Comment # 37

1 MR. HEARD:

2 My name is Ross Heard. I'm from Youngsville.
3 As I asked you previously about the funding for
4 this, this is all proposed and not actually funded
5 yet, with no dedicated funds as you've mentioned
6 prior, too. What some of us have a problem with is
7 that there are some officials that seem to be
8 misleading the public on -- that this is a done
9 deal, but it is not a done deal yet. Is that what I
10 understand?

11 MS. GRENFELL:

12 I'm sorry. We cannot answer questions during
13 this portion of the hearing. Again, if you'd like
14 an informal answer, I will be available after the
15 hearing, and if not, we'll -- in addition, too, we
16 will also address it formally in the document.
17 Thank you.
18 John Clyde Simon.

Comment # 38

19 MR. SIMON:

20 I'm John Clyde Simon. I'd like to make a
21 request. I gave a copy of my statement to the
22 secretary. Now that US 90 will be worked on to meet
23 federal interstate standards, I feel it is the
24 proper time to correct the drainage problem of
25 Coulee LaSalle as it drains under the present US 90.

At present, there are three (3) six-by-eight (6x8) culverts to drain Coulee LaSalle. This is not adequate. It, therefore, causes flooding along Coulee LaSalle, which runs about three point five plus miles northwest of US 90. A three-inch plus rain causes flooding along the coulee, but when you get more than a four- or five-inch rain it causes serious flooding making Griffin Road, North and South Larriviere Road impassable at the Louisiana 92 junction. This excess water causes flooding into some homes and some businesses. I feel that by making more drainage outlets at US 90 and maybe including bridges for the different lanes would greatly alleviate some of this flooding.

I have lived all my life in the area where Coulee LaSalle drains under 92, and I am very familiar with the water and flooding in the area. I would appreciate serious consideration on this problem now that work is being on US 90 to improve the drainage of Coulee LaSalle. Thank you.

MS. GRENFELL:

Thank you. Pat Martin.

Comment # 39

MR. MARTIN:

Hi. I'm Pat Martin with the St. Martinville City Council, and as you might guess, being from St.

Martinville, the people I represent also are hoping this isn't a done deal. They are interested in the Teche Ridge connector. They come to Lafayette quite a bit, as I do, for business and pleasure, and they really can't understand how it's not going to be a great big traffic jam with one more highway right there.

The Teche Ridge would save money, it would provide an alternate route in the surrounding parishes in Acadiana. If you're really interested in a hurricane evacuation route, the Teche Ridge project, I believe, would be the way to go. Thank you.

MS. GRENFELL:

Thank you. Mike Hollier.

Comment # 40

MR. HOLLIER:

I'm Mike Hollier, the Planning Manager for the Lafayette Metropolitan Planning Organization. I would just simply like to state that the document, the environmental document, prepared by DMJM is an excellent document. Many of the recommendations by the MPO's advisory committees have been incorporated into the final report, and we can anticipate formal comments being submitted within the next ten days. Thank you.

1 MS. GRENFELL:
2 Thank you. Sally Donlon.
3 MS. DONLON: Comment # 41
4 Hi. I'm Sally Donlon from Lafayette, and let
5 me go on record indicating that the structure of
6 this public hearing in which the public does not get
7 the benefit of hearing the answers to the concerns
8 of their fellow citizens is offensive. The benefit
9 of public hearings such as this derives from the
10 public dialogue which is denied within this
11 meeting's structure. When you can separate people
12 and have them read the answers separately, it denies
13 the public of an opportunity to get together and
14 pool their ideas.
15 Secondly, I also want to go on record
16 indicating that I and others find the piecemealing
17 aspect of the project offensive and -- to us as well
18 as to the intent of the legal process.
19 Finally, I do have a question, which I know
20 won't be answered, but if no homes will be displaced
21 as we saw on the slides, why did the Real Estate
22 Specialist go over in such detail the services for
23 individuals who must be relocated? Logic would tell
24 us that either the slides are inaccurate and that
25 some individuals will be displaced, or that the Real

1 Estate Specialist has delivered an off-the-shelf
2 presentation without consideration of the actual
3 human lives involved.
4 Secondarily to that, where homes will be
5 displaced in Lafayette, we didn't get this type of
6 presentation. Thank you.
7 MS. GRENFELL:
8 Thank you. Mayor Langlinais.
9 MAYOR LANGLINAIS: Comment # 42
10 When I was contacted about four years ago
11 relative to I-49, one of the comments and one of the
12 positions I took was to get as many overchanges --
13 interchanges and ramps and as much frontage roads as
14 I possibly could. At that time they indicated to me
15 the best thing we could hope was two ramps or two
16 interchanges and maybe one side having a dual-lane
17 frontage road.
18 I am pleased to see that the plans reflect my
19 request of frontage roads along the entire route of
20 I-49, and in particular from 88 through Regional
21 Airport. I am pleased, and thank you, because
22 Broussard is, of course, most impacted. Twelve
23 years ago we went from a hundred and forty
24 businesses to well over four hundred and fifty
25 businesses in Broussard. I know that some of these

1 businesses will be impacted.
2 The one thing I do not like and have requested
3 several times was the issue of ramps and
4 interchanges and exits relative to existing
5 businesses, in particular 92, Morgan Street, Eola,
6 Albertson's Parkway, Verot School Road. I mean, the
7 issue -- I certainly can see where the Texas -- if
8 you will, Texas turn-arounds certainly will work,
9 but I can assure you that by not having that exit at
10 each interchange, it will impact businesses in
11 Broussard.
12 While the market will drive in the future, new
13 businesses and, I think, overall, we'll all be the
14 better for it. I applaud your efforts on the
15 frontage roads; I applaud your efforts on the number
16 of interchanges; and I applaud your efforts in
17 getting funding. Whether or not it's a done deal or
18 not, I guess that can be debated in the paper. I
19 thank you for efforts and your time.
20 MS. GRENFELL:
21 Thank you. Warrdell Gerhart.
22 MR. GERHART: Comment # 43
23 Good evening. I'm Warrdell-Gerhart from New
24 Iberia, and I also applaud the efforts that have
25 been made with regards to the I-49 project. I agree

with the mayor one hundred percent.

I would like to just make a couple of statements. I'm not here to debate the Teche Ridge or the project as proposed. I'd like to tell you all a little known fact. This project was given birth in New Iberia, Louisiana, in about 1944. This was shortly after the completion of the Huey P. Long Bridge over the Mississippi River. And the reason for the beginning of this was because it was determined that a four-lane highway was necessary to connect New Orleans to Lafayette, Lake Charles and other areas along the Gulf Coast.

Well, I'm here to tell you today or to state that, you know, there have been environmental impact studies made; there have been highway safety impact studies made; there have been hurricane evacuation impact studies made; there have been economic development impact studies made; and in my opinion, sixty years of studying and planning is enough. I would like to see the project completed.

From the standpoint of New Iberia, Iberia Parish, we have, according to the plans submitted by DOTD and the Federal Highway Department, seven (7) interchanges planned for Iberia Parish. Two (2) of them have been completed; two (2) of them are under

construction; and there are three (3) left. Well, I'm here to tell you that we can have the most beautiful highway that God and man can create in Iberia Parish, but if this connector is not completed through Broussard and Lafayette, it's of no avail whatsoever. Imagine the chaos in the event of the necessity of hurricane evacuation and we're bottlenecked in Lafayette.

So, my suggestion is that, number one, I agree with the project as it has been planned by DOTD and the Federal Highway Administration, and I say, let's go with it. Thank you very much.

MS. GRENFELL:

Thank you. Merline Moresi.

MS. MORESI: Comment # 45

Thank you for the opportunity again to express my concerns and that of our family. We live on 90. We were there before 90. We live on 90 West and Girard Road North. Our concerns have to do with safety, air pollution, noise pollution. I'll go ahead and list some of our concerns.

About 90: Will it be raised or left at the level it is? From Girard Road to Enola [sic], the elevation of the frontage road compared to the existing 90 now: how high they make that frontage

road makes a difference as far as the safety. We are very close to the fence line on 90 now. That's where our lot was when the highway came through.

Concerned about the distance between the frontage road and the existing highway fence: if the frontage road is lifted, built at the same level as our house, then we're going to need some kind of iron short barrier. We need some kind of greenery as far as air pollution.

I have a request at this time. I would like to meet with an engineer who could look at the property. I discussed my concerns tonight before the meeting with some of the people here, and no one is able to answer the questions. My concern again is, how much time will there be between their having the answers and their getting started? I would like some of the answers now. Thank you.

MS. GRENFELL:

Thank you. Ed Balliard.

Comment # 46

MR. BALLIARD:

Thank you. My name is Ed Balliard. I'm very familiar with the traffic in Broussard. And I'll read this and I'll give it to you after the meeting. I have operated my construction business from the Evangeline Thruway in Lafayette for thirty-six

1 years. And eventually all the traffic that runs
2 through Broussard goes by my building. The EIS
3 under discussion from Lafayette Airport to Louisiana
4 88 or Coteau cannot be separate from the corridor
5 through Lafayette. They are connected and they are
6 interrelated. I'm here to voice my opinion and let
7 the people of Broussard hear it, that even though
8 the state advertises for public opinion, it may not
9 count for much. Broussard should know the DOT
10 failed to have a public meeting in Lafayette on the
11 final EIS even though over six hundred and fifty
12 comments in the petition with two thousand names was
13 received. Maybe it was because six hundred and
14 forty-seven of the comments found that the the Final
15 EIS failed to make its case in several areas. There
16 was never a satisfactory answer about these
17 failures, but the DOT and Highway Department, the
18 Federal Highway Department, still approve the record
19 of decision for the Lafayette corridor. As a
20 result, the Concerned Citizen Coalition has filed a
21 lawsuit challenging this decision.
22 In the current EIS, the only alternative
23 offered is no-build. Well, my alternative is
24 another road in another location, namely the eastern
25 loop of the Teche Ridge. There are four reasons for

this alternative. I'll read them to you.

One, if you're trying to move traffic because of a hurricane or civil defense, are two roads better than one? If there's a chemical spill on the Thruway, where would this traffic go? I'm there all the time when they have a fender bender. Are we going to send them down Ambassador Caffery? Pinhook? University? 182? They can't handle the traffic.

Evangeline Thruway is the most heavily traveled corridor through Lafayette and needs an alternate route now, not in ten years. The Teche Ridge can be built in three to four years compared to eight to ten years for an elevated highway. The Teche Ridge is estimated to cost approximately Four Hundred Fifty-Nine Million taxpayer dollars. We could save probably Five Hundred Million plus by building this alternative.

This alternative would save homes, businesses in Broussard, and downtown Lafayette from economic disaster, so I claim.

Broussard should know that the DOT elected to piecemeal the Lafayette Parish segment of I-49 by offering it to the party in two projects. This piecemealing had the effect of disguising the

1 overall cost. Here's the current story on the cost
2 of these elevated highways.
3 A corridor through Lafayette -- and I got this
4 from the DOT -- Three Hundred Thirty Million --
5 originally advertised as Three Hundred Million.
6 Airport to LA 88, Three Hundred Fifty-Five Million;
7 originally advertised as Three Twenty-Five Million;
8 the interchange at I-10, Seventy-Five Million. This
9 was not even acknowledged until 2001. The Jefferson
10 Street and Simcoe underpass Twenty Million. This
11 was added in 2002. This totals up to Seven Hundred
12 and Eighty Million Dollars.
13 One more thing: What about the environmental
14 cleanup? And it costs Five Hundred to Eight Hundred
15 Million? Who really knows? These question marks
16 could run out to infinity because no attempt has
17 been made to even guestimate these costs. No one
18 talks about the extent of the contamination in
19 places like 51 Oil Company in Broussard, which the
20 current EIS did not even address or sites like the
21 old railroad. The yard in Lafayette. It is because
22 the expense comes under the heading of local cost or
23 who will pay.
24 My last statement is, have we forgotten
25 Tropical Storm Allison just two years ago that

flooded Highway 90 and 182? To my knowledge, nothing has been done to correct the situation for the flood that could be coming this year. We need the Teche Ridge alternate by-pass now, not in ten years.

Attached to this statement is a picture that appeared on the television during Tropical Storm Allison and speaks for itself, which stands now and the story will probably repeat itself in the next big storm. And I'm going to give you my statement here and I'll give you the picture. And this shows Highway 90 with hurricane evacuation with four or five feet of water. Who do I give this to?

MS. GRENFELL:

I'll take it. Brian Jason Moresi.

Comment # 47

MR. MORESI:

Good evening. I represent Maxie's RV Campground. On the website, the I-49 website this morning, I noticed there was three entrances into the property. Here you have two. I like -- I prefer these two that is placed here.

On the noise abatement wall, I'm hoping that it's going to be constructed of some sort of material that would be of benefit, that would actually do some good.

