red Bat	<i>Lasiurus borealis</i>	Nutria	<i>Myocastor coypus</i>
Hoary Bat	<i>Lasiurus cinereus</i>	Beaver	<i>Castor canadensis</i>
Northern Yellow Bat	<i>Lasiurus intermedius</i>	Marsupialia	
Rafinesque's Big-Eared Bat	<i>Plecotus rafinesquii</i>	Virginia Opossum	<i>Didelphis virginiana</i>
Evening Bat	<i>Nycticeius humeralis</i>	Insectivora	
Brazilian Free-Tailed Bat	<i>Tadarida brasiliensis</i>	Short-Tailed Shrew	<i>Blarina brevicauda</i>
Edentata		Eastern Mole	<i>Scalopus aquaticus</i>
Nine-banded Armadillo	<i>Dasypus novemcinctus</i>	Least Shrew	<i>Cryptotis parva</i>
Lagomorpha		Artiodactyla	
Swamp Rabbit	<i>Sylvilagus floridanus</i>	White-tailed Deer	<i>Odocoileus virginianus</i>
Eastern Cottontail	<i>Sylvilagus aquaticus</i>		

**TABLE 3A-4
SPECIES OF AMPHIBIANS AND REPTILES THAT OCCUR
OR MAY OCCUR IN THE PROJECT AREA**

Common Name	Scientific Name	Common Name	Scientific Name
Caudata		Testudines	
Marbled Salamander	<i>Ambystoma opacum</i>	Snapping Turtle	<i>Chelydra serpentina</i>
Small-Mouthed Salamander	<i>Ambystoma texanum</i>	Common Musk Turtle	<i>Sternotherus odoratus</i>
Dwarf Salamander	<i>Eurycea quadridigitata</i>	Painted Turtle	<i>Chrysemys picta</i>
Lesser Siren	<i>Siren intermedia</i>	Eastern Box Turtle	<i>Terrapene Carolina</i>
Mole Salamander	<i>Ambystoma talpoideum</i>	Slider	<i>Chrysem floridana</i>
Three-Toed Amphiuma	<i>Amphiuma tridactylus</i>	Spiny Softshell	<i>Trionyx spiniferus</i>
Eastern Newt	<i>Notophthalmus viridescens</i>	Razor-Backed Musk Turtle	<i>Sternotherus carinatum</i>
Squamata-Lacertilia		Eastern Mud Turtle	<i>Kinosternon subrubrum</i>
Mediterranean Gecko	<i>Hemidactylus turcicus</i>	Chicken Turtle	<i>Deirochelys reticularia</i>
Five-lined Skink	<i>Eumeces fasciatus</i>	Ornate Box Turtle	<i>Terrapene ornata</i>
Ground Skink	<i>Scincella lateralis</i>	Mississippi Map Turtle	<i>Graptemys kohnii</i>
Broad-headed Skink	<i>Eumeces latices</i>	Serpentes	
Green Anole	<i>Anolis carolinensis</i>	Racer	<i>Coluber constrictor</i>
Anura		Mud Snake	<i>Farancia abacura</i>
Gulf Coast Toad	<i>Bufo valliceps</i>	Common Kingsnake	<i>Lampropeltis getulus</i>
Woodhouse's Toad	<i>Bufo woodhousei</i>	Plain-bellied Water Snake	<i>Nerodia erythrogaster</i>
Northern Cricket Frog	<i>Acris crepitans</i>	Diamond-backed Water Snake	<i>Nerodia rhombifera</i>
Gray Treefrog	<i>Hyla versicolor</i>	Western Green Water Snake	<i>Nerodia cyclopion</i>
Spring Peeper	<i>Hyla crucifer</i>	Southern Water Snake	<i>Nerodia fasciata</i>
Cope's Gray	<i>Hyla chrysoscelis</i>	Grahams Crayfish Snake	<i>Regina prahamii</i>
Green Treefrog	<i>Hyla cinerea</i>	Glossy Crayfish Snake	<i>Regina rigida</i>
Squirrel Treefrog	<i>Hyla squirella</i>	Brown Snake	<i>Storeria dekayi</i>
Striped Chorus Frog	<i>Pseudacris triseriata</i>	Rough Earth Snake	<i>Virginia striatula</i>
Bullfrog	<i>Rana catesbeiana</i>	Copperhead	<i>Agkistrodon contortrix</i>
Pig Frog	<i>Rana grylio</i>	Rat Snake	<i>Elaphe obsoleta</i>
Greenfrog	<i>Rana clamitans</i>	Eastern Hog-Nosed Snake	<i>Heterodon platyrhinus</i>
Southern Leopard Frog	<i>Rana sphenoccephala</i>	Rough Green Snake	<i>Opheodrys aestivus</i>
Eastern Narrow-Mouthed Toad	<i>Gastrophryne carolinensis</i>	Western Ribbon Snake	<i>Thamnophis proximus</i>
Crocadilia		Eastern Coral Snake	<i>Micrurus fulvius</i>
American Alligator	<i>Alligator Mississippiensis</i>	Cottonmouth	<i>Agkistrodon piscivorus</i>

**TABLE 3A-5
HAZARDS DATABASES SEARCHED
FEDERAL ASTM E 1527-97 DATABASES**

NPL	National Priority List (Superfund)	EPA
Proposed NPL	Proposed National Priority List Sites	EPA
Delisted NPL	National Priority List Deletions	EPA
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System	EPA
CERC-NFRAP	CERCLIS No Further Remedial Action Planned	EPA
CORRACTS	Corrective Action Report	EPA
RCRIS	Resource Conservation Recovery Information System (RCRA)	EPA
RCRIS-TSD	RCRIS Transportation, Storage, Dispose/Treat Database	EPA
RCRIS-LQG	RCRIS Large Quantity Generator Database	EPA
RCRIS-SQG	RCRIS Small Quantity Generator Database	EPA
ERNS		EPA

STATE ASTM E 1527-97 DATABASES

SHWS	Louisiana Site Remediation Information System LASRIS (Inactive and abandoned Sites) State Hazardous Waste	DEQ
SWF/LF	Solid Waste Facility/Landfill Sites	DEQ
LUST	Leaking Underground Storage Tank Incident Reports	DEQ
UST	Registered Underground Storage Tanks	DEQ

FEDERAL ASTM E 1527-97 SUPPLEMENTAL DATABASES

CONSENT	Superfund (CERCLA) Consent Decrees	EPA
ROD	Records of Decision	NTS
FINDS	Facility Index System	EPA
HMIRS	Hazardous Materials Information Reporting System	DOT
MLTS	Material Licensing Tracking System	NRC
MINES	Mines Master Index Record	DOL
NPL Liens	Federal Superfund Liens	EPA
PADS	PCB Activity Database System	EPA
RAATS	RCRA Administrative Action Tracking System	EPA
TRIS	Toxic Chemical Release Inventory System	EPA
TSCA	Toxic Substances Control Act	EPA
FTTS	FIFRA/TSCA Tracking System – FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)	EPA

Chapter Four
Environmental Consequences

4.0 Environmental Consequences

4.1 Land Use and Socioeconomics

4.1.1 Demographics

As discussed in Chapter 3, there are three geographic units for which data was collected: the TRANPLAN regional transportation model area, the US Census units traversed by the project for Environmental Justice analysis, and an estimate of the portions of these units within the immediate 2,000-foot wide project area shown on the Project Atlas. Demographic data utilized was extracted from three sources: US Census, Woods & Poole State Profile, and the LCG/MPO. The data used for the projections of traffic demand using the TRANPLAN model were extrapolated from the data provided by the LCG/MPO, and it is presented in Table 4-1. The Environmental Justice data is found in Tables 4-2 and 4-3. The project area estimates are presented in Tables 3-1, 3-2, and 3-3.

**TABLE 4-1
DEMOGRAPHIC CHARACTERISTICS
FOR EXPANDED REGIONAL TRAFFIC MODEL**

Year	Population	Occupied Dwelling Units	Total Dwelling Units	Retail Employment	Total Employment	School Attendance
2000	189,405	75,935	75,935	15,718	87,573	52,920
2010	214,722	85,890	85,885	18,287	103,001	58,088
2030	265,198	105,714	105,699	22,943	130,477	68,820

The US 90/I-49 corridor is expected to continue as a major employment growth area in the urban area. In 2000, slightly over 20% of the employment in the urban area was in the project area. By 2030, almost 29% of the employment is forecast to be in the project area. This means that while the employment in the urban area is projected to rise by 49% in 30 years, employment in the project area will increase 112%. A similar trend is forecast for retail employment.

There is expected to be a difference in the growth rates for the northern part of the project area versus the southern part. The employment in the portion from the airport to the BNSF Railroad crossing is projected to increase by 90% by 2030 while the southern portion is forecast to grow by 272%. This difference in growth rates is primarily due to the availability of land for development.

4.1.1.1 No-build Alternate, Demographics

The no-build alternate has no effect on existing socioeconomic conditions.

4.1.1.2 Build Alternate, Demographics

The direct effect of the build alternate cannot be specified as socioeconomic data at a scale smaller than the block group is not available from the 2000 US Census. However, research indicates that with the Selected Alternative no population groups, including low income or minority populations, will be impacted adversely as no residences would be relocated and access to residential areas would not be interrupted.

The two potential impacts to residential areas would be on S. Eola Road and the Cote Gelee Apartments, both in Broussard.

- The potential impact to the former would have resulted from the widening of South Eola Road as it approached the intersection with the southbound frontage road. Analysis of the projected traffic demand indicated that the small width of additional required ROW was available from the US Post Office property on the south side of Eola Road without effect on the residences. There would be no impact on the operation or access of the Post Office.
- The potential impact to Cote Gelee was from increased traffic noise that would be mitigated by construction of a noise wall as discussed in Section 4.3.4.2.

The regional population as a whole would benefit from the increased opportunities for employment resulting from the support and enhancement of economic development opportunities provided by the project.

4.1.2 Environmental Justice

4.1.2.1 Executive Order 12898

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

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

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

4.1.2.2 Demographic Profile, Environmental Justice

A demographic profile of the US Census units which contain the I-49 South project area was compiled to answer the following questions posed by the Order:

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

I-49 South traverses Census Tracts 14.08, 14.09, and 14.10, in Lafayette Parish, Census Tract 206, Block Group 4 in St. Martin Parish, and Census Tract 303, Block Group 1 and 2 in Iberia Parish. In St. Martin and Iberia Parishes, Block Group data is presented because the project area is quite small relative to the tracts. Table 4-2 summarizes the demographic make up of these tracts. A review of this 2000 U.S. Census population data, including racial composition, indicates that there are no minority communities in/or adjacent to the project study area.

TABLE 4-2 POPULATION CHARACTERISTICS OF PROJECT

Parish/ Census Tract	Total	White	%	Black	%	Amer. Indian/ Alaskan Native	Asian	Native Hawaiian/ Other Pacific Islander	Some Other Race	Two or More Races	Other Race %
Lafayette											
14.08	2,149	1,937	90	160	7.4	9	9	0	9	25	2.6
14.09	7,719	6,378	83	1,164	15	38	48	0	35	56	2
14.10	7,353	6,450	88	757	10	36	23	12	26	49	2
St. Martin											
206 Block Group 4	1,299	927	71	276	21	2	70	0	5	19	8
Iberia											
303 Block Group 1	3,317	2,619	79	467	14	14	134	0	31	52	7
303 Block Group 2	3,714	2,917	79	316	8.5	0	359	0	21	80	13
Total	25,551	21,228	83	3,140	12	99	643	12	127	281	5

Source: U.S. Census, 2000

4.1.2.3 Income Levels, Environmental Justice

The 1990 U. S. Census data, summarized in Table 4-3, indicates that the median annual household incomes within the project area are higher than the Parish median household income levels. The U.S. Department of Housing and Urban Development defines a low-income household as having a total household income equal to, or less than, 80% of the parishwide median. In applying this definition, it was found that there are no low-income communities in the project area.

**TABLE 4-3
MEDIAN INCOME**

Lafayette Parish	
1990 Median Household Income	\$24, 339
Low Income 80% of Median	19, 471
Census Tract 14.08	32, 500
Census Tract 14.09	25, 805
Census Tract 14.10	26, 630
St. Martin Parish	
1990 Median Household Income	\$19, 116
Low Income 80% of Median	15, 293
Census Tract 206, Block Group 4	19, 812
Iberia Parish	
1990 Median Household Income	\$20, 838
Low Income 80% of Median	16, 670
Census Tract 303, Block Group 1	32, 807
Census Tract 303, Block Group 2	21, 585
Source: 1990 US Census	

4.1.2.4 Project Effect Discussion, Environmental Justice

This segment of I-49 has been designed so that its service benefits are available to all affected communities along the corridor, regardless of community make up or income level. The public involvement program has been implemented to inform all affected parties, establish a dialogue, and develop workable and reasonable design solutions. The project would not disproportionately affect minority and/or low income communities or tribal resources, as there are no minority or low income communities or designated tribal resources in the project area.

4.1.2.5 No-build Alternate, Environmental Justice

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

4.1.2.6 Build Alternate, Environmental Justice

The I-49 South project has been designed so that its service benefits are available to all affected communities along the corridor, regardless of community make up or income level. The public involvement program for I-49 South was designed and implemented to inform all affected parties, establish a dialogue, and develop workable and reasonable design solutions. The project will not disproportionately affect low-income communities or tribal resources, as there are no minority, low-income communities, or designated tribal resources in the project area.

4.1.3 Land Development in Area

4.1.3.1 No-build Alternate, Land Development

The no-build alternate would not change the general pattern of development in the corridor as the pattern results from the local economy that drives the market demands for industrial growth, for additional housing, and for commercial services and community facilities to meet the needs of an increasing population. The rate of growth, however, would be constrained over time as the congestion of the roadway network reduces the relative advantages currently provided in the corridor by the availability of vacant land and the access provided by US 90 relative to other regional roadway network links.

4.1.3.2 Build Alternates, Land Development

The build alternate also would not change the general pattern of development in the corridor. It differs from the no-build in that it supports continued development by providing the following advantages over the no-build.

- On the national and state level, it provides a transportation facility commensurate with the needs of a continued expansion of the national and state economies that would support the regional economy.
- On the regional level, it provides the additional roadway capacity to relieve increased congestion on the network as a whole and to maintain the US 90/I-49 corridor as the most accessible and, therefore, desirable corridor for development in the region.
- On a local level, it provides these transportation benefits without displacing any residences or community facilities and impacts only 11 businesses, of which only 10 must be relocated. It also provides a direct benefit of increased accessibility to existing major employment centers and to areas programmed for future development.

To some extent, the pattern of the development is programmed or predicted. It is estimated that the corridor of the future Ambassador Caffery Parkway would link

additional residential development to the project corridor and generate increased commercial demand. It also is projected that future industrial development would be attracted to the currently undeveloped areas along the project by the improved access. St. Martin Parish is currently developing an industrial park along the corridor and the Coteau area is a growth area for Iberia Parish.

4.1.3.3 Consistency with State and Local Plans, Land Development

The project is consistent with all transportation plans at the state, regional, and local levels. At the local level, the proposed action is coordinated with the plans for the construction of future Ambassador Caffery Parkway, which is an LCG project that is included in the Regional Transportation Improvement Plan (TIP). The proposed action is also coordinated with the plans by the Town of Broussard to extend Morgan Street and Young Street to the east, and the programmed industrial park in St. Martin Parish which would utilize the relocation of LA 92 east as its principal access.

4.1.4 Community Facilities

4.1.4.1 No-build Alternate, Community Facilities

The no-build alternate will involve no change in the location of any existing community facility. However, under the no-build alternate, those facilities which are transportation dependent, i.e. emergency services and transportation resources serving schools, senior centers and other public facilities would be affected by the gradual deterioration in the capacity of the existing roadway network.

4.1.4.2 Build Alternates, Community Facilities

Under the build condition, US 90 will be converted from a full access roadway to I-49, which will operate as a limited access roadway. This conversion will potentially affect the travel pattern of local transportation service providers. School bus routes would have to be adjusted to function with the one-way frontage road system to route services across I-49 through interchanges. However, these services would benefit by the improved capacity of the overall transportation network as documented in Chapter 1.

As presented in Section 3.2.5, eight houses of worship and three cemeteries are located in the vicinity of the project area. St. Mark Baptist Church in St. Martin Parish is the only facility located within the project area. The church is located near the intersection of LA 182 and LA 92, approximately 2000 feet east of the eastern limit of the proposed LA 92 relocation. None of the identified houses of worship or cemeteries would be directly impacted by the project and no right-of-way acquisition involving these properties would occur. Access to houses of worship and cemeteries would be maintained during project construction, although the potential for minor localized alternate routing could occur. Once operational, the project would provide equivalent or improved access to these facilities (See Exhibits 3-1A and B).

