

APPENDIX G

CONCEPTUAL STAGE RELOCATION PLAN

JANUARY 2015

**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT**

STATE PROJECT NO. H.010571.2/FEDERAL AID PROJECT NO. H010571



**CONCEPTUAL STAGE
RELOCATION PLAN**

**LA 70 BYPASS
ROUTE LA 70
ASSUMPTION PARISH**

Prepared By:

**Providence Engineering and
Environmental Group LLC**

1201 Main Street

Baton Rouge, Louisiana 70802

(225) 766-7400

www.providenceeng.com

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1.0 INTRODUCTION

The Louisiana Department of Transportation and Development (DOTD), along with the Federal Highway Administration (FHWA), has prepared an Environmental Assessment (EA) for a permanent bypass of Louisiana Highway 70 (LA 70) in the vicinity of Louisiana Highway 69 (LA 69) in Assumption Parish. This Conceptual Stage Relocation Plan has been prepared in accordance with DOTD's Office of Right of Way Operations Manual and 49 CFR Part 24 to assist in the decision-making process for the LA 70 Bypass project.

2.0 PROJECT DESCRIPTION

The DOTD is proposing a permanent bypass of LA 70 in Assumption Parish. The proposed project is to construct a section of new roadway on new alignment to ensure system linkage and access in the event of a permanent closure of LA 70 in the project area, which begins near Rue De Cajun and terminates at Louisiana Highway 1004 (LA 1004) where it intersects with LA 70.

Two build alternatives were studied in detail in the EA (see **Figure 1**). Bypass Alternative 3 originates on LA 69 north of LA 70 and ends on LA 996 between Louisiana Highway 1000 (LA 1000) and LA 70 (approximately two miles in length). Bypass Alternative 4 is an eastern extension of the LA 70 Detour Route and assumes the LA 70 Detour Route was necessary, constructed, and deemed suitable as a long-term bypass option. This route provides an easterly extension from the eastern terminus of the detour route at LA 69 to LA 70 east of Beagle Street.

The design criteria used for Bypass Alternative 3 follows the Rural Arterial 2 classification stated in the DOTD Roadway Design Manual. A design speed of 60 miles per hour (mph) was used for all curve computations with a maximum superelevation rate of 10%.

The design criteria used for Bypass Alternative 4 matches that stated in the LA 70 Detour Route EA. For continuity, a Rural Arterial 1 classification as stated in the DOTD Roadway Design Manual was used which includes a design speed of 50 mph was used for all curve computations with a maximum superelevation rate of 10%.

3.0 PROJECT AREA

The project study area encompasses approximately 20,419 acres in the northern portion of Assumption Parish, which is located in south Louisiana with Bayou Lafourche and the Mississippi River to the east, Belle River and the Atchafalaya River to the west, and United States Highway 90 (US 90) to the south. **Figure 1** demonstrates the project study area for the LA 70 Bypass EA.

Land use in the vicinity of the project is categorized as undeveloped wetlands, agricultural, residential, or industrial, related to mineral resources (brine mining and injections wells). There are no schools, churches, daycares, public parks, libraries, hospitals, fire or police stations, or public transportation services located in the proposed project areas.

A majority of the project study area falls within Census Tract 501, Block Group 3 and Census Tract 502, Block Group 1 in Assumption Parish. The remainder of the project study area is in Census Tract 503, Block Group 3 and Census Tract 9530, Block Group 1. Data for these two tracts is not included in the analysis because the residential areas are outside of the project study area. **Tables 1 and 2** present population and poverty data for the project study area. Data used for the tables was obtained from the United States Census Bureau’s (USCB) American Fact Finder (AFF) website and is the most recent data currently available for the project study area.

**TABLE 1
POPULATION DATA**

Census Tracts within the Project Study Area ⁽¹⁾	Census Tract 501, Block Group 3		Census Tract 502, Block Group 1	
	Race	Number	Percent	Number
Total Population (all races)	978	-	2,336	-
White Alone	731	74.7%	2,265	97.0%
Black or African American Alone	210	21.5%	9	0.4%
American Indian and Alaska Native Alone	4	0.4%	18	0.8%
Asian Alone	4	0.4%	12	0.5%
Native Hawaiian and Other Pacific Islander Alone	0	0.0%	0	0.0%
Some Other Race Alone	0	0.0%	0	0.0%
Two or More Races	4	0.4%	12	0.5%
Hispanic ⁽²⁾	25	2.6%	20	0.9%
Minority Calculation ⁽³⁾	247	25.3%	71	3.0%

NOTES:

1. Data was not obtained for Census Tracts 503 and 9530, because the residential areas are located outside the project study area.
2. Since all Hispanics regardless of race are considered a minority, the population with Hispanic ethnicity is identified in this column, and all the other race categories do not include Hispanic ethnicity.
3. In accordance with FHWA Order 6640.23 and DOT Order 5610.2, a minority means a person who is Black, Asian American, American Indian/Alaskan Native, or Hispanic (regardless of race). To determine the number of minorities, the total population minus the "white alone" population was determined.

