

**Preliminary Plans  
Subject to Change**



**Legend**

**Build Alternatives**

- Bypass Alternative 1
- Bypass Alternative 2
- Bypass Alternative 3
- Bypass Alternative 4
- - - Proposed Detour Route
- ★ Bayou Come/Grand Bayou Sinkhole Area

**Reference**

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

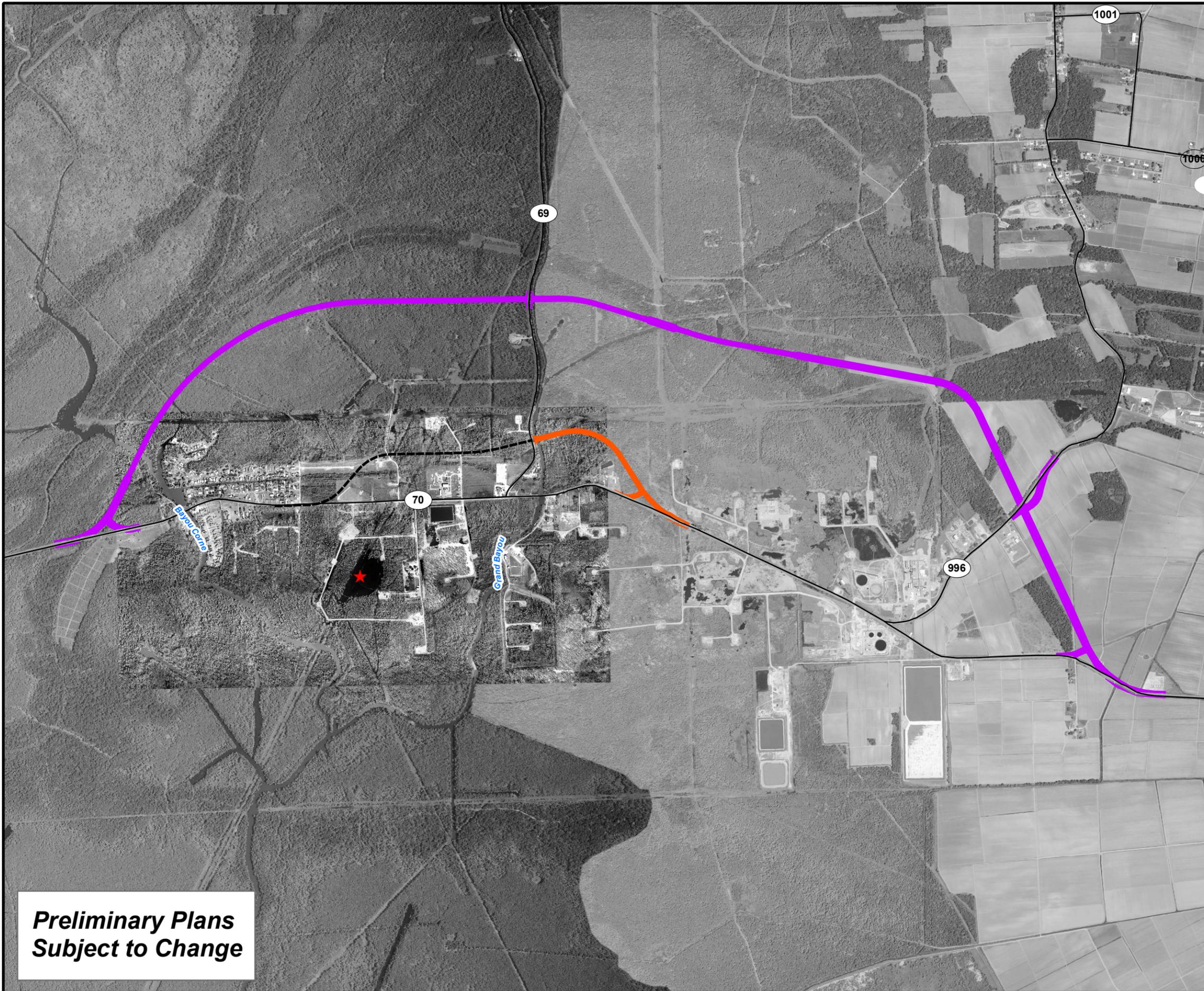


**Stage 1 Build  
Alternatives Evaluated**

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

**Louisiana Department  
of Transportation and Development**

	Drawn By	ECL	5/21/15
	Checked By	MEH	5/21/15
	Approved By	MEH	5/21/15
Project Number		040-014-001	
Drawing Number		040-014-001-B137	
			<b>1</b> Figure