4.1.5 Relocation Impacts

4.1.5.1 No-build Alternate, Relocation Impacts

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

4.1.5.2 Build Alternates, Relocation Impacts

The proposed project will be located primarily in the existing right-of-way of the existing US 90. As documented in Chapter 2, however, there would be areas along connecting roads that require the acquisition of additional right-of-way. These areas are notably in the following locations and result in the indicated number of displacements:

- Verot School Road between US 90 and Industrial Parkway, three industrial buildings within a single business site may require relocation (Frank's Casing Crew & Rental Tools at 700 E. Verot School Road);
- Southpark Road (LA 89) between US 90 and Tidelands Road, four buildings occupied by three businesses (Magnolia Chemical at 121 Southpark Road, Thomson Brothers at 125 Southpark Road, and Quality Compression at 129 Southpark Road);
- The three areas of connection between the northbound frontage road and the two-way service road on the east side of I-49 in the area of Southpark and Verot School Roads, two buildings occupied by two businesses at the intersection of Garber Road and US 90 (Texaco at 2903 US 90 E and B&B Carwash at 2835 US 90 E);
- The intersection of LA 182, Albertson's Parkway, and the southbound frontage road, three buildings occupied by two businesses (Broussard Carwash at 4730 US 90 E and Preheat Inc. at 4730 US 90 E);
- The alignment of future Ambassador Caffery Parkway from I-49 to Hardware Road, two buildings occupied by two businesses (All Cranes USA at 107 Corne Road and Petro Tool at 5574 US 90 E) may need to be relocated because of ROW acquisition; and
- The relocated alignment of LA 92 east in St. Martin Parish.

The affected buildings are identified for these business relocations on applicable Project Atlas plates. The proposed project would not displace any residential properties.

In a number of other locations small amounts of right-of-way will be required for geometric improvements at intersections of existing roadways with the frontage roads as described in Chapter 2.0, but no displacements are anticipated.

4.1.6 Community Disruption

4.1.6.1 No-build Alternate, Community Disruption

The no-build alternate would not result in direct community disruption. Over the 30-year planning horizon, however, the increased congestion in the corridor could result in the displacement of existing employment centers seeking improved access elsewhere.

4.1.6.2 Build Alternates, Community Disruption

The build alternate would not result in direct community disruption in the developed urban and suburban areas in the corridor. It would support, however, the noted land development trends, which include in a decrease of land in cultivation and an increase of developed land. The rural character of the southern portion of the corridor, especially in St. Martin and Iberia Parishes, would become suburban.

4.1.7 Mitigation of Land Uses and Socioeconomic Impacts

The 10 businesses to be relocated, and the one business with three buildings that may require relocation within their site, would be afforded all protections under the Uniform Relocation Act.

4.2 Air Quality

Air Quality Standards and Conformity

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.

The primary pollutants from motor vehicles are carbon monoxide (CO), volatile organic compounds (VOCs), and nitrogen oxides (NOx). VOCs and NOx are pollutants of regional concern that are analyzed by the regional air quality planning agency to determine conformity with the State Implementation Plan (SIP) for air quality. CO is a pollutant of concern near roadways and intersections. Traffic congestion and low operating speeds, as can occur during peak traffic periods, tend to result in elevated CO emissions. Conversely, roadway improvements that relieve traffic congestion and improve intersection operations tend to reduce CO emissions.

An analysis of the potential project-related air quality impacts was undertaken for the purposes to:

1. identify roadway intersections where vehicular traffic would cause or contribute to levels of CO beyond the NAAQS; and
2. address the transportation conformity requirements for the project.

Models approved by the US Environmental Protection Agency (USEPA), MOBILE5b and CAL3QHC2.0, were utilized to develop appropriate emission factors and determine hourly concentrations of CO. The USEPA Guideline for Modeling Carbon Monoxide from Roadway Intersections was utilized to identify analysis locations for modeling and to identify modeling input parameters. Parameters used in

the modeling effort, as specified by USEPA requirements or LDEQ guidance as applicable, included the following:

Meteorological variables

Averaging time: 60 minutes (USEPA)

Persistence factor: 0.70 (USEPA)

Surface roughness coefficient: 108 cm, suburban (Actual)

Settling and deposition velocities: 0 (CAL3QHC Default)

Wind speed: 1 meter/second (USEPA)

Wind direction: Every 10 degrees from 0 to 360° (USEPA and LDEQ)

Atmospheric stability class: D (LDOTD and LDEQ)

Mixing height: 1,000 meters CAL3QHC Default)

Site variables

Roadway and receptor coordinates: x/y system (Actual)

Roadway widths: 12-foot travel lanes (Actual)

Roadway and receptor elevations: receptor elevation 5 feet above ground (Actual)

Traffic variables

Traffic volumes, traffic signal timing, speeds: Project Traffic Study

Clearance lost time: 2 seconds (CAL3QHC default)

Emissions variables

Composite factors for free-flow links: (LDEQ)

Idle emission factors for queue links: (LDEQ)

Two study years were analyzed, 2010 and 2030, representing the base year and the project design year, respectively.

Applying the rationale in the USEPA Guideline, the peak hour traffic volumes, delays, and results of the levels of service (LOS) analyses for years 2010 and 2030, build and no-build alternates were examined. Intersections were ranked according to delay (LOS) and total traffic volume (See Tables 4A-1, 4A-2, and 4A-3 in the Appendix to this chapter). Intersections with an acceptable LOS C or better were not considered in the analysis. As stated in the USEPA Guideline, it is presumed that if CO concentrations at the worst case intersections are acceptable, all other locations would also be acceptable.

The screening and ranking analysis for the 2010 base year identified the following intersections for CO modeling:

- US 90/Verot School Road, AM 2010 no-build
- US 90/Southpark Road, AM and PM 2010 no-build
- US 90/future Ambassador Caffery Parkway, Peak 2010 no-build

The screening and ranking analysis for the 2030 design year identified the following intersections for CO modeling:

- US 90/Verot School Road, AM 2030 no-build
- US 90/Southpark Road, AM and PM 2030 no-build
- US 90/Ambassador Caffery Highway, Peak 2030 no-build
- US 90/Albertson's Parkway, AM 2030 no-build

Commensurate with the screening and ranking analysis, land uses surrounding these intersections were assessed to determine if sensitive land uses exist. Table 4-4 summarizes the land uses found at four of the intersections. The fifth intersection, US 90 and future Ambassador Caffery Parkway, is abutted by industrial properties and vacant land. Consequently, CO modeling was not undertaken for this intersection.

4.2.1 No-build Alternate, Air Quality

The no-build alternate would involve no improvements to the existing roadway. The modeling results for 2010 and 2030 no-build conditions are shown in Table 4-5. The highest CO concentrations, measured in parts per million (ppm), would occur at the US 90/Southpark intersection during the AM peak hour at 10.7 ppm (1-hour) and 8.1 ppm (8-hour). These concentrations are acceptable in comparison to the primary and secondary NAAQS for CO: 35 ppm over a 1-hour period and 9 ppm over an 8-hour period.

**TABLE 4-4
SUMMARY OF LAND USES AT INTERSECTIONS IDENTIFIED
FOR CO MODELING**

<i>Intersection</i>	<i>Alternate</i>	<i>Surrounding Sensitive Land Uses</i>	<i>Distance to Closest Sensitive Land Use (feet)</i>
US 90 and Verot School Road	No-build	Alida's Bed and Breakfast, Evangeline Steakhouse and Seafood Restaurant	100
US 90 and Southpark Road (LA 89)	No-build	Chevron Gas Station, Burger King	100
US 90 and Albertson's Parkway	No-build	Carwash, Billeaud House	100
US 90 and Ambassador Caffery	No-build	None	N/A
I-49 Frontage Roads and Verot School Road (East)	No-build	Alida's Bed and Breakfast, Evangeline Steakhouse and Seafood Restaurant	30

**TABLE 4-5
PREDICTED WORST-HOUR CARBON MONOXIDE (CO)
CONCENTRATIONS
2010 AND 2030 NO-BUILD ALTERNATE**

<i>Intersection</i>	<i>Alternate</i>	<i>Peak Hour</i>	<i>1-Hour Conc. (ppm)</i>	<i>8t-Hour Conc. (ppm)</i>	<i>Receptor Location</i>	<i>Wind Angle (degrees)</i>
US 90 and Verot School Road	2010 no-build	AM	8.4	6.5	Northbound US 90 400 feet south of Verot School Road	350
US 90 and Southpark Road	2010 no-build	AM	9.6	7.3	Northbound US 90 300 feet south of Southpark Road	350
	2010 no-build	PM	9.5	7.3	Northbound US 90 300 feet south of Southpark Road	350
US 90 and Verot School Road	2030 no-build	AM	8.7	6.7	Northbound US 90 400 feet south of Verot School Road	350
US 90 and Southpark Road	2030 no-build	AM	10.7	8.1	Northbound US 90 300 feet south of Southpark Road	350
	2030 no-build	PM	10.0	7.6	Northbound US 90 300 feet south of Southpark Road	350
US 90 and Albertson's Parkway	2030 no-build	AM	8.2	6.3	Southwest corner	10
I-49 Frontage Roads and Verot School Road (East)	2030 no-build	AM	6.7	5.3	Northbound Frontage Road 200 feet south of Verot School Road	280

4.2.2 Build Alternate, Air Quality

The only intersection under the design year 2030 build alternate with a LOS below C is the northbound frontage road at Verot School Road. This intersection is the only one analyzed for the 2030 build condition. The highest CO concentrations would occur at this intersection during the AM peak hour at 6.7 ppm (1-hour) and 5.3 ppm (8-hour). These concentrations are acceptable in comparison to the primary and secondary NAAQS for CO: 35 ppm over a 1-hour period and 9 ppm over an 8-hour period.

Comparison of the modeling results for build and no-build alternates indicates that the build alternate would reduce CO emissions concentrations substantially by accommodating traffic growth, improving LOS, and eliminating points of congestion. Mitigation is not required.

4.3 Noise

The FHWA Noise Abatement Criteria (NAC) and LDOTD Highway Traffic Noise Policy were used to analyze potential project-related noise impacts. The FHWA has

assigned NAC levels to five categories of land use organized according to their sensitivity to noise. Table 4-6 presents these NAC levels.

**TABLE 4-6
LDOTD NOISE ABATEMENT CRITERIA**

<i>Activity Category</i>	<i>L_{Aeq1hr} dBA*</i>	<i>Description of Activity</i>
A	56 (Exterior)	Land on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	66 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	71 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	---	Undeveloped lands.
E	51 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

* These criteria are consistent with the FHWA Noise Abatement Criteria (23 CFR 772) allowing for indication of traffic noise impacts when levels approach within 1 dBA and with LDOTD Highway Traffic Noise Policy.

The NAC levels are Leq levels above which noise would begin to intrude on the corresponding land use. Leq 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. Should either of the following conditions occur, a project is determined to have a noise impact according to the FHWA:

1. Predicted Leq noise levels approach or exceed the NAC. Noise levels that approach the NAC are defined as occurring at 1 decibel less than the NAC.
2. A substantial increase in predicted noise level over the existing noise level would occur, even though the NAC is not reached. This increase is considered to be 10 decibels or greater, which is roughly a doubling or more of the perceived noise level.

The LDOTD Highway Traffic Noise Policy specifies a traffic noise impact as occurring when either of the following conditions occurs:

1. Predicted Leq noise levels equal or exceed the values shown in Table 4-6;
2. Predicted Leq noise levels are 10 decibels or more above the existing noise level.

Predictions of A-weighted equivalent sound levels for the 2010 base year and 2030 no-build and build alternates were made using the FHWA's TNM 1.0b Traffic Noise Model (TNM). The following parameters were incorporated into the modeling effort to predict the peak hourly Leq at specific receptors:

- Traffic volumes: Actual and predicted (Traffic Study)
- Traffic speeds: Actual and predicted – 70 mph mainline, 35-55 mph on frontage and service roads (Traffic Study)
- Roadway geometry: Actual and proposed
- Receptors: Actual, height at 5 feet above the ground
- Terrain and vegetation: Actual, criteria as provided by TNM

4.3.1 No-build Alternate, Noise

The no-build alternate would involve no improvements to the existing roadway. The examination of the noise impacts of the no-build alternate evaluated and quantified traffic noise impacts for 2010 and 2030 (See Table 4-7).

2010 Base Year

Predicted worst-hour LAeq1h for the 2010 base year ranged from 59 to 73 dBA at receivers closest to existing US 90. The highest level of 73 dBA was predicted for first row receivers for apartments of the Cote Gelee apartment complex (Atlas Plate 8, Receiver No. 8-N2) and for a single residence near the US 90 intersection with Eola Road (Atlas Plate 9, Receiver No. 9-N3).

Sixty-three (63) of the receivers along existing US 90 have a 2010 base year LAeq1h equaling or exceeding the NAC and are thus considered impacted. In addition to those residences, the first and second row campground and RV parking slots along Mereline Drive in Maxie's Campground also are impacted.

2030 No-build

Predicted worst-hour LAeq1h for the 2030 no-build alternate ranged from 59 to 73 dBA at the first and second row receivers along existing US 90. The highest level of 73 dBA was predicted for first row receivers for apartments of the Cote Gelee apartment complex (Atlas Plate 8, Receiver No. 8-N2) and for a single residence near the US 90 intersection with Eola Road Atlas Plate 9, Receiver No. 9-N3).

The increase in worst-hour traffic noise LAeq1h at all receivers when compared to the 2010 base year ranged from 0-4 dB. These increases are not substantial enough to cause noise impacts as defined by the LDOTD Highway Traffic Noise Policy.

Sixty-nine (69) residences (including apartment units) are impacted according to NAC for 2030 no-build. In addition to these residential impacts, the first and second

row campground and RV parking spots along Mereline Drive in Maxie's Campground also are impacted.

4.3.2 Build Alternate, Noise

The examination of the noise impacts of the 2030 build alternate evaluated and quantified traffic noise impacts (See Table 4-7).

The 2030 build predictions show worst-hour LAeq1h ranging from 63 to 77 dBA at the first and second row receivers along proposed I-49. The highest levels would be at the first row apartment buildings in the Cote Gelee Apartments (Atlas Plate 8, Receiver No. 8-N2).

Increases over the predicted existing traffic noise LAeq1h range as high as 8 dB, but the typical increase is 5 dB or less. None of the increases predicted for 2030 build are 10 dB or greater. Thus, no substantial increases in predicted noise levels over existing noise levels would occur as a result of the project. The largest increases of 8 dB will be at several receivers along the project corridor including a residence along Captain Cade Road, three of the Cote Gelee apartment buildings, a residence along Garber Road, the Cypress Tree Inn, and three residences near South Hugh Wallis Road.

In summary, one hundred sixteen (116) residences (including apartment units) will be impacted in the 2030 build alternate. In addition to these residential impacts, the first and second row campground and RV parking spots along Mereline Drive in Maxie's Campground also are impacted.

4.3.3 Noise Abatement Potential

In 23 CFR 772, FHWA requires that all the following noise abatement options be examined for any impacted land uses. These noise abatement options according to the LDOTD Highway Traffic Noise Policy are discussed below.

1. Traffic management measures: These include speed reductions and truck restrictions. These strategies are counter to the purpose of the project and would not be used as abatement measures for this project.
2. Alteration of horizontal and vertical alignments: Alteration of the horizontal alignment when the proposed action, by definition, upgrades the existing right-of-way, would not be appropriate. Alteration of vertical alignment also would not be appropriate as the cost would be greater than the construction of barriers.
3. Noise insulation of public use or nonprofit institutional structures. This option would not apply as the project area contains no impacted land uses of this type.

4. Construction of noise barriers whether within or outside the highway right-of-way: This remaining option is the construction of noise barriers that are considered in detail in the following sections.

4.3.4 Mitigation of Noise Impacts

4.3.4.1 Noise Barrier Feasibility Analysis

A total of eleven areas of impacted residences were identified for noise barrier analyses. The TNM 1.0b program was used to predict preliminary noise levels with abatement and to evaluate alternate noise barrier designs for the impacted noise receivers. The design of each noise barrier was aimed at providing an insertion loss (noise reduction) of at least 8 dB at one of the impacted receivers for the barrier to be considered acoustically feasible, in accordance with LDOTD policy.

Noise barriers were found to be acoustically feasible for the six areas shown in Table 4-7. Feasibility means that the needed noise reduction can be provided and that the construction of noise barriers would not be anticipated to pose any major design or construction issues. Feasibility alone, however, does not determine whether a barrier will be built. Each barrier also must pass a reasonableness test as described below.

Although there were other impacted residences along the proposed project, potential noise barriers for them would either interfere with driveway access to the properties or the 8 dB minimum noise reduction could not be met. Therefore, constructing barriers for these residences was considered to not be acoustically feasible.

4.3.4.2 Noise Barrier Reasonableness Analysis

In accordance with LDOTD policy, feasible noise barriers need to have a cost per benefited residence that would not exceed \$15,000 to be considered reasonable.

The barrier designs for the impacted areas quantified a noise reduction for each modeled receiver. These were used as the basis for determining the total number of benefited residences at each barrier location. Benefited residences are residences that would experience 5 or more dB of noise reduction due to construction of the barrier, whether or not the residence would be impacted without the barrier.

Barrier costs were then estimated based on a LDOTD unit cost of \$25 per square foot. The total barrier cost was then divided by the number of benefited residences to arrive at the cost per benefited residence for each noise analysis area. This cost was then compared to the LDOTD \$15,000 criterion to assess reasonableness.