Source: USCB, 2010 Census Summary File, 100-Percent Data, Table P9: Hispanic or Latino, and Not Hispanic or Latino by Race

**TABLE 2
POVERTY STATUS IN THE PAST 12 MONTHS**

Census Tracts within the Project Study Area	Subject	Population for whom Poverty Status is Determined ⁽¹⁾
Tract 501	Total Population Status Determined	3,568
	Below Poverty Level	777
	Percent Below Poverty Level	21.8%
Tract 502	Total Population Status Determined	5,445
	Below Poverty Level	678
	Percent Below Poverty Level	12.5%

NOTES:

1. An estimated margin of error was given for each category and is available on the AFF website.
2. Data was not obtained for Census Tracts 503 and 9530 because residential areas are located outside the project study area.

Source: USCB, 2008-2012 ACS 5-Year Estimates, Table S1701: Poverty Status in the Past 12 Months

4.0 RELOCATIONS

4.1 Methods

The development of this Conceptual Stage Relocation Plan relied upon field observations, Google Maps, aerial photography, census data, and other secondary sources, such as local realtors, and the Multiple Listing Service. This is consistent with Chapter 6 of the Operations Manual, “the information required for the preparation of the Conceptual Stage Relocation Plan may be obtained by visual inspection of the area of the proposed project and from readily available secondary sources or community sources.”

4.2 Residential Displacements

While two alternatives were recommended as “Scenario-Based Preferred Alternatives”, only Bypass Alternative 3 results in displacements of any kind. Bypass Alternative 3 results in the displacement of one residence comprised of several structures and no business displacements. Based on exterior visual observations, the residence appears to be well maintained and it is believed that it meets decent, safe, and sanitary standards.



View of impacted residence.



View of two garage structures at residence.

The subject residence represents a noise receptor that was modeled during the noise study conducted for the EA. As a result, the homeowner was notified of the study effort and was onsite when noise measurements were taken. The homeowner revealed to Providence personnel that she owned the house for 50 years, but she was not the property owner. **Table 3** provides a summary of the residence and structures present.

**TABLE 3
RESIDENTIAL DISPLACEMENT ASSOCIATED WITH BYPASS ALTERNATIVE 3**

Address	Owner ⁽¹⁾	Structures on Site ⁽¹⁾	Number of Occupants ⁽²⁾
676 LA 70 South Belle Rose, LA 70341	Homeowner: Ms. Marguerite Dugas Landowner: Mr. Alex Simoneaux	3 Total (1 House 2 Garages)	3

NOTES:

1. Owner and structure data obtained during the noise study site visit.
2. Number of Occupants is based on USCB AFF data for average family and household size in affected census tracts.

Per DOTD guidance, there should be no impact on the housing market where the relocation is likely to take place, as historically, the majority of displacees in rural or semi-rural areas choose to relocate on their remainder properties or in the general area displacement. There should also be no divisive or disruptive effect on the community as a result of this project. Should the LA 70 Bypass be considered necessary, community disruption as a result of the Grand Bayou/Bayou Corne Sinkhole would have already affected residents and traffic patterns.

4.3 Replacement Housing

Based on market research, there is adequate replacement housing in the area for the owner-occupants. It is assumed, as stated above, that the owner-occupants will relocate in the general area of displacement.

A recent survey of web-based listing services revealed six homes for sale in Belle Rose/Napoleonville and three residential lots. The asking price for these homes varied from \$26,000 to \$180,000 with an average cost of \$60 per square foot (see **Appendix A**). There is little new home construction in the area with which to compare new home square foot construction cost.

4.4 Right-of-Way and Relocation Costs

The right-of-way cost estimate of \$273,735 as defined in **Table 4** does not include utility relocations or mitigation for impacts to wetland habitats, those costs are included in the overall cost for Bypass Alternative 3 defined in the EA.

**TABLE 4
ESTIMATED RIGHT-OF-WAY COSTS FOR BYPASS ALTERNATIVE 3**

Item	Unit Price	Unit	Quantity	Total
Land - Raw and Farmland ⁽¹⁾	\$1,000.00	ACRE	87	\$87,000
Improvements - Residence ⁽²⁾	\$60.00	LUMP	1,860	\$111,600
Damages - Garages ⁽³⁾	\$22.85	SQ FT	1,100	\$25,135
Damages - Substation ⁽⁴⁾	\$50,000.00	LUMP	1	\$50,000
Total				\$273,735

NOTES:

1. Undeveloped land is estimated at \$1,000 per acre for the region based on data obtained from DOTD's Real Estate Section.
2. Residence estimated value is based on the average current asking prices in the area and a house size of 1,860 square feet (measured off GoogleEarth).
3. Garages are an estimated 1,100 square feet (in total) with a construction cost of \$22.85 per square feet, as defined using the Craftsmen National Building Cost Estimator.
4. Substation improvements impacted include overhead power lines and fencing. This value is based on DOTD's Real Estate Section averages.