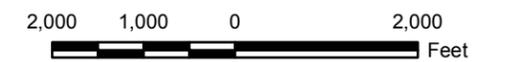


**Legend**

- Bypass Alternative 3
- Bypass Alternative 4
- Proposed Detour Route
- Bayou Corne/Grand Bayou Sinkhole Area

**Reference**

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



**Preferred Build Alternatives**

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

**Louisiana Department  
 of Transportation and Development**



Drawn By	ECL	5/21/15
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Project Number		<b>2</b> Figure
040-014-001		
Drawing Number		
040-014-001-B137		

**Preliminary Plans  
 Subject to Change**

# LA 70 BYPASS ENVIRONMENTAL ASSESSMENT PUBLIC HEARING



State Project No. H.010571.2  
Federal Aid Project No. H010571  
Route LA 70, Assumption Parish

Presented June 17, 2015  
Recorded by Monica Herrera



## FOCUS OF THIS PUBLIC HEARING

- Louisiana Department of Transportation and Development (DOTD) is preparing two Environmental Assessments (EAs) for LA 70 in Assumption Parish
  - LA 70 Detour Route
  - LA 70 Bypass
- The LA 70 Detour Route, studied under a separate EA, is a temporary solution that would construct a one-mile detour on new alignment to allow traffic to resume on LA 70 in the event of a closure
- The LA 70 Detour Route Public Hearing was held in December 2014 and a Finding of No Significant Impact (FONSI) was issued by the Federal Highway Administration (FHWA)
- The LA 70 Bypass is the focus of tonight's Public Hearing



## LA 70 BYPASS PROJECT DESCRIPTION

- To construct a permanent bypass in the event of imminent threat to the integrity of the existing LA 70 or the proposed LA 70 Detour Route
- EA assumes the LA 70 Detour Route is already in place

3



## PURPOSE OF THIS PUBLIC HEARING



- Present the findings of the LA 70 Bypass EA
- Obtain your comments and opinions relative to this project prior to final approval of the EA

4



## PROJECT BACKGROUND: STAGE 0 FEASIBILITY STUDY

- Stage 0 Feasibility Study considered traffic, stakeholder input, and environmental data
- Six preliminary alternative concepts were developed
- Three at-grade options eliminated due to excessive wetland impacts
- Stage 0 Feasibility Study completed November 2013
- Three primarily elevated alternatives carried forward into Stage 1 Planning/Environmental along with the No-build Alternative

5



## DOTD PROJECT DEVELOPMENT PROCESS

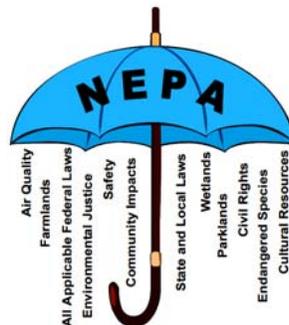


6



## STAGE 1 PLANNING/ENVIRONMENTAL NEPA ENVIRONMENTAL REVIEW

- Part of Stage 1 is to consider environmental impacts in accordance with the National Environmental Policy Act of 1969 (NEPA).
- NEPA requires federal agencies to use a systematic interdisciplinary approach to consider environmental effects when making decisions.
- NEPA acts as an “umbrella” under which other environmental statutes and regulations are administered.