Drainage was mentioned earlier. As of present with no city or parish storm water detention in place, I would like to see the storm or box culverts unobstructed where the Cypress Bayou channel can flow without any obstruction thus causing us from flooding. And that's it. Thank you.

MS. GRENFELL:

Thank you. Jack Naumann.

MR. NAUMANN: Comment # 48

My name is Jack Naumann. I own the Mel's Diner. I want to make a statement which may be a little bit late at this point, or maybe not. I want to agree with the lady on the front row that this is a weird way to have public input when there's no two-way discussion. I've never seen anything like this done before, and I'm sure it will eliminate a lot of controversy for your part, where you don't have to do anything except respond in print in a two- to three-thousand page document to the comments that you hear tonight.

I don't understand why one-way service roads were selected in the busy corridors, where access is so important to the survival of a business. I can understand one-way roads in areas of high congestion like downtown Houston, where two or three million

1 people live on each side of Interstate 10 and can
2 continue to support a business. But in our
3 environment, we don't have that kind of a patronage
4 access to be able to keep a business in operation.
5 I will say that in 1969 when the company I was
6 with, Tech Drill, built out on the Evangeline
7 Thruway, we began having problems with the design
8 that was going to widen and change the routing of
9 the Evangeline Thruway between Interstate 10 and the
10 railroad tracks. I guess I'm happy to say that it
11 took ten years for that to get done, twenty years
12 for that to get done, or thirty years -- I'm sorry,
13 thirty years to get done, and I'm looking forward to
14 the same thing taking place here with this highway.
15 I do hope that if you do hurry this thing
16 along, that some kind of information placards are
17 placed on this highway to be able to give people
18 information far enough in advance to be able to
19 create an access to a business such as mine, to be
20 able to exit in time to be able to take advantage of
21 the services I offer. On the map I'm looking at, an
22 eastbound person, or southbound, whichever you look
23 at, would have to exit about four-tenths of a mile
24 before you get to me, and by the time they get back
25 on the highway after they do get to me, they'll have

made a two point eight mile trek. I don't know how many people will take advantage of that kind of a drive-around, but it seems to me like something can be done to ease the need for that much driving to be able to get to a business. Thank you.

MS. GRENFELL:

Thank you. Jennifer LaBlanc.

Comment # 49

MS. LABLANC:

I once was fortunate enough to know a woman who was very wise. And the statement that myself and all the members of our family remember from her is that what looks like the easy way usually is the hardest way. And I think that this is definitely the case in building this highway.

When you first think about it, you think, oh, well, there's already a highway there. Let's just go ahead and do it because there is one there already. But the wisdom of our friend's words have been proven to every member of our family over and over. What looks like the easy way usually is the hardest way.

The state is choosing to take the most arduous, the most difficult, the most costly, the most time consuming, and the most ridiculous path to completing I-49 in the Lafayette-New Iberia area

that could be devised. I think that if you had gotten a bunch of people together to try and come up with the worst possible plan, this would be it.

This is an area that is substantial development in the entirety of Lafayette Parish, and what the state has chosen to do is, on top of this substantial development, cram more development down the throats of the people who live and work along this corridor. It is ridiculous.

There are homes in Lafayette, there are churches, there are schools, there are businesses. The same is true in the Broussard area. There are more businesses and fewer homes, but there is -- it's just absolutely pointless to develop this highway in this fashion. The cost is going to be astronomical. Every time you turn around there is a projection of an increased cost or, oh, we forgot this interchange, or, oh, we forgot we have to do this, or, oh, we forgot we have to do this. This is -- it's every time you turn around. And then the things that they forgot are things that people have been begging for. And then the other things that they promise people, like in Lafayette a sufficient number of interchanges to try and keep businesses alive -- and then I never thought I would agree with

1 Mayor Langlinais on this, but also the fact that
2 there are not going to be a sufficient number of
3 exits in order to keep businesses in Broussard
4 alive.
5 So the thing just gets worse and worse: the
6 cost, the time to build. In Lafayette there is
7 extensive pollution all along the corridor. The
8 pollution is grave, it threatens the integrity of
9 the Chicot Aquifer in the fact that the highway
10 would be elevated through Lafayette and pile-driving
11 is conduit (phonetic) all this toxic material into
12 our drinking water.
13 Along the corridor through Broussard there are
14 numerous oil-related companies. And I'm not casting
15 fingers at them, but it's just a basic fact of life
16 that in that type of medium to heavy to a light
17 industrial corridor there is going to be a lot of
18 pollution. The EIS on this section did not identify
19 the 51 Oil site, which is not only polluted, it's
20 radioactive. It completely ignores the fact that
21 this is a wellhead preservation area, which is an
22 area that is to be respected in terms of the Chicot
23 Aquifer recharge and protection of the water systems
24 in Lafayette and Broussard.
25 Hurricane evacuation: We need two routes out of

1 this area. We don't need one that's constructed.
2 And the nightmare of a hurricane happening to happen
3 during the extensive decades-long construction
4 period of this highway is just inconceivable,
5 absolutely inconceivable, that in -- seeing what
6 happened in Allison, and seeing what happened with
7 all the other hurricanes that we've had in recent
8 times, and Tropical Storm Allison and -- excuse me,
9 and Lili -- and all these other things, that there
10 could be any thought whatsoever that we need more
11 routes through this mess and not fewer routes.
12 The other thing is for civil defense, if there
13 should ever be any type of -- whether terrorist
14 related or just an ordinary emergency type
15 situation, this is a reality. Why would we want to
16 be choosing to bring more and more interstate cargo
17 of a hazardous nature through an area that's already
18 congested with businesses and residences is beyond
19 me. In major cities wherever possible they have
20 Haz-Mat by-passes, but we're choosing to bring this,
21 to gather this, to collect it and funnel it through.
22 This project will increase noise pollution.
23 Any kind of cost mitigation in terms of noise
24 pollution is not borne by the federal government or
25 the state government. It's borne locally. And what

they've proposed is ridiculous. It's going to cost a ton of money. It is not going to be effective because it's segmented, okay? It's going to increase noise pollution, it's going to increase air pollution, it's going to increase ground water runoff pollution.

There is not a single good thing to be said about this project, but the state persists. And we wonder why we have a bad economy and we have problems in trusting government in financing operations. And the state still insists on trying to take a project of this horror and cram it down people's throat regardless of the human cost and the cost in lives, in times, and in dollars.

I am strongly in favor of I-49. Throughout the nation, throughout this state, but this is not the route that it needs to be going on. The state needs to spend the little bit of money that it has in a wise fashion and not deplete the little bit of money that we do have. And they need to, for safety's sake, continue to improve Highway 90. But they need to respect the businesses and the people that are already there and find another way to complete this project.

MS. GRENFELL:

1 Thank you. Harold Schoeffler.

2 MR. SCHOEFFLER: Comment # 50

3 I'm Harold Schoeffler. I'm from Lafayette,
4 Louisiana. First of all, I want to object to the
5 piecemealing of this project and disconnecting it
6 from the Lafayette portion of the project. The
7 Lafayette portion of the project is subject to a
8 federal lawsuit in the Baton Rouge Federal Court
9 under the National Environmental Policy Act. And
10 while we're on the subject of environment, this is
11 an environmental impact study, and there's no higher
12 priority in this than the human environment. You
13 have a completely -- you have a corridor -- an
14 economic corridor that is complete. There are very
15 few holes left in it. It's occupied with thousands
16 of people who work and live in that area, and when
17 you convert it to a controlled access highway,
18 you're interrupting lots of businesses, lots of
19 homes and the values of lots of properties.
20 The noise factor is a very important factor.
21 The hazardous sites that are along this corridor
22 have not been thoroughly investigated. When we
23 looked at the Southern Pacific site -- and according
24 to the DEQ in Baton Rouge, that site is contaminated
25 thirty-seven feet down and is ten acres. When you

1 look at running pilings through that, that's a very
2 dangerous thing to do because the pilings become a
3 corridor for the waste that's there and brings it
4 right into our ground water. But if those numbers
5 are true, and we looked at hauling off that waste,
6 to clear it so that pilings can safely be put there
7 -- we're hauling it off -- the cost -- if we can
8 dispose of that hazardous material at seven hundred
9 dollars per ton, and figuring fifteen hundred pounds
10 per cubic yard, we come up with a factor of One
11 Point Three Billion Dollars to clear that site.
12 Now, the railroad operated there for over a
13 hundred years, and it's appalling to me that we as
14 taxpayers would have to pay to clear that site to
15 put that highway there. It would bring the cost to
16 even prohibitive levels.
17 The flooding aspect is not covered in this.
18 It's a very important item to people's businesses
19 and homes who are interrupted or damaged by this.
20 But mostly the people who are trying to escape a
21 hurricane are caught in an impossible posture. The
22 only way you can come from New Iberia to Lafayette
23 or vice-versa was on the Teche Ridge. St.
24 Martinville looked like, on the morning after that
25 event -- looked like a mass traffic jam.

The cost is another big item: close to Eight Hundred Million to upgrade an existing highway to control access it. To go around onto Teche Ridge would have cost half, and we wouldn't lose Evangeline Thruway getting (phonetic) as much.

The alternatives in here -- you know, to say we're going to go two-lane one way of the side roads or put an exit here, an exit there, are not viable alternatives. Alternatively we should be looking at alternate sites, and that's not put there at all in this environmental impact study. With that I'll close, and thank you for having this hearing.

MS. GRENFELL:

Thank you. John Greig. John Greig.

Comment # 51

MR. GREIG:

Good evening. My name is John Greig. I live in New Iberia, Louisiana. Warrdell Gerhart kind of stole -- stole my thunder, and, you know, I was thinking of the same. And this gentleman in the black shirt expressed my views, which I won't go through the whole thing of his speech. And this young lady should be working for the Highway Department because she is so gifted about the way things ought to be.

I sit in a second-story window at Southpark

1 twelve hours a day every other week, and I see all
2 this traffic going by. And it's phenomenal. On
3 Fridays it backs up forever. And I can't envision
4 bringing more traffic in and having more traffic
5 exit and enter onto this highway. It'll be --
6 Acadian Ambulance is going to open a substation
7 there, because it's going to be a nightmare for all
8 these cars coming in and out.
9 We have so much local heavy traffic delivering
10 oilfield parts in this area. I work for
11 Halliburton. We have a lot of trucks at our place
12 and all the other oilfield places along this road.
13 And my fear is, I'm getting a little old and I hate
14 to drive in all this traffic, and the thought of
15 having to go back and forth while all this
16 construction's going on -- it'll be forever getting
17 finished and it's going to be a dangerous drive with
18 all this construction and all the traffic we have
19 now.
20 And if we're going to put a road in, let's put
21 another road parallel to this or further over or
22 somewhere over and leave this good road they just
23 spent Eleven Million Dollars fixing from Broussard
24 to Lafayette. It's a perfectly good road. A lot of
25 access, a lot of businesses.

The government's going to come in and give us money for a road? Let's get a whole new road, do their construction, when it's finished we start using it. And that's my thought.

I think somebody that's an engineer and that builds roads, I think they just build roads on paper. They don't go out and see the traffic. If they can get a vision of Friday afternoon traffic and the Monday morning traffic, it's unbelievable. I mean, there is wrecks all the time on that road because there's so much traffic.

It's not a perfect road. It parallels the railroad track, which makes it a real nightmare. It's been jammed up with a train coming at noon and then five o'clock. I think they set their watch by that so they can block the traffic up. But I really hope we would put a road besides this one to give the hurricane people another spot that evacuate from the lower part of the state. And we had this rain a while back, two years ago or so? I had to drive all the way to Breaux Bridge and take the back road. It was forty-five miles to go to my house which is normally sixteen. And it was like that for three days. And not a lot of people knew you could get home. There were a lot of people staying in motels

in Lafayette because they didn't realize you could get through all this water. We've got the dip on 82 on the way to Cade. It flooded for four or five days. And we have that place that 92 and 90 that water was over the hoods of trucks. And nothing's been done to fix that. So the next good rain we're going to have another big flood there.

So let's build another road parallel to this one somewhere so we can have more options and when the hurricane comes, with all these people coming from Morgan City and want to go Natchez, we can run all these people up there. They don't have to take the back roads. Thank you very much.

MS. GRENFELL:

Thank you. Jeffrey Landry, Jr.