Results of the barrier analysis for the areas where a noise barrier was feasible are shown in Table 4-7.

**TABLE 4-7
BARRIER ANALYSIS RESULTS AND
FEASIBILITY/REASONABLENESS ANALYSIS 2030 BUILD ALTERNATE**

<i>Area / Description</i>	<i>Sta.</i>	<i>Length</i>	<i>Average Height</i>	<i>Noise Level Reduction for Impacted Receivers (dB)</i>	<i>Feasible*</i>	<i>Noise Barrier Cost at \$25/sq.ft.</i>	<i>Benefited Residences</i>	<i>Cost per Benefited Residence</i>	<i>Reasonable*</i>
1E ROW line at the intersection of the Northbound frontage road and Captain Cade Road	538+50 to 546+20	860 ft.	10.8 ft.	8-May	Yes	\$230,900	6	\$38,483	No
2W Edge of the shoulder of the Southbound mainline	563+00 to 577+00	1,400 ft.	12.9 ft.	0-8	Yes	\$450,400	5	\$90,080	No
6W West side of I-49 on ROW line	846+00 to 852+80	680 ft.	11.2 ft.	10-Feb	Yes	\$190,000	39	\$4,871	Yes
6W Maxie's Campground Area	861+50 to 872+00	1000 ft.	20 ft.	9-Jun	Yes	\$499,400	66	\$7,567	Yes
8E Edge of the shoulder of the Northbound mainline	1062+00 to 1072+00	1,000 ft.	10 ft.	8-May	Yes	\$250,700	Cypress Tree Inn	N/A	N/A
9W West side of I-49 on ROW line	1057+00 to 1067+00	1,000 ft.	16 ft.	12-May	Yes	\$401,400	5	\$80,280	No

* according to LDOTD policy

At the Cote Gelee Apartments, a barrier was modeled starting at approximately Station 846+00 and running along the right-of-way line to Station 852+80. The noise barrier varies in height from 10 to 12 feet with an average height of 11.2 feet (Figure 4-1). Noise reductions for this barrier range from 2 to 10 dB for the buildings of the complex and a total of 39 apartment units are benefited by the barrier design. The total cost of the barrier is \$190,000 with a cost per benefited residence of \$4,871, which is under the reasonableness cost of \$15,000. Based on this design, a noise barrier is reasonable for this area and is proposed as part of the build alternate. Exhibit 4-1 locates the benefited receptors for this proposed noise barrier.

At Maxie's Campground, a barrier was modeled to protect the camping locations and RV parking slots. This barrier begins at approximately Station 861+50 and continues along the right-of-way line to Station 872+00. The height of the noise barrier is 20

feet for all barrier segments. The noise reductions for this barrier range from 6 to 9 dB for the first and second row camping and RV slots. This barrier benefits all of the 66 RV slots in the campground. The total cost of the barrier is \$499,400 with a cost per benefited residence of \$7,566, which is under the reasonableness cost of \$15,000. Based on this design, a noise barrier is reasonable for the area.

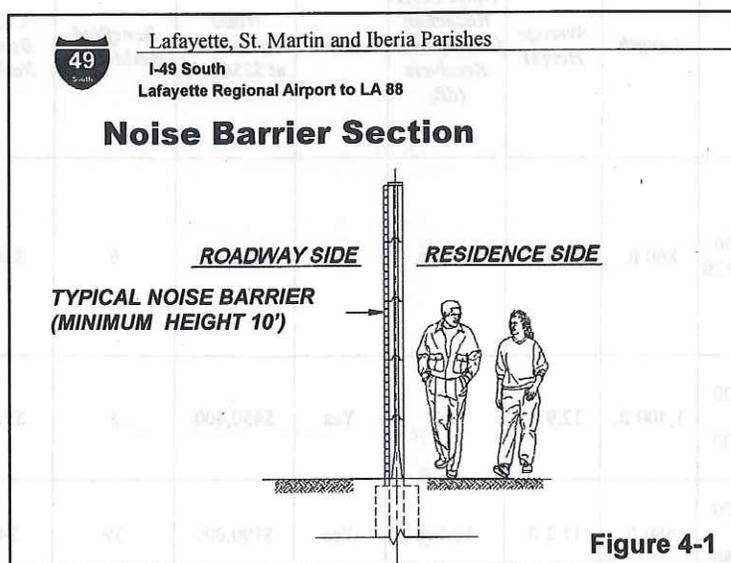


Figure 4-1

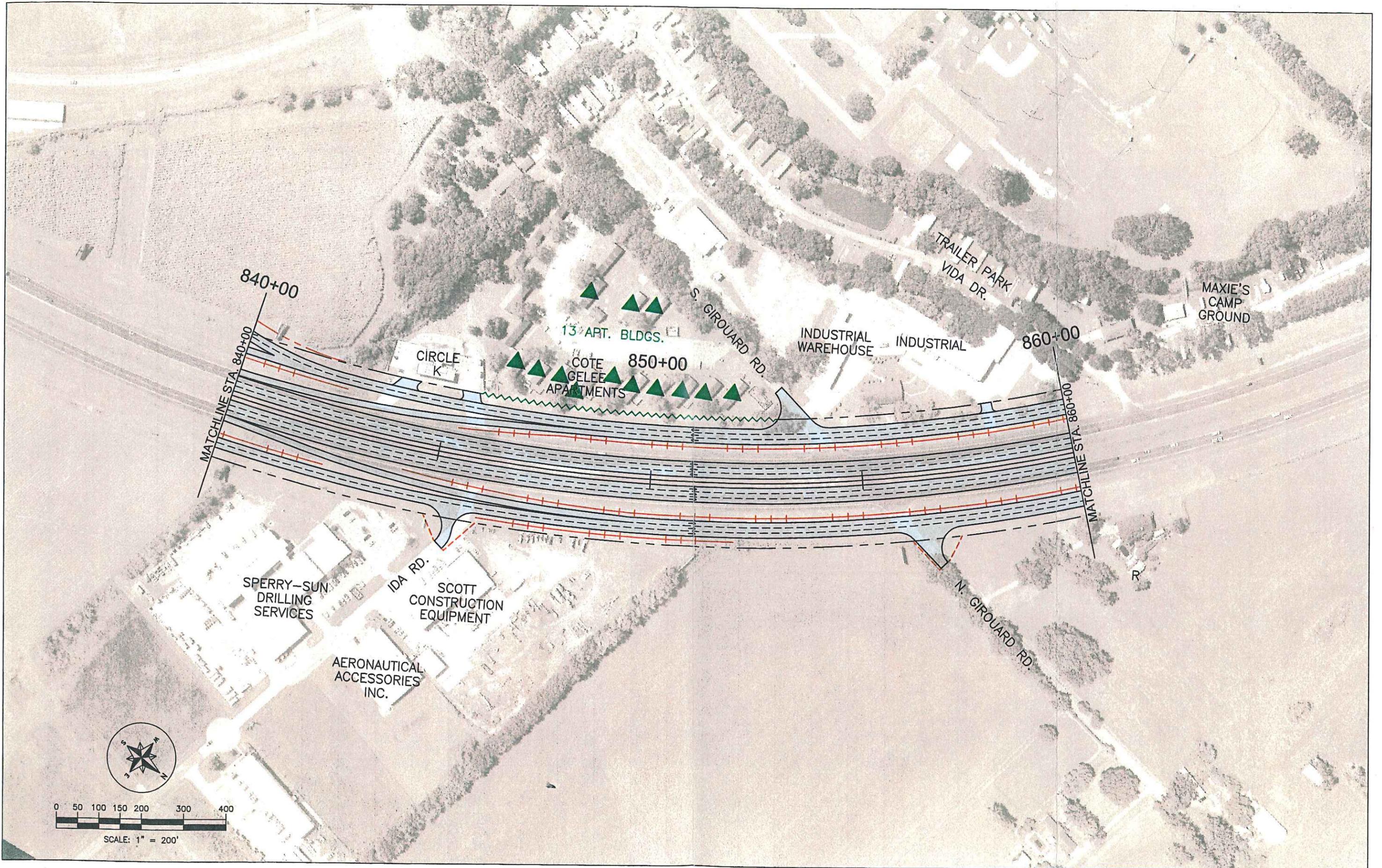
4.3.5 Construction Noise

4.3.5.1 No build Alternate, Construction Noise

The no-build alternate would involve no new construction activity. Consequently, no construction noise impacts are anticipated to occur.

4.3.5.2 Build Alternates, Construction Noise

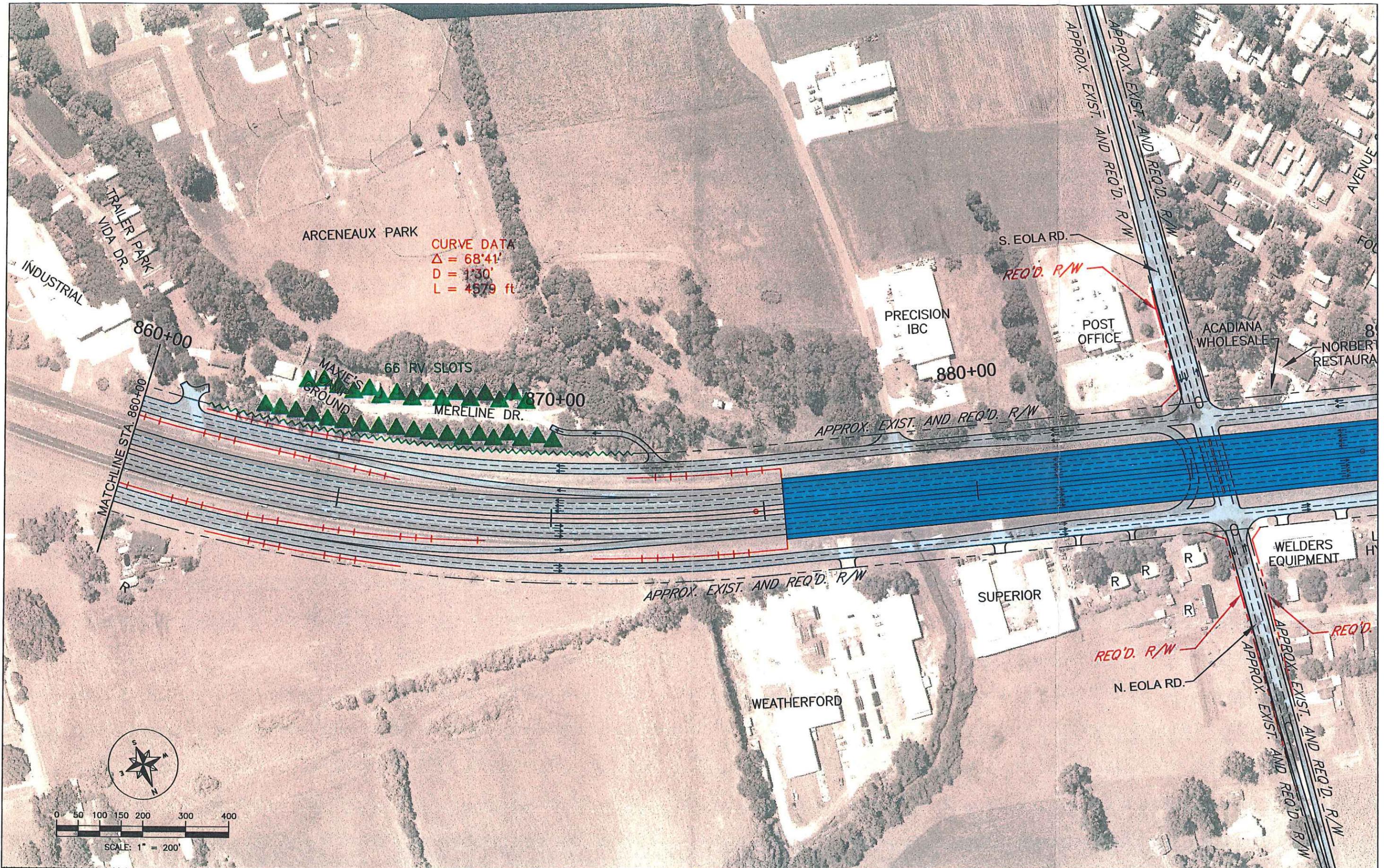
The construction of the proposed project would result in temporary noise increases within the project area. Noise would be generated primarily from heavy equipment used in hauling materials and building the roadway. Noise-sensitive areas located close to construction activities may experience temporary increases in noise levels. However, there are no category A receivers within the project area where quiet is of extraordinary significance; therefore, no such areas would be impacted by construction noise.



▲ BENEFITTED RESIDENTS OF REASONABLE BARRIER DESIGN

EXHIBIT 4-1A

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4.3.5.3 Mitigation of Construction Noise

The construction contractor would have the responsibility for protection of the general public in all aspects of construction throughout the life of the project. All construction equipment will be required to comply with OSHA Regulations as they apply to the employees' safety, and in accordance with the LDOTD Standard Specifications. All construction equipment used in the construction phase of the project will be properly muffled and all motor panels will be shut during operation.

4.4 Water Quality

4.4.1 Surface Water

4.4.1.1 No-build Alternate, Surface Water

The no-build alternate would result in no additional impacts to surface waters.

4.4.1.2 Build Alternate, Surface Water

Roadways, including existing US 90 and proposed I-49 are sources of oils, grease, metals, hydrocarbons, rubber particles, and other solids that are washed off impervious surfaces during rain events. Landscaped areas, such as highway shoulders and medians, would be utilized to filter storm water runoff in its path to surface water bodies. These vegetated areas slow the rate of runoff enabling settlement of waterborne contaminants.

4.4.1.3 Mitigation Measures, Surface Water

Wherever possible, the project would utilize a rural section with swale drainage. This design would enable storm water runoff to flow through vegetated areas prior to discharge to surface waters. As with the existing condition, this rural section design would enable waterborne contaminants to be filtered from the runoff prior to discharge. The vegetated areas would slow the rate of runoff flow, thereby minimizing the effects of erosion.

4.4.2 Ground Water

4.4.2.1 No-build Alternate, Ground Water

The no-build alternate would involve no activities that would cause new impacts to ground water or the underlying Chicot aquifer.

4.4.2.2 Build Alternate, Ground Water

Although the project overlies the Chicot aquifer, the depth of the aquifer and thick, poorly permeable surface soils form an effective barrier against infiltration. As a consequence, the potential for an adverse impact on ground water is very low. As described in Section 4.4.1.3 above, the proposed roadway design would provide a design section that would enable storm water runoff to pass over vegetated surfaces. These surfaces would facilitate filtration of waterborne sediments. Any infiltrating flow that might occur would travel slowly through the extensive soil profile before reaching the aquifer. In its route through the soil column, waterborne material would be deposited in the soil material rather than conveyed to the underlying aquifer.

The build alternate would result in an increase in impervious surface area. The project area is considered to have low recharge potential, however, no adverse impact on recharge capability would occur by implementing the project.

It is not anticipated that any of the water wells will be impacted by the proposed action. There are no potable groundwater wells within the proposed or existing right-of-way. Impacts to groundwater are not expected to occur.

4.4.2.3 Mitigation Measures

No mitigation measures are warranted.

4.5 Floodplains

4.5.1 No-build Alternate, Floodplains

No impacts to existing floodplains would occur under the no-build alternate.

4.5.2 Build Alternate, Floodplains

Locations where surface water bodies currently traverse the US 90 right-of-way would be retained in the I-49 South design. Examination of the adequacy of the existing culverts and crossings provided along the US 90 corridor indicates the need to replace and/or enlarge a number of these structures to increase capacity and improve drainage. Detailed design of these structures would be undertaken to meet federal requirements and ensure no adverse impact to upstream or downstream uses.

Proposed I-49 South would traverse existing floodplains associated with the several surface water drainageways that cross the US 90 corridor in a perpendicular orientation (Section 3.6 and Exhibit 3-2). In accordance with Executive Order No. 11988, no longitudinal floodplain impacts would occur.

Grenovillieres Swamp crosses Southpark Road near US 90 Station 980+00. Abutting the US 90 corridor, Grenovillieres Swamp traverses Tubing Road, then turns south away from US 90. The southern 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 LaSalle Coulee and their associated 100-year floodplains traverse the US 90 right-of-way between the LA 182 and Captain Cade Road intersections.

The embankment fill section proposed for I-49 will not affect 100-year water surface ponding elevations. Access to properties located within the 100-year floodplain will not be affected by the conversion of US 90 to I-49 South. Construction associated with the conversion of US 90 to I-49 does not represent a significant encroachment into the 100-year floodplain.

The project also includes relocation of LA 92 east in St. Martin Parish. (Project Atlas, Plate 3-1). The relocated LA 92 would be routed through the 100-year floodplain for approximately 800 feet. The drainage structures penetrating the proposed LA 92 roadway are sized to allow for continuity between sub-drainage basins.

The embankment fill section proposed for LA 92 would not affect 100-year water surface ponding elevations. For the distance LA 92 is routed through the 100-year floodplain, access to properties located within the 100-year floodplain would be improved. This may encourage future development within the floodplain. However, construction of LA 92 does not represent a significant encroachment into the 100-year floodplain.