7



## NEPA ENVIRONMENTAL PROCESS

- Purpose and Need
- Alternatives Development
- Evaluation of Environmental Impacts
- Alternative Screening
- Environmental Document

8



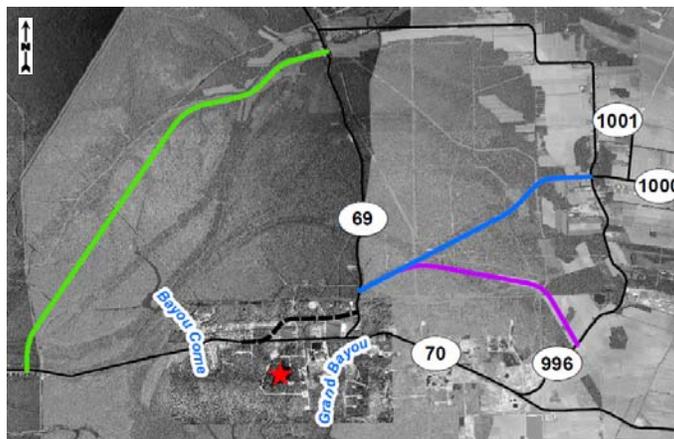
## PURPOSE AND NEED

- A permanent bypass would ensure system linkage in the event of a closure along LA 70 associated with Napoleonville Salt Dome mining activities
- Protect human welfare by providing a safe, efficient route that allows travelers and first responders to continue east/west through the project area

9



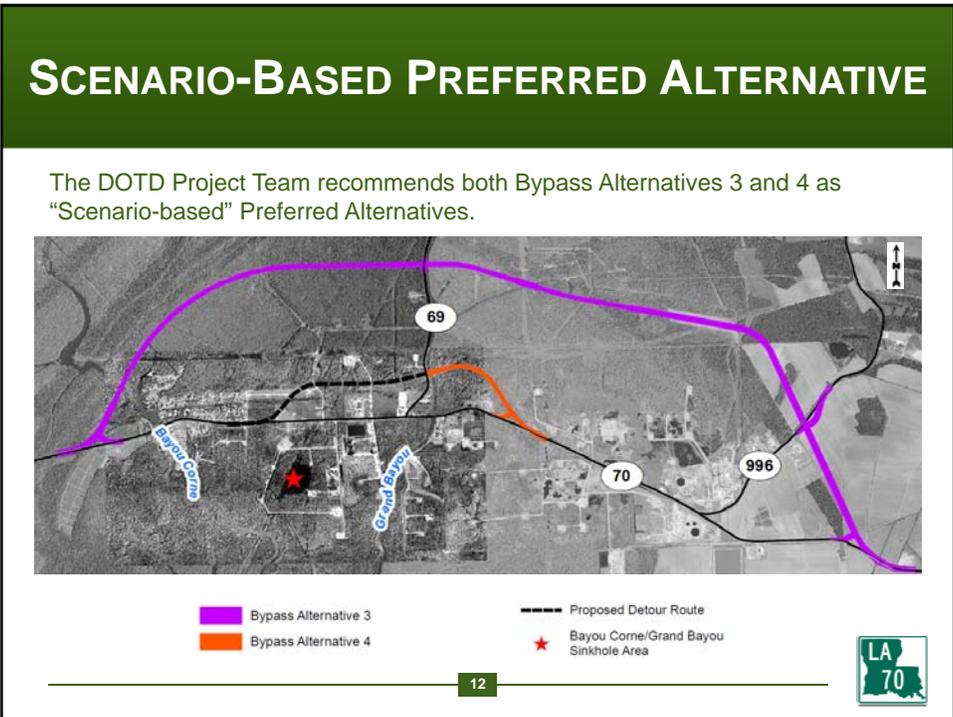
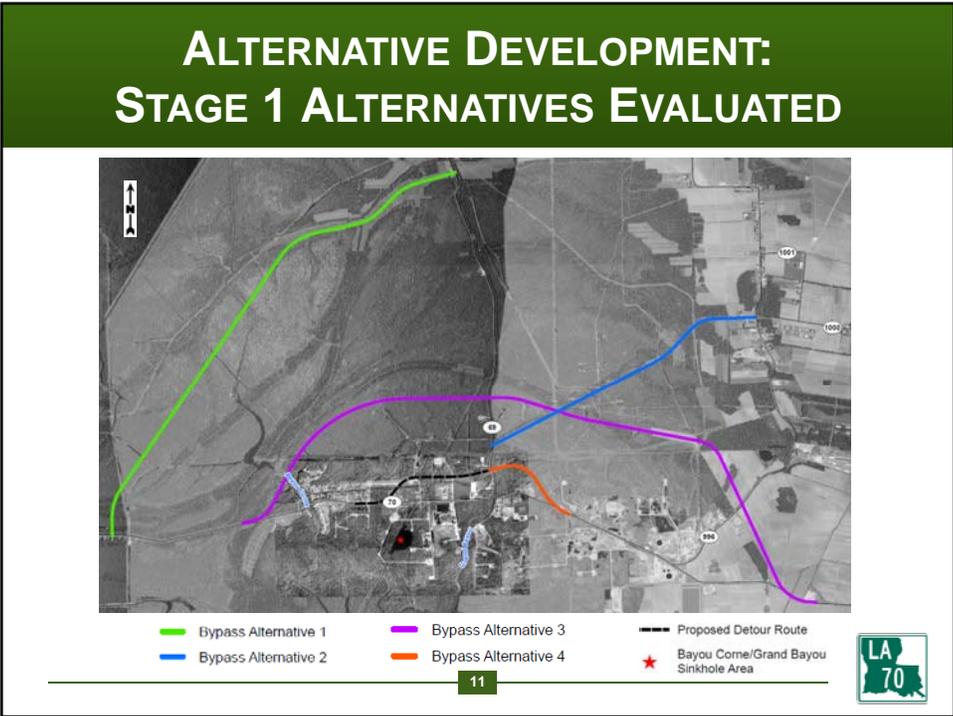
## ALTERNATIVE DEVELOPMENT: STAGE 0 PRELIMINARY ALTERNATIVES