Comment # 52

MR. LANDRY:

Yes. My name is Jeffrey Landry, Jr., from Lafayette. There's not very much I can say because they have said pretty much what I wanted to say, and I didn't come with a prepared speech. But I do want to say that I'm in agreement with the Teche Ridge direction for many reasons. Just -- before they done what they did with the Thruway, Evangeline Thruway, it was one single road called Walnut that passed through Lafayette. It seems like no one

1 seemed to look at what kind of disaster and then
2 when you get to Baton Rouge with the overpass. They
3 don't seem to look at the overpass they did in Lake
4 Charles. I haven't seen them look at the evidence
5 of what happened in Alexandria with the overpass.
6 And like the last person that stated -- you had a
7 bunch of engineers, really, in this audience, not
8 over in Baton Rouge. You seen a picture right there
9 articulating the problem they have with finding good
10 companies. And Mr. Ross, I understand your
11 frustration, man. At least you know you had the
12 opportunity to say something. But when this first
13 proposal came out, they were having a meeting at ten
14 o'clock in the morning, twelve o'clock at noon, and
15 three o'clock. Where was the people that was being
16 affected by those things? And what I'm saying is,
17 those people didn't have the opportunity to say
18 nothing, and those are the individuals that have the
19 impact on themselves.
20 So today here you got Mr. Ross asking for some
21 questions to be answered and nobody answered it.
22 And, you know, this is a one-way conversation. The
23 only thing I can say, what like Mr. Schoeffler said,
24 that we go with a lawsuit. I'm willing to do that.
25 I'm glad to even sign a petition five times over

because if you can do it on an election and have a recall that never been -- you know, you go along with a recall and they say, you find fifteen, thirteen people was wrongly -- should I say, voter fraud. So if that can work, I'm sure a petition with me putting it on ten times could probably make a difference in this whole project that's going to have an impact not only from Lafayette, Baton Rouge -- I mean, from Lafayette and Broussard. New Iberia may survive, but Broussard is the closest. It will impact the economy -- economic problem that we will have -- I can only say, look at it, and bring somebody that can give us an answer. Please do that for us.

MS. GRENFELL:

Thank you. Kelly Caldwell.

Comment # 53

MS. CALDWELL:

I'm Kelly Caldwell. My home is in Lafayette in the Sterling Burrough Historic District very near the planned I-49 connector. My family also owns property on Highway 96 at the edge of Broussard, where my daughter lives, so I'm very concerned, she's very concerned. She's trying to figure out how on earth she'd even get to Albertson's and back home anymore. She's going to have to shop

1 elsewhere.
2 And it would be comforting to accept the benign
3 theory that the horrors long associated with Highway
4 90 will all but be solved by building I-49 there.
5 But take a closer look at this massive project. We
6 the taxpayers need to remember, it's our project.
7 We're paying for it, and we must live with it
8 forever.
9 The current EIS cost estimate for this segment
10 is Three Hundred Fifty Million and ten years to
11 build. Is that an appealing prospect? And projects
12 traditionally overrun the initial estimates.
13 Many businesses could not survive it. Imagine
14 hurricane evacuations in those ten years, and there
15 will be some. With the cost and time for the City
16 of Lafayette segment even higher, we're looking at
17 around a billion dollars for I-49 in Lafayette
18 Parish. How soon do you suppose Washington will be
19 shipping that kind of money for a highway -- down
20 for a highway through Lafayette Parish?
21 Highway 90 doesn't have to be an interstate to
22 be made safer. Lives could have been saved by
23 making improvements long ago instead of tying it to
24 the unending I-49 saga. Because officials refused,
25 citizens mapped out an eastern bypass, now called

the Teche Ridge. With the goal of avoiding people's homes, their businesses and also the wetlands, it's mostly through cane fields. It begins near Carencro, skirts north Lafayette, passing between Breaux Bridge and Lafayette, runs east of St. Martinville, and back into 90 a few miles south of Broussard. St. Martin Parish paid for preliminary engineering studies which estimate the cost to be half or less and can be built in around three years.

Because it is so needed for emergency evacuation, Congress in February ordered it to be studied. It seems doubtful they'd do that unless they intend to make building it a priority.

Please consider that we could be driving on it while we'd still be waiting for funding for I-49 straight through the middle of the City and Parish of Lafayette. We'd have another evacuation route and also have I-49 connected. Both Broussard and Lafayette would have easy access without the disruption of building through their communities.

Whether you share my views or not, please do remember, it's your highway. Thank you.

MS. GRENFELL:

Thank you. I have no more cards.

UNIDENTIFIED SPEAKER:

1 Actually, there are two.
2 MS. GRENFELL:
3 Oh, good. Chuck Duhon.
4 MR. DUHON: Comment # 54
5 My name is Chuck Duhon. I represent my family
6 that has property on Highway 90 where you have a
7 designed off-ramp between the highway and Second
8 Street. And I originally spoke, I guess, at one of
9 your last meetings about where the off-ramp was
10 positioned. And since the last meeting they moved
11 the off-ramp from one end of the property to the
12 other and, consequently, is using more square
13 footage of the property in its present location.
14 And I'd just like to have an engineer contact myself
15 or one of my family members to discuss why it was
16 moved.
17 Our original request was to move it to where it
18 would use less property and would leave us with less
19 of an island on the west side. And as it presently
20 is, we don't have any curve cuts to access the
21 property. And I would like for an engineer, again,
22 to discuss that with us as to why we don't have
23 access to the property when we did before. It also
24 leaves us an island on the east side of the property
25 -- the southeast side.

But I think that -- you know, I've wrote letters and I have yet to actually discuss it with an engineer as to what the actual turning radius is of a truck, what it would require to turn a truck across the property, whether it's one truck, two trucks, how many cars, and, you know, we -- I would just like to discuss with an engineer the best use of the property as to the position of the off-ramp. Thank you.

MS. GRENFELL:

Thank you. Don Bertrand.

MR. BERTRAND: Comment # 55

Yes, ma'am. My name is Don Bertrand. I'm from Lafayette, Lafayette Parish. I've lived all my life here, and I have watched Lafayette grow and I've watched this corridor grow and I've watched the impact on this corridor grow through my life. I have only one problem with this project.

Despite the fact that this project will do an awful lot to improve areas of Lafayette, and no doubt some areas will be affected, I still only have one problem with this project.

And also considering the fact that Highway 90 is now a death trap and bears that out on a monthly basis, I still only have one problem with this

project.

And despite the fact that it's going to cost a lot of federal dollars and a lot of state dollars and lot of planning, and planning that has already been done, I still have one problem with this project.

And despite the fact that there are a lot of i's to be dotted and t's to be crossed, I have only one problem with this project.

And despite the fact that we have drainage issues and other issues, I still only have one problem with this project. And that problem is that it won't be there tomorrow when I wake up to go to work. Thank you.

MS. GRENFELL:

Thank you. I believe we have no more cards. Is there anyone else who would like to make a statement? Please come up to the mike and state your name for the record, please.

MR. HEBERT: Comment # 56

I'm sorry. I got here late. My name is James Hebert and I live in Lafayette. I'm going to be very affected by the Evangeline -- the thruway going through Lafayette.

In an effort to find out what is happening,

Monday I went to the library and tried to evaluate or look at this draft of the environmental protection manual or book -- tried to figure out how this is going to work. I have a love for a little restaurant that we get together and we go to every Friday, and we have -- you know, it's a group of old men that seem to get together. So I looked at the routing from Lafayette to try to get to the Evangeline Steakhouse. And as far as I can find out, I have to come all the way to Morgan Street to be able to go back north and eventually find sufficient exits to be able to make my way on an auxiliary -- I'm going to say an auxiliary side road, and then head back south to get to this place.

Now, if this is economic development, God, I hope we don't have any more. I don't know if we can stand it. That's my comment.

MS. GRENFELL:

Thank you. Is there anyone else who would like to come to the microphone to make a statement? If not, I will close this hearing. Thank you very much for coming here this evening.

(THE HEARING ADJOURNED AT 8:16 P.M.)

Comment # 57

RE: State Project No. 700-99-0230
F.A.P. I-49 South/Route U.S. 90
Lafayette Regional Airport to LA 88
Lafayette, St. Martin and Iberia Parishes

Public Comment of Sally O. Donlon
153 Shady Oaks Drive
Lafayette, LA 70506
June 13, 2003

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I attended the so-called public meeting at Broussard Middle School on Thursday, June 5, 2003, and was appalled at the manner in which the meeting was conducted. Jan Grenfell, spokesperson, announced early on that although statement cards were available at the sign-in desk and that participants (who had forsaken the comforts of their homes and dinner tables on a stormy day) were free to make comments from the floor, meeting organizers would not answer any questions publicly. Instead, organizers followed a classic divide-and-conquer strategy, antithetical to the spirit of community development, in general, and open meeting practices, in particular. While no concerns were to be addressed before the group, project staff would talk one-on-one with participants, huddled in pods and ranged along a long wall of maps and graphs depicting the coming destruction.

This became particularly distressing as individual property owners approached the microphone with comments, and described how their situations had actually worsened after speaking with project engineers at an earlier meeting. It was as if they had been penalized for daring to complain. And, of course, we all have been. The more than 600 folks who submitted comments and signed petitions against the I-49 connector project, as currently proposed, have been labeled obstructionists and worse. We have been castigated as if we were lepers of old. All because we advocate a voice of reason: construction of a through road that circumvents fragile and historic neighborhoods, does not displace elderly and minority residents, does not destroy businesses, nor disturb long-buried hazardous waste sites, nor even defile pristine wetlands. The suggested alternative route has never been studied, despite Congressional directives in that regard, and would cost local taxpayers, state government and federal agencies a fraction of the proposed route.

Further, a review of the Lafayette Airport to LA 88 Environmental Impact Statement (EIS) reveals several flaws, to wit:

1) 1) No real alternative, when one not only exists, but has been Congressionally mandated for study – "No Build" does not constitute an actual alternative route;
2) 2) One-way frontage roads are not suited to the economic and social fabric of the region, and will adversely impact local businesses;

Comment # 57

3) 3) Local and frequent flooding issues are not adequately addressed;
4) 4) No clear accountability statement re. fiscal responsibility for "sound walls;"
5) 5) Grossly inadequate analysis of environmental issues, including wetlands intrusion and the omission of cleanup plans for 51 Oil Company, an acknowledged radioactive site; and
6) 6) Illegal piecemealing of project that disguises true costs and ignores serious social justice and sustainable community development problems, including quality of life indicators.

Finally, the thought that communities below Lafayette will be stranded with no access to a viable hurricane evacuation route during the entire multiple-year construction period is a horrific one to anyone who cares to actually think about it! Proceeding with the I-49 Connector, as proposed, rather than accessing an alternative route along the Teche Ridge, endangers hundreds of thousands of human lives in the event of a major storm hitting the region within the likely 10-year construction window. On the other hand, construction of a second road along the Teche Ridge provides the citizenry with two roads – one for people intending to stop at communities along the way and one to funnel through traffic along, thereby greatly alleviating congestion – and saves so much money that improvements could also be made to U.S. 90.

I'm just a simple country girl, but I learned to read in public school. I know what other communities are doing, based on hard lessons they have learned the hard way. What I don't understand is why we are so bent on throwing away so much money to put so many people at risk, instead of trying to benefit from the experiences of others. No community in the 21st century builds roads through fragile communities; many are trying hard to reroute roads put in decades ago because of what reputable planners now know.

If a major hurricane strikes the region after construction has begun on the I-49 Connector, as proposed, and all viable evacuation routes are blocked, the blood of hundreds of thousands of evacuees will be on the hands of the Louisiana DOTD and the Lafayette City/Parish MPO. I find this an ironic gamble on the part of our public officials, given the oft-stated acrimony toward gaming.

###

Agency Comments

Response to comment submitted by the Department of the Army the New Orleans District Corps of Engineers May 6, 2003

1. The drainageways crossed by the proposed roads are not known to have commercial, recreational, or navigable interests in the project area. Consequently, construction and operation of the proposed roadways are not anticipated to have a direct, localized impact on such interests.

   Hydrological analyses were performed as part of the Engineering Report associated with this study. The Vermillion River Drainage Basin and the Bayou Teche Drainage Basin are the two major drainage basins in the area. All of the smaller bayous and coulees drain into these two bodies. The existing US 90 facility traverses the western side of the ridge separating the two basins. The water from local coulees and bayous generally drains west into the Vermillion River. However, when the Vermillion River is above flood stage, the water from the river drains to the east towards Bayou Teche flowing into the swampy area east of Lafayette Regional Airport, forcing Coulee des Poches to have considerable backwater flooding problems. Existing US 90 experienced flooding at a number of locations during Tropical Storm Allison (June 2001). Based on hydrological analyses following the storm, the proposed facility includes increased culvert capacities at some locations. The increased culvert capacity is anticipated to improve hydrologic patterns in the project area. Impacts to these basins, with respect to commercial, recreational, or navigable uses, are not anticipated as a result of the proposed action.

2. The EIS presents the potential project-related direct, secondary and cumulative effects on the natural and human environments. The upgrade of US 90 to interstate status principally involves activities within the existing highway right-of-way and its immediate vicinity. These areas have been previously disturbed by highway and other development activities. As stated in section 4.1.3.2, the build alternate would not change the general pattern of development in the corridor. The corridor would continue to be the most accessible, and therefore, desirable location for future development in the region.