The project would not create or exacerbate flooding on adjacent properties. As described in Section 3.6, flooding currently 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. The improvement or replacement of existing culverts and crossings associated with construction of the project would increase capacity and improve drainage.

4.5.3 Mitigation Measures, Floodplains

Under the build alternate, project design and construction would meet federal requirements to result in no adverse impacts on floodplains. In particular, finished roadway grades of the mainline roadway would be above the 100-year floodplain elevation so as to maintain passable roadway conditions during storm events. New or reconstructed culvert structures would be designed to convey normal drainage as well as storm flows.

4.6 Wetlands

Activities conducted in wetlands may be subject to the guidelines and regulations of Section 404 of the Clean Water Act, and may be regulated by the U.S. Army Corp of Engineers (COE). Current Federal decision making authority for activities affecting wetlands lies principally with the COE through its Sections 10 and 404 permitting authority.

The COE has been responsible for protecting the navigable waters of the United States since the enactment of the River and Harbor Act in 1899. In 1968, the COE expanded its permit review criteria to include fish and wildlife, conservation, pollution, aesthetics, ecology and other public interest factors.

In 1972, amendments to the Federal Water Pollution Control Act of 1948 were enacted. Section 404 of the amendments established a permit program and authorized the Secretary of the Army, acting through the Chief of Engineers, to issue permits for regulating the discharge of dredged or fill material into all waters of the United States. Permit approval must comply with guidelines under Section 404(b)(1) by the Environmental Protection Agency in conjunction with the Corps of Engineers.

It was not until 1975 that the full extent of the Section 404 program was realized. In that year, the USACE already expanded definition of navigable waters was held by a court to be inconsistent with the definition contained in the 1972 amendments. The court ordered the USACE to regulate all of the waters of the United States in compliance with the perceived legislative intent to protect the integrity of the entire aquatic system.

4.6.1 No-build Alternate, Wetlands

The no-build alternate would involve no activity that would directly or indirectly cause new adverse impacts on wetlands.

4.6.2 Build Alternate, Wetlands

The primary wetland areas that would be impacted by the proposed work within the existing and proposed right-of-way are associated with drainage ditches located between and outside of the existing US 90 lanes. It has yet to be determined whether the USACE will take jurisdiction over these wetlands. This wetland classification makes up the largest proportionate share of the wetland acreage in the project area. Table 4-8 presents the classifications of wetlands impacted by the project.

A small portion of fragmented bottomland hardwood wetlands would be impacted by right-of-way expansion primarily from the construction realigned connecting roads. The Southpark Road realignment would be the primary cause of impact.

The proposed LA 92 re-alignment corridor, located east of US 90, would impact agricultural land that is currently planted in sugarcane. This area is classified as prior converted cropland, which means that the wetlands were farmed prior to December 23, 1985 and have a continuous cropping history. Prior converted cropland has been significantly altered, and their topography and drainage are no longer functional as wetlands. Areas designated as "prior converted croplands" by the Natural Resources Conservation Service (NRCS) are not subject to regulation under Section 404.

**TABLE 4-8
WETLAND CLASSIFICATIONS**

Wetland Classification	Acres	Percent of Total
Wet Ditches	4.12	65%
Bottomland Hardwoods	1.17	19%
Other Waters of the U.S.	1.01	16%
Total	6.30 acres	

The Selected Alternative avoids wetland impacts to the greatest extent practicable. Where unavoidable, project impacts on wetlands have been minimized and are subject to Section 404 permitting requirements. As a consequence, the project is compliant with the implementing regulations of Executive Order No. 11990, which prescribes the protection and enhancement of wetlands.

4.6.3 Mitigation Measures, Wetlands

Total wetland impact by the proposed work would be 6.3 acres, and would be subject to obtaining a Section 404 permit. Potential mitigation measures to offset unavoidable wetland impacts would be considered on an as needed basis during the permitting process.

The potential mitigation measures include restoration, creation, or purchase of replacement wetlands through an approved mitigation bank. On-site creation of wetlands would be one form of mitigation, if space were available. The created wetlands would have to be viable, functional wetlands of a predetermined value and approved by the COE. There are several options for mitigation banks within the same hydrological unit as the project study area. The mitigation cost estimate in this Final EIS uses a cost of \$3,000 per acre.

4.7 Wild and Scenic Rivers

The project area contains no designated wild and scenic rivers. No impacts to designated wild and scenic rivers would occur under the build or no-build alternates.

4.8 Coastal Zone/Coastal Barriers

The project is located outside the Coastal Zone and contains no coastal barriers. No impacts to the Coastal Zone or coastal barriers are anticipated under the build or no-build alternates.

4.9 Aquatic Ecology

4.9.1 No-build Alternate, Aquatic Ecology

The no-build alternate would involve no construction activity. No adverse impacts to aquatic ecology would occur under the no-build alternate.

4.9.2 Build Alternate, Aquatic Ecology

The build alternate would not have a substantive impact on aquatic ecology as degraded water quality in project area waterways limits the occurrence of aquatic wildlife and vegetation. The project would generate typical roadway use pollutants, but this would be comparable to those currently generated by US 90. I-49 would not constitute a new additive source of contaminants. However, the additional impervious surface area proposed as part of I-49 has the potential to increase the quantity of contaminants.

During construction, there could be interruptions in the flow of surface drainageways and the possibility of increased siltation that would impact the aquatic environment.

4.9.3 Mitigation Measures, Aquatic Ecology

During facility operations, the drainage design would utilize a rural roadway section with swale drainage design that would preserve existing drainage patterns. Storm water runoff would flow overland from paved areas through vegetated swales and vegetated areas abutting the roadways prior to discharging to surface waters. This design would slow runoff rates and enable waterborne contaminants to be filtered from the runoff prior to discharge, thereby protecting water quality and minimizing the potential for siltation.

Project construction would strive to avoid adverse impacts to aquatic ecology by prohibiting construction activities in existing waterways except where culvert construction necessitates such activity. In the latter case, Best Management Practices would be utilized to minimize the area of disturbance, create temporary diversion channels to maintain waterway flows during construction, stabilize slopes and exposed soils to minimize siltation and erosion, restore flow to the original channels following construction, and restore the pre-existing condition where temporary channels were created. Water areas will also be protected throughout the construction period by installing and maintaining soil erosion and sediment control protection

mechanisms such as silt fencing and hay bales. All protective practices would be consistent with the LDOTD's soil erosion control procedures.

Construction impacts to wetland components of aquatic ecology may occur where new intersections or interchanges are proposed. The impacts would be confined to only what is needed to construct the roadway, drainage or lighting and maintain a required right-of-way. The two primary areas of impact would be the Southpark Realignment and the Ambassador Caffery Extension. Isolated areas of forested wetlands would be impacted in both of these areas. These forested wetlands are fragmented due to commercial/industrial development and agricultural expansion. Impacts to these forested wetlands can be offset by purchasing mitigation through an approved mitigation bank in the same hydrological region.

4.10 Vegetation and Wildlife

4.10.1 No-build Alternate, Vegetation and Wildlife

The no-build alternate would involve no disturbance of existing vegetation or wildlife as no new construction would be undertaken. Current US 90 roadway maintenance activities, such as grass mowing and brush trimming would continue according to the existing maintenance plan.

4.10.2 Build Alternate, Vegetation and Wildlife

Project construction within the existing US 90 right-of-way would primarily disturb grassy land strips and manmade drainage ditches between the existing roadways and the right-of-way boundaries.

Proposed right-of-way acquisition areas consist primarily of grassy areas near existing roadways and intersections. Sugarcane and fallow fields would be impacted by the relocated alignment of LA 92 east, and realignment of Southpark Road would impact a small bottomland hardwood fragment west of the existing US 90 corridor.

The areas to be impacted within the US 90 right-of-way and the proposed right-of-way acquisition areas do not provide unique or unusual habitats for wildlife in the project study area. Construction activity would have an adverse impact on those commonly occurring species that inhabit those areas, as the shelter and food resources utilized by the wildlife would be eliminated.

With construction completion, disturbed areas would be seeded and maintained in accordance with LDOTD's roadway maintenance program.

4.10.3 Mitigation Measures, Vegetation and Wildlife

No mitigation measures would be required since the proposed action will not significantly impact the natural vegetation and wildlife within the project study area.

4.11 Threatened and Endangered Species

4.11.1 No-build Alternate, Threatened and Endangered Species

The no-build alternate would involve no new construction activity. The LDOTD would continue to conduct its program of routine maintenance within the US 90 right-of-way. The no-build alternate would have no adverse impact on threatened and endangered species, or critical habitats for threatened or endangered species, as none are known to exist within the project area.

4.11.2 Build Alternate, Threatened and Endangered Species

The build alternate would have no adverse impact on threatened and endangered species, or critical habitats for threatened or endangered species, as none are known to exist within the project area. There would be no impact to such species due to the project construction and operation.

4.11.3 Mitigation Measures

No mitigation measures are required since there are no impacts to threatened or endangered species.

4.12 Geology, Topography, Soils, and Prime Farmland

4.12.1 No-build Alternate: Geology, Topography, Soils, and Prime Farmland

The no-build alternate would involve no property takings. No impacts to Prime Farmlands would occur. The no-build alternate would involve no disturbance of existing soils, the underlying geologic features, or change the topographic character of the project study area.

4.12.2 Build Alternate: Geology, Topography, Soils, and Prime Farmland

The build alternate would have no physical impact on the underlying geologic formations.

Minor topology changes would take place along the relocated LA 92 east and at the interchanges and connecting roadway improvements in the form of grade changes and

fill sections. Changes also would occur from the addition of roadside ditches across previously relatively flat terrain in a number of locations throughout the project area.

The build alternate would involve soil disturbance to construct the new roadways, remove or relocate roadway sections, and install and/or relocate infrastructure.

Examination of proposed right-of-way needs determined that approximately 70 acres of potential Prime Farmland would be acquired. Consultation with the National Resources Conservation Service determined that the corridor contains approximately 52 acres considered prime, unique farmland. Right-of-way takings would be re-examined during final design to minimize property acquisition impacts.

4.12.3 Mitigation Measures: Geology, Topography, Soils, and Prime Farmland

Cut and fill operations will be minimized, as practicable, to meet grade and level requirements set forth by FHWA and LDOTD. Design and construction activities will incorporate best management practices (BMP) to prevent future erosion. BMP's used during construction and development activities include temporary soil erosion control measures, permanent control measures, and low-impact land use practices. During the design phase of the project, consideration will be given to limiting the amounts of impervious surfaces created, preservation of stream buffers and sensitive areas such as natural wetlands and riparian corridors, limiting disturbance of soil and vegetation, and maintaining the natural infiltrative capacity of an area.

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

4.13 Hazardous Waste Sites

4.13.1 No-build Alternate, Hazardous Waste Sites

The no-build alternate would involve no new construction activity. The LDOTD would continue to conduct its program of routine maintenance within the US 90 right-of-way. This on-going activity would have no affect upon, or be impacted by, known hazardous waste sites of concern as none occur within the existing right-of-way.

Spills of hazardous materials being transported on US 90 pose a potential threat to environmental quality. Local or state law enforcement provides initial response to incidents on US 90 and other state highways involving spills of potentially contaminated or hazardous materials. The local public safety agency or state police will control the site relating to spill containment or clean up. Typically, local fire

departments respond and take action to contain a spill. Other agencies may be notified based on the spill circumstance. If liquid were flowing into a waterway, the U.S. Coast Guard would be contacted immediately and would be responsible for responding to contain the spill within the waterway. The state police generally allow the owner of the incident vehicle to select a private firm to clean up the spilled material. If the owner has no preference, the state police will select a local contractor on their behalf.

4.13.2 Build Alternate, Hazardous Waste Sites

No environmental impacts are anticipated due to hazardous waste generators located within the project study area since the proposed improvements will not require additional right-of-way across these properties.

Twenty-one UST sites and three LUST sites were identified in the project area. Five of the 21 UST sites have their underground storage tanks located adjacent to the existing US 90 right-of-way, but additional right-of-way is not required at any of these UST sites. Since proposed construction activity will remain within the existing right-of-way and none are reported as leaking, no impacts are anticipated at any of these five sites.

Additional right-of-way is required at three of the 21 UST sites. Since the underground storage tanks at these sites are not located adjacent to the required right-of-way, no impacts are anticipated.

Two of the three LUST sites are located sufficiently distant from the required right-of-way that impacts are not expected. Additionally, both of these sites have had their UST's removed, the soil remedied, and closure issued by LDEQ.

The third LUST site is the Texaco station located on US 90 at Garber Road (Atlas Plate 11). The build alternate would require that this Texaco station be removed and relocated, and that the underground storage tanks be properly closed and removed. In 1993, a spill was reported to LDEQ at this location. In 1996, after assessment, monitoring, and reporting, LDEQ required no further action. Although released by LDEQ, this site should be subject to LDOTD's policy on underground storage tanks and contaminated sites, Policy Procedure Memorandum No. 48. This policy dictates that suspected contamination sites be investigated early in the planning stages of a project so that sound engineering decisions can be made regarding alignment, acquisition, and/or remediation.

The F.J. Benezech No.1 well site is located on US 90 near Southpark Road. Once this well begins production, this site will contain petroleum products and other chemicals related to oil and gas production. No additional right-of-way is required at this location. No impacts from, or to, this well are anticipated.

The build alternate does not change the potential for hazardous material spills in the project area.

4.13.3 Mitigation Measures, Hazardous Waste Sites

Mitigation for hazardous materials is not anticipated at any locations within the project study area except possibly at the Texaco gas station located near Southpark Road. Due to additional ROW requirements, the UST's at this site would need to be properly closed and removed. Permanent closure of UST's would follow the procedures set forth in LAC XI.905 and LAC XI.907 (Louisiana Administrative Code). In 1996, after three years of continuous assessment, LDEQ issued a no further action required letter for this site. However, as the project advances, soil sampling and analysis should be performed around the UST's at this site. If contamination is found, mitigation would be required to bring the site into regulatory compliance. The nature and degree of mitigation at this location can not be determined at this time. Mitigation measures, if needed, might require that the contaminated soil be hauled off to an approved disposal area.

Several of the UST locations within the study area involve underground tanks adjacent to but not within the ROW. Additional ROW acquisition at these sites is not anticipated and none of these sites are documented with leaking tanks. However, the possibility exists that one or more of these locations has unknown and unreported leaking UST's and the contamination plume could have migrated within the ROW. If areas of hazardous waste contamination are encountered during the construction of this project, construction should immediately be stopped and the policies and procedures of DOTD's PPM No. 48 should be implemented. PPM No. 48 sets forth DOTD's Underground Storage Tank and Contaminated Site Policy and Procedures.

4.14 Aesthetics

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

4.14.1 No-build Alternate, Aesthetics

The no-build alternate would have no impact on existing views and aesthetic characteristics of the project corridor.

4.14.2 Build Alternate, Aesthetics

The build alternate would construct the interstate and frontage roads at-grade except at interchanges where either I-49 or the frontage roads would be elevated. Throughout much of the corridor, the at-grade appearance of I-49 would remain similar to that of existing US 90. Elevated roadway on structure would be constructed at the future LA 92 east, LA 92 west, future Ambassador Caffery

Parkway, BNSF/LA 182/Albertson's Parkway/St. Nazaire Road, Eola and Morgan Streets, Southpark Road, and Verot School Road. The elevated structures at these locations would change the appearance of the corridor at these connecting roads. Viewers potentially sensitive to these elevated structures include the Billeaud House at St. Nazaire Road, residences adjacent to US 90 near Eola Road/Morgan Street, the residences near Southpark Road, and Alida's Bed and Breakfast near Verot School Road. At the other elevated locations, land use is primarily commercial and industrial. A discussion of aesthetic issues pertaining to the Billeaud House is found in Section 4.15.

4.14.3 Mitigation Measures, Aesthetics

At Eola Road/Morgan Street, trees would be planted in the portion of the ROW between the frontage roads and the abutting properties. At Southpark Road and at Verot School Road, the potentially sensitive view is from the east looking under the elevated frontage roads to the mainline. This would be the view from Alida's Bed and Breakfast.