- Bypass Alternative 1
- Bypass Alternative 2
- Bypass Alternative 3
- Proposed Detour Route
- ★ Bayou Come/Grand Bayou Sinkhole Area

10



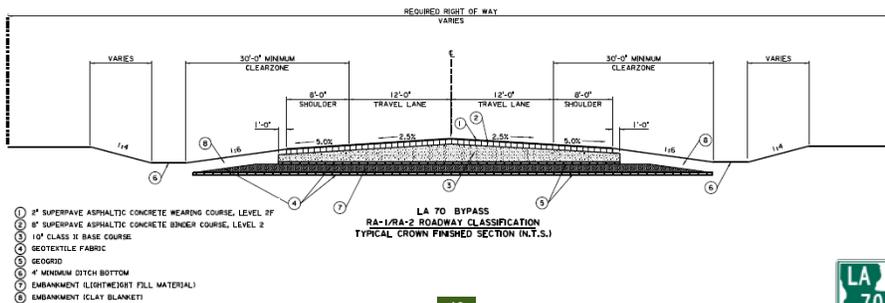


## DESIGN CRITERIA

The LA 70 Bypass is proposed to be constructed to both a Rural Arterial 1 and 2 classification, which allows for:

- Two, 12-foot travel lanes
- Eight-foot shoulders
- 50 mile per hour design speed (Rural Arterial 1)
- 60 miles per hour design speed (Rural Arterial 2)

Due to the length of Bypass Alternative 3, the shoulder width was adjusted to ten feet to allow for incident management on the elevated structure.



13



## ENVIRONMENTAL IMPACTS

Environmental Impacts of the Preferred Alternative were studied in detail including:

- Floodplains
- Wetlands
- Prime Farmlands
- Traffic Noise
- Utility Conflicts
- Wells
- Cultural Resources
- Significant Trees
- Social Impacts



