

2 System Preservation

System preservation is a concept that has long been employed by highway engineers. System preservation can have many benefits including substantial life cycle cost savings, improved customer service, and better system-wide pavement and bridge performance. The Stage 0 process for pavement preservation, on-system bridges, and off-system bridges is explained throughout this chapter.

2.1 Pavement Preservation

Pavement preservation is a very important component of the DOTD's responsibility for highways. Typical pavement preservation projects include a number of project types from chip seals, and sealing joints and cracks to simple resurfacing to complete pavement replacement. These improvements include treatments which prolong the life of the existing pavement by preventing future deterioration or more intensive treatments which rehabilitate deteriorated pavements. The documentation needed to complete Stage 0 is limited due to the nature of these projects.

The Stage 0 for pavement preservation projects is typically prepared by the Districts in the form of a potential project list. Districts are asked to provide a list of the requested projects in priority order. Information required for the proposed projects list includes the following:

- a. Priority
- b. Control section (sub-section)
- c. Parish
- d. Length
- e. Begin and end log mile
- f. Route
- g. Name
- h. Existing pavement type
- i. Scope
- j. Estimated Cost
- k. ADT
- l. Number of lanes
- m. Pavement condition data (performance, roughness and rutting index)
- n. Date of last construction
- o. Railroad within vicinity (yes/no)

An example of the spreadsheet used for the project listing can be found at the end of this section.

The list of preservation projects is checked for completeness and reviewed by the Pavement Preservation Program Manager before submitting the list to the Project Selection Team. Once the decision is made to proceed to Stage 1, Planning and Environmental, it is the Program Manager's responsibility to ensure that project numbers are obtained by the appropriate departmental personnel and to send a list of the projects to DOTD's Environmental Section.

Pavement preservation projects do not include right-of-way acquisition. Pavement preservation projects rarely require any type of utility agreements or coordination. Since these projects involve work on existing facilities within the existing right-of-way, the environmental process is typically less complicated than that for most other projects.

Any significant changes to the approved project scope or budget must be submitted to the Program Manager for approval. Changes to the budget may need to be brought to the Project Delivery Steering Committee, particularly if the Budget Partition is impacted.

Proposed new projects District 61

Priority	Control	section	sub-section	parish	length	begin log mile	end log mile	route	name	existing pvt type	scope	cost (\$1000)	ADT	Number of lanes	perf index	roughness index	rut index	date of last construction	railroad yes/no
EXAMPLE																			
1	978-65	1	65	3.40	0.00	3.40	US 99	Tatooine - Alderaan	AC over CTB	Cold plane/overlay	680	2500	2	66	70	62	1981	yes	
2		2	2.55	3.40	5.95				full depth AC	Cold plane/overlay	510	3500	2	75	78	72	1981		
3		3	1.00	5.95	6.95				composite	CP/o'lay w interlayer	600	5000	4	60	58	70	1992		
2	786-54	1	66	8.59	3.65	12.24	LA 999-9	Hoth - Dagobah	AC over SCG	CTB & overlay	2150	1200	2	73	62	85	1987	no	

Pavement Preservation Example

2-2 On-System Bridges

Bridge preservation is emphasized in current state law, in current federal law, in the DOTD Strategic Plan and in the Federal Highway Administrations' National Strategic Plan. Therefore, it is critical to have an effective Bridge Preservation Program. The Stage 0 process will aid in providing an effective program. The Stage 0 process for on-system bridge projects is described in the following paragraphs.

A list of potential structures that qualify for replacement or rehabilitation funding under the Federal Highway Bridge Program and are not currently scheduled for any construction action is compiled by the On-System Bridge Program Manager. The list of potential structures is distributed to the District offices for their review. The District offices will submit a list of bridge replacement projects in priority order based on potential structures and the needs of the District. A Stage 0 Preliminary Scope and Budget Checklist, a Stage 0 Environmental Checklist, and a Stage 0 Structural Site Survey is available to aid in the preparation of Stage 0 studies. These forms, which can be found in this manual in the appendix, are prepared by District personnel and submitted with each proposed project. The survey and checklists are used to aid in the decision making process. An example of the Stage 0 Structural Site Survey, the Stage 0 Preliminary Scope and Budget Checklist, and the Environmental Checklist can be found at the end of this section.