The moving and replacement housing cost for the affected residence is estimated to be \$157,335. See **Table 5** for a list of assumptions and inclusions.

**TABLE 5
ESTIMATED MOVING AND REPLACEMENT HOUSING COSTS FOR BYPASS
ALTERNATIVE 3**

Item	Unit Price	Unit	Quantity	Total
Improvements - Residence ⁽¹⁾	\$125,000.00	LUMP	1	\$125,000
Damages - Garages ⁽²⁾	\$22.85	SQ FT	1,100	\$25,135
Moving Expenses ⁽³⁾	\$7,200.00	LUMP	1	\$7,200
Total				\$157,335

NOTES:

1. Residence estimated value is based on the higher asking price for replacement housing of comparable size, see Appendix B.
2. Garages are an estimated 1,100 square feet (in total) with a construction cost of \$22.85 per square feet, as defined using the Craftsmen National Building Cost Estimator.
3. Moving estimate assumes 6 rooms in house and each storage facility adds 2 extra rooms for a total of 10 rooms.

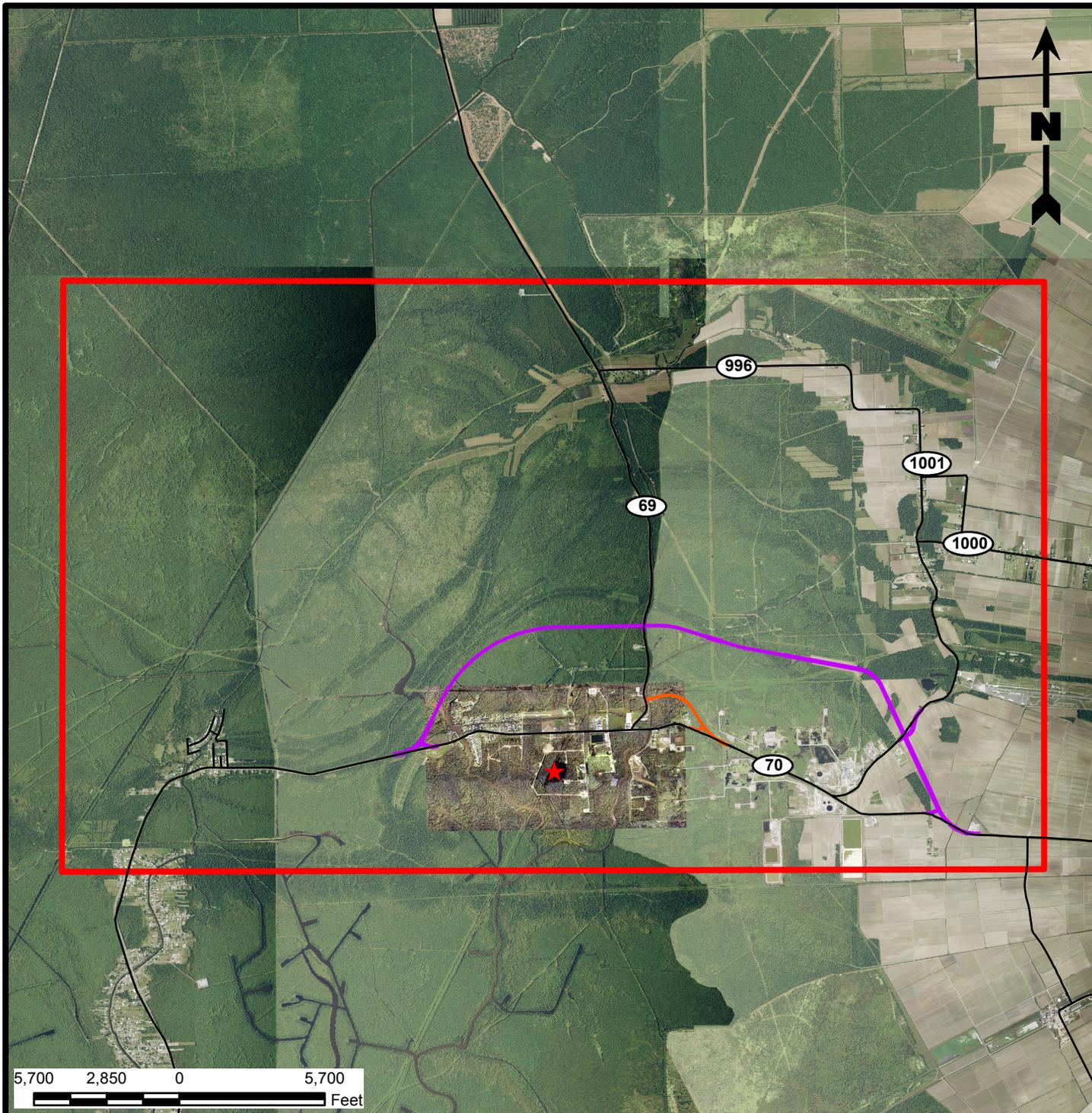
5.0 CONCLUSIONS

No special or unusual conditions have been identified. The project will only be implemented if the LA 70 Detour Route is deemed necessary and is constructed. Bypass Alternative 3 will only be constructed if the LA 70 Detour Route is made permanent and is subsequently considered unacceptable for long-term use.

No discussions have been held with local officials or community groups regarding potential displacements and none are anticipated at this time. Replacement housing is available in the area of displacement. Additionally, based on DOTD expertise, owner-occupants in rural areas without sufficient sized remainders (of their existing property) on which to relocate historically have been successful in securing replacement sites in the general area of displacement through sources seldom available to the general public.

In conclusion, we do not anticipate any unusual problems in providing replacement housing under our normal procedures. However, if it should become necessary, we would employ housing of last resort.

FIGURE 1
ALTERNATIVES MAP



Legend

- Project Study Area
- Bypass Alternative 3
- Bypass Alternative 4
- ★ Bayou Corne/Grand Bayou Sinkhole Area

Reference

Base map provided by CB&I on 4/15/14.

Alternatives Map

LA 70 Bypass
 State Project No. H.010571.2 EA
 Assumption Parish, Louisiana