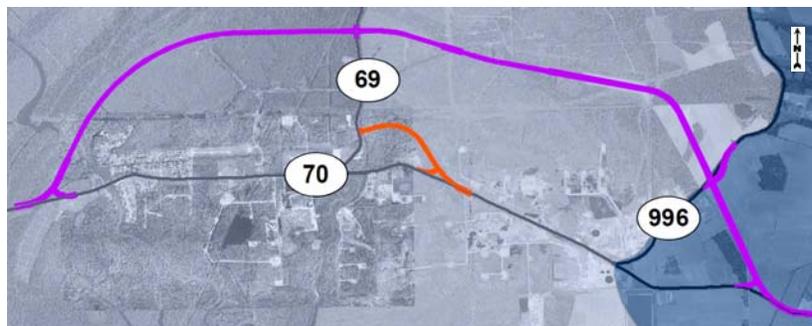
14



## ENVIRONMENTAL IMPACTS - FLOODPLAINS

Bypass Alternative 3 = 65.83 acres within 100-year Floodplain

Bypass Alternative 4 = 9.30 acres within 100-year Floodplain



█ Bypass Alternative 3  
█ Bypass Alternative 4

█ Zone A = 100-Year Floodplain  
█ Zone X = 500-Year Floodplain

15



## ENVIRONMENTAL IMPACTS - WETLANDS

- Bypass Alternative 3 will impact approximately 50.99 acres of potential jurisdictional wetlands
- Bypass Alternative 4 will impact approximately 11.43 acres of potential jurisdictional wetlands



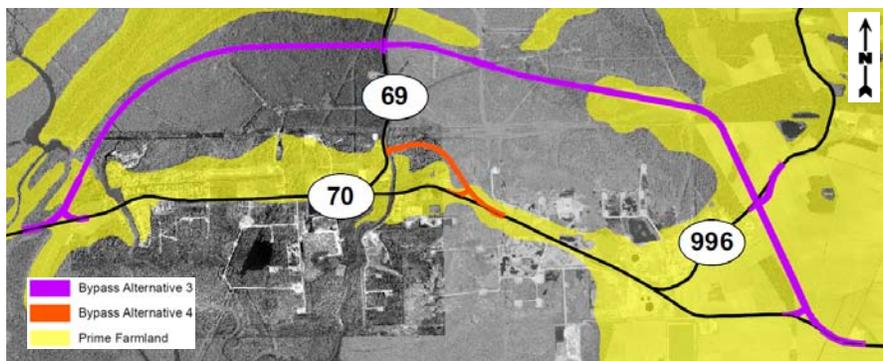
16



## ENVIRONMENTAL IMPACTS – PRIME FARMLAND

Bypass Alternative 3 = 37.10 acres within prime farmland

Bypass Alternative 4 = 0.11 acres within prime farmland



17

## ENVIRONMENTAL IMPACTS - TRAFFIC NOISE

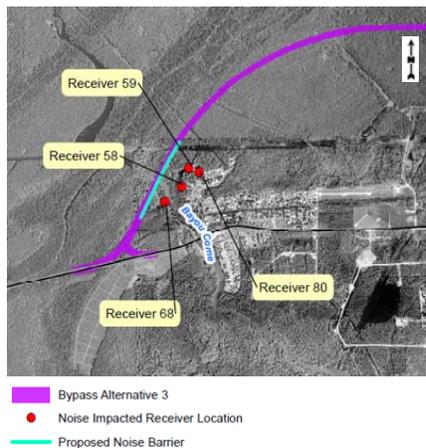
- Noise models included 113 receivers, primarily residential structures
- 
- Bypass Alternative 3 resulted in 12 impacted receivers for the 2038 design year. In order to maintain access to these structures a noise wall was only considered for four of the impacted receivers. This will be discussed on the following slide
  - Bypass Alternative 4 resulted in 16 impacted receivers for the 2038 design year. A noise barrier would not be feasible for these receivers in order to maintain property access.

18



## TRAFFIC NOISE IMPACTS FOR BYPASS ALTERNATIVE 3

- Noise wall considered for four impacted receivers
- 10-foot noise barrier with the length of 1,765 feet modeled
- Minimum requirements for feasibility and reasonableness met
- Final determination of any proposed noise abatement will be made during the design stage



## ENVIRONMENTAL IMPACTS - OTHER

Other environmental impacts associated with the Preferred Alternatives are listed below. A more detailed impact matrix is located on an exhibit in the back of the room.