The On-System Bridge Program Manager will refine the District's priority list by considering truck routes, average daily traffic, route continuity, structure age, material, and condition, crash data, construction cost estimate, and available program funds. A cost estimate is prepared by the Program Manager based on preliminary information provided by the District. This information is used to determine the approximate number of structures that will be on the refined proposed project list. The Program Manager compiles a Stage 0 study in order to provide sufficient decision making information to the Bridge Preservation Project Selection Team. A Stage 0 study may include but is not limited to the following items:

- a. Executive summary
- b. Stage 0 checklist
- c. Stage 0 structural site survey
- d. Stage 0 environmental checklist
- e. Cost estimate
- f. Photographs of the structure and project site

Due to these considerations, a more refined project list is established that meets the Districts' needs.

The Stage 0 study for on-system bridge preservation projects is checked for completeness and reviewed by the On-System Bridge Preservation Program Manager. The Program Manager must acquire the Bridge Design Engineer's approval before submitting the list to the Project Selection Team. The team will decide which projects proceed to Stage 1, Planning and Environmental. It is the Program Manager's responsibility to ensure that project numbers are obtained by the appropriate departmental personnel and to make the necessary contacts to initiate Stage 1.

Any significant changes to the approved project scope or budget must be submitted to the Program Manager for approval. Changes to the budget may need to be brought to the Project Delivery Steering Committee, particularly if the Budget Partition is impacted.

STAGE 0
Preliminary Scope and Budget Checklist

District 08 Parish Rapides Route US 165B

Control Section 015-01 Total Project Length (miles) 0.5

Begin Project (CS Log Mile) 2.25 End Project (CS Log Mile) 2.75

Project Category (Safety, Capacity, etc.) Bridge Preservation Date Prepared: 10/27/06

A. Purpose and need for the project: Bridge Replacement

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): UA-2, 9,800 ADT, 2-12 ft lanes with 5 ft shoulders (Structure No. 8400150102341)
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable):
Railroad overpass
- Design Exceptions: None apparent – further review in preliminary plan development
- Technical Analyses (traffic analysis, safety analysis, etc): N/A
- Alternatives to Project Concept: At grade crossing
- Future ITS / Traffic Considerations: N/A
- Construction Traffic Management/Property Access Considerations: Residential and Commercial

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist on pages 4-10 to 4-13):

Church, cemetery, Atmos Energy, multiple single family residences and several live oak trees

D. Cost Estimate

- Engineering Design: \$250,000
- Environmental (document, mitigation, etc.): \$100,000
- R/W Acquisition: \$350,000
(C of A if applicable)
- Utility Relocations: \$400,000
- Construction (including const. traffic management): \$5,000,000
- TOTAL PROJECT COST** **\$6,100,000**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

Highway Priority Program

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: John Q. Engineer

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Stage 0 Environmental Checklist

C.S. 015-01 Parish Rapides
Route US 165B (Structure No. 8400150102341) Begin Log mile 2.25 End Log mile 2.75

ADJACENT LAND USE: Residential and Commercial

Any property owned by a Native American Tribe?

(Y or N or Unknown) If so, which Tribe? N

Any property enrolled into the Wetland Reserve Program?

(Y or N or Unknown) If so, give the location N

Community Elements: Is the project impacting or adjacent to any:

(Y or N) Cemeteries Y, Church of Christ Cemetery (adjacent)

(Y or N) Churches Y, Church of Christ (adjacent)

(Y or N) Schools N

(Y or N) Public Facilities (i.e., fire station, library, etc.) N

(Y or N) Community water well/supply N

Section 4(f) issue: Is the project impacting or adjacent to any:

(Y or N) Public recreation areas N

(Y or N) Public parks N

(Y or N) Wildlife Refuges N

(Y or N) Historic Sites N

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) Is the project within a historic district or a national landmark district? (Y or N) If the answer is yes to either question, list names and locations below:

N, N

Do you know of any threatened or endangered species in the area? (Y or N)

If so, which species? N

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or N)

If yes, name the stream. N

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or N)

If so, where? Y, Several live oak trees located at C.S. Log Miles 2.26, 2.30, 2.70, and 2.75

What year was the existing bridge built? 1950

Are any waterways impacted by the project considered navigable? (Y or N) If unknown,

state so, list the waterways: N

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?