   The proposed Southpark realignment would be located in an industrial area where impacts to the natural environment have occurred resulting in habitat fragmentation. The alignment would traverse and further fragment a forested 4-acre tract. The structure would span the waterway at Southpark, and to the south culvert capacity at US 90 would be increased to improve hydrology at this location.

   The proposed I-49 South interchange with Ambassador Caffery Parkway was coordinated with plans included in the Lafayette Consolidated Government's Financially Constrained Transportation Plan, as well as existing development and natural resources. Existing development has disturbed forested wetlands in the interchange area. The planned Parkway will disturb additional wetlands. The I-49

southbound to Parkway westbound ramp would further fragment a forested 2-acre tract. Flyover ramps on structure would span the existing waterway, and increased culvert capacity on US 90 would improve hydrologic patterns.

As indicated in the EIS, unavoidable impacts to waters of the United States will require a Section 404 permit. The design and permitting phase of the project will provide the opportunity to further refine alignments to reduce or eliminate impacts, and develop appropriate mitigation measures to offset unavoidable impacts.

United States Environmental Protection Agency, Region 6, June 16, 2003
Comment noted.

Response to comment submitted by the State of Louisiana Department of Environmental Quality, Permits Division May 2, 2003
All necessary permits will be obtained in the permitting phase of the project, in accordance with state and federal guidelines. All applicable precautionary measures would be observed in the construction phase of the project.

State of Louisiana Department of Environmental Quality, Environmental Planning Division April 29, 2003
Comment noted.

State of Louisiana Department of Environmental Quality, Office of Environmental Assessment and the Office of Environmental Services May 5, 2003
Comment noted.

United States Department of Transportation, Federal Aviation Administration April 30, 2003
Comment noted.

Response to comments submitted by the State of Louisiana Office of the Lieutenant Governor, Department of Culture, Recreation and Tourism, Office of Cultural Development, Division of Archaeology July 9, 2003
All comments have been noted. The Edmond Comeaux House and the Marguerite St. Julien House have been labeled on the plates.

Jena Band of Choctaw Indians, May 13, 2003
Comment noted.

Chitimacha Tribe of Louisiana May 27, 2003
Comment noted.

DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P.O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO
ATTENTION OF:

May 6, 2003

Operations Division
Western Evaluation Section

SUBJECT: WAA-20-010-0840

Federal Highway Administration
5304 Flanders Dr., Suite A
Baton Rouge, LA 70808

Gentlemen:

This is in regard to the Draft Environmental Impact Statement (DEIS) prepared for the proposed upgrading of U.S. Hwy 90 to interstate standards for that section of roadway beginning at the Lafayette Regional Airport and extending to LA 88 located within Iberia, Lafayette and St. Martin parishes, Louisiana.

We have reviewed the DEIS for the proposed project provided to us by letter dated April 22, 2003. We would like to offer the following suggestions that would assure that the FEIS will address the regulatory obligations of the Department of the Army permit program.

1. Waterways crossed by the proposed highway alignment appear to function primarily as drainage laterals. However, the EIS should address any direct and/or secondary impact the proposed project would have on any commercial and/or recreational interests usage of these waterways including navigability.

2. Project related direct, secondary and cumulative impacts on the aquatic and human environments such as altered hydrology, increased human disturbances, reduction in habitat quality and new development pressure should be thoroughly discussed particularly for new alignment construction as proposed for the Southpark and Ambassador Caffery areas.

In closing, we appreciate the opportunity to participate in the EIS process. Should you have any questions concerning our comments, please contact Dr. James Barlow of my staff at (504) 862-2250 respectively.

Sincerely,

Ronnie W. Cole

Ronald J. Ventola
Chief, Regulatory Branch

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

JUN 16 2003

Mr. William C. Farr
Program Operations Manager
Federal Highway Administration
5304 Flanders Dr., Suite A
Baton Rouge, LA 70808

Dear Mr. Farr:

In accordance with our responsibilities under Section 309 of the Clean Air Act (CAA), the National Environmental Policy Act (NEPA), and the Council on Environmental Quality's (CEQ) Regulations for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 Office in Dallas, Texas, has completed its review of the Draft Environmental Impact Statement (DEIS) for the I-49 South, Route 90, Lafayette Regional Airport to Route LA88, Iberia, Lafayette, and St. Martin Parishes, Louisiana.

EPA has rated the DEIS as **LO, Lack of Objections**. Our classification will appear in the *Federal Register* according to EPA's responsibility under Section 309 of the CAA, to inform the public of our views on proposed federal actions. Please send our office five copies of the Final EIS when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Building, 1200 Pennsylvania Ave, N.W., Washington, D.C. 20004.

Sincerely yours,

Michael P. Jansky
Regional 309 Coordinator
Office of Planning and Coordination

State of Louisiana

Department of Environmental Quality

M. J. "MIKE" FOSTER, JR.
GOVERNOR

MAY 0 2 2003

L. HALL BOHLINGER
SECRETARY

Mr. Vincent G. Russo, Jr.
Environmental Engineer Administrator
LA DOTD
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: Project No. 700-99-0230; proposed Upgrade to I-49 South/US 90 South; LA DOTD; Draft Environmental Impact Statement; Lafayette Regional Airport; Iberia, Lafayette & St. Martin Parishes

Dear Mr. Russo:

The Department of Environmental Quality (DEQ), Office of Environmental Services (OES), has received your request for comments dated April 22, 2003, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OES has no objection to the implementation of the proposed project, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

Please note that any project that results in a discharge to waters of the state may require submittal of a Louisiana Pollutant Discharge Elimination System permit application.

This Office recommends that you investigate the following requirements that may impact your proposed project:

1. if any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps in order to apply for any necessary permits;
2. if a permit is required from the Corps, a Water Quality Certification from OES may also be required;
3. all precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT);
4. all precautions should be observed to control nonpoint source pollution from construction activities (SEE ATTACHMENT); and
5. the Department of Environmental Quality (DEQ), has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Wingate at (225) 765-0508 to determine whether your proposed

improvements are covered under these general permits.

If you have any questions, please contact the Contracts and Grants Section at (225) 765-0723.

Sincerely,

Jim Delahoussaye

Jim Delahoussaye
Environmental Scientist Manager
Permits Division

JD\ar
Attachment

c:

Acadiana/Capital Regional Office
Surveillance Division

State of Louisiana

Department of Environmental Quality

M. J. "MIKE" FOSTER, JR.
GOVERNOR

April 29, 2003

L. HALL BOHLINGER
SECRETARY

Vincent G. Russo, Jr.
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

RE: Draft Environmental Impact Statement

State Project No. 700-99-0230
FAP No. I-49-1(057)
I-49 South
Lafayette Regional Airport to LA 88
Route US 90 South
Iberia, Lafayette, and St. Martin Parishes

Dear Mr. Russo:

The Environmental Planning Division of the Office of Environmental Assessment has reviewed the DEIS provided with your letter dated April 22, 2003, for the referenced interstate highway construction project. More specifically, our review concentrated on relevant sections of the DEIS pertaining to air quality and transportation conformity (Chapter 4, pp. 4-8 – 4-12).

With regard to the carbon monoxide (CO) dispersion analysis that was contained in the DEIS, the Planning Division concurs with the methodologies and assumptions used for the CAL3QHC and MOBILE5 modeling. Based on the modeling results, we also concur that under worst-case conditions it is very unlikely that the I-49 project will cause or contribute to violations of the 1- and 8-hour national ambient air quality standards (NAAQS) for CO.

Regarding the conformity implications discussed in Section 4.2, your statements concerning the limited maintenance status of Lafayette Parish are accurate and valid as of this date. That is, ambient air quality monitoring in the parish continues to demonstrate maintenance and attainment of all EPA criteria air pollutant standards including the 1-hour ozone standard. Accordingly, we are reasonably confident that this I-49 project will have no significant impact on the regional air quality of Lafayette Parish nor jeopardize its current attainment status.

Thank you for affording us the opportunity to comment on this important transportation project.

Sincerely,

Teri F. Lanoue

Teri F. Lanoue
Environmental Manager
Environmental Planning Division

TFL:RR

OFFICE OF ENVIRONMENTAL ASSESSMENT
P.O. BOX 82178 · BATON ROUGE, LOUISIANA 70884-2178 · TELEPHONE (225) 765-0355 · FAX (225) 765-0617
AN EQUAL OPPORTUNITY EMPLOYER

State of Louisiana

Department of Environmental Quality

M. J. "MIKE" FOSTER, JR.
GOVERNOR

L. HALL BOHLINGER
SECRETARY

May 5, 2003

Mr. Vince G. Russo, Jr., EEA
LA DOTD
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: State Project No. 700-99-0230, Lafayette Regional Airport,
Iberia, Lafayette & St. Martin Parishes
Proposed Upgrade to I-49 South/US 90 South

Dear Mr. Russo:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services has made the following comments:

Please see the letter from the Office of Environmental Services, Permits Division.

"Any approval, or letter of no objection, granted by LDEQ is relevant only to the granting of funds for the proposed project. This does not relieve the applicant of his responsibility for obtaining any other permits or approvals necessary from LDEQ or other State, Local, or Federal agencies, nor does it influence the Department's ultimate decision on those permits or approvals. A copy of our brochure on construction best management practices is enclosed."

Also, please see the attached letter from the Office of Environmental Assessment/Environmental Planning Division.

Please forward all future requests to the following address and we will expedite it as quickly as possible. When submitting large proposals please provide triplicate copies. Also, please note new address:

Mrs. Lisa Miller
Louisiana Department of Environmental Quality
Office of Management & Finance
Contracts & Grants Division
P. O. Box 4303
Baton Rouge, LA 70821-4303

Should you need any additional information please call me at (225) 765-0723. If you should have any questions concerning the attached letter from the Office of Environmental Services, please contact Mr. Jim Delahoussaye at 225/765-0507.

Sincerely,

Lisa Miller

Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Fort Worth, Texas 76193-0000

April 30, 2003

Mr. Vincent G. Russo, Jr.
Environmental Engineer Administrator
State of Louisiana Department of Transportation
And Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

Dear Mr. Russo:

Thank you for the opportunity to review the Draft Environmental Impact Statement (EIS) for the I-49 South Route US 90, State Project No. 700-99-00230.

Because it appears that the proposed highway project stops just short of the Lafayette Regional Airport, we anticipate that the highway project, at this stage, will not impact the airport. As you are aware, we have been a cooperating agency with you on the portion of the I-49 Connector Project that does cause impacts to Runway 11/29 at Lafayette Regional Airport.

We appreciate being afforded the opportunity to review the Draft EIS. If you should have any questions, please call me at (817) 222-5644.

Sincerely,

Joyce M. Porter

Joyce M. Porter
Program Manager
LA/NM Airport Development Office

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

State of Louisiana

OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF ARCHAEOLOGY

PHILLIP J. JONES
SECRETARY

LAUREL WYCKOFF
ASSISTANT SECRETARY

July 9, 2003

Mr. Vincent G. Russo, Jr.
Environmental Engineer Administrator
Louisiana Department of Transportation
And Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: State Project No. 700-99-0230
F.A.P. No. I-49-1(057)
I-49 South
Lafayette Regional Airport to LA 88
Route U.S. 90 South
Iberia, Lafayette, and St. Martin Parishes

Dear Mr. Russo:

Reference is made to Ms. Jan Grenfell's letter dated April 22, 2003 transmitting a copy of the Draft Environmental Impact Statement (DEIS) prepared for the above-referenced project. We have completed our review of the document and have the following comments to offer.

Based on the results of the cultural resources investigations conducted to date for this project, there are two archaeological sites, 16LY113 and 16LY114 which will require further consideration under the Section 106 review process. These two archaeological sites have been assessed as potentially eligible for NRHP listing, but will require Phase II testing to make a definitive determination of eligibility. If either or both of these sites are determined to be NRHP eligible, a determination of project effect will have to be made. Note that on page 3-41 of the DEIS, both of these sites are listed as "eligible".

Concerning standing structures in the proposed project's Area of Potential Effects (APE), two structures, the Comeaux House and the Marguerite St. Julien House are elements of the Broussard Multiple Resource Area and are currently listed on the National Register of Historic Places (NRHP). 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. In the FEIS, we suggest that both of these properties be labeled on the Plate 9 of the "Project Atlas." In the DEIS, on this plate, the Edmond Comeaux House is labeled "Nash's Restaurant," its business name, and the Marguerite St. Julien House is not labeled. We also suggest adding a "List of Plates" in the Table of Contents for easy reference.

Thank you for the opportunity to comment. Should you have any questions concerning our comments, do not hesitate to contact Duke Rivet in the Division of Archaeology at (225) 342-8170 or Mike Varnado in the Division of Historic Preservation at (225) 342-8160.

Sincerely,

Laurel Wyckoff
State Historic Preservation Officer

LW:PR:s

S.6.4 Air Quality Impacts

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.

