S NO. FHWA-LA-EIS-00-01-F

FINAL ENVIRONMENTAL IMPACT STATEMENT

I-49 CONNECTOR

Lafayette, Louisiana

August, 2002

VOLUME II - Appendices A - H

ATE PROJECT NO. 700-24-0073
DERAL AID PROJECT NO. DE-0009(802)

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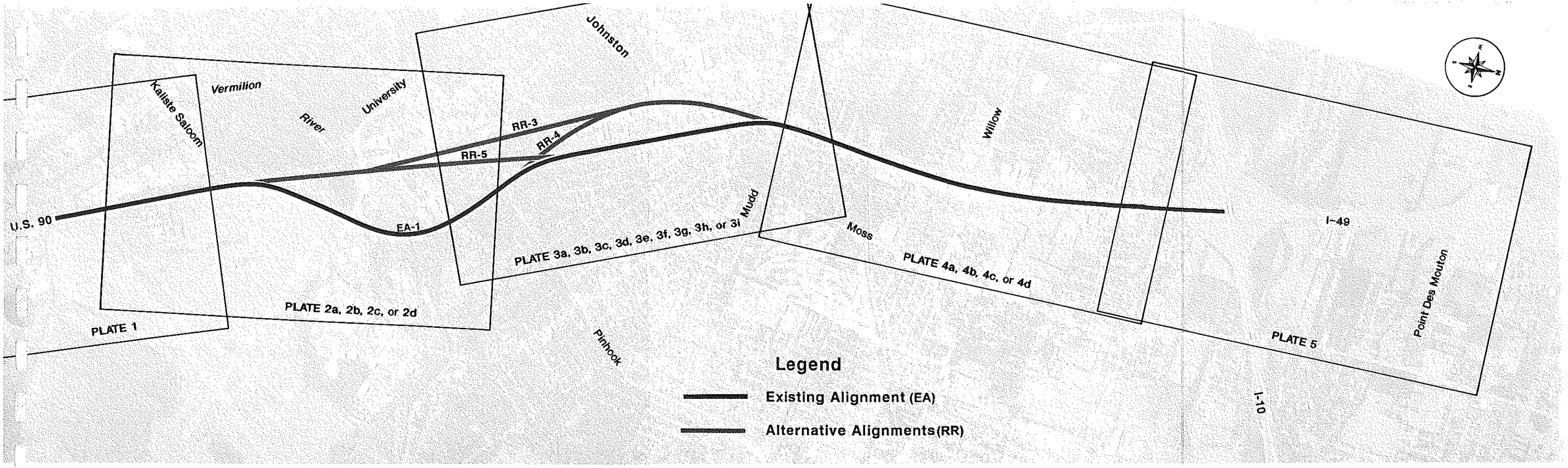
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PRIMARY ALTERNATIVES

EA-1 Elevated	***EA-1 Selected Overpasses***	***RR-3 Elevated***	***RR-3 Selected Overpasses***	***RR-4 Elevated***	***RR-5 Elevated***
Plate 1	*Plate 1*	*Plate 1*	*Plate 1*	*Plate 1*	*Plate 1*
Plate 2a	*Plate 2a*	*Plate 2b or 2c*	*Plate 2b or 2c*	*Plate 2a or 2e*	*Plate 2d*
Plate 3a or 3b	*Plate 3c*	*Plate 3d*	*Plate 3e*	*Plate 3f, 3g or 3i*	*Plate 3h*
Plate 4a,b,c, or d	*Plate 4a,b,c, or d*	*Plate 4a,b,c, or d*	*Plate 4a,b,c, or d*	*Plate 4a,b,c, or d*	*Plate 4a,b,c, or d*
Plate 5	*Plate 5*	*Plate 5*	*Plate 5*	*Plate 5*	*Plate 5*

SUBALTERNATIVES

PINHOOK ROAD AREA
Subalternative A – Plates 2b, 3d, and 3e
Subalternative B – Plates 2c, 3d, and 3e

CORE AREA INTERCHANGES
Subalternative C – Plates 3a and 3h
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Subalternative E – Plates 3d & 3f
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WILLOW ST. TO I-10
Subalternative I – Plate 4a
Subalternative H – Plate 4b
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Plan Legend For Plates