(Y or N) Leaking Underground Storage Tanks Y, nothing found

(Y or N) CERCLIS Y, nothing found

(Y or N) ERNS Y, nothing found

(Y or N) Enforcement and Compliance History Y, nothing found

If found site, give the name and location: _____

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) N

If so, give the name and location: _____

Stage 0 Environmental Checklist

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) Any large manufacturing facilities adjacent to the project? (Y or N) Dry Cleaners? (Y or N) If yes to any, give names and locations: N, N, N

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N)
List the type and location of wells being impacted by the project. oil/gas wells are not being impacted by this project

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? N

Do you know of any sensitive community issues related to the project? (Y or N)
If so, explain N

Is the project area population minority or low income? (Y or N) N

What type of detour/closures could be used on the job? The road will be closed during construction. Alternate state routes (LA 3144, US 167, and LA 3100) can be used to detour the traffic.

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below. Atmos Energy and multiples single family residences are located adjacent to the project site.

John Q. Engineer

Point of Contact

(225) 379-1111

Phone Number

10/27/2006

Date

Stage 0 Environmental Checklist

Threatened & Endangered Species Information

<http://www.wlf.louisiana.gov/experience/threatened/speciesfactsheets/>
<http://www.wlf.louisiana.gov/experience/threatened/threatenedandendangeredtable/>
<http://www.wlf.louisiana.gov/experience/threatened/>

LA Wildlife Refuge Information

<http://www.wlf.louisiana.gov/experience/wmas/refuges/>

Louisiana Scenic Rivers Act (R.S. 56:1840-1856)

Louisiana Natural and Scenic Rivers (R.S. 56:1847)

<http://www.legis.state.la.us/lss/lss.asp?doc=104995>

Louisiana Historic and Scenic Rivers (R.S. 56:1856)

<http://www.legis.state.la.us/lss/lss.asp?doc=105004>

<http://www.wlf.louisiana.gov/experience/scenicrivers/>

Significant Tree Policy (EDSM I.1.1.21)

EDSMs can be found on DOTD's intranet site: <http://ladotnet/>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

LA Historic Sites and Districts

<http://www.crt.state.la.us/hp/nhl/default.htm>

Hazardous Waste Site Information

<http://www.deq.louisiana.gov/portal/tabid/71/Default.aspx>

<http://www.epa.gov/superfund/sites/cursites/index.htm>

<http://www.epa.gov/superfund/sites/npl/la.htm>

http://www.deq.louisiana.gov/portal/Portals/0/permits/ust_facility_owner.pdf

http://www.deq.louisiana.gov/portal/Portals/0/remediation/form_5222_r01.xls

http://www.nrc.uscg.mil/wdbcgi/wdbcgi.exe/WWWUSER/WEBDB.foia_query.show_parms

<http://www.epa.gov/echo/>

DNR Oil & Gas Well Information

http://sonris-www.dnr.state.la.us/www_root/sonris_portal_1.htm

Environmental Justice (minority & low income)

<http://www.fhwa.dot.gov/environment/ej2000.htm>

Demographics

<http://www.louisiana.gov/wps/wcm/connect/Louisiana.gov/About+Louisiana/Demographics%3A+Census+Info/Census+2000+Information/>

<http://www.census.gov/>

Water Wells

<http://www.dotd.state.la.us/intermodal/wells/home.asp>

FHWA's Environmental Website (Just a good reference for understanding NEPA)

<http://www.fhwa.dot.gov/environment/index.htm>

Additional Databases Checked

Other Comments:

Stage 0 Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of October 2006, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address list only the threatened or endangered species in Louisiana. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See <http://www.achp.gov/work106.html> for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

**PRESERVATION BRIDGE (ON SYSTEM)
Stage 0 Structural Site Survey**

STRUCTURE NO. 8400150102341

(Structure Inventory and Appraisal Form Attached)

GENERAL:

Any there any unusual number of accidents or other safety concerns at this site?