S.6.4.1 Transportation Conformity

The transportation conformity law applies to maintenance areas, therefore Lafayette Parish must demonstrate conformity. However, because of Lafayette Parish's classification as an attainment area with a limited maintenance plan, a qautitative analysis is not needed to establish conformity. Accordingly, at the request of the LDOTD and the Lafayette MPO, the FHWA by letter of February 8, 2001, issued a positive conformity determination for Lafayette Parish. This conformity determination is valid for three years.

S.6.4.2 Intersection Analysis

An analysis of the potential for localized air quality impacts due to the project was undertaken using US Environmental Protection Agency Guideline for Modeling Carbon Monoxide from Roadway Intersections.

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 level of service (LOS), and eliminating points of congestion. Mitigation is not required.

S.6.5 Impacts to Cultural Resources

As discussed in Section 4.15.2, the project would have a adverse visual effect on an element of the Broussard Multiple Resource Area. In accordance with the implementing regulations of Section 106 of the National Historic Preservation Act, 36 CFR 800, the LDOTD will undertake formal consultation with the Louisiana State Historic Preservation Office (SHPO) to examine means to avoid or minimize adverse effects to historic resources. Informal consultation with the SHPO has already been initiated. If the SHPO makes an adverse effect determination, the LDOTD, the SHPO, and the Advisory Council on Historic Preservation could negotiate a Memorandum of Agreement (MOA) that prescribes the mitigation measures to be undertaken during project construction to offset those impacts. The MOA also would include the requirement to evaluate Sites 16LY113 and 16LY114 that were inaccessible during preparation of this DEIS.

- ARCHAEOLOGICAL

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.

Examination of the project corridor identified the Billeaud House at the corner of US 90 and St. Nazaire Road as being a high quality visual resource. 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 1969, 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 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	~~Eligible~~ POTENTIALLY ELIGIBLE	Property access denied; site potential unknown	Lafayette Parish
16LY114	Archaeological Site	~~Eligible~~ POTENTIALLY ELIGIBLE	Property access denied; site potential unknown	Lafayette Parish

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.

POTENTIALLY ELIGIBLE,

The criteria of adverse effect were applied to each 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. AFFECT FINDING?

- Marguerite St. Julien House - The Marguerite St. Julien House is located within the Broussard Multiple Resource Area on Second Street. Examination of the proposed I-49 roadwork indicates that construction will have no effect on the Marguerite St. Julien House. 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

Mitigation for unavoidable adverse effects to cultural resources would be identified and, if an adverse effect is determined to be unavoidable, mitigation measures could be agreed upon in a Memorandum of Agreement between the LDOTD, the FHWA, the SHPO, and the Advisory Council on Historic Preservation.

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 an adverse visual effect on an element of the Broussard Multiple Resource Area, as an elevated portion of I-49 would be visible from the Comeaux House. Consultation with the SHPO regarding Section 106 properties is an on-going process, and informal consultation has already begun. In accordance with the implementing regulations of Section 106 of the National Historic Preservation Act, 36 CFR 800, the LDOTD will undertake formal consultation with the Louisiana State Historic Preservation Office (SHPO) to examine means to avoid or minimize adverse effects to historic resources. If an adverse effect is determined to be unavoidable, the LDOTD, the SHPO, and the Advisory Council on Historic Preservation (ACHP) could negotiate a Memorandum of Agreement (MOA) that prescribes the mitigation measures to be undertaken during project construction to offset those impacts. The MOA also could include the requirement to evaluate Sites 16LY113 and 16LY114 that were inaccessible during preparation of this DEIS.

WHERE IS THIS STATED?

Jena Band of Choctaw Indians

P. O. Box 14 • Jena, Louisiana 71342-0014 • Phone: 318-992-2717 • Fax: 318-992-8244

May 13, 2003

State of Louisiana
Department of Transportation and Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: STATE PROJECT NO. 700-99-0230
F.A.P. NO. I-49-1(057)
LAFAYETTE AIRPORT TO LA 88
ROUTE 90 SOUTH
LAFAYETTE, ST. MARTIN, AND IBERIA PARISHES

Reference is made to your letter dated April 30, 2003, concerning the above-proposed subject.

After thorough review of the documents submitted, it has been determined that there will be no significant impact in regards to the Jena Band of Choctaw Indians. We have no objections to its implementation.

If I may be of further assistance, please do not hesitate to call.

Sincerely,

Lillie Strange

Lillie Strange
Environmental Director
Jena Band of Choctaw Indians
318-992-8258

CHITIMACHA
TRIBE OF LOUISIANA

CULTURAL DEPARTMENT

May 27, 2003

Mr. Vincent G. Russo, Jr.
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: Draft EIS
I-49 South/Route US 90
(Lafayette Regional Airport to Route LA 88)
Lafayette, St. Martin, and Iberia Parishes
State Project No. 700-99-0230
F.A. P. No. I-49-1 (057)

Dear Mr. Russo:

We are in receipt of your letter, date April 22, 2003, concerning the above-referenced project. We have completed our review of the document and have the following comments to offer.

Overall, we found the document nicely organized and well-written. While this project is being undertaken within the Chitimacha Tribe of Louisiana's aboriginal homeland where, historically and prehistorically, village sites, burial sites, and other sacred sites were present, none were encountered through the Phase I Archaeological survey. Therefore, due to the nature of the cultural resources in question (the Comeaux House and archaeological sites 16LY105, 16LY113, and 16LY114), we defer to the State Historic Preservation Office. That is, the Chitimacha Tribe of Louisiana does not have direct or indirect cultural affiliation with the identified historic properties, and we do not wish to comment on them. Therefore, if a Memorandum of Agreement for this particular portion of the I-49 project is necessary, we do not wish to participate; however, we look forward to consultation regarding the other portions of the I-49, Route US 90 development project.

We would like to note that the Chitimacha Tribe of Louisiana's address was omitted from the Recipients of the Solicitation of Views listing (pages 5-17 to 5-28). Therefore, we did not respond to this project in the early stages of its development. In the future, please be sure to include the Tribe during the initial scoping process and/or the Area of Potential Effects (APE) development.

105 Houma Drive P. O. Box 661 Charenton, LA 70523 (337) 923-9923 or 923-4395 FAX (337) 923-6848 or 923-4347

The Chitimacha Tribe of Louisiana appreciates your compliance with federal and state law concerning Native American notification and consultation. Should you have any questions, do not hesitate to contact me at (337) 923-9923.

Sincerely,

Kimberly S. Walden,
Cultural Director

KW:JE

Distribution List
Draft EIS

Lafayette Parish Library
Broussard Branch
100 West Main St.
Broussard, LA 70518

Lafayette Parish Library
Youngsville Branch
300 Iberia St.
Youngsville, LA 70592

Iberia Parish Library
Headquarters
445 East Main St.
New Iberia, LA 70560-3710

Ms. Ferol Foos
Recorder of Documents
Louisiana State Library
P.O. Box 131
Baton Rouge, LA 70821

Mr. Rodney Smith, Documents Librarian
New Orleans Public Library
219 Loyola Avenue
New Orleans, LA 70140

Mr. K.E. Owen
University of New Orleans
Earl K. Long/Louisiana Collection
Lakefront
New Orleans, LA 70148

University of Louisiana at Lafayette
Louisiana Reading Room
302 St. Mary Boulevard
P.O. Box 40199
Lafayette, LA 70504

Chitamacha Tribe of Louisiana
Alton LeBlanc, Chairman
P.O. Box 661
Charenton, LA 70523
Attn: Ms. Aymond or Ms. Walden

Coushatta Tribe of Louisiana
Lovelin Poncho, Chairman
P.O. Box 818
Elton, LA 70532
Attn: Horace Williams

Jena Band of Choctaw
B. Cheryl Smith, Tribal Chief
P.O. Box 14
Jena, LA 71342
Attn: Christine Norris

Tunica-Biloxi Indians of Louisiana
Earl J. Barbry, Sr., Chairman
P.O. Box 1589
Marksville, LA 71351
Attn: Earl Barbry, Jr.

Alabama Coushatta Tribe of Texas
Kevin Battise, Chairman
Rt. 3, Box 640
Livingston, TX 77351
Attn: Debbie Thomas

Caddo Tribe of Oklahoma
LaRue Parker, Chairman
P.O. Box 487
Binger, OK 73009
Attn: Robert Cast or Bobby Gonzales

Mississippi Bank of Choctaw Indians
Phillip Martin, Chief
P.O. Box 6257
Philadelphia, MS 39350
Attn: Kenneth Carlton

Quapaw Tribe of Oklahoma
Tamara Martin, Chair
P.O. Box 765
Quapaw, OK 74363-0765
Attn: Carrie Wilson

U.S. Environmental Protection Agency
Office of Federal Activities
EIS Filing Section
Mail Code 2252-A, Room 7241
Ariel Rios Building (South Oval Lobby)
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Honorable Errol Romero
LA House of Representatives (District 48)
300 Iberia St, Suite A326
New Iberia, LA 70560

Honorable Troy T H Hebert
LA House of Representatives (District 49)
P O Box 32
Jeanerette LA 70544

Honorable W J "Billy" Tauzin
US House of Representatives
107 Federal Building
Houma, LA 70360

Honorable Jim McCrery
US House of Representatives
6425 Youree Dr, # 350
Shreveport, LA 71101-4600

Honorable Chris John
US House of Representatives
800 Lafayette St, Suite 1400
Lafayette, LA 70501

Honorable Rodney Alexander
US House of Representatives
2616 Cannon House Office Building
Washington, Dc 20515

Honorable David Vitter
US House of Representatives
2800 Veterans Memorial Blvd, #201
Metairie, LA 70002-6130

Honorable Richard H Baker
US House of Representatives
5757 Corporate Blvd, Suite 104
Baton Rouge, LA 70808

Honorable William J Jefferson
US House of Representatives
501 Magazine St, Suite 1012
New Orleans, LA 70130

Honorable Mary Landrieu
United State Senator
Federal Building, Room 326
707 Florida Blvd
Baton Rouge, LA 70801

Honorable John B Breaux
United States Senator
501 Magazine St, Suite 1005
New Orleans, LA 70301

Lafayette Public Library
301 West Congress Street
Lafayette, LA 70502-3247

Lafayette Public Library
Butler Memorial Branch
309 Bruin Street
Lafayette, LA 70501

Headquarters
St. Martin Parish Library
201 Porter Street
P O Box 79
St. Martinville LA 70582-0079

The Honorable Charles Langlinais, Mayor
City of Broussard
City Hall
612 W. Main St.
Broussard, LA 70518

The Honorable Wilson B. Viator, Jr., Mayor
Town of Youngsville
P.O. Box 399
Youngsville, LA 70592

The Honorable Ms. Ruth Fontenot, Mayor
City of New Iberia
457 E. Main St.
Ste. 300
New Iberia, LA 70560

Mary Ellen Wilke
President, CEO
Greater Iberia Chamber of Commerce
111 West Main Street
New Iberia, LA 70560

Director
Lafayette Parish Civil Defense
P.O. Box 3286
Lafayette, LA 70502

Sheriff
Iberia Parish
300 Iberia St. Ste. 120
New Iberia, Lousiana 70560-4584

Sheriff
St. Martin Parish
P.O. Box 247
St. Martinville, LA 70582

Sheriff
Lafayette Parish
P.O. Box Drawer 3508
Lafayette, LA 70502

Louisiana State Police
Troop I
121 East Pont DS Mouton
Lafayette, LA 70507

Mr. Stan McGee
Program Manager
Acadiana Regional Development District
P.O. Box 90070
Lafayette, LA 70501

Honorable Wilfred Pierre
LA House of Representatives
(District 44)
718 South Buchanan St
Lafayette, LA 70501

Honorable Donald R Cravins
The State Senate (District 24)
200 West Pine Street
Lafayette, LA 70501

Honorable Jerry Luke Leblanc
LA House of Representatives (District 45)
P O Box 5459
Lafayette, LA 70502

Honorable Mike Michot
The State Senate (District 23)
PO Box 80372
Lafayette, LA 70598

Honorable Clara Baudoin
LA House of Representatives (District 39)
1209 Mardi Gras
Carencro, LA 70520

Representative Gillis James Pinac
LA House of Representatives (District 42)
PO Box 495
Crowley, LA 70527-0495

The Honorable Fred Hoyt
The State Senate (District 26)
Courthouse Building
100 N State Street Suite 150
Abbeville, LA 70510

Honorable Ernie Alexander
La House of Representatives (District 43)
110 East Kaliste Saloom Rd, #102
Lafayette, LA 70508

Honorable Craig Romero
The State Senate (District 22)
300 Iberia Street #B-150
New Iberia, LA 70560-4543

Honorable Jack D Smith
LA House of Representatives (District 50)
500 Main St, Room 304
Franklin, LA 70392

Honorable Sydnie Mae Durand
LA House of Representatives (District 46)
Po Box 2840
Parks, LA 70582