Connector Freeway

Freeway Ramps

Parallel Roadways and Crossing Streets in Vicinity of Project

Existing and/or Required Right-of-Way Footprint

PLATE INDEX AND PLAN LEGEND

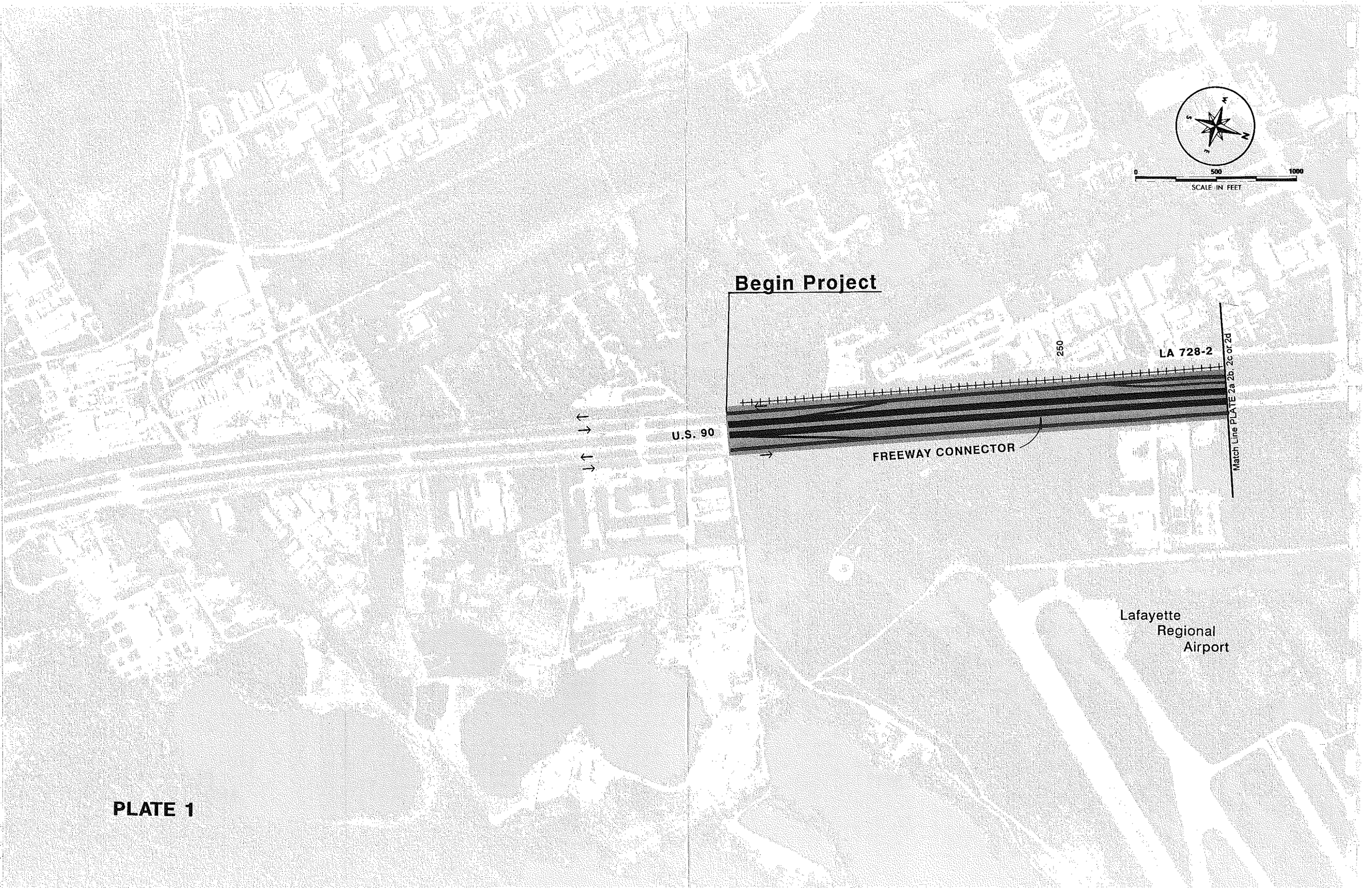
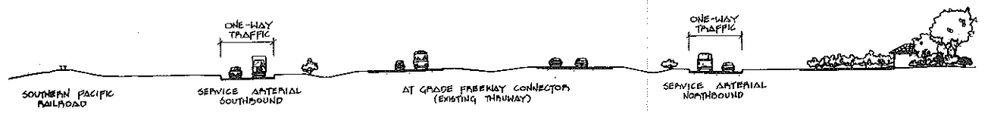
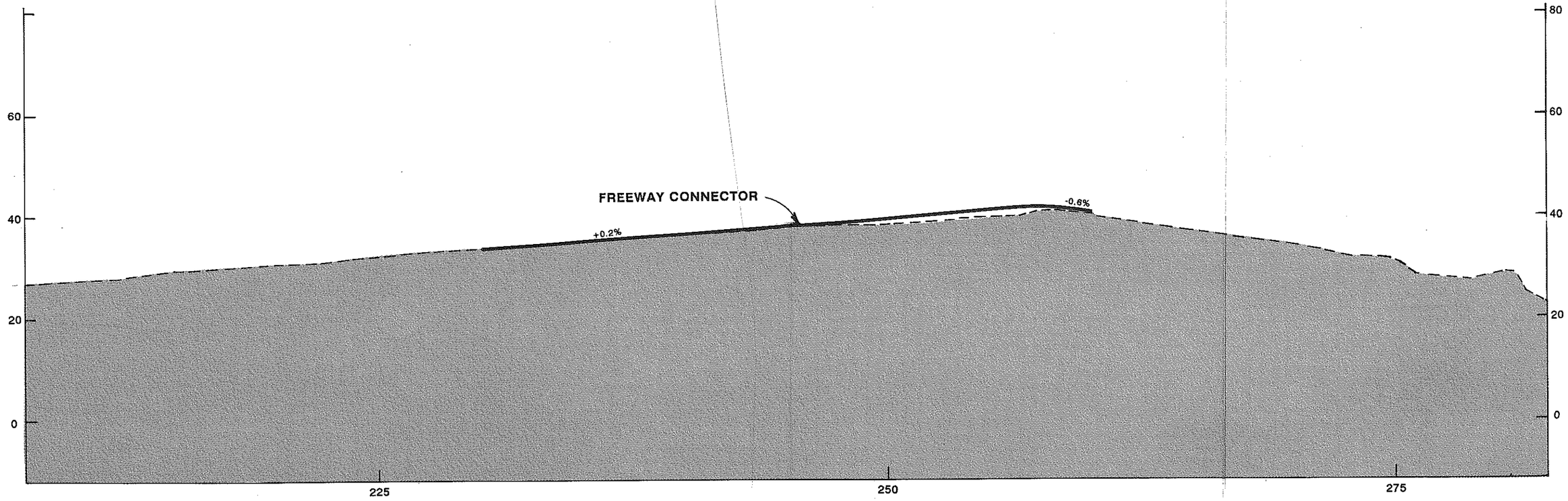