**Louisiana Department
 of Transportation and Development**



PROVIDENCE

Drawn By	ECL	12/10/13
Checked By	MEH	11/13/14
Approved By	MEH	1/5/15

Project Number	040-014-001
Drawing Number	040-014-001-A065

1

Figure

APPENDIX A

**CONCEPTUAL STAGE REPLACEMENT PROPERTY
INVENTORY**

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CONCEPTUAL STAGE REPLACEMENT PROPERTY INVENTORY**

STATE PROJECT NO. H.010571.2
 FEDERAL AID PROJECT NO. H.010571
 HIGHWAY LA 70
 ROUTE LA 70
 PARISH ASSUMPTION

ADDRESS / LOCATION	STYLE	TYPE	NO. OF BEDROOMS	VALUE/ MO. RENT
5787 LA 1 Napoleonville, LA 70390	S	F	2	\$125,000
6069 Appolo Street Napoleonville, LA 70390	S	B	3	\$115,000
116 Post Office Street Belle Rose, LA 70341	S	F	3	\$180,000
6353 LA 1 Belle Rose, LA 70341	S	F	3	\$97,900

NOTE: Information listed herein is based on estimates and secondary sources, square footage not reflected.

STYLE	TYPE
S single family	B brick veneer
D duplex	M masonry
M multi-family	F wood frame
R sleeping room	C combination
T mobile home	A metal
B business	O other
F farm	
N non-profit	
C combination bus-res	

Sheet 1 of 1
 Prepared by Kerry Oriol Date 12/4/2014

APPENDIX B

CONCEPTUAL STAGE RELOCATION INVENTORY

**APPENDIX B
CONCEPTUAL STAGE RELOCATION INVENTORY**

STATE PROJECT NO. H.010571.2
 FEDERAL AID PROJECT NO. H.010571
 HIGHWAY LA 70
 ROUTE LA 70
 PARISH ASSUMPTION

ADDRESS/ LOCATION	STYLE/ TYPE	CLASS/ RACE	RESIDENTIAL					NON-RESIDENTIAL			
			VALUE/ MO. RENT	# BRS	EST. INCOME	RHP	MOVING	TYPE ACTIVITY	WORKERS BY RACE	MOVING	REESTAB
676 LA 70 Belle Rose, LA 70341	S/F	O/W	\$111,600	3	M	\$125,000	\$7,200				

NOTE: Information listed herein is based on estimates and secondary sources.
 Moving estimate assumes 6 rooms in house and each storage facility adds 2 extra rooms for a total of 10 rooms.

<u>STYLE</u>	<u>TYPE</u>	<u>CLASS</u>	<u>RACE</u>	<u>INCOME</u>
S single family	B brick veneer	O owner	B Black	L low
D duplex	M masonry	T tenant	S Spanish	M middle
M multi-family	F wood frame		O Oriental	U upper
R sleeping room	C combination		I Indian	
T mobile home	A metal		W Other	
B business	O other			
F farm				
N non-profit				
C combination bus-res				

Line Study: _____
 Sheet: 1 of 1
 Prepared by: Kerry Oriol Date: 12/4/2014