Dr. Willie R. Taylor, Ph.D.
Director, Office of Environmental Policy and Compliance
Department of the Interior
Main Building, MS 2340
1849 C Street, NW
Washington, D.C 20240

Dr. James Barlow
Department of the Army
U.S. Army Corps of Engineers
New Orleans District
P.O. Box 60267

Mr. David Frugé
U.S. Fish and Wildlife Service
646 Cajun Dome Boulevard
Suite 400
Lafayette, LA 70506

Mr. Marcus Redford
8th Coast Guard District
Hale Boggs Federal Building
501 Magazine Street
New Orleans, LA 70130-3396

Mr. Ricky Ruebsamen
National Marine Fishery Service
LSU Center for Wetland Resource
Baton Rouge, LA 70803

Mr. Jim Delahoussaye
Louisiana Department of Environmental Quality
P.O. Box 82231
Baton Rouge, LA 70884-2231

Ms. Laurel Wyckoff
State Historic Preservation Officer
Louisiana Department of Culture, Recreation, and Tourism
P.O. Box 44247
Capitol Annex Road
Baton Rouge, LA 70804

Mr. Fred Dunham
Louisiana Department of Wildlife and Fisheries
P.O. Box 98000
Baton Rouge, LA 70898

Mr. Terry Howey
Louisiana Department of Natural Resources
P.O. Box 94275
Baton Rouge, LA 7004-9275

Ms. Ruth Rentch
Federal Highway Administration
Office of NEPA Facilitation
Nassif Building
400 7th Street, SW
Washington, D.C. 20590

Mr. James Thomason
Federal Highway Administration
60 Forsyth Street, SW
Suite 8M5
Atlanta, Georgia 30303-3104

Ms. Joyce Porter
U.S. Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, Texas 76137-4298

Mr. Michael P. Jansky
6ENXP
U.S. Environmental Protection Agency
1445 Ross Avenue
Dallas, Texas 75202-2733

Iberia Parish Council
300 Iberia Street, Suite 410
New Iberia, LA 70560

St. Martin Parish Council
P.O. Box 9
St. Martinville 70582

Mr. Walter Comeaux
Parish President
P.O. Box 247
Broussard, LA 70518

Mr. Rob Guidry
Lafayette Chamber of Commerce
P.O. Box 51307
Lafayette, LA 70505-1307

Distribution List
Final EIS

Lafayette Parish Library
Broussard Branch
100 West Main St.
Broussard, LA 70518

Lafayette Parish Library
Youngsville Branch
300 Iberia St.
Youngsville, LA 70592

Iberia Parish Library
Headquarters
445 East Main St.
New Iberia, LA 70560-3710

Ms. Ferol Foos
Recorder of Documents
Louisiana State Library
P.O. Box 131
Baton Rouge, LA 70821

Mr. Rodney Smith, Documents Librarian
New Orleans Public Library
219 Loyola Avenue
New Orleans, Louisiana 70140

Mr. K.E. Owen
University of New Orleans
Earl K. Long/Louisiana Collection
Lakefront
New Orleans, LA 70148

University of Louisiana at Lafayette
Louisiana Reading Room
302 St. Mary Boulevard
P.O. Box 40199
Lafayette, LA 70504

Chitamacha Tribe of Louisiana
Alton LeBlanc, Chairman
P.O. Box 661
Charenton, LA 70523
Attn: Ms. Aymond or Ms. Walden

Coushatta Tribe of Louisiana
Lovelin Poncho, Chairman
P.O. Box 818
Elton, LA 70532
Attn: Horace Williams

Jena Band of Choctaw
B. Cheryl Smith, Tribal Chief
P.O. Box 14
Jena, LA 71342
Attn: Christine Norris

Tunica-Biloxi Indians of Louisiana
Larry Burgess
P.O. Box 1589
Marksville, LA 71351

Alabama Coushatta Tribe of Texas
Kevin Battise, Chairman
Rt. 3, Box 640
Livingston, TX 77351
Attn: Debbie Thomas

Caddo Tribe of Oklahoma
LaRue Parker, Chairman
P.O. Box 487
Binger, OK 73009
Attn: Robert Cast or Bobby Gonzales

Mississippi Bank of Choctaw Indians
Phillip Martin, Chief
P.O. Box 6257
Philadelphia, MS 39350
Attn: Kenneth Carlton

Quapaw Tribe of Oklahoma
Tamara Martin, Chair
P.O. Box 765
Quapaw, OK 74363-0765
Attn: Carrie Wilson

U.S. Environmental Protection Agency
Office of Federal Activities
EIS Filing Section
Mail Code 2252-A, Room 7241
Ariel Rios Building (South Oval Lobby)
1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Honorable Errol Romero
LA House of Representatives (District 48)
300 Iberia St, Suite A326
New Iberia, LA 70560

Honorable Troy T H Hebert
LA House of Representatives (District 49)
P O Box 32
Jeanerette LA 70544

Honorable Charlie Melancon
US House of Representatives
828 South Irma Boulevard
Gonzales, LA 70707

Honorable Jim McCrery
US House of Representatives
6425 Youree Dr, # 350
Shreveport, LA 71101-4600

Honorable Charles Boustany
US House of Representatives
800 Lafayette St, Suite 1400
Lafayette, LA 70501

Honorable Rodney Alexander
US House of Representatives
2616 Cannon House Office Building
Washington, Dc 20515

Honorable Bobby Jindal
US House of Representatives
3525 North Causeway Blvd., Suite 1020
Metairie, LA 70002

Honorable Richard H Baker
US House of Representatives
5757 Corporate Blvd, Suite 104
Baton Rouge, LA 70808

Honorable William J Jefferson
US House of Representatives
501 Magazine St, Suite 1012
New Orleans, LA 70130

Honorable Mary Landrieu
United States Senator
Federal Building, Room 326
707 Florida Blvd
Baton Rouge, LA 70801

Honorable David Vitter
United States Senator
2800 Veterans Blvd., Suite 201
Metairie, LA 70002

Lafayette Public Library
301 West Congress Street
Lafayette, LA 70502-3247

Lafayette Public Library
Butler Memorial Branch
309 Bruin Street
Lafayette, LA 70501

Headquarters
St. Martin Parish Library
201 Porter Street
P O Box 79
St. Martinville LA 70582-0079

The Honorable Charles Langlinais, Mayor
City of Broussard
City Hall
612 W. Main St.
Broussard, LA 70518

The Honorable Wilson B. Viator, Jr., Mayor
Town of Youngsville
P.O. Box 399
Youngsville, LA 70592

Hilda Curry, Mayor
City of New Iberia
457 East Main St., Suite 300
New Iberia, LA 70560-3700

Mary Ellen Wilke
President, CEO
Greater Iberia Chamber of Commerce
111 West Main Street
New Iberia, LA 70560

Director
Lafayette Parish Civil Defense
P.O. Box 3286
Lafayette, LA 70502

Sheriff
Iberia Parish
300 Iberia St. Ste. 120
New Iberia, LA 70560-4584

Sheriff
St. Martin Parish
P.O. Box 247
St. Martinville, LA 70582

Sheriff
Lafayette Parish
P.O. Box Drawer 3508
Lafayette, LA 70502

Louisiana State Police
Troop I
121 East Pont DS Mouton
Lafayette, LA 70507

Mr. Stan McGee
Program Manager
Acadiana Regional Development District
P.O. Box 90070
Lafayette, LA 70501

Honorable Wilfred Pierre
LA House of Representatives (District 44)
718 South Buchanan St
Lafayette, LA 70501

Honorable Donald R Cravins
The State Senate (District 24)
200 West Pine Street
Lafayette, LA 70501

Honorable Joel C. Robideaux
LA House of Representatives (District 45)
106 Treehaven Blvd.
Lafayette, LA 70506

Honorable Mike Michot
The State Senate (District 23)
PO Box 80372
Lafayette, LA 70598

Honorable Clara Baudoin
LA House of Representatives (District 39)
1209 Mardi Gras
Carencro, LA 70520

Representative Gillis James Pinac
LA House of Representatives (District 42)
PO Box 495
Crowley, LA 70527-0495

Honorable Nick Gautreaux
The State Senate (District 26)
209 E. St. Victor Street
Abbeville, LA 70510

Honorable Ernie Alexander
La House of Representatives (District 43)
110 East Kaliste Saloom Rd, #102
Lafayette, LA 70508

Honorable Craig Romero
The State Senate (District 22)
300 Iberia Street #B-150
New Iberia, LA 70560-4543

Honorable Jack D Smith
LA House of Representatives (District 50)
500 Main St, Room 304
Franklin, LA 70392

Honorable Sydnie Mae Durand
LA House of Representatives (District 46)
Po Box 2840
Parks, LA 70582

Dr. Willie R. Taylor, Ph.D.
Director, Office of Environmental Policy and Compliance
Department of the Interior
Main Building, MS 2340
1849 C Street, NW
Washington, D.C 20240

Dr. James Barlow
Department of the Army
U.S. Army Corps of Engineers
New Orleans District
P.O. Box 60267

Russell Watson
U.S. Fish and Wildlife Service
646 Cajun Dome Boulevard
Suite 400
Lafayette, LA 70506

Mr. Marcus Redford
8th Coast Guard District
Hale Boggs Federal Building
501 Magazine Street
New Orleans, LA 70130-3396

Mr. Ricky Ruebsamen
National Marine Fishery Service
LSU Center for Wetland Resource
Baton Rouge, LA 70803

Mr. Jim Delahoussaye
Louisiana Department of Environmental Quality
P.O. Box 82231
Baton Rouge, LA 70884-2231

Ms. Pam Breaux
State Historic Preservation Officer
Office of Cultural Development
P.O. Box 44247
Baton Rouge, LA 70804

Mr. Fred Dunham
Louisiana Department of Wildlife and Fisheries
P.O. Box 98000
Baton Rouge, LA 70898

Mr. David Frugé
Louisiana Department of Natural Resources
P.O. Box 44487
Baton Rouge, LA 70804-4487

Ms. Ruth Rentch
Federal Highway Administration
Office of NEPA Facilitation
Nassif Building
400 7th Street, SW
Washington, D.C. 20590

Mr. James Thomason
Federal Highway Administration
60 Forsyth Street, SW
Suite 8M5
Atlanta, Georgia 30303-3104

Ms. Joyce Porter
U.S. Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, Texas 76137-4298

Mr. Michael P. Jansky
6ENXP
U.S. Environmental Protection Agency
1445 Ross Avenue
Dallas, Texas 75202-2733

Iberia Parish Council
300 Iberia Street, Suite 410
New Iberia, LA 70560

St. Martin Parish Council
P.O. Box 9
St. Martinville 70582

Mr. Joey Durel
Parish President
P.O. Box 4017-C
Lafayette, LA 70502

Mr. Rob Guidry
Lafayette Chamber of Commerce
P.O. Box 51307
Lafayette, LA 70505-1307

Chapter Six
List of Preparers

6.0 List of Preparers

Studies and production of this DEIS have been conducted jointly by the Federal Highway Administration (FHWA), Louisiana Department of Transportation and Development (LDOTD), and the I-49 South Segment 1 Study Team of consultant engineers and planners retained specifically for the I-49 South Segment 1 project. As referenced throughout this DEIS report, the I-49 South Segment 1 Study Team Consists of:

- Neel-Schaffer, Inc.
- C. H. Fenstermaker & Associates
- Bowlby & Associates
- DMJM + Harris
  Frederic R. Harris, Inc.

The following individuals had primary responsibility for the preparation and review of this Draft Environmental Impact Statement.

U.S. Department of Transportation, Federal Highway Administration

- William C. Farr, Programs Operations Manager
  B.S. in Civil Engineering

  22 years of experience with FHWA.
- Robert V. Mahoney, Environmental Specialist
  MS in Engineering

  35 years experience with FHWA.
- Mark Stinson, Area Engineer
  B.S. in Civil Engineering, P.E.

  12 years experience with FHWA.

Louisiana Department of Transportation and Development LDOTD

- Kent Israel, Road Design Engineer
  Licensed Civil Engineer in the State of Louisiana since 1973

  Served as Project Development Engineer for 6 years. Member of the AASHTO Subcommittee on Design and the AASHTO Subcommittee on Design - Task Force on Road Side Safety.

- Jan Grenfell, Environmental Impact Program Manager
  B.A. in Anthropology

  8 years of experience in NEPA analyses.

- Bill Fontenot

DMJM + Harris
Frederic R. Harris, Inc. (lead consultant)

- Thomas Jackson, P.E., P.L.S., Assistant Project Officer, Vice President
  BSCE Tulane University, 1970
  ME Civil Engineering Tulane University, 1974

  Over 26 years of experience in the consulting engineering practice in positions ranging from surveyor to project engineer and project officer on projects including master planning, design, and construction administration. His experience includes project management and design for many highway alignments and environmental assessments.