Begin Project
LA 728-2
250
FREEWAY CONNECTOR
U.S. 90
Match Line PLATE 2a 2b 2c or 2d
Lafayette
Regional
Airport
N
S
E
0
500
1000
SCALE IN FEET

PLATE 1



SECTION SOUTH OF MALISTE SALOOM



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT

Lafayette, Louisiana

PLATE 1 ALL ALIGNMENTS

LA 3095

Kaliste Saloom

Vermilion River

WALLIS ESTATE

Wallis Estate Cottage

Wallis Estate Home

W. Pinhook

U.S. 90 (BUS.)

University

Union Pacific R.R.

N

S

E

W

0 500 1000

SCALE IN FEET

LIL' WOODS PLAYGROUND

Trappey's Plant

TRAPPEY'S COMPLEX

Match Line PLATE 3a 3b 3c 3f or 3g

Future Runway Protection Zone

Adjusted Runway Protection Zone (34:1 Glide Slope)

FREEWAY CONNECTOR

EVANGELINE THRUWAY

BEAVER PARK

LA 728-2

Match Line PLATE 1

U.S. 90

PHI Facility

Future PHI Facility

Displaced Threshold Runway 11-29

350'

BAYOU VERMILION DISTRICT

BEAVER PARK

VERMILIONVILLE CULTURAL CENTER

Lafayette Regional Airport

Runway 11-29

Surrey

HEYMANN PARK

JEAN LAFITTE NATIONAL PARK

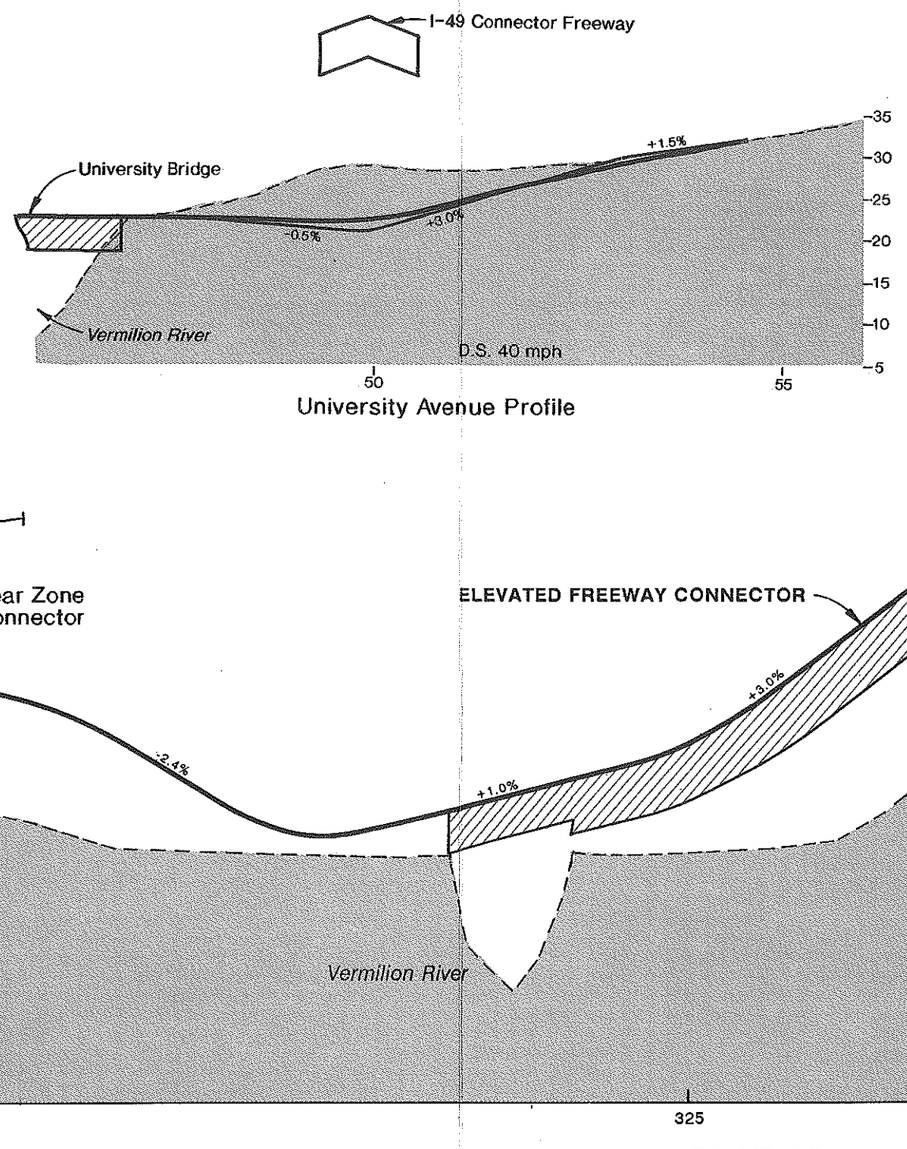
PLATE 2a



SECTION AT KALISTE SALOOM INTERCHANGE



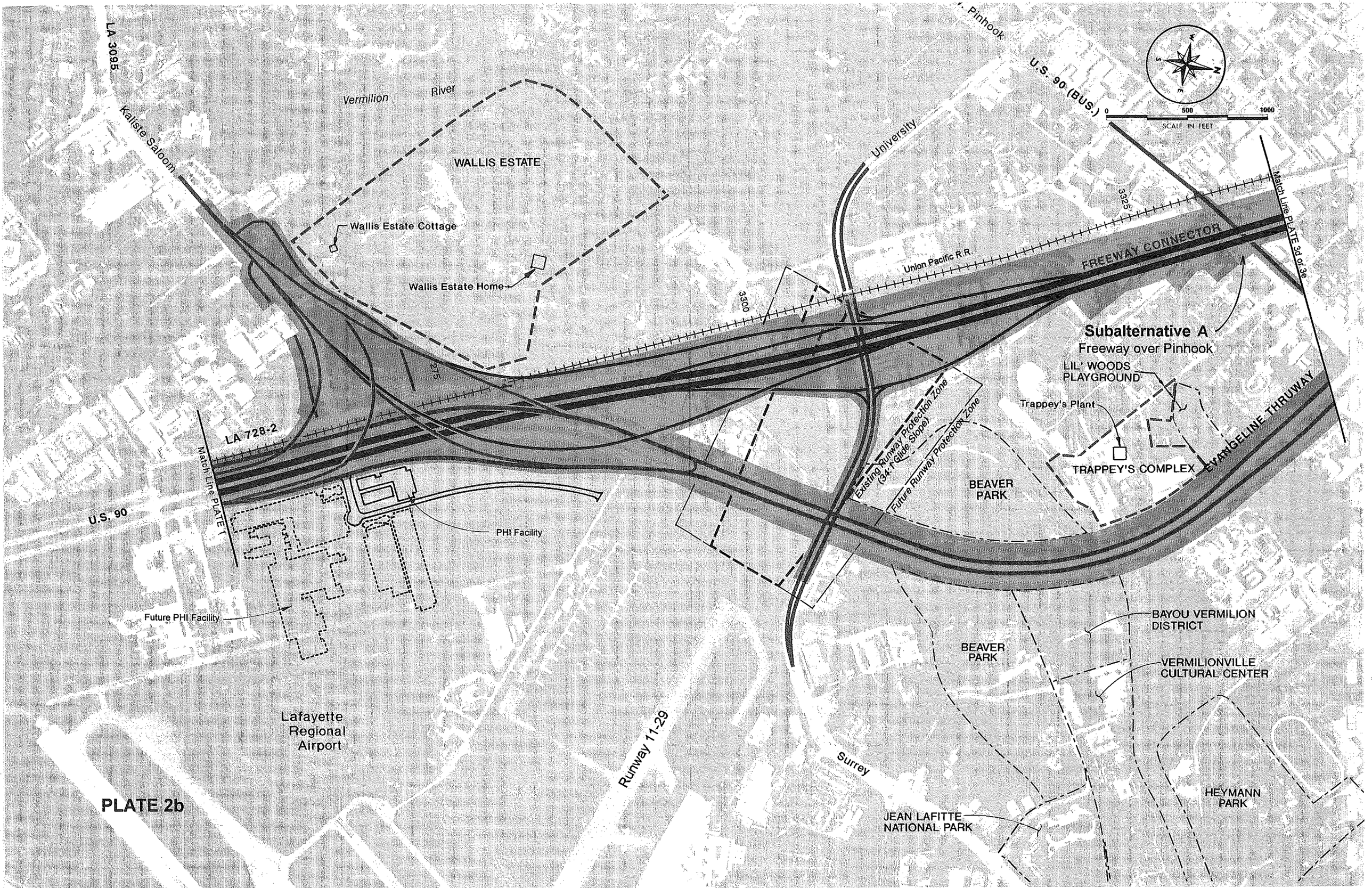
SECTION AT BEAVER PARK

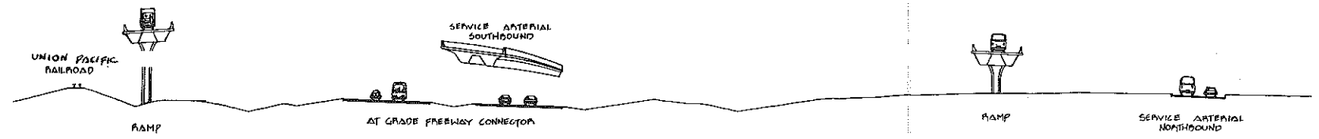


HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

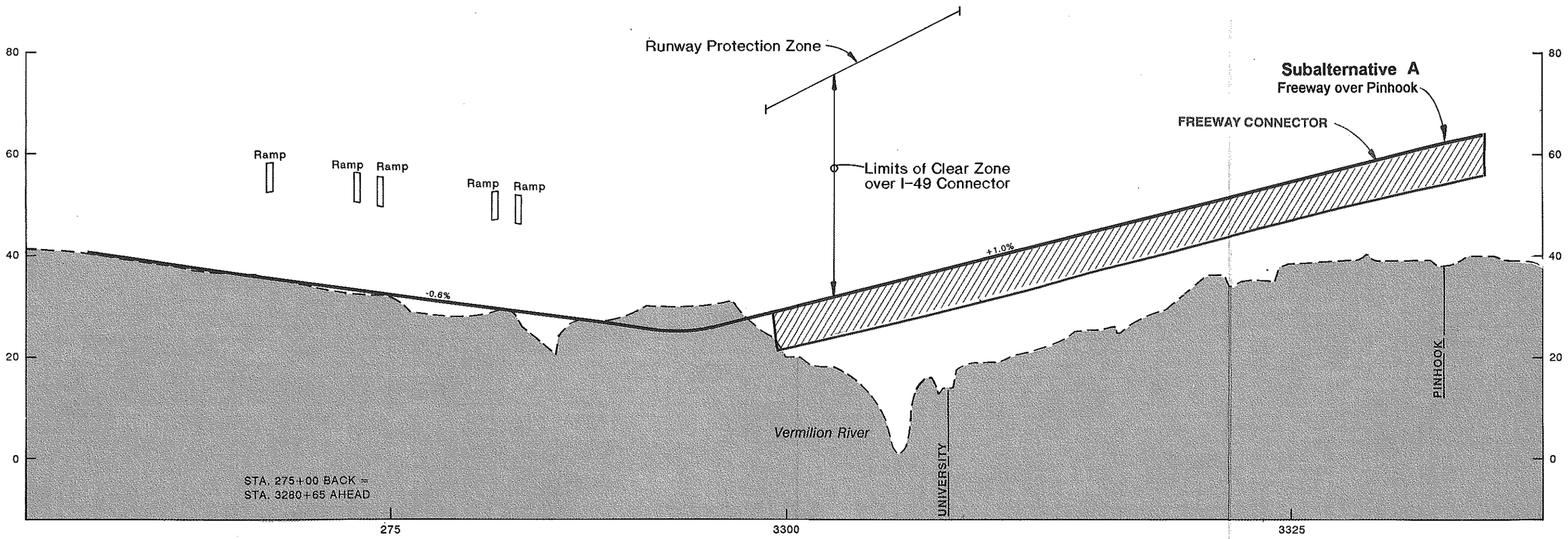
I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 2a
EA-1 & RR-4 ELEVATED
EA-1 SELECTED OVERPASSES
Kaliste Saloom - University Area


LA 3095
Kaliste Saloom
Vermilion River
WALLIS ESTATE
Wallis Estate Cottage
Wallis Estate Home
U.S. 90 (BUS.)
University
Pinhook
0
500
1000
SCALE IN FEET
3325
Match Line PLATE 34 of 38
FREEWAY CONNECTOR
Union Pacific R.R.
3300
213
LA 728-2
Match Line PLATE 1
U.S. 90
PHI Facility
Future PHI Facility
Subalternative A
Freeway over Pinhook
LIL' WOODS PLAYGROUND
Trappey's Plant
TRAPPEY'S COMPLEX
EVANGELINE THRUWAY
Existing Runway Protection Zone (34:1 Glide Slope)
Future Runway Protection Zone
BEAVER PARK
BAYOU VERMILION DISTRICT
VERMILIONVILLE CULTURAL CENTER
HEYMANN PARK
JEAN LAFITTE NATIONAL PARK
Surrey
Runway 11-29
Lafayette Regional