EVALUATION CRITERIA	BYPASS ALTERNATIVE 3	BYPASS ALTERNATIVE 4
<b>Other Environmental Concerns</b>		
Potential Impact to Archaeological or Historical Resources	No	No
Potential Impact to Threatened and Endangered Species	No	No
Air Quality Impacts	No	No
Potential Impact to Minority and/or Low-Income Populations	No	No
<b>Environmental Liability Concerns</b>		
Potential Impacts to Hazardous Sites	Low	None
Active Oil and Gas Well Locations	1	0
Observation Relief Wells (ORWs) Affected <sup>1</sup>	1	0

**NOTES:**  
<sup>1</sup> According to the Well Avoidance Study, conducted during the Stage 0 Feasibility Study, any ORWs within 160 feet of the proposed right-of-way will need to be plugged and abandoned.



## RELOCATION IMPACTS

### Bypass Alternative 3

- One residential relocation on the eastern tie-in
- Utility relocations include buried telecommunication lines and aboveground electrical power lines with cable and telecommunication lines
- Approximately 58 known underground pipeline conflicts that will require mitigation or relocation (natural gas, highly volatile liquids, brine, and water)



### Bypass Alternative 4

- No commercial, residential, or recreational relocations
- Utility relocations include buried telecommunication lines and aboveground electrical power lines with cable and telecommunication lines
- Approximately 58 known underground pipeline conflicts that will require mitigation or relocation (natural gas, highly volatile liquids, brine, and water)

An overview of DOTD's Real Estate program is provided later in this presentation.



## OPINION OF PROBABLE COST

Below is the opinion of probable cost for the Preferred Alternatives. A more detailed cost table and explanations of the items below is provided in the back of the room on an exhibit board.

Item Description	Bypass Alternative 3	Bypass Alternative 4
Estimate Construction Cost	\$162,997,340.54	\$33,025,985.03
Contingency (20%)	\$32,599,468.11	\$6,605,197.01
Engineering Design (8%)	\$13,039,787.24	\$2,642,078.80
Required Right-of-Way	\$274,800.00	\$9,300.00
Utility Relocations	\$9,686,458.85	\$481,884.40
Environmental Mitigation	\$3,600,880.00	\$207,570.00
<b>TOTAL <sup>1</sup></b>	<b>\$222,198,734.73</b>	<b>\$42,972,015.24</b>

**NOTES:**

1. This is a preliminary cost estimate. Costs will be adjusted during the Stage 3 Design once the survey and geotechnical studies are complete.



## CURRENT PROJECT SCHEDULE

- Stage 2 Funding - Federal/State Funding is Anticipated (if constructed)
- Stage 3 Design - will only move forward if there is a there is a threat to the integrity of LA 70

23



## NEXT STEPS OF STAGE 1 PROCESS

- The EA is currently available for public review
  - Assumption Parish Library Napoleonville Branch
  - Assumption Parish Library Pierre Part Branch
  - DOTD's Environmental Section website
- ***Comments will be accepted through June 29, 2015***
- DOTD anticipates a Finding of No Significant Impact (FONSI)
- A draft of the Final EA will be provided to DOTD and FHWA for review, comment, and approval
- The EA and anticipated FONSI will be released to the public
- Note: The bypass project will only move forward if there is threat to the integrity of LA 70

24



## PROVIDE YOUR INPUT

Please view exhibits and provide comments.

-  Leave comment form in comment drop box
-  Verbal comments to the court reporter
-  Mail comment form to:  
Monica Herrera (State Project No. H.010571.2)  
1201 Main Street  
Baton Rouge, LA 70802
-  Email comments to: [monicaherrera@providenceeng.com](mailto:monicaherrera@providenceeng.com)



Please provide all comments by **June 29, 2015** to ensure inclusion in the EA.

25



## RIGHT-OF-WAY ACQUISITION AND RELOCATION INFORMATION

A representative of the DOTD Real Estate Section has a table here tonight and is available to answer any questions pertaining to DOTD's Right-of-Way Acquisition and Relocation Assistance Program.

The DOTD Brochure explaining Acquisition of Right-of-Way and Relocation Assistance Program is available tonight at that table or can be obtained later from:

**DOTD Real Estate Section**  
**P.O. Box 94245**  
**Baton Rouge, LA 70804 70804-9245**  
**(225) 242-4591**

We suggest you read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent when s/he meets with you, or contact the Region Real Estate Office.