- Om Dixit, Vice President
  BS Civil Engineering, India Institute of Technology, 1968
  MS Civil Engineering, University of Kentucky, 1970

  Over 30 years of experience in the design and management of various projects including roadway and bridge design, environmental assessments, line and grade studies, hydraulic analysis, traffic and signalization projects, sewerage and water treatment plants, and port facilities and industrial buildings.

- Barry G. Brupbacher Senior Planner
  BA Political Science, Louisiana State University of New Orleans, 1972
  MS Urban Studies, University of New Orleans, 1990

  Over 24 years of diversified planning experience in public and private sector consulting. His experience includes project management and development, transportation planning, passenger rail planning, economic development planning, zoning and land use planning, roadway alignment studies, and environmental assessments.

- Leslie Roche - Principal Environmental Planner
  BA Anthropology, Drew University, 1982

  18 years experience in environmental assessment and analysis, environmental impact statement preparation in accordance with federal and state NEPA requirements, technical studies including wetlands, air quality, and noise, federal and multi-state environmental permitting, public involvement programs, information centers, forums, public meetings, and advisory committees.

- Lou Costa, Senior Planner
  BA Political Science, Tulane University 1964
  MS City Planning and Urban Design, University of Virginia, 1970

30 years of experience in contract management, project administration, project inspection, economic development, historic preservation planning, and supervision of environmental projects.

- Garrick Rose, Planner , AICP
  BA Liberal Arts, Northwestern State University 1995
  MS Urban and Regional Planning, University of New Orleans, 1999

7 years experience in research, technical report preparation and coordination for environmental and transportation studies, GIS applications and graphics, and website development.

- Johnny Bordelon, P.E., Traffic Engineer
  BS Civil Engineering, Louisiana State University, 1992

8 years of experience as a Traffic Engineering Supervisor. Involved in the design and deployment of Intellegent Transportation Systems and Incident Management Programs. Planned, designed, and constructed numerous capacity improvement projects involving highway intersections and roadways.

C. H. Fenstermaker & Associates

- George B. Hamilton, P.E.
  Executive Vice President / Manager, Environmental Division, Lafayette, LA
  BS, Electrical Engineering, 1968

Mr. Hamilton's responsibilities include project supervision, quality control and assurance, personnel and workload management, software design, implementation and divisional marketing.

- Gregg Hamilton, Environmental Specialist, Lafayette, LA
  BS, Biology, University of Southwestern Louisiana, 1998

Mr. Hamilton's responsibilities include preparation of Integrated Contingency Plans, Facility Response Plans, Spill Prevention Control & Countermeasure Plans, Operations Manuals for Oil Transfer, Due Diligence / Environmental Audits, soil sampling, NORM surveys, Wetland Delineations, Threatened & Endangered Species Surveys, Biological Reports, and Environmental Impact Statements.

- Mitchell V. Grant, R.L.A., Landscape Architect, Lafayette, LA
  BS Landscape Architecture Louisiana State University, Baton Rouge, 1981

Mr. Grant has twenty years of experience in design and construction management. He has provided construction monitoring on projects for the Department of Natural Resources, Coastal Restoration Division. Mr. Grant has a strong background in local flora, and incorporating construction techniques to offset impacts.

- Russell Walters, Environmental Specialist, Lafayette, LA

BS, Biology; Nicholls State University; Thibodeaux, LA

Mr. Walters prepares and submits environmental permits for wetland projects, and establishes mitigation plans and organized purchase of mitigation property. Mr. Walters also oversees the complete process of Wetland Delineations, and assists in field site inspections for Due Diligence Assessment in the oil & gas industries.

- Christopher Guidry, Environmental Specialist, Lafayette, LA
  BS, Environmental Science, University of Southwestern Louisiana, 1996

  Mr. Guidry performs Phase I Environmental Site Assessments, Natural Occurring Radioactive Material (NORM) surveys, and assists with general environmental compliance and permitting issues. He also completed the ASTM Phase I Environmental Site Assessment Certification Program in 1997.

- Robert J. Ganczak, Senior Environmental Specialist
  BS, Biology, University of New Orleans, 1976
  MS, Biology, University of Southern Mississippi, 1984

  Mr. Ganczak has twenty years experience as a researcher, regulator and private sector environmental consultant.

Bowlby & Associates

- William Bowlby, Ph.D., P.E.- President
  BS, Civil Engineering, Rensselaer Polytechnic Institute, 1973
  MS, Civil Engineering (Transportation), Union College, 1976
  PhD, Civil Engineering (Transportation), Vanderbilt University, 1984

  28 years experience in transportation and community noise analysis and abatement design. 15 years experience in transportation air quality analysis.

- Darlene Reiter, P.E., Ph.D., Senior Project Manager and Engineer
  BS, Civil Engineering, Villanova University, 1988
  MS, Civil Engineering, Villanova University, 1991
  PhD, Civil Engineering (Transportation), Vanderbilt University, 1997

  14 years experience as a transportation engineer, including 8 years of noise and air quality analysis and abatement design, and 6 years experience in transportation planning and traffic engineering.

- Clay Patton, Project Engineer
  BE, Civil Engineering, Vanderbilt University, 1991

  10 years experience in transportation noise measurement, modeling and abatement design. 3 years experience in transportation air quality analysis.

- Geoff Pratt, EIT- Project Engineer.
  BS, Civil Engineering, University of Mississippi, 1998
  MS, Civil Engineering, Vanderbilt University, 1999

1 year experience with traffic noise measurement and modeling.

Earth Search Inc.

- Barry South, RPA - Project Manager
  BA, Anthropology, Western Washington University, 1993
  MA, Anthropology, Western Washington University, 1999

  Ten years experience in cultural resource management including report preparation, graphic illustration, survey, excavation, site mapping, National Register evaluations, assessment of effects, artifact analysis, statistical analysis, raw material sourcing, and processing requests.

- Jeffrey Treffinger, Architectural Historian
  Bachelor of Architecture, Tulane University, 1985

  Seven years experience in historic building surveys, National Register evaluations, assessment of effects, and application of Federal and State of Louisiana guidelines for Historic Preservation. Practicing architect and renovator of historic homes.

- Mary Elizabeth Weed, Historian
  BA, Medieval Studies, History, Newcomb College, Tulane University, 1994
  MA, Humanities, University of Texas at Dallas, 2000

  Seven years experience in historical research, document analysis, and historiography. Experience in data analysis for cultural resource investigations and Phase I Environmental Assessments.

- Jill-Karen Yakubik, RPA-Principal Investigator
  BA, Archaeology, Douglass College, Rutgers University, 1978
  PhD, Anthropology, Tulane University, 1990

  Twenty years experience in cultural resources management and report writing in accordance with federal and state requirements.

Neel-Schaffer, Inc.

- Robert B. Hearn P.E. Vice President and Engineering Manager
  BS, Louisiana State University, 1964

  38 years experience as a Civil and Traffic Engineering Manager, Master Transportation Plan Updates throughout Louisiana and Mississippi, traffic impact analyses, computerized traffic signal systems, public involvement, public meetings, and advisory committees.

- L.P. Ledet, AICP Senior Planner
  BA, Geography, University of Southwestern Louisiana, 1972
  MA, Geography, University of Southwestern Louisiana, 1975

29 years experience in urban planning primarily in the field of transportation with Metropolitan Planning Organizations in Louisiana, Mississippi and Illinois. Extensive work in travel demand modeling using TRANPLAN and TransCAD software packages.

- Nick Ferlito, Jr. P.E. Project Manager
  BS, Civil Engineering, Louisiana State University, 1993
  MS, Civil Engineering, Louisiana State University, 1996

  8 years experience in various traffic and transportation projects throughout Louisiana which include traffic impact studies, corridor and interchange studies, isolated traffic signal design, and computerized traffic signal system design and construction management.

- D. Shelby Coke, E.I.- Engineer Intern
  BS, Louisiana State University, 1999

  2 years experience in Transportation Engineering working on a variety of projects such as traffic impact studies, intersection analysis, computerized traffic animation modeling, signal modifications and signal design.

Glossary

GLOSSARY OF ACRONYMS, ABBREVIATIONS, AND TERMS

AAQS	- Ambient Air Quality Standards
Abnormal Accident Locations	- An intersection, section, or spot on a highway where the accident rate is twice the average for similar type locations.
ADT	- Average Daily Traffic
Alignment	- Refers to the routing and geometrics of proposed build alternates.
Alluvial	- Pertaining to or composed of alluvium, or deposited by a stream or running water; relating to, composed of, or found in alluvium, which is unconsolidated, poorly sorted, detrital sediments ranging from clay to gravel sizes and characteristically fluvial in origin.
Ambient Noise	-At a specified time, the all-encompassing sound associated with a given environment, being usually a composite of sound from many sources at many directions, near and far, including the specific sound source(s) of interest.
APE	- Area of Potential Effects
Aquifer	-A water-bearing unit of permeable rock, sand, or gravel that yields considerable quantities of water to springs and wells
Artifact	-Any object manufactured or modified by human beings
AST	- Aboveground Storage Tank
ASTM	- American Society for Testing and Materials
At-grade	-At the existing ground level; not elevated or depressed
BEA	- Business Economic Areas
BNSF	- Burlington Northern Santa Fe Railroad
BTEX	- Benzene, Toluene, Ethylbenzene, and Xylene
CAAA	- Clean Air Act Amendments of 1990
CEQ	- Council on Environmental Quality
CERCLIS	-Comprehensive Environmental Response Compensation and Liability Information System
CERC-NFRAP	- CERCLIS, No Further Action Planned
CFR	- Code of Federal Regulations
CMD	- Coastal Management Division
CO	- Carbon Monoxide
COE	-Corps of Engineers
Control of Access	- Preference is given to through traffic by providing access connections only with selected public roads and by prohibiting crossing at-grade and direct private driveways.
CORRACTS	- Corrective Action Report
CORSIM	- Corridor Microscopic Simulation, a microscopic traffic simulation model used to evaluate and optimize traffic flow

	and the overall operational performance of the transportation system.
Cultural Resources	- Districts, sites, structures, objects, and evidence of some importance to a culture, a subculture, or a community for scientific, traditional, religious, and other reasons.
Cumulative Impact	- An impact on the environment which results from the incremental impact of the action when added to past, present, and reasonably foreseeable future actions
dBA	- Decibels on an A-weighted scale
DEIS	- Draft Environmental Impact Statement
DEQ	- Department of Environmental Quality
DO	- Dissolved Oxygen
DOTD	- Department of Transportation and Development
EA	- Environmental Assessment
EDA	- Economic Development Administration
Environmental Justice	- A 1994 presidential Executive Order that directed every Federal agency to identify and address the effects of all programs, policies, and activities on minority populations and low-income populations
EDR	- Environmental Data Resources
EIS	- Environmental Impact Statement
EMS	- Emergency Service Vehicle
EPA	- Environmental Protection Agency
ETC	- Estimated Time of Completion
ESI	- Earth Search Inc.
ERNS	- Emergency Response Notification System
FAA	- Federal Aviation Administration
FC	- Fecal Coliform
FEMA	- Federal Emergency Management Administration
FHWA	- Federal Highway Administration
FIRM	- Flood Insurance Rate Map
Floodplain	- The portion of a river or stream valley, adjacent to the channel that is covered with water when the river or stream overflows its banks at flood stage
FONSI	- Finding of No Significant Impact
FRA	- Federal Railroad Administration
FRH	- Frederic R. Harris, Inc.
Groundwater	- Naturally occurring water that moves through the ground and underlying rock at a depth of several feet to several hundred feet.
GWPD	- Ground Water Protection Division
Hazardous Waste	- Defined by 40 CFR (Code of Federal Regulations) Part 261, as any material that is a) a solid waste, and b) is a listed hazardous waste (Subpart D), or c) exhibits any of the characteristics of ignitability, corrosivity, reactivity or toxicity (Subpart C).