(Y or N or Unknown) If so, give the location

None reported

Have any significant repairs been done to the structure that will be reflected in the inspection reports that may improve the sufficiency rating to above 50, therefore disqualifying it for replacement or above 80 which disqualifies it from rehabilitation under the Federal Bridge Rehabilitation / Replacement Program?

(Y or N or Unknown) If so, explain

No

Any there any future plans for overlaying or widening the route, paving the shoulders or any other improvements around the existing structure?

(Y or N or Unknown) If so, explain

No

Are there any existing pedestrian or bicycle facilities in the vicinity of this bridge site?

(Y or N) If so, explain

Yes, sidewalk on the north side of the bridge.

Are the existing shoulders along the route paved or aggregate?

Explain

Paved, 5 ft shoulders

What is the existing roadway pavement type?

Explain

Asphaltic concrete

Are there any existing maintenance problems at this site that need to be addressed under the new project?

Explain

Some erosion near abutment

**PRESERVATION BRIDGE (ON SYSTEM)
Stage 0 Structural Site Survey**

MAINTENANCE OF TRAFFIC:

Can the District support closing the road during construction? Is there an alternate state route available?

(Y or N or Unknown) If so, please provide a map, an explanation of the alternate route and the required mileage off the detour around the bridge site.

Yes, Via LA 3144 (Edgewood Drive) and US 167 (Pineville Freeway) and LA 3100. See enclosed map.

If an on site detour is provided, what side of the existing bridge would best facilitate the detour construction and what obstructions are present?

(Identify and explain)

There is not enough room on either side of the bridge for a detour.

If phased construction is considered at this site, could the District support a one lane roadway with signals during construction?

(Y or N or Unknown) If so, explain

No

CONSTRUCTABILITY:

Are there any obvious access issues that may affect the contractors' construction of the bridge?

(Y or N or Unknown) If so, explain

No

Is the water depth at the site of sufficient depth to float barges? Will barges obstruct navigation?

(Y or N or Unknown) If so, explain

N/A

Are there any obvious overhead obstructions that may impede pile driving operations?

(Y or N or Unknown) If so, explain

No

Are there any residences, businesses, or facilities in the area that may be affected by the noise and vibration from the pile driving operations?

(Y or N or Unknown) If so, explain

Yes, Church and personal residences.

Are there any driveways or property entrances that will have to be maintained during construction, relocated and / or reconstructed?

(Y or N or Unknown) If so, explain

Yes, Church and several personal driveways.

**PRESERVATION BRIDGE (ON SYSTEM)
Stage 0 Structural Site Survey**

HYDRAULIC:

Does the roadway have a history of overtopping along the floodplain in the vicinity of this project? If so, what is the frequency?

(Y or N or Unknown) If so, explain
No

Is there any evidence or history of debris build up at this site?

(Y or N or Unknown) If so, explain
N/A

Is there any evidence or history of abutment scour, degradation of the channel or channel migration at this bridge site?

(Y or N or Unknown) If so, explain
Some erosion near abutment.

UTILITIES:

Are there any utilities located within 100' from the centerline of the roadway between 1000' of the bridge ends?

(Y or N or Unknown) If so, explain
Yes, Pole line for Cleco, Bell South, and Cox Cable on the west side. Transla gas on the west side. City of Pineville water on the east side. City of Pineville sewer crosses the road to the North.

Are there any utilities supported by the structure?

(Y or N) If so, describe
No

RIGHT OF WAY:

Are there any obvious right of way impacts, relocations or business displacements required because of the proposed construction?

(Y or N or Unknown) If so, explain
Personal residence on the west end of the bridge is close in proximity to the existing bridge.

Prepared by: John Q. Engineer **Date:** 10/27/2006

Phone Number: (225) 379-1111

Approved By: _____ **District Maintenance Engineer**

2-3 Off-System Bridges

The purpose of the Off-System Bridge Program is to replace or rehabilitate deficient highway bridges located on non-state owned public roads. DOTD's Road Design's Off-System Bridge Unit is responsible for administering the available federal funding for bridges on non-state owned roadways.

The majority of these projects are "spot" replacements with minimal road and channel work performed. New alignments such as straightening a substandard curve near the structure are only considered if safety problems exist at the site and if the parish is in agreement and can obtain right-of-way. Structure selection is based on hydraulic analysis of the stream and may include a bridge, box culvert, or pipe. The Stage 0 process for off-system bridge projects is as described in the following paragraphs.