4.15 Cultural Resources

4.15.1 No-build Alternate, Cultural Resources

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

4.15.2 Build Alternate, Cultural Resources

An assessment of project effect was made according to 36 CFR 800.5, regulations implementing the National Historic Preservation Act, and in consultation with the State Historic Preservation Office (SHPO). Per 36 CFR 800.5, an undertaking has an adverse effect on an historic property when the undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The criteria of adverse effect as enumerated by 36 CFR 800.5 are the following:

1. Physical destruction of or damage to all or part of the property;
2. Alteration of a property, including restoration, rehabilitation, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;
3. Removal of property from its historic location;
4. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

5. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
6. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organizations; and
7. Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The criteria of adverse effect were applied to each eligible, potentially eligible, or listed resource identified within the APE:

- Comeaux House - The Comeaux House is located within the Broussard Multiple Resource Area at the corner of Second and Morgan Streets. The distance between the Comeaux House and the planned I-49 expansion is great enough that short-term effects resulting from construction, such as vibration and noise, will be minimal. Although the planned elevation of I-49 would be visible from the property, the viewshed between the house and US 90 has already been compromised by recent commercial development. In 2030, it is projected that traffic volumes on Morgan Street would increase under the build alternate over the no-build due to the development of Morgan Street as a connecting road with an interchange. It has been determined that the Comeaux House will not be adversely affected by the proposed project.
- Marguerite St. Julien House - The Marguerite St. Julien House is located within the Broussard Multiple Resource Area on Second Street. It has been determined that the Marguerite St. Julien House will not be affected by the proposed project. Neighboring properties and tree lines would buffer the St. Julien House from any short-term construction impacts. The elevated roadway planned in this area will not be visible from the building and the increase of traffic on Morgan Street would not alter the existing setting or viewshed of this property.
- Site 16LY105 - Archaeological exploration within the portion of Site 16LY105 within the project right-of-way found it to be not eligible for the NRHP. If all construction activities are confined to the currently proposed right-of-way, the project would have no effect on the potentially significant portion of the site. The portion of the site outside the project right-of-way was not explored and is considered potentially eligible pending investigation. It is recommended that the site area outside of the right-of-way be avoided during project construction activities. If the portion of the site outside of the project right-of-way cannot be avoided during construction activities, then additional archaeological investigation should be undertaken to determine the nature and extent of cultural remains.

- Sites 16LY113 and 16LY114 - Archaeological testing was not undertaken at either Site 16LY114 or Site 16LY113, as permission to excavate was denied. Site delineations will be undertaken following acquisition of the right-of-way. If the sites are demonstrated to be eligible for nomination to the National Register as a result of delineation, then archaeological data recovery should be undertaken if adverse effects to the site areas cannot be avoided.

4.15.3 Mitigation Measures, Cultural Resources

No adverse effects have been identified however if either of the two archaeological site would be determined eligible, further coordination between SHPO, LDOTD, and FHWA would be carried out.

4.16 Section 6(f) Resources

4.16.1 No-build Alternate, Section 6(f) Resources

The no-build alternate would have no impact on Section 6(f) resources.

4.16.2 Build Alternate, Section 6(f) Resources

No Section 6(f) resources occur within or near the project corridor. The build alternates would have no impact on Section 6(f) resources. No mitigation measures are required.

4.17 Section 106 Statement

As discussed in section 4.15.2, the project would have a visual effect on an element of the Comeaux House, as an elevated portion of I-49 would be visible from the Comeaux House. Consultation with the Louisiana State Historic Preservation Office (SHPO) regarding Section 106 properties has been completed. As a result of consultation, a finding of No Adverse Effect was determined for the Comeaux House. As noted in Section 4.15.2, evaluation of Sites 16Y113 and 16Y114, which were inaccessible during preparation of this Final EIS, will need to be undertaken following acquisition of the right-of-way. Further, it has been determined that the Marguerite St. Julien House will not be affected by the proposed project.

4.18 Section 4(f) Statement

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

4.18.1 No-build Alternate, Section 4(f)

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

4.18.2 Build Alternate, Section 4(f)

There are no publicly owned parks, recreation areas, wildlife refuges, or cultural resources that would be impacted by the project. Thus, no Section 4(f) evaluation is warranted.

4.19 Permits and Approvals

4.19.1 No-build Alternate, Permits and Approvals

The no-build alternate would involve no activities requiring acquisition of permits and approvals.

4.19.2 Build Alternate, Permits and Approvals

Implementation of any of the build alternates would likely require the following permits and approvals:

- Federal Permit Requirements - US Army Corps of Engineers (COE) New Orleans District Permit under the Authority of 33USC 401, Section 10; 1413, Section 404. If the Corps of Engineers takes jurisdiction over any or all of the wetlands within the project study area, permits and certifications would be required for unavoidable impacts to the wetlands. Specifically, any dredge or fill activity that would impact jurisdictional wetlands, directly or indirectly, would require a Section 404 permit from the COE. As part of the permit process, design alternates and cumulative impacts would be examined. Data to support the selection of the selected alternate must be submitted to the COE for review and approval.
- State of Louisiana Department of Environmental Quality - Commensurate with the COE permitting, a Water Quality Certification will be required under the authority contained in the Louisiana Revised Statutes of 1950, Title 30, Chapter

11, Part IV, Section 2074 A(3) and provisions of Section 401 of the Clean Water Act (PL 95 217)

- Parish of Lafayette - Regarding floodplain impacts, a letter of "No Objection" will be requested for the proposed project under the authority of Parish Ordinances.
- Parish of St. Martin - Regarding floodplain impacts, a letter of "No Objection" will be requested for the proposed project under the authority of Parish Ordinances.
- Parish of Iberia - Regarding floodplain impacts, a letter of "No Objection" will be requested for the proposed project under the authority of Parish Ordinances.

4.20 Energy

4.20.1 No-build Alternate, Energy

Energy expenditure under a no-build alternate would be equivalent to that which is currently used to maintain and operate existing US 90. No new or additional expenditures would be required until such time as existing facilities require replacement.

4.20.2 Build Alternate, Energy

Construction of the Selected Alternative would require commitment of labor, equipment, and materials. Construction-related energy consumption would be a short-term expenditure that would be offset over the life of the project by energy efficiency gained from the improved transportation facility. For example, better levels of service would result in increased fuel efficiency and reduced travel time.

Once operational, the energy needs of I-49 South would be found in facility maintenance and daily operations. Facility maintenance would involve the repair and general servicing of the highway amenities including the highway section components, its structures, its supporting utilities, signs, drainage structures, and landscaped areas. As with the existing US 90 facilities, these amenities would be designed with specific maintenance schedules that would be programmed into the LDOTD's statewide manpower and cost budgets. As an existing NHS route, upgrading US 90 to interstate standards would increase the priority it receives for both pavement and bridge preservation projects.

4.21 Impacts to Transportation Patterns

4.21.1 Vehicular Access to Businesses and Residences

4.21.1.1 No-build Alternate, Vehicular Access to Businesses and Residences

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

4.21.1.2 Build Alternate, Vehicular Access to Businesses and Residences

The build alternate would not impact vehicular access to residences. Access would be maintained to all businesses not specifically identified in Section 2.6.2 as requiring relocation. Section 2.6.2 contains a listing of right-of-way requirements that would not result in the relocation of existing residences or businesses.

No active businesses would be impacted by control of access fences. Some vacant parcels in commercial/industrial areas would be impacted by control of access fences. Access to all users abutting the right-of-way would be improved by increasing the safety of the roadway. This would result from improved geometry at frontage road intersections and the added capacity and separation of local traffic.

4.21.1.3 Mitigation Measures, Vehicular Access to Businesses and Residences

Properties impacted by control of access fences will be compensated in accord with LDOTD policies and procedures.

4.21.2 Hurricane Evacuation

4.21.2.1 No-build Alternate, Hurricane Evacuation

The no-build alternate would involve no new construction, and would make no changes in evacuation activities.

4.21.2.2 Build Alternate, Hurricane Evacuation

The build alternate would improve evacuation and local transportation opportunities as described in Section 1.2.3.

4.21.3 Bicycle and Pedestrian Facilities

4.21.3.1 No-build, Bicycle and Pedestrian Facilities

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

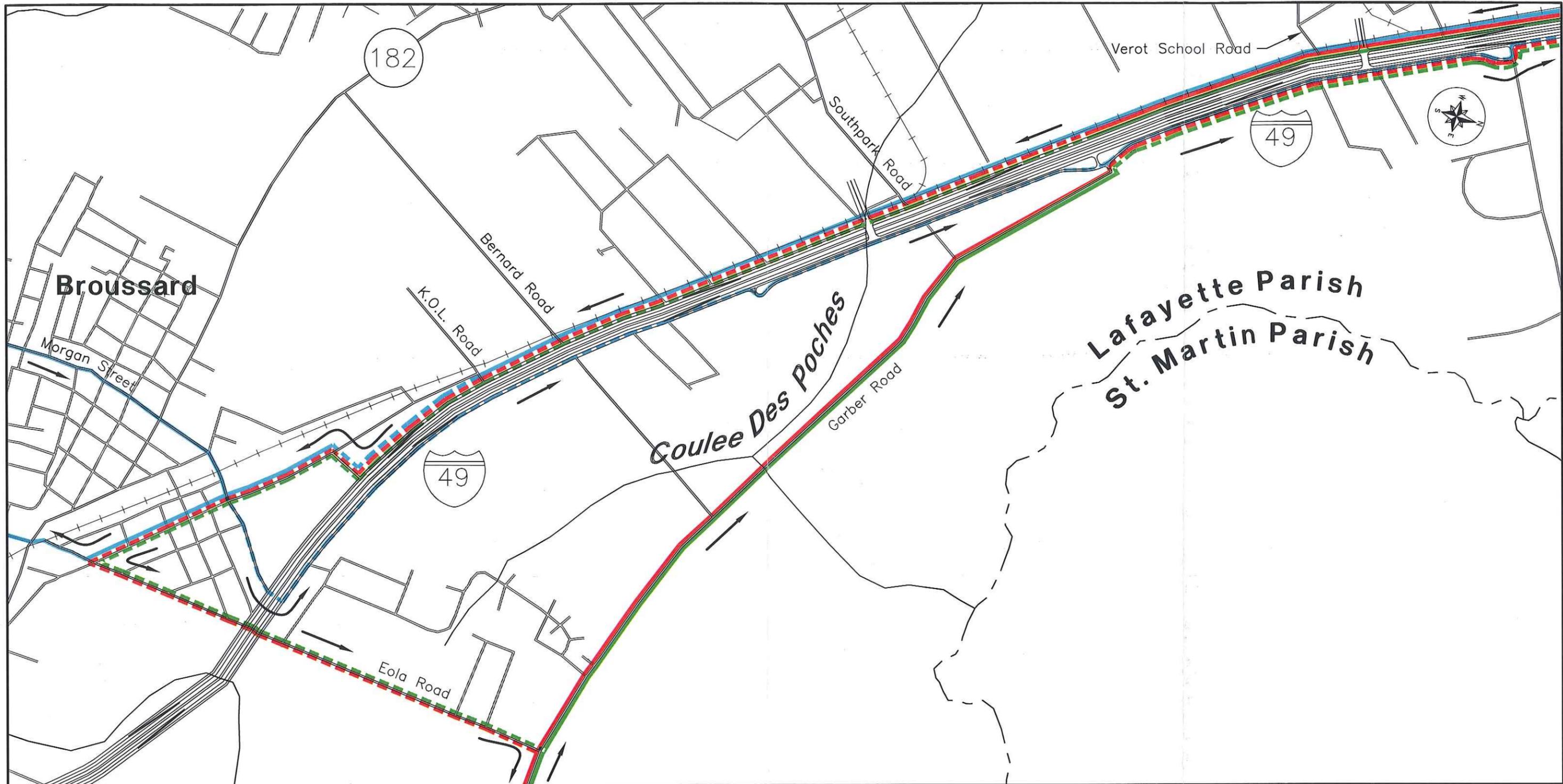
4.21.3.2 Build Alternates, Bicycle and Pedestrian Facilities

The build alternate would require adjustments to the bicycle tour routes within the project area, as the frontage road on the west side would become a one-way roadway, and the control of access requirements of I-49 eliminating the crossing of the ROW at Garber Road would impact existing tour routes. No pedestrian facilities are provided in the corridor at this time.

4.21.3.3 Mitigation Measures, Bicycle and Pedestrian Facilities

Exhibit 4-1 depicts the portions of existing bicycle tour routes located within the project area. An overall depiction of bicycle tour routes in the region is presented in Exhibit 3-2. As shown on Exhibit 4-1, the existing bicycle tour routes in the project area could be adjusted as follows:

- **Broussard/Youngville:** On the inbound trip, as it approaches Second Street on Morgan Street, the bicycle tour route would continue on Morgan Street across the I-49 ROW to the one-way northbound frontage road. Then it would proceed north along the frontage road to the beginning of the two-way service road. It would proceed north on the service road until it rejoins the frontage road and continue northbound until it departs the project area.
- **St. Martinville:** On the outbound trip, it would continue on the one-way southbound frontage road past Garber Road and, like the Youngville bicycle tour route, enter Second Street and continue to South Eola Road. Unlike the Youngville bicycle tour route, it would turn left at South Eola Road and continue across the I-49 ROW onto North Eola Road to Garber Road at which point it would resume its existing route. On the inbound trip, as it reaches the I-49 ROW, it would turn right onto the two-way service road and follow the route described for the Youngville route from there.
- **Hills of Acadiana:** Within the project area, this bicycle tour route would be adjusted in the same manner as the St. Martinville bicycle tour route.



EXISTING BICYCLE ROUTES

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

RELOCATED BICYCLE ROUTES

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

LEGEND

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



I-49 SOUTH
LAFAYETTE REGIONAL AIRPORT
TO ROUTE LA 88
EXHIBIT 4-2
BICYCLE TOUR ROUTE RELOCATION

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4.22 Construction Impacts

4.22.1 Traffic and Circulation Impacts

4.22.1.1 No-build Alternate

The no-build alternate would involve no new construction activities. No disruption of traffic/circulation patterns would occur.

4.22.1.2 Build Alternate

Depending on funding and availability, construction of this segment of I-49 South would occur in stages over a 10 year period. Construction would result in short-term transportation impacts to local area residents and businesses, particularly those whose primary vehicular access is provided by US 90.

As a general concept, as shown in Exhibit 4-2, the frontage roads would be constructed first and would function as full access roadways in the same manner as US 90 while the control of access mainline of I-49 is constructed in the alignment of existing US 90. At some locations, however, it is likely that a need for special consideration to maintain access would be warranted. At this phase of the design process, at least three such locations have been identified:

- The area between the BNSF crossing and the Albertson's Parkway/LA 182 intersection would require the construction of a temporary roadway to maintain through traffic on US 90 during construction of the combined LA 182/ frontage road.
- The Southpark Road interchange would require that existing Southpark Road continue to operate while the grade separated structure is built. There would be a period of conflict during which the southbound approach of the frontage road is completed across the intersection of existing Southpark Road after the remainder of the structure and frontage roads are opened. This would temporarily close the access from southbound US 90 to Southpark Road.
- The Verot School Road intersection would have similar restrictions during the later phases of completing the grade separation. In this case it would be traffic going southbound on US 90 from Verot School Road that would be temporarily interrupted.

4.22.1.3 Mitigation Measures, Traffic and Circulation Impacts

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

4.22.2 Air Quality

4.22.2.1 No-build Alternate, Air Quality

The no-build alternate would involve no construction activities. No impact on air quality would result.

4.22.2.2 Build Alternate, Air Quality

Construction may cause minor short-term impacts to local air quality. An increase in airborne particulates may occur as a result of soil disturbance and emissions from equipment operations.

4.22.2.3 Mitigation Measures, Air Quality

Standard erosion control strategies, including transport of materials in tarpaulin-covered trucks, and selected wetting of soils within the construction zone would minimize airborne particulate matter. Any burning of material would be undertaken according to relevant local laws and ordinances. Appropriate traffic control plans may serve to limit localized concentrations of emissions during construction.