Historic	-Of, relating to, or existing in times postdating the development of written records. Historic cultural resources are all evidences of human occupations that date to recorded periods in history. These resources include documentary data (i.e. written records, archival material, photographs, maps,etc.), sites, artifacts, environmental data, and all other relevant information. Historic resources also may be considered archeological resources when archeological work is involved in their identification and interpretation.
HPC	- High Priority Corridors
I-49 Task Force	- A group formed in January of 1996 that prepared numerous reports and generated press interest calling for the extension of I-49 from I-10 along US 90 to the Westbank Expressway in New Orleans to be the highest priority of any highway project in Louisiana.
ILS	- Instrument Landing System
Interchange	- A grade separated intersection where ramps are provided to connect the intersecting streets.
Intersection	- The at-grade crossing of two or more streets.
ISRA	- Industrial Site Recovery Act
ISTEA	- Federal Intermodal Surface Transportation Efficiency Act of 1991
LAPC	- Lafayette Areawide Planning Commission. Created in 1987 by the Governor's office and given jurisdiction as the metropolitan planning organization (MPO) for the Lafayette area, including the cities of Lafayette, Scott, Broussard, Carencro, and the remainder of Lafayette Parish.
LASRIS	- Louisiana Site Remediation Information System
LCG	- Lafayette Consolidated Government. The governing body of Lafayette formed on June 1, 1996 whereby the MPO planning duties and responsibilities of the LAPC were transferred to the Department of Planning, Zoning, and Codes.
LCG/MPO	-Lafayette Consolidated Government, Metropolitan Planning Organization
LDOTD	- Louisiana Department of Transportation and Development
LDEQ	- Louisiana Department of Environmental Quality
LDNR	- Louisiana Department of Natural Resources, Office of Conservation
LHPC	- Lafayette Historic Properties Commission
LOOP	- Louisiana Offshore Oil Platform
LOS	- Level of Service
LPG	- Liquid Petroleum Gas
LUST	- Leaking Underground Storage Tanks
LWCF	- Land and Water Conservation Fund Act

MOA	-Memo of Agreement
mph	- Miles per hour
MPO	- Metropolitan Planning Organization. State designated government organization that is authorized and required to develop and maintain a Comprehensive Transportation Plan and Process. Presently the LCG acts as the MPO with the Comprehensive Planning Division of the Department of Planning, Zoning, and Codes administering the MPO planning functions.
msl	- Mean sea level
MW	- Monitoring Wells
NAAQS	-National Ambient Air Quality Standards. Standards established by the Federal Clean Air Act of 1970 to protect public health, safety, and welfare from known or anticipated effects of sulfur dioxide, particulates, carbon monoxide, nitrogen dioxide, ozone, and lead.
NAC	- Noise Abatement Criteria
NEPA	-National Environmental Policy Act. Federal regulation designed for federal agencies requiring certain actions to be evaluated for environmental impacts, usually in the form of Environmental Impact Statements or Environmental Assessments.
NHP	- Natural Heritage Program
NHPA	- National Historic Preservation Act. Act that requires a Federal Agency to take into account the effects of its projects (undertakings) on historic properties. These properties include any district, site building, structure, or object that is included on or eligible for inclusion on the National Register of Historic Places. Historic properties are more than just old buildings or well-known national historic sites. Facilities such as roads, bridges, or water treatment plants may be considered historic. While the National Register is a formal list of identified historic properties, it is not complete. All states have additional properties with historic significance.
NRHP	- National Register of Historic Places. A National list of districts, sites, buildings, structures, and objects significant in American History, architecture, archaeology, engineering, and culture. The list is maintained by the Secretary of the Interior.
NHS	- National Highway System
No-build alternate	- The base alternate, which consists of the existing transportation system including schedules minor improvements, which is used as the basis of comparison for the build alternates in an EIS.
Noise	- Unwanted or undesirable sound, usually characterized as being so loud as to interfere with, or be inappropriate to,

	normal activities such as communication, sleep, study, or recreation.
Non-attainment	- A condition where a pollutant exceeds the NAAQS two or more times during a year.
NOPA	- Notice of Planned Action
NRCS	- National Resource Conservation Service
NOx	- Nitrogen Oxides
NPL	- National Priority List
NWI	- National Wetlands Inventory Maps
PAC	- Project Advisory Committee
Prehistoric	- Of, relating to, or existing in times antedating written history; prehistoric cultural resources are those that antedate written records of the human cultures that produced them.
Public Hearing	- An advertised, open, meeting required by the NEPA process; It is normally scheduled to be held within 45 days after distribution of the DEIS to receive public comment.
PWS	- Public Water System
RAMS	- Regulatory Analysis and Management System
RCRA	- Resource Conservation and Recovery Act
RCRA-LQS	- RCRA, Large Quantity Generator Database
RCRA-SQG	- RCRA, Small Quantity Generator Database
RCRA-TSD	- Transportation Storage Dispose/Treat Database
RCRIS	- Resource Conservation and Recovery Information System. The EPA and LDEQ, Offices of Solid and Hazardous Waste maintain the RCRIS inventories of facilities which produce hazardous wastes. These inventories, supplemented by field review, were used to determine the location of active facilities within the project study area that produce hazardous waste.
Relocation Assistance Program	-Program administered under the provisions of Louisiana Rev. Statute 38:3101 whose purpose is to provide an orderly, timely, and efficient relocation of persons and businesses within the required right-of-way and to supply information on services and payments that are available through the LDOTD or other agencies.
ROW	- Right-of-Way
SCD	- Soil Conservation District
SCS	- Soil Conservation Service
SDRP	- State Development and Redevelopment Plan
SE	- Saline Estuarine
Section 4(f)	- A component of the Department of Transportation Act 49 USC 1653(f) that protects publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, state, or local significance.
Sedimentation	- The process of deposition of sediment, especially by mechanical means from a state of suspension in air or water.
SESCP	- Soil Erosion and Sediment Control Plan

SHPO	- State Historic Preservation Office
SHS	- State Highway of Significance
SHWS	- State Hazardous Waste Sites
SIP	- State Implementation Plan
SIP	- State Implementation Plan. Air quality plan as administered by the Louisiana Department of Environmental Quality.
SONRIS	- Strategic Online Natural Resources Information System
SOV	- Solicitation of Views
SSA	- Secondary Study Area
SWF/LF	- Sanitary Waste Facility/Landfill
TEA-21	- Transportation Equality Act for the 21st Century. Federal highway legislation passed in 1998 that covers a period of six years, with increased highway and other transportation funding.
TES	- Technical Environmental Study
TIP	- Transportation Improvement Plan. A document that reflects the priorities for the completion of projects as established by the Lafayette MPO's Transportation, Technical, and Policy Committees; it includes projects for road construction, transit, the multi-modal center, enhancements, maintenance, and safety; it also includes a conformity analysis as requires by the 1990 Clean Air Act; the projects contained in the TIP are demonstrated to have funding commitments from local, state, or federal sources.
TMA	- Transportation Management Authority
TMDL	- Total Maximum Daily Load
TNM	- Traffic Noise Model
TPH	- Total Petroleum Hydrocarbons
USACE	-United States Corps of Engineers
USC	- United States Code
USDOT	- United States Department of Transportation
USDA	- United States Department of Agriculture
USEPA	- United States Environmental Protection Agency?
USFWS	- United States Fish and Wildlife Service
USGS	- United States Geological Survey
UST	- Underground Storage Tanks
USTD	- Underground Storage Tank Division
VOCs	- Volatile Organic Compounds
VPD	- Vehicles per day
Watershed	- A specific geographic area drained by a major stream or river.
Wetland	- Those areas that are inundated or saturates by surface or groundwater at a frequency and duration sufficient to support, and under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions

Bibliography

BIBLIOGRAPHY

Bowlby & Associates, Inc., 2001a. *Air Quality Technical Report, I-49 South, Lafayette Regional Airport to LA 88.* Prepared on behalf of DMJM+HARRIS for the Louisiana Department of Transportation, and the Federal Highway Administration

Bowlby & Associates, Inc., 2001b. *Noise Technical Report, I-49 South, Lafayette Regional Airport to LA 88.* Prepared on behalf of DMJM+HARRIS for the Louisiana Department of Transportation, and the Federal Highway Administration.

C. H. Fenstermaker & Associates, Inc., 2001a. *Phase I Environmental Site Assessment, I-49 South, Lafayette Regional Airport to LA 88.* Prepared on behalf of DMJM+HARRIS, for the Louisiana Department of Transportation and Development, and the Federal Highway Administration.

C. H. Fenstermaker & Associates, Inc., 2001b. *Wetland Findings Report, I-49 South, Lafayette Regional Airport to LA 88.* Prepared on behalf of DMJM+HARRIS, for the Louisiana Department of Transportation and Development, and the Federal Highway Administration.

C. H. Fenstermaker & Associates, Inc., 2001c. *Biological Assessment Report, I-49 South, Lafayette Regional Airport to LA 88.* Prepared on behalf of DMJM+HARRIS, for the Louisiana Department of Transportation and Development, and the Federal Highway Administration.

Earth Search Inc., 2001. *Intensive Cultural Resources Survey, I-49 South, Lafayette Regional Airport to LA 88.* Prepared on behalf of DMJM+HARRIS for the Louisiana Department of Transportation and Development, and the Federal Highway Administration.

Federal Emergency Management Agency (FEMA), 1999. *Flood Insurance Study, Lafayette Parish, Louisiana and Incorporated Areas.*

Federal Highway Administration, 1997. *Ultra-Urban Best Management Practices.*

Federal Highway Administration and Louisiana Department of Transportation and Development, August 2000. *Pre-Draft Draft Environmental Impact Statement, I-49 Connector, Lafayette, Louisiana.*

I-49 Regional Task Force, 1998. *I-49 South Task Force Report* (http:\i49south.com). Prepared for the City of Lafayette and Parish of Lafayette through the Lafayette Regional Planning Commission.

Interstate 49 Task Force, 1997. I-49 website. http://I-49south.com

Lafayette North-South Corridor Study: Path to Progress, 1993

Louisiana Coastal Wetlands Conservation and Restoration Task Force, and Wetlands Conservation and Restoration Authority, 1998. *Coast 2050: Toward a Sustainable Coastal Louisiana.*

Louisiana Department of Environmental Quality (LDEQ), 2000a. State of Louisiana Wellhead Protection Program. Newsletter Issue No. 4.

LDEQ, 2000b. *State of Louisiana Water Quality Management Plan: Water Quality Inventory 305(b).*

LDEQ, 1987. *State of Louisiana Water Quality Management Plan: Boundaries and Inventories.*

Louisiana Department of Transportation and Development (LDOTD), 1995. *Statewide Intermodal Transportation Plan.*

LDOTD, 1992. *Evangeline Thruway Improvements (US 90), Vermilion River to Broussard, Lafayette Parish, Feasibility Study, State Project No. 700-16-76.*

LDOTD, 2000. "Louisiana: Vision 2020" *Application for Fiscal Year 2001 Discretionary Funds Under the National Corridor Planning and Development Program.*

Louisiana Geological Survey, 1988. *Aquifer Recharge Atlas, Aquifer Recharge Potential of the New Orleans Quadrangle and Baton Rouge Quadrangle.* Maps No. 13 and 16.

Louisiana Revised Statute 49, Coastal Zone Boundary.

Mississippi River Commission, 1952. "Atchafalaya Basin Floodway Flood Control Below Morgan City, Drainage Area Map". Office of the President, Vicksburg, Mississippi.

Neel-Schaffer, Inc. *Traffic Study, I-49 South, Lafayette Regional Airport to LA 88.* Prepared on behalf of DMJM+HARRIS, for the Louisiana Department of Transportation and Development, and the Federal Highway Administration.

Nyman, D. J., 1989. *Quality of Water in Freshwater Aquifers in Southwestern Louisiana.* U.S. Geological Survey, Baton Rouge.

United States Department of Agriculture (USDA), Soil Conservation Service, 1991. *Hydric Soils of the U.S.*

USDA, Soil Conservation Service, 1969. *Soil Interpretations for St. Mary Parish.*

USDA, Soil Conservation Service, 1959. *Soil Survey of St. Mary Parish, Louisiana.*

United States Army Corps of Engineers (USACE), October 5, 1987. Memorandum entitled, "Wax Lake East Pumping Station Investigation."

USACE, 1990 *Waterborne Commerce of the United States, Calendar Year 1990 Part 5; National Summaries* (New Orleans, LA: 1993)

USACE, 1999 *Waterborne Commerce of the United States, Calendar Year 1998, Part 5, National Summaries (New Orleans, LA :2000).*

United States Environmental Protection Agency (USEPA), 2000a. *Bayou Teche TMDL for Fecal Coliform.*

USEPA, 2000b. *Bayou Teche TMDL for Chloride.*

USEPA, 2000c. *Bayou Teche TMDL for Sulfate.*

USEPA, 2000d. *Bayou Boeuf TMDL for Fecal Coliform.*

USEPA, 2000e. *Bayou Boeuf TMDL for Total Dissolved Solids.*

USEPA, 2000f. Region 6 Sole Source Aquifer. Unpublished map. Website reference: http://www.epa.gov/earth1r6/6wq/swp/ssa/gif/ssa.gif.

United States Department of Transportation, Bureau of Transportation Statistics, 1997.

United States Geological Survey, 2000. Unpublished Groundwater Data.

University of New Orleans, Center for Economic Development, August 28, 2000. *Strategic Plan for Economic Development, St. Martin Parish, LA.* Prepared in cooperation with the St. Martin Parish Economic Development Authority, Strategic Planning Committee.

Woods & Poole, *1997 State Profile Louisiana*, Washington D.C.

Young, et al, 1996. *Evaluation and Management of Highway Runoff Water Quality.* U.S. Department of Transportation, Federal Highway Administration, FHWA

PD-96-032, Washington, D.C.