An estimated construction cost is determined by the Program Manager using previous construction lettings' cost. This estimated cost is inserted into an Easytrieve Plus program utilizing the Maintenance Section's Structure Master (STRM) files and the results provide the qualified structures and parishes' allocation of the available funds.

The parishes' program balance is computed based on previous allocations, funds spent to date, and replacement cost of structures in design. Program requirements, available funds, and list of qualified structures are then sent to each parish. Parishes select which projects to construct. Projects must serve the general public and/or industry. If the bridge is on a dead end road, the parish must justify the structure's replacement. Selections are then forwarded to district maintenance for concurrence. Once the selections are approved by district maintenance, the Program Manager completes the Stage 0 Preliminary Scope and Budget Checklist and the Stage 0 Environmental Checklist. An example of the Stage 0 Preliminary Scope and Budget Checklist and Stage 0 Environmental Checklist can be found at the end of this section. The Preliminary Scope and Budget Checklist includes but is not limited to information such as structure number and location, purpose and need, description of existing facility, cost estimate and expected funding source(s). The Environmental Checklist is used to aid in the preliminary review of potential impacts to the natural and human environment. These two blank checklists can be found in this manual in the appendix.

Engineering costs are easily calculated for the majority of projects. For unusual projects, engineering costs will be determined when developing the advertisement for consultant services. Parishes must obtain right-of-way, relocate utilities, provide permanent traffic

control devices, obtain permits, and provide design exceptions; therefore, utility relocations costs, right-of-way costs, and permit fees are the responsibility of the parishes and are not included in Off-System Bridge Program. Preliminary environmental review will be based on the Environmental Checklist completed by the parishes and submitted with the structure selections.

The Program Manager acquires the Stage 0 approval from the Project Development Division Chief. Once the decision is made to proceed to Stage 1, Planning and Environmental, it is the Program Manager's responsibility to request project numbers and initiate advertisements for consultant services. Any significant changes to the approved project scope or budget must be submitted to the Program Manager for approval.

**STAGE 0
OFF SYSTEM HIGHWAY BRIDGE PROGRAM
Preliminary Scope and Budget Checklist**

District 04 Parish Bossier Road Name Glass Road

Structure No. P01-30093-92669-1 Report No. 200542

Stream Name Warden River

Project Category (Safety, Capacity, etc.) Preservation Date Prepared: 09/06/06

A. Purpose and need for the project: Replace deficient structure

B. Project Concept

- Description of existing facility (bridge, surfacing, ADT, number of lanes, etc):
2- 10' lane wooden bridge, 250 ADT
- Major Design Features/Criteria of the proposed facility : Reconstruction to replace deficient bridge
- Design Exceptions: None apparent – further review in preliminary plan development
- Technical Analyses: N/A
- Alternatives to Project Concept: No build
- Construction Traffic Management/Property Access Considerations: Road closed or on site diversion

C. Potential environmental impacts: Mussels - See Environmental Checklist

D. Cost Estimate

- Engineering Design: \$100,000
- Environmental (document, mitigation, etc.): None
- R/W Acquisition: Local Government
(C of A if applicable)
- Utility Relocations: Local Government
- Construction (replacement cost) \$300,000

TOTAL PROJECT COST **\$400,000**

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

Federal Aid Off-System Bridge Program

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: S.A. Desine

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

**OFF SYSTEM HIGHWAY BRIDGE PROGRAM
Stage 0 Environmental Checklist**

Structure No. P01-30093-92669-1
Report No. 200542
Name of Roadway & Stream Glass Road / Warden River

ADJACENT LAND USE:

Forested
 Marsh/Swamp
 Agriculture
 Commercial
 Industrial
 Residential
 Undeveloped

Ownership:
 Public Ownership
 Private Ownership
 Tribal Government

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location N

Community Elements: Is the project impacting or adjacent to any:

(Y or N) Cemeteries N
(Y or N) Churches N
(Y or N) Schools N
(Y or N) Public Facilities (i.e., fire station, library, etc.) N
(Y or N) Community water well/supply N

Section 4(f) issue: Is the project impacting or adjacent to any:

(Y or N) Public recreation areas N
(Y or N) Public parks N
(Y or N) Wildlife Refuges N
(Y or N) Historic Sites N

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) Is the project within a historic district or a national landmark district? (Y or N) If the answer is yes to either question, list names and locations below:

N / N

Do you know of any threatened or endangered species in the area? (Y or N)

If so, which species? Y, Mussels

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or N)

If yes, name the stream. N

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or N)

If so, where? N

What year was the existing bridge built? 1953

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: N

What types of watercraft are known to use the stream? None

Is there any nighttime navigation? N

**OFF SYSTEM HIGHWAY BRIDGE PROGRAM
Stage 0 Environmental Checklist**

Are there any Hazardous Waste Sites adjacent to the project?

(Y or N or Unknown) If yes, give the names and locations below:

N

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) N

If so, give the name and location: _____

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) Any large manufacturing facilities adjacent to the project? (Y or N) Dry Cleaners? (Y or N) If yes to any, give names and locations: N / N / N

Any Oil/Gas wells adjacent to structure? (Y or N) If yes, list the type and location of wells being impacted by the project. N

Are there any possible residential or commercial relocations/displacements? (Y or N)

How many? N

Do you know of any sensitive community issues related to the project? (Y or N)

If so, explain N

Is the project area population minority or low income? (Y or N) N

Can the roadway be closed during construction? Y

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below.

N

S.A. Desine
Point of Contact

(225) 379-1297
Phone Number

9/6/2006
Date

**OFF SYSTEM HIGHWAY BRIDGE PROGRAM
Stage 0 Environmental Checklist**

Threatened and Endangered Species Information

<http://www.wlf.state.la.us/apps/netgear/index.asp?cn=lawlf&pid=693>

LA Wildlife Refuge Information

<http://www.wlf.state.la.us/apps/netgear/page57.asp>

Louisiana Scenic Rivers Act (R.S. 56:1840-1856)

Louisiana Natural and Scenic Rivers (R.S. 56:1847)

<http://www.legis.state.la.us/tsrs/tsrs.asp?lawbody=RS&title=56§ion=1847>

Louisiana Historic and Scenic Rivers (R.S. 56:1856)

<http://www.legis.state.la.us/tsrs/tsrs.asp?lawbody=RS&title=56§ion=1856>

Significant Tree Policy (EDSM I.1.1.21)

EDSM can be found on DOTD's intranet site: <http://ladotnet/>

(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form separates it from surrounding or considered historic.)

LA Historic Sites and Districts

<http://www.crt.state.la.us/nhl2/searchby.asp>

Hazardous Waste Site Information

<http://www.deq.state.la.us/remediation/lust.htm>

<http://www.epa.gov/superfund/sites/cursites/index.htm>

<http://www.epa.gov/superfund/sites/npl/la.htm>

<http://www.deq.state.la.us/permits/peldumps.htm>

http://www.nrc.uscg.mil/wdbcgi/wdbcgi.exe/WWWUSER/WEBDB.foia_query.show_parms

<http://www.epa.gov/echo>

DNR Oil & Gas Well Information

http://sonris-www.dnr.state.la.us/www_root/sonris_portal_1.htm (Use the GIS interactive map)

Environmental Justice (minority & low income)

<http://www.fhwa.dot.gov/environment/ej2000.htm>

Demographics

<http://www.state.la.us/census/index.htm>

<http://www.census.gov/>

Water wells

<http://www.dotd.state.la.us/intermodal/wells/home.asp>

FHWA's Environmental Website (Just a good reference for understanding NEPA)

<http://www.fhwa.dot.gov/environment/index.htm>

Additional Databases Checked

Other Comments:

OFF SYSTEM HIGHWAY BRIDGE PROGRAM

Stage 0 Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The attached checklist was designed knowing that some environmental issues may surface later in the process. The checklist is designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, page 3 gives web addresses for some of the databases that need to be consulted to complete the checklist. As of July 2003, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address just lists the species in Louisiana. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the environmental section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Ownership? Tells us whether coordination with other public or tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See <http://www.achp.gov/work106.html> for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Type of watercraft? Assist in determining navigability.

Hazardous Material? Don't want to purchase property if contaminated. Also a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.