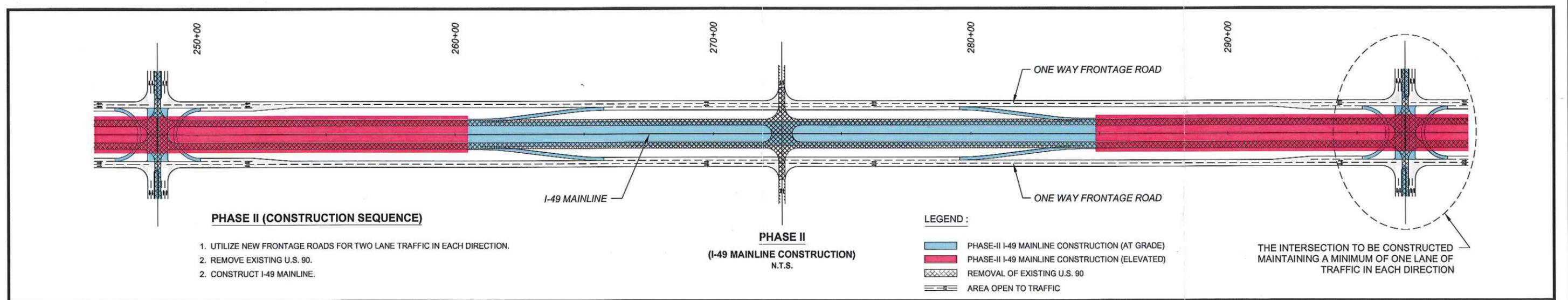
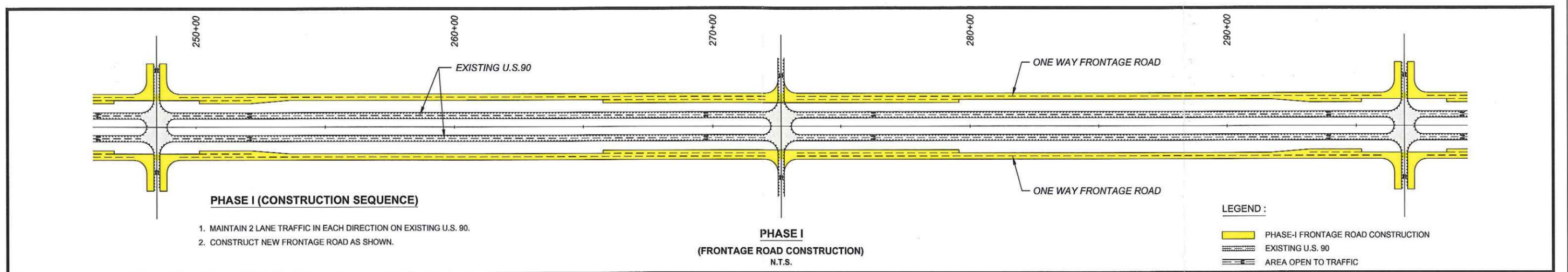
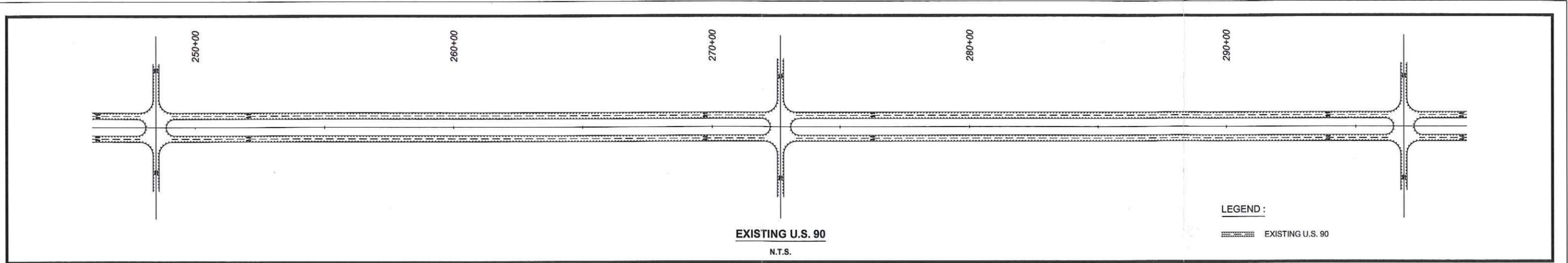
4.22.3 Noise

4.22.3.1 No-build Alternate, Noise

The no-build alternate would involve no construction activities. No construction noise impact would result from this alternate.

4.22.3.2 Build Alternate, Noise

Construction activity, particularly earth movement, hauling, grading, paving, and bridge construction, is expected to result in a short-term, localized increase in noise levels. The particular areas of exposure are within 400 feet of the project centerline.



**I-49 SOUTH
LAFAYETTE REGIONAL AIRPORT
TO ROUTE LA 88
EXHIBIT 4-3
CONCEPTUAL CONSTRUCTION PHASING**

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4.22.3.3 Mitigation Measures

Construction equipment that is operated with internal combustion engines would be properly muffled to minimize noise production. Shielding of stationary noise sources such as generators with temporary barriers would occur. As appropriate, construction noise abatement measures referenced in Section 107.15 of the *Louisiana Standard Specifications for Roads and Bridges*, and the FHWA Technical Advisory T 6160 2, dated March 13, 1984, would be utilized.

4.22.4 Utilities

4.22.4.1 No-build Alternates, Utilities

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

4.22.4.2 Build Alternate, Utilities

The build alternate would require certain utility relocations both within the US 90 right-of-way and in areas of additional required right-of-way.

4.22.4.3 Mitigation Measures, Utilities

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

4.23 Cumulative Impacts and Induced Growth

4.23.1 Cumulative Impacts

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

4.23.1.1 No-build Alternate, Cumulative Impacts

The no-build alternate would have no incremental impact with respect to cumulative effects of past, current and future projects on most environmental resources.

However, expected degradation in intersection levels of service (LOS) along US 90 in the design year may adversely affect localized air quality due to increased emissions from vehicle queuing and delays. Specifically, the intersections of US 90 and Verot School Road, Southpark Road, Morgan Street, Albertson's Parkway, future Ambassador Caffery Parkway, and future LA 92 east would experience an overall peak period LOS E or F in the design year no-build alternate, which would be a degradation from the existing peak period LOS D+ or better. Excess emissions resulting from congestion and idling at these locations would increase localized levels of carbon monoxide, volatile organic compounds, and nitrogen oxides, although no predicted emissions levels would exceed ambient air quality standards.

4.23.1.2 Build Alternate, Cumulative Impacts

The I-49 project is being planned and advanced separately from other federal state, and local projects. However, as a regional corridor, I-49 is evaluated in this Final EIS for its ability to satisfy the project purpose and need (Section 1.2), and also for its sensitivity to existing and planned development within and near the study corridor. In that dual context, impact analysis in this Final EIS included wherever possible data relevant to existing and planned development.

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

4.23.1.3 Mitigation Measures, Cumulative Impacts

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

4.23.2 Induced Growth

Development is expected to continue to occur throughout the US 90 corridor and region, regardless of the proposed I-49 improvements. The on-going growth in port and industrial operations in south Louisiana and the associated residential and commercial development are evidence of a positive economic trend that is independent of I-49 (Section 1.3.4).

4.23.2.1 No-build Alternate, Induced Growth

The no-build alternate would have no impact on the potential for new growth in the project area. Although the no-build alternate would neither eliminate intersection conflicts, nor improve traffic flow, these conditions are not expected to encourage or discourage further growth and development in the corridor. Regional development is on-going and is not sensitive to the condition of US 90.

4.23.2.2 Build Alternate, Induced Growth

The TRANPLAN traffic forecast model utilized to develop forecasts of future traffic assumed the same future economy under both the build condition (I-49) and the no-build condition (US 90). This assumption was based on the finding that development in the region is market driven and not specifically sensitive to the condition of the transportation network.

There would likely be variances in certain aspects of future land use patterns between the build and no-build conditions. Because I-49 would not be capacity constrained and because I-49 would be an attractive through route, the build condition would tend to concentrate certain types of future development along the I-49 corridor. Highway commercial development is anticipated to continue to occur adjacent to the highway. Industrial uses are also expected to continue to find the I-49 corridor attractive. These types of future development along the I-49 corridor are expected and are built into existing parish, city and town plans. However, I-49 is not expected to substantially change the rate or distribution of other types of development outside the highway corridor.

Under the no-build condition, US 90 would be capacity constrained, such that development would tend to distribute both to the US 90 corridor and to locations along other roadway corridors. This tendency to distribute development along corridors other than US 90 may contribute to undesirable conditions. It is likely that points of congestion would be induced elsewhere in the regional transportation network. Also, both US 90 and other roadways would perform under less safe operating conditions, resulting in a greater probability of traffic accidents occurring under the no-build condition.

4.23.2.3 Mitigation Measures, Induced Growth

No mitigation measures are warranted regarding induced growth.

4.24 Relationship of Local Short-Term Uses to Long-Term Productivity

4.24.1 No-build Alternate

The no-build alternate would involve no construction. As such, no new short-term impacts or use of resources would occur except when required for routine maintenance of existing US 90.

4.24.2 Build Alternate, Short-Term Uses to Long-Term Productivity

As a transportation improvement, I-49 is an outgrowth of federal, state, and regional planning that considered existing and future traffic needs. These planning considerations recognized the potential for short-term project impacts at the localized

level and the concurrent commitment of human resources and materials. These potential impacts to the natural and human environment, and strategies to mitigate adverse impacts are identified within this Final EIS. Local short-term impacts and project use of resources were found to be reasonable in the context of the overall project scope and primary goal to maintain and enhance long-term regional productivity.

4.24.3 Mitigation Measures, Short-Term Uses to Long-Term Productivity

No mitigation measures are warranted regarding the relationship of short-term uses to long-term productivity.

4.25 Irreversible and Irretrievable Commitment of Resources

4.25.1 No-build Alternate

As the no-build alternate would involve no roadway construction, the commitment of resources would be limited to that which is already accounted for in the US 90 maintenance program.

4.25.2 Build Alternate

Construction of I-49 would require a commitment of land, labor, natural resources, and financial resources. Land acquisition would be an irreversible commitment to the project for the life of the highway. The project would adhere to federal and state property acquisition requirements to ensure appropriate compensation of affected landowners.

Labor, materials, and equipment fuels used to construct the facility would be considered irretrievable resources. The selection and use of these resources would not have an adverse effect on the continued availability of these resources.

Project funding commitments from federal and state sources would account for both facility construction and maintenance needs. Expenditure of construction monies is considered an irretrievable commitment. Funding commitments would not be available for other uses.

4.25.3 Mitigation Measures

No mitigation measures are warranted regarding the irreversible and irretrievable commitment of resources.

Appendix to
Chapter Four

**TABLE 4A-1: INTERSECTION SCREENING AND RANKING RESULTS
YEAR 2010 NO-BUILD ALTERNATE**

<i>Intersection</i>	<i>Peak Hour</i>	<i>Delay in Seconds (LOS)</i>	<i>Total Traffic Volume (vph)</i>	<i>Traffic Volume Ranking</i>	<i>LOS Ranking</i>	<i>Analyze?</i>
<i>US 90 and Verot School Road</i>	<i>AM</i>	<i>351.5 (F)</i>	<i>7,331</i>	<i>1</i>	<i>1</i>	<i>Yes</i>
	<i>PM</i>	<i>323.0 (F)</i>	<i>7,044</i>	<i>---</i>	<i>---</i>	<i>No</i>
<i>US 90 and Southpark Road (LA 89)</i>	<i>AM</i>	<i>267.7 (F)</i>	<i>5,641</i>	<i>2</i>		<i>Yes</i>
	<i>PM</i>	<i>282.1 (F)</i>	<i>5,434</i>	<i>---</i>	<i>2</i>	<i>Yes</i>
<i>US 90 and Morgan Street</i>	<i>AM</i>	<i>96.7 (F)</i>	<i>4,196</i>	<i>6</i>	<i>5</i>	<i>No</i>
	<i>PM</i>	<i>43.4 (D+)</i>	<i>4,126</i>	<i>---</i>	<i>---</i>	<i>No</i>
<i>US 90 and Albertson's Parkway</i>	<i>AM</i>	<i>55.1 (E+)</i>	<i>4,217</i>	<i>---</i>	<i>---</i>	<i>No</i>
	<i>PM</i>	<i>131.3 (F)</i>	<i>4,338</i>	<i>4</i>	<i>4</i>	<i>No</i>
<i>Albertson's Parkway and LA 182</i>	<i>AM</i>	<i>18.5 (B)</i>	<i>1,586</i>	<i>---</i>	<i>---</i>	<i>No</i>
	<i>PM</i>	<i>21.8 (C+)</i>	<i>1,825</i>	<i>7</i>	<i>7</i>	<i>No</i>
<i>US 90 and Ambassador Caffery Parkway</i>	<i>Peak*</i>	<i>193.6 (F)</i>	<i>4,497</i>	<i>3</i>	<i>3</i>	<i>Yes</i>
<i>US 90 and Future LA 92E (Industrial Park)</i>	<i>AM</i>	<i>30.8 (C)</i>	<i>4,297</i>	<i>---</i>	<i>6</i>	<i>No</i>
	<i>PM</i>	<i>19.8 (B)</i>	<i>4,301</i>	<i>5</i>	<i>---</i>	<i>No</i>

• *Peak hour traffic volumes were not developed for this intersection since it does not currently exist. The LOS and delays shown represent the design analysis based on 10% of ADT with no adjustment for directional distribution.*

**TABLE 4A-2: INTERSECTION CAPACITY ANALYSIS RESULTS
YEAR 2010 AND 2030 BUILD ALTERNATE**

<i>Intersection</i>	<i>Year 2010</i>		<i>Year 2030</i>	
	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
<i>I-49 Frontage Roads and Verot School Road (West)</i>	17.3 (B)	16.4 (B)	19.7 (B)	20.5 (C+)
<i>I-49 Frontage Roads and Verot School Road (East)</i>	22.4 (C+)	16.3 (B)	58.2 (E)	19.0 (B)
<i>I-49 Frontage Roads and Southpark Road (West)</i>	18.6 (B)	19.5 (B)	22.1 (C+)	25.0 (C+)
<i>I-49 Frontage Roads and Southpark Road (East)</i>	17.9 (B)	17.9 (B)	20.8 (C+)	20.9 (C+)
<i>I-49 Frontage Roads and Morgan Street (West)</i>	13.9 (B+)	16.7 (B+)	14.3 (B+)	18.0 (B)
<i>I-49 Frontage Roads and Morgan Street (East)</i>	14.2 (B+)	14.7 (B+)	14.7 (B+)	15.4 (B)
<i>I-49 Frontage Roads and Eola Road (West)</i>	16.9 (B)	17.5 (B)	17.3 (B)	18.8 (B)
<i>I-49 Frontage Roads and Eola Road (East)</i>	17.0 (B)	17.6 (B)	17.1 (B)	17.9 (B)
<i>I-49 Frontage Roads and Albertson's Parkway (West)</i>	18.3 (B)	18.0 (B)	719.3 (B)	20.1 (C)
<i>I-49 Frontage Roads and Albertson's Parkway (East)</i>	17.6 (B)	17.1 (B)	18.5 (B)	17.8 (B)
<i>Albertson's Parkway and LA 182</i>	19.2 (B)	18.2 (B)	19.7 (B)	19.8 (B)
<i>I-49 Frontage Roads and LA 182 Crossover #1</i>	15.1 (B)	16.9 (B)	19.3 (B)	28.9 (C)
<i>I-49 Frontage Roads and LA 182 Crossover #2</i>	14.8 (B+)	14.2 (B+)	13.1 (B+)	11.7 (B+)
<i>I-49 Frontage Roads and LA 182 Crossover #3</i>	14.7 (B+)	15.6 (B)	11.5 (B+)	13.1 (B+)
<i>I-49 Frontage Roads and Ambassador Caffery Parkway (West)</i>	10.3 (B+)*	10.3 (B+)*	16.5 (B)*	16.5 (B)*
<i>I-49 Frontage Roads and Ambassador Caffery Parkway (East)</i>	13.1 (B-)*	13.1 (B-)*	20.0 (B)*	20.0 (B)*
<i>I-49 Frontage Roads and LA 92 west/Young Street (West)</i>	13.0 (B+)	13.1 (B-)	13.4 (B+)	13.5 (B+)
<i>I-49 Frontage Roads and LA 92 west/Young Street (East)</i>	13.0 (B+)	13.0 (B+)	13.2 (B+)	13.4 (B+)
<i>I-49 Frontage Roads and Future LA92 east (West)</i>	13.9 (B+)	12.6 (B+)	13.9 (B+)	12.2 (B+)
<i>I-49 Frontage Roads and Future LA92 east (East)</i>	12.0 (B)	14.9 (B)	12.2 (B+)	15.7 (B)

*Peak hour traffic volumes were not developed for this intersection since it does not currently exist. The LOS and delays shown represent the design analysis based on 10% of ADT with no adjustment for directional distribution.

**TABLE 4A-3
INTERSECTION PEAK HOUR LEVEL OF SERVICE**

<i>Intersection</i>	<i>Peak Hour</i>	<i>Delay in Seconds (LOS)</i>	<i>Total Traffic Volume</i>	<i>Traffic Volume Ranking</i>	<i>LOS Ranking</i>	<i>Analyze?</i>
<i>US 90 and Verot School</i>	<i>AM</i>	<i>523.0 (F)</i>	<i>9,076</i>	<i>1</i>	<i>1</i>	<i>Yes</i>
	<i>PM</i>	<i>491.2 (F)</i>	<i>8,719</i>	<i>---</i>	<i>---</i>	<i>No</i>
<i>US 90 and Southpark</i>	<i>AM</i>	<i>471.3 (F)</i>	<i>7,572</i>	<i>2</i>	<i>---</i>	<i>Yes</i>
	<i>PM</i>	<i>487.9 (F)</i>	<i>7,277</i>	<i>---</i>	<i>2</i>	<i>Yes</i>
<i>US 90 and Morgan Street</i>	<i>AM</i>	<i>146.4 (F)</i>	<i>4,653</i>	<i>6</i>	<i>4</i>	<i>No</i>
	<i>PM</i>	<i>68.3 (E)</i>	<i>4,650</i>	<i>---</i>	<i>---</i>	<i>No</i>
<i>US 90 and Albertson's Parkway</i>	<i>AM</i>	<i>127.0 (F)</i>	<i>5,756</i>	<i>3</i>	<i>5</i>	<i>Yes</i>
	<i>PM</i>	<i>98.2 (F)</i>	<i>5,418</i>	<i>---</i>	<i>---</i>	<i>No</i>
<i>Albertson's Parkway and LA 182</i>	<i>AM</i>	<i>21.7 (C)</i>	<i>2,312</i>	<i>---</i>	<i>---</i>	<i>No</i>
	<i>PM</i>	<i>64.3 (E+)</i>	<i>2,551</i>	<i>7</i>	<i>6</i>	<i>No</i>
<i>US 90 and future Ambassador Caffery</i>	<i>Peak*</i>	<i>179.5 (F)</i>	<i>4,290</i>	<i>4</i>	<i>3</i>	<i>Yes</i>
<i>US 90 and future LA 92 east</i>	<i>AM</i>	<i>63.1 (E)</i>	<i>4,908</i>	<i>5</i>	<i>7</i>	<i>No</i>
	<i>PM</i>	<i>29.3 (C)</i>	<i>4,913</i>	<i>---</i>	<i>---</i>	<i>No</i>

** Peak hour traffic volumes were not developed for this intersection since it does not currently exist. The LOS and delays shown represent the design analysis based on 10% of ADT with no adjustment for directional distribution.*

Chapter Five
Comments and Coordination

5.0 Comments and Coordination

5.1 Public Communication Program Elements

Appropriate local, state and federal agencies and the general public have been provided with the opportunity to comment on the segment of proposed I-49 South project in Lafayette, Iberia, and St. Martin Parishes from Lafayette Regional Airport to LA 88, which is the subject of this Final EIS. Coordination efforts have included the following:

- Notice of Intent,
- LDOTD Solicitation of Views (SOV),
- Public Information Meetings,
- Meetings with local, state and federal agencies,
- Meetings with citizen groups to discuss specific issues of concern, and
- Distribution of project information through newsletters and a website.