26



## STEPS IN THE ACQUISITION PROCESS

**It is the DOTD's objective to pay just compensation for all properties required for the project.**

- Owners of required properties may be contacted by an appraiser or appraisers and given the opportunity to go with them on the inspection of the property.
- This will provide owners an opportunity to point out things that may be important to the evaluation of the property.
- All evaluations will be reviewed by a review appraiser and approved by DOTD.
- After review and approval, a Real Estate Agent will contact each property owner, and present a letter setting forth the amount of the DOTD's cash offer for the purchase of the property. S/he also will explain the property value and discuss any alternate offers including possible options to keep and move any buildings, fencing, etc.

27



## RELOCATION ASSISTANCE

Relocation Advisory Services shall include current and continuing information on:

- Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
- Comparable commercial properties and locations for displaced businesses
- Finance charges
- Federal and State programs offering assistance to displaced persons

28



## RELOCATION ASSISTANCE PAYMENTS

- Relocation assistance payments are separate and in addition to payments for the purchase of your property. They are made for:
  - Moving expenses
  - Replacement housing
  - Business re-establishment expense
  
- Moving expense payments will be made to any individual, family, or business, in legal occupancy of the property either at the start of negotiations or at the time of purchase.

29



## RELOCATED BUSINESSES

- Displaced businesses, farms and non-profit organizations may be paid the actual, reasonable expenses of moving, together with certain eligible costs incident to the move.
- Some businesses may also be eligible for certain actual costs incidental to re-establishing their businesses.
- Instead of payment for moving expenses, some business owners may be eligible to receive a payment based on the average annual net earnings of the business. If the business meets the qualifications, this payment shall not be less than \$1,000.00 nor more than \$40,000.00.
- Moving payment information for businesses may be found beginning on Page 22 of the brochure.

30



## REPLACEMENT HOUSING PAYMENTS

- Replacement housing payments are also available to qualifying owners and tenants:
  - Must occupy property at start of negotiations
  - Must have been there at least 90 days
  - Must move into decent, safe, and sanitary replacement housing
- The amount of your maximum supplemental payment will be given to you in writing. Additional requirements and payment limits may be found beginning on Page 14 of the brochure.
- Certain owners and tenants not in occupancy for at least 90 days or who become occupants after negotiations have started may qualify for replacement housing payments:
  - Must have been in occupancy at the time the property was acquired by the DOTD
  - Must move into decent, safe, and sanitary replacement housing

31



## RIGHT TO APPEAL

Applicants for a relocation payment have the right to appeal the DOTD's Determination of their eligibility for payment and/or the amount of payment.

- Appeals must be submitted to the Real Estate District Manager within 60 days after the applicant has been notified that his claim has not been approved.
- Final decisions on eligibility and payments will be made by the DOTD's Real Estate Administrator in Baton Rouge.
- Additional information on appeals may be found on Page 26 of the brochure.

32



## OTHER TERMS AND CONDITIONS

- To the greatest extent practicable, no person lawfully occupying real property shall be required to move without at least 90 days written notice from DOTD.
- The notice will indicate the specific date the property must be vacated.
- No person lawfully occupying a dwelling will be required to move unless, and until, comparable, decent, safe and sanitary replacement housing is made available within the general area of the project.
- The replacement housing must be available within a reasonable time prior to the scheduled move of the occupants, and must be within the occupants' financial means.
- Replacement housing must be fair, open and offered to all persons regardless of race, color, religion, sex or national origin.

33



## OTHER TERMS AND CONDITIONS

Prior to negotiating for purchase of your property, a District Real Estate Specialist will personally contact and interview all persons who will be required to relocate. The benefits will be explained and a determination made of individual needs and intentions for relocating.

***A SPECIAL WORD OF CAUTION:***

Before moving or purchasing replacement housing, contact DOTD to assure your eligibility and the prompt payment of your relocation benefits. If you move without prior notification to DOTD, you risk losing all possible benefits provided by the Relocation Assistance Program.

34



## THANK YOU

This presentation will repeat every 20 minutes beginning at 5:00 PM.

Please visit the remaining stations to view the exhibits and provide your comments.

Thank you for your time!