The Notice of Intent, the SOV letter, the list of recipients, and the responses are included in the Appendix of this chapter. The notices and handouts from the Public Information Meetings, the sign-in sheets listing attendees, the comment letters received from meeting participants and others, and the meeting transcripts that include public comments can be found in the published transcripts of each Public Information Meeting.

The I-49 South project would be constructed with the aid of federal funds; therefore, the Federal Highway Administration is the lead federal agency. Upon approval of the Draft Environmental Impact Statement for public distribution by the Federal Highway Administration, a Public Hearing was held on June 5, 2003 at 6:30 pm at the Broussard Middle School in Broussard, Louisiana..

5.2 Notice of Intent

A Notice of Intent was published in the *Federal Register* on November 13, 2000.

5.3 LDOTD Solicitation of Views (SOV)

In compliance with FHWA procedures, views were solicited regarding proposed I-49 South by the LDOTD on November 9, 2000. 121 letters were sent and 14 responses were received. Copies of the responses are found in the Appendix of this Chapter.

5.4 Public Information Meetings

Three Public Information Meetings were announced through local media and conducted. The format of each meeting included a presentation of the proposed

project, a period for review of project exhibits, and a public comment session. An informational handout on the project was also distributed at each meeting. Written comments were received at the meeting and throughout the 10-day comment period that followed. All three meetings were held at the Broussard Middle School Cafeteria, 1325 South Morgan Avenue, Broussard, Louisiana. The dates and the major issues presented and discussed at each meeting are as follows:

- October 24, 2000 - At the first meeting the project objectives and the planning process, including the role of community participation, were presented. Also presented and discussed were the engineering design concepts relative to one-way and two-way frontage roads and diamond ramps in comparison to X ramps, also known as the Texas U-turn concept.
- February 20, 2001 - The second meeting featured a presentation of proposed alternates for each of the subsegments into which the project, itself a segment of I-49, had been divided for analysis and design purposes.
- June 26, 2001 - The third meeting was a presentation of refined design alternates and a discussion of potential environmental impacts.

5.5 Meetings with Agencies

5.5.1 Project Scoping Meeting

A Scoping Meeting was held October 4, 2000, at the Environmental Section office of LDOTD in Baton Rouge. Attendees represented the LDOTD, Federal Highway Administration, US Fish & Wildlife Service, and Louisiana Office of Emergency Preparedness. The primary issues discussed included:

- Traffic forecast methodology and coordination with LCG/MPO,
- Engineering Concepts, especially frontage road operation and coordination with the segment of I-49 being planned to the immediate north of this project; and
- Hurricane evacuation requirements.

5.5.2 Coordination Meetings with Local, State, and Federal Agencies

5.5.2.1 Local

A number of meetings were held with local elected officials and representatives of public agencies during the preparation of this Final EIS. The following is a summary of these meetings and the issues discussed:

- **Lafayette Consolidated Government:** Coordination of project planning has been on-going with the Department of Traffic and Transportation, which serves as the staff of the LCG in its role as the MPO. The LCG reviewed traffic forecasts and other technical work to assure that it was coordinated with their planning and development activities. The alignments of connecting roadways accounted for a large number of these meetings. The LCG participated in

discussions with interested business groups in the vicinity of these roadways including future Ambassador Caffery Parkway, Albertson's Parkway/LA182, Southpark Road (LA89), and Verot School Road.

- **Town of Broussard:** Coordination of the analysis of alternates within Broussard, especially the interchanges at future Ambassador Caffery Parkway, Albertson's Parkway/LA182, and Eola Road/Morgan Street. The Mayor and Council of Broussard assisted in coordination of meetings with citizens and business interests at these interchanges.
- **St. Martin Parish Government:** Relocation of LA 92 east and coordination of this project element with the St. Martin Parish Economic Development Plan. The parish has submitted a grant application to the Economic Development Administration (EDA) for the construction of an industrial park. Discussions led to the alignment of LA 92 east serving as the major thoroughfare of this development.

The organizations listed above and the Parish School Boards of Iberia, Lafayette, and St. Martin Parishes assisted in the gathering of information regarding existing conditions and planned development in the project area.

5.5.2.2 State

- **Louisiana Office of Emergency Preparedness (LOEP):** Meetings were held to discuss the status of evacuation planning in project area and coordination of project with requirements.
- **Department of Culture, Recreation & Tourism, Office of Cultural Development, Division of Archaeology and Historic Preservation:** As the SHPO was not represented at the Scoping Meeting, a meeting was held October 18, 2000 to introduce the project as background for further discussions and to establish the Area of Potential Effect (APE). The cultural resource team members have had subsequent discussions with SHPO staff.

5.5.2.3 Federal

- **US Army Corps of Engineers:** An introductory meeting was held with the Corps of Engineers to describe the project and potential impacts on October 25, 2000.

5.6 Meetings with Community and Business Groups

To assure that those most directly affected would have an opportunity to participate, business and property owners and representatives in areas of roadway realignments, especially on connecting roadways, were invited to meet during the analysis of these alternates. The groups included the following:

- **Verot School Road Business and Property Owners:** Meetings were held on November 28 and 29, 2000; on January 30, 2001; and on March 28, 2001.
- **Southpark Road Business and Property Owners:** Meetings were held on November 28 and 29, 2000; on January 30, 2001; and on March 28, 2001.
- **Broussard / Albertson's Parkway Business and Property Owners:** The agenda of the Town Council meeting on January 30, 2001, included a presentation of the project followed by a question and answer period for the general public. Additional meetings were held with town officials and citizens on March 29, 2001 and June 18, 2001.
- **Le Triomphe Residents Association:** A meeting was held on November 28, 2000, with the board members of the residents association to familiarize them with the project and receive their comments.
- **Property owners with potential Control of Access impacts:** Meetings were held with businesses and property owners of several properties potentially affected by Control of Access fences on April 26, 2001.
- **Burlington Northern Santa Fe Railroad (BNSF):** On September 27, 2000 and May 1, 2001, a meeting was held with representatives of the BNSF and local and state transportation officials to discuss issues related to grade crossings in the project area. The major topics were safety, the temporary opening of a new grade crossing in conjunction with improvements to Verot School Road, and the closing of three grade crossings included in the project.

5.7 Distribution of Project Information through Newsletters and the I-49 South Website

5.7.1 Newsletter

A database of contact information is maintained of elected officials, agency representatives, and private citizens and business owners. Those listed in the database include:

- Elected officials and agency representatives identified early in the process, and, in many cases, recipients of SOV letters;
- Individuals who have attended meetings;
- Those who have send comments in writing or electronically; and
- Those identified as representative of a property or activity that is potentially impacted.

Using this database as a mailing list, newsletters have been sent to update all interested parties in the progress of the project.

5.7.2 Website and Electronic Mail

To increase the opportunity for those participating in the process to remain up to date on developments and to provide an additional means for receiving comments, a project website has been maintained. The website address is www.I49south.org.

In an effort to speed communications, the newsletters have been distributed electronically to those on the database with electronic mail.

5.8 Section 106 Consultation Correspondence

Consultation with the SHPO regarding Section 106 compliance is a continuing process. The SHPO commented on the DEIS in a letter dated July 9, 2003, and changes to the document have been made accordingly. In this letter, the SHPO has determined that two archeological sites, 16LY113 and 16LY114, will require further consideration under the Section 106 process. Regarding the two properties in the APE that are listed on the NRHP, the letter states: "In our opinion, the Marguerite St. Julien will not be affected and the Comeaux House will not be adversely affected by the proposed highway improvements." This letter is included in Appendix 5-A.

5.9 Public Comment

A Public Hearing was held following the publication of this DEIS on June 5, 2003 at 6:30 pm at the Broussard Middle School located at 1325 South Morgan Avenue in Broussard, Louisiana. All comments received are addressed in this Final EIS. All of the comments received from the public and regulatory agencies have been compiled and responded to in Appendix 5-A. As appropriate, changes have been made to the document where noted.

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Section 106 Consultation Correspondence

Consultation with the SHPO regarding Section 106 compliance is a continuing process. The SHPO commented on the DEIS in a letter dated July 9, 2003, and changes to the document have been made accordingly. In this letter, the SHPO has determined that two archaeological sites, 10LY13 and 10LY14, will require further consideration under the Section 106 process. Regarding the two properties in the APE that are listed on the NHP, the letter states "in our opinion, the NHP status of these sites will not be affected and the Corcoran House will not be adversely affected by the proposed highway improvements." This letter is included in Appendix 5-A.

Public Comment

A public hearing was held following the publication of this DEIS on June 3, 2003 at 6:30 pm at the Burnside Middle School located at 1325 South Morgan Avenue in Bossier, Louisiana. All comments received are addressed in this Final EIS. All of the comments received from the public and regulatory agencies have been compiled and responded to in Appendix 5-A. As appropriate, changes have been made to the document where noted.

Appendix to Chapter Five

Notice of Intent

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Study of Allowing Credit for
Emergency Services Provided as
Airport Local Share Under the Airport
Improvement ProgramAGENCY: Federal Aviation
Administration (FAA). (DOT).ACTION: Notice of Study of Allowing
Credit for Emergency Services Provided
as Airport Local Share under the Airport
Improvement Program and of
Opportunity to Provide Input.

SUMMARY: The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, (Pub. L. 106-181, April 5, 2000), cited below as AIR 21, includes a provision that requires the Federal Aviation Administration (FAA) to conduct a study and report the findings. Section 724, Credit for Emergency Services Provided, directs the FAA to study the appropriateness of allowing an airport that agrees to provide services to the Federal Emergency Management Agency (FEMA) or to a State or local agency, in the event of an emergency, a credit of the value of such services against the airport's local share under the Airport Improvement Program (AIP).

DATES: This study will be conducted by the FAA Office of the Associate Administrator for Airports, Airports Financial Assistance Division, Program Guidance Branch. It will be based on a review of comments submitted by potential beneficiaries and other information gained from experience with administration of the AIP. Nonhub and General Aviation airports are encouraged to submit comments explaining how the credit would benefit their airport. Comments should also address what sort of emergencies could qualify for such credit and how the costs would be quantified to determine the credit against the local share. Comments must be submitted on or before December 4, 2000.

ADDRESSES: Comments may be delivered or mailed to the FAA, Airports Financial Assistance Division, APP-500, Room 613, 800 Independence Ave. SW, Washington, DC 20591 (ATTN: Don Samuels, APP-510).

FOR FURTHER INFORMATION CONTACT: Mr. Don Samuels (Program Guidance Branch) Telephone (202) 267-8818.

SUPPLEMENTARY INFORMATION: The following is Section 724 of AIR 21.

"SEC. 724. CREDIT FOR EMERGENCY SERVICES PROVIDED

(a) Study.—The Administrator shall conduct a study of the appropriateness of allowing an airport that agrees to provide services to the Federal Emergency Management Agency or to a State or local agency in the event of an emergency a credit of the value of such services against the airport's local share under the airport improvement program.

(b) Notification.—The Administrator shall notify nonhub and general aviation airports that the Administrator is conducting the study under subsection (a) and give them an opportunity to explain how the credit described in subsection (a) would benefit such airports.

(c) Report.—Not later than 180 days after the date of the enactment of this Act, the Administrator shall transmit to Congress a report on the results of the study conducted under subsection (a). The report shall identify, at a minimum, the airports that would be affected by providing the credit described in subsection (a), explain what sort of emergencies could qualify for such credit, and explain how the costs would be quantified to determine the credit against the local share."

Issued in Washington, DC on October 13, 2000.

Barry Molar,

Manager, Airports Financial Assistance
Division.

[FR Doc. 00-28996 Filed 11-9-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement:
Iberia, St. Martin, and Lafayette
Parishes, LouisianaAGENCY: Federal Highway
Administration (FHWA). DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed road project in Iberia, Lafayette, and St. Martin Parishes, Louisiana.

FOR FURTHER INFORMATION CONTACT: William C. Farr, Program Operations Manager, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone (225) 757-7615, Facsimile: (225) 757-7601.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Louisiana Department of Transportation and Development (LDOTD), will prepare an Environmental Impact Statement (EIS) on a proposal to upgrade a portion of US 90 to a full "Control of Access" highway meeting

current interstate standards. US 90 will become an extension of Interstate 49 (I-49). The proposed project passes through part of the City of Lafayette and the City of Broussard, Lafayette Parish, Louisiana. The approximate distance of the project is 12 miles.

The proposed improvements would provide sufficient capacity for hurricane evacuation routes, maintain access to abutting properties, and minimize adverse environmental and community impacts.

This portion of US 90 begins at the Lafayette Regional Airport in Lafayette Parish and extends to Route LA 83 in Iberia Parish.

Alternatives to be considered include: (1) Utilization of the existing right-of-way to the maximum extent practicable to incorporate a controlled access roadway with a one-way frontage road system; and (2) Utilization of the existing right-of-way to the maximum extent practicable to incorporate a controlled access roadway with a two-way frontage road system.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies and to private organizations, including groups of individuals who have expressed interest in the project in the past. There are no plans to hold a formal scoping meeting for the proposed action. At least one public informational meeting will be held in the project area that will be affected. In addition, a Public Hearing will be held. Public notice will be given of the time and place of the public informational meeting(s) and the Public Hearing. The draft EIS will be available for public and agency review and comment prior to the Public Hearing.

To ensure that the full range of issues related to this proposed action are addressed, and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: October 31, 2000.
William A. Sussmann,
Division Administrator, FHWA, Baton Rouge,
Louisiana.

[FR Doc. 00-28870 Filed 11-9-00; 8:45 am]
BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement;
Manatee County, FLAGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Manatee County, Florida.

FOR FURTHER INFORMATION CONTACT: Dr. Donald Davis, Program Operations Engineer, Federal Highway Administration, 227 North Bronough Street, Suite 2015, Tallahassee, Florida 32301, Telephone: (850) 942-9650, Extension 3031.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Florida Department of Transportation will prepare an EIS for a proposal to improve the north-south circulation between I-75 and Rye Road (CR 675). Part of this proposal is to evaluate increased vehicular capacity crossing the Manatee River. Improvements to the corridor are considered necessary to provide for projected traffic demand.

Alternatives under consideration include (1) taking no action; (2) widening mainline I-75 and the I-75 crossing of the River; (3) widening Rye Road; and (4) a new crossing of the Manatee River connecting a widened Fort Hamer Road to the north with a widened Upper Manatee River Road to the south.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies, and to private organizations and citizens who have expressed interest in this proposal. A series of public meetings will be held in Manatee County, Florida between October 2000 and September 2001. In addition a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS (DEIS) will be made available for public and organizations reviews and comments prior to the public hearing. Per 40 CFR 1507.1, a scoping process will be developed as part of the project and a formal scoping meeting will be held.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be

directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding inter-governmental consultation on Federal programs and activities apply to this program.)

Issued on: November 1, 2000.

Donald Davis,
Program Operations Engineer, Tallahassee,
Florida.

[FR Doc. 00-28872 Filed 11-9-00; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement (EIS);
Sarasota and Charlotte Counties, FLAGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI).

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Sarasota and Charlotte Counties, Florida.

FOR FURTHER INFORMATION CONTACT: Mr. Donald Davis, Programs Operation Engineer, Federal Highway Administration, 227 N. Bronough Street, Suite Room 2015, Tallahassee, Florida 32301-2015, Telephone: (850) 942-9650, Extension 3031.

SUPPLEMENTARY INFORMATION: The FHWA, in consultation with the Florida Department of Transportation, will prepare an EIS for a proposal to develop a north-south arterial linking S.R. 778 in the Englewood area of Charlotte County, Florida to I-75 in Sarasota County, Florida. The project area is approximately 48 square miles, which is four miles wide by 12 miles in length. The project limits are from the vicinity of the S.R. 778/Pine Street intersection to the I-75 interchanges at River Road. This project is commonly referred to as the Englewood Interstate Connector. This project has been identified as a high priority by both the Sarasota/Manatee and Charlotte County-Punta Gorda Metropolitan Planning Organizations and is needed to accommodate future growth and to serve as an additional hurricane evacuation route. Alternatives to be considered for this arterial will include a new roadway alignment(s), utilizing the existing River Road alignment and a combination of each. A no-build alternative will also be considered.

Letters describing the appropriate action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have expressed an interest in this proposal. Public meetings will be held in the study area until June 2001. In addition a Public Hearing will be held in the study area. Public notice will be given of the time and place of the meeting and hearings. The Draft EIS will be made available to the public and organizations for their review and comments. The formal scoping meeting date is not available at this time.

To ensure that the full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties.

Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding inter-governmental consultation on Federal programs and activities apply to this program.)

Issued On: November 1, 2000.

Donald Davis,
Program Operations Engineer, Tallahassee
Florida.

[FR Doc. 00-28871 Filed 11-9-00; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: St.
Mary Parish, LouisianaAGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed road project in St. Mary Parish, Louisiana.

FOR FURTHER INFORMATION CONTACT: William C. Farr, Program Operations Manager, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana, 70808, Telephone: (225) 757-7615, Facsimile: (225) 757-7601.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Louisiana Department of Transportation and Development (LDOTD), will prepare an Environmental Impact Statement (EIS) on a proposal to

upgrade a portion of US 90 to a full "Control of Access" highway meeting current interstate standards. US 90 will become an extension of Interstate 49 (I-49). The proposed project passes through the municipalities of Patterson and Berwick as well as the unincorporated community of Bayou Vista, St. Mary Parish, Louisiana. The approximate distance of the project is 9 miles.

The proposed improvements would provide sufficient capacity for hurricane evacuation routes, maintain access to abutting properties, and minimize adverse environmental and community impacts.

This portion of US 90 begins east of the Wax Lake Outlet Bridge and extends to the interchange with LA 182 in Berwick, St. Mary Parish.

Alternatives to be considered include:

- (1) Utilization of the existing right-of-way to the maximum extent practicable to incorporate a controlled access roadway with a one-way frontage road system; and
- (2) Utilization of the existing right-of-way to the maximum extent practicable to incorporate a controlled access roadway with a two-way frontage road system.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies and to private organizations, including groups of individuals who have expressed interest in the project in the past. There are no plans to hold a formal scoping meeting for the proposed action. At least one public informational meeting will be held in the project area that will be affected. In addition, a Public Hearing will be held. Public notice will be given of the time and place of the public informational meeting(s) and the Public Hearing. The draft EIS will be available for public and agency review and comment prior to the Public Hearing.

To ensure that the full range of issues related to this proposed action are addressed, and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: October 31, 2000.

William A. Sussmann,
Division Administrator, FHWA, Baton Rouge,
Louisiana.

[FR Doc. 00-24869 Filed 11-9-00; 9:45 am]
BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

(Docket No. RSPA-2000-6544 (Notice No. 00-12))

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Research and Special Programs
Administration (RSPA), DOT.

ACTION: Notice and request for
comments

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collections Requests (ICRs) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comments. The ICRs describe the nature of the information collections and their expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collections of information was published on August 21, 2000, (65 FR 50741). One comment was received regarding OMB Control No. 2137-0034, Hazardous Materials Shipping Papers & Emergency Response Information.

DATES: Comments must be submitted on or before December 13, 2000.

FOR FURTHER INFORMATION CONTACT:
Deborah Boothe, Office of Hazardous
Materials Standards (DHM-10),
Research and Special Programs
Administration, Room 8422, 400
Seventh Street, SW, Washington, DC
20590-0001, Telephone (202) 366-8553.

SUPPLEMENTARY INFORMATION:

Title: Hazardous Materials Shipping
Papers & Emergency Response
Information.

OMB Control Number: 2137-0034.

Type of Request: Extension of a
currently approved collection.

Abstract: This information collection consolidates and describes the information collection provisions in parts 172, 174, 175, 176, and 177 of the HMR on the shipping paper and emergency response requirements for the transportation of hazardous materials in commerce. Shipping papers and emergency response information are

a basic communication tool used in the safe transportation of hazardous materials. They serve as a principal means of identifying hazardous materials during transportation, including emergencies, by providing the proper shipping name, hazard class, UN or NA identification number, packing group and quantity of each hazardous material being transported. Shipping papers also provide emergency response information for use in the mitigation of an incident, and an emergency response telephone number for use in the event of an emergency. The telephone number must be monitored at all times the hazardous material is in transportation, by a person who is either knowledgeable of the hazardous material being shipped and has comprehensive emergency response and incident mitigation information for that material, or has immediate access to a person who possesses such knowledge and information. Shipping papers also serve as a means of notifying transport workers that hazardous materials are present, so that the proper loading, unloading, handling and safety procedures may be followed.

One comment was received from the Hazardous Materials Advisory Council (HMAC) requesting clarification on the basis of the 6,500,000 burden hours for the preparation of shipping papers. HMAC cited a recent RSPA study completed in August 1998 that estimated there are 800,000 daily shipments of hazardous materials in commerce, most requiring the preparation of shipping papers. According to the August 1998 RSPA study, shipments are defined as equivalent to deliveries, and in most instances may be distinguished from the number of movements, trip segments, or other measures. The estimated number of movements associated with these shipments exceeds 1.2 million per day. Because most of the 800,000 daily shipments are accomplished with one shipping paper and some require multiple shipping papers, RSPA has estimated the annual number of shipments for shipping paper calculation purposes to be approximately 1 million shipments per day. The information collection estimates used by RSPA average out to 1 million/day x 5 days/week x 52 weeks or 260 million shipments per year. These estimates are averages based on the average time it takes all shippers to complete shipping paper. This includes shippers who prepare shipping papers once a year manually, as well as those shippers who ship hundreds of materials daily using a permanent computer

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Solicitation of Views



STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PO Box 94245
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M. J. "MIKE" FOSTER, JR.
GOVERNOR

KAM K. MOVASSAGHI
SECRETARY

November 9, 2000

STATE PROJECT NO. 700-99-0230
FEDERAL AID PROJECT NO. I-49-1(057)
I-49 SOUTH
ROUTE: US 90
LAFAYETTE REGIONAL AIRPORT TO ROUTE LA 88
LAFAYETTE, ST. MARTIN, AND IBERIA PARISHES

SUBJECT: Solicitation of Views

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

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

It is requested that you review the attached information and furnish us with your views and comments by December 15, 2000. Replies should be addressed to LA DOTD; Environmental Engineer Administrator; P.O. Box 94245; Baton Rouge, Louisiana, 70804-9245. Please reference the captioned project in your reply.

Sincerely,

Vincent G. Russo, Jr.
Environmental Engineer Administrator

Michele Deshotels

Michele Deshotels
Environmental Impact Program Manager

VGR/MD/cmc
Attachments



STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT



PO BOX 3042
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PRELIMINARY PROJECT DATA SHEET

STATE PROJECT NO. 700-99-0230

FEDERAL AID PROJECT NO. I-49-1(057)

I-49 SOUTH

ROUTE US 90

LAFAYETTE REGIONAL AIRPORT TO ROUTE LA 88

LAFAYETTE, ST. MARTIN, AND IBERIA PARISHES

PRELIMINARY PROJECT DATA

The Louisiana Department of Transportation and Development (DOTD) has proposed to upgrade a portion of U.S. 90 as an extension of Interstate 49 (I-49). This portion of U.S. 90 begins immediately south of a proposed interchange of U.S. 90 with Kaliste Saloom Road (State Project No. 700-24-0073) in Lafayette Parish and extends approximately 12 miles to Route LA 88 in Iberia Parish. A vicinity map is enclosed.

Existing Conditions:

Existing U.S. 90 consists of a 4-lane divided roadway in the project area, with safety shoulders and swale type drainage. The roadway in the project area is essentially at grade, with one elevated portion on structure at the intersection of LA 182 in Broussard.

Throughout the northern portion of the project corridor for a distance of approximately 3 miles, U.S. 90 abuts the active Burlington Northern-Santa Fe (BNSF) freight railroad line. Land use along the corridor includes the Lafayette Regional Airport, as well as developed areas with the City of Lafayette and the City of Broussard. Existing frontage roads intermittently parallel U.S. 90 between the Lafayette Regional Airport and Broussard. Proceeding south from the City of Broussard, the principal land use is agricultural, interspersed with business, industrial, and residential parcels. U.S. 90 currently provides direct access to commercial, residential, industrial and agricultural properties.

Project Objectives:

Within the project limits, existing average daily traffic (ADT) on U.S. 90 ranges from 29,000 to 47,000 vehicles per day. The regional traffic model will be updated as part of the project planning. The model will project future traffic in Year 2010 and Year 2030. This model will be utilized to document the future need for the improvements and to define capacity requirements for the main line roadway, frontage roads and interchanges. Other project objectives include:

- Providing sufficient capacity for hurricane evacuation routes
- The maintenance of access to abutting properties
- Avoidance and/or minimization of adverse environmental and community impacts

Proposed Action:

The proposed action by the DOTD will involve converting the U.S. 90 in the project area to a full "Control of Access" highway meeting current interstate standards. The proposal will include standardizing travel lane widths, adding safety shoulders where needed, constructing interchanges at specific intersections, constructing frontage roads to accommodate local traffic patterns, and providing drainage improvements as needed. New frontage road construction would be undertaken, and existing frontage roads will be improved as appropriate to address access and safety issues.

Alternatives include:

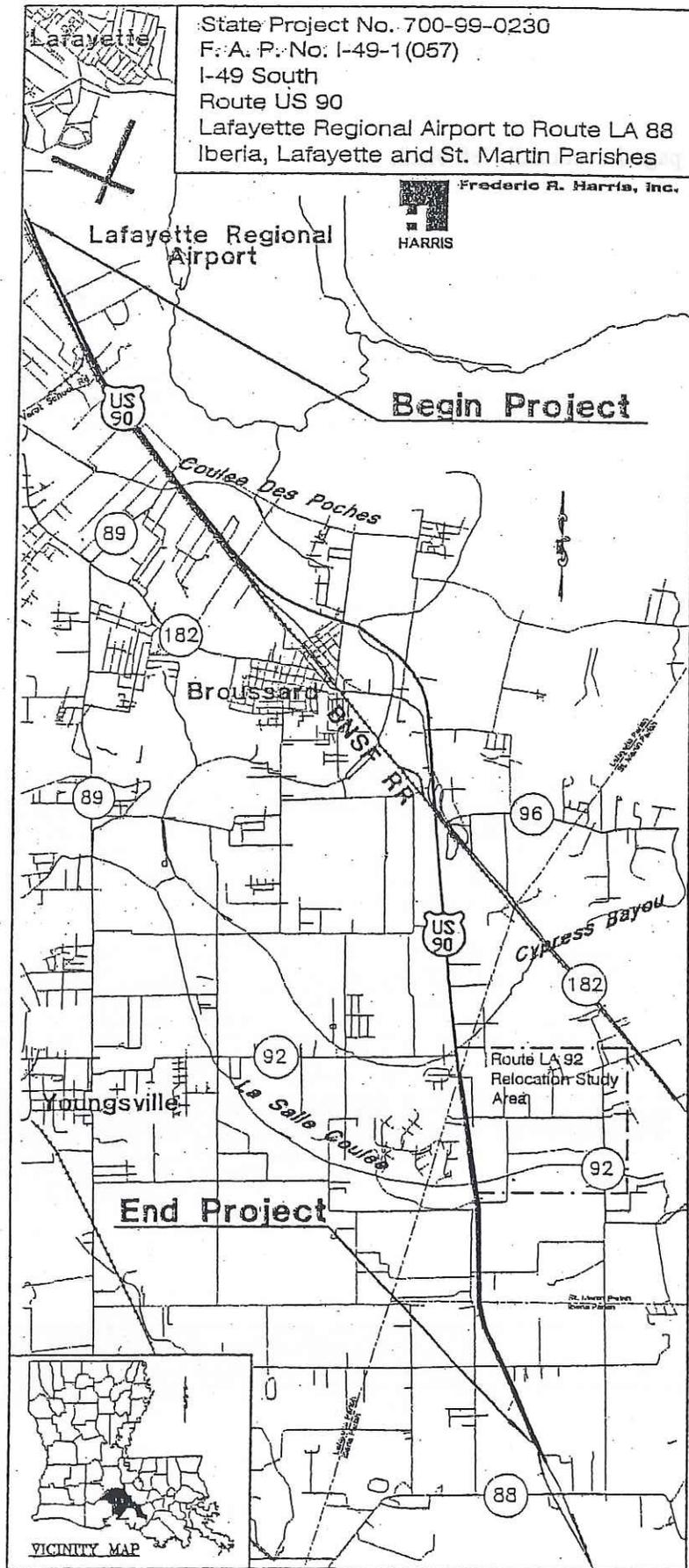
- Utilization of the existing right-of-way to the maximum extent practicable to incorporate a controlled access roadway with a one-way frontage road system.
- Utilization of the existing right-of-way to the maximum extent practicable to incorporate a controlled access roadway with a two-way frontage road system.

Also, interchanges which provide grade separations over the BNSF railroad will be considered at Verot School Road and Southpark (LA 89).

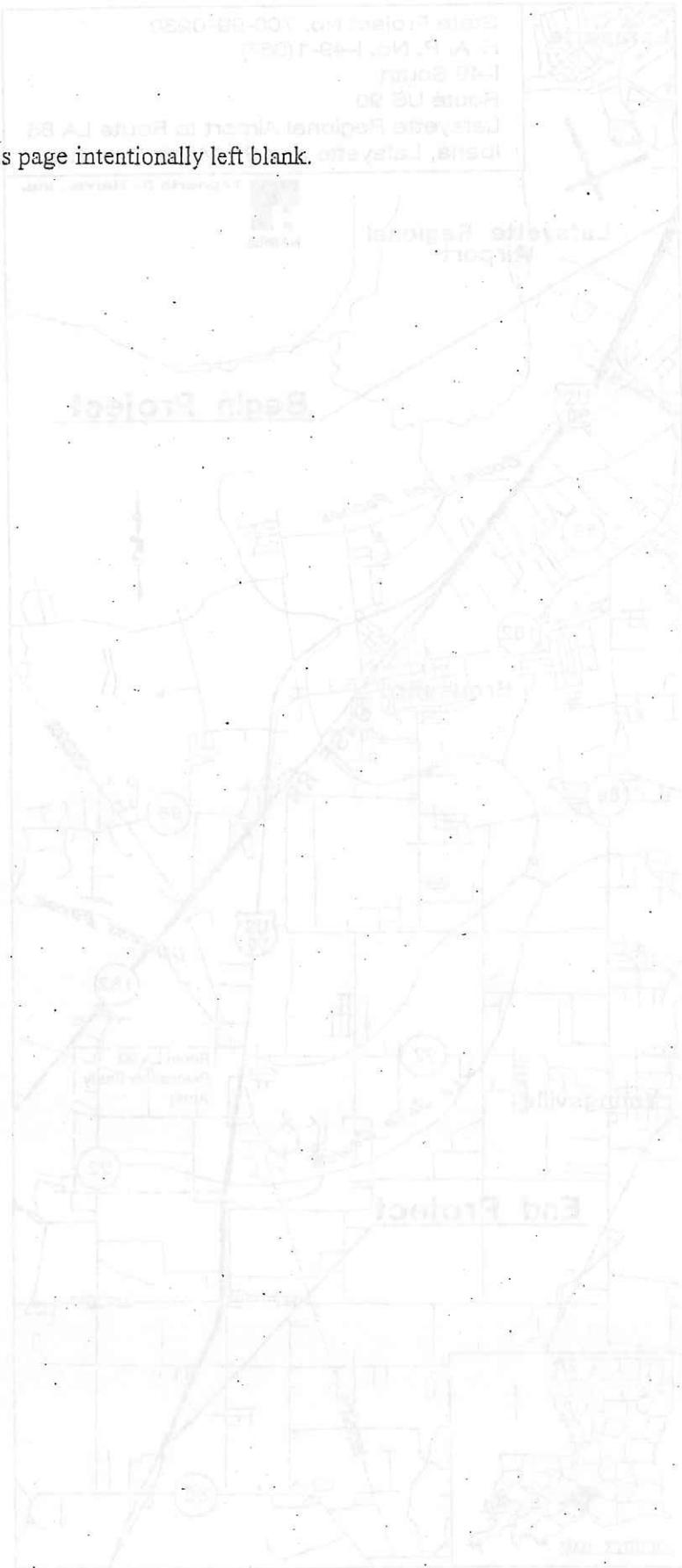
This project segment also includes consideration for the relocation of LA 92 east of existing US 90 in the vicinity of its intersection with US 90.

Depending on the selected alignment and roadway typical section, additional right-of-way may be required along portions of the route and at potential interchange locations. Associated relocations may be required in conjunction with right-of-way requirements. Wetlands may be impacted at stream crossings and in association with the relocation of LA 92.

Schedule: Commensurate with the development of Line and Grade studies, an Environmental Impact Statement (EIS) will be prepared for the project. EIS documentation will be consistent with the Federal Highway Administration's *Environmental Impact and Related Procedures* (23 CFR Part 771.111). Delivery of the Draft EIS is anticipated in late Spring 2001.



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Recipients
of the
Solicitation of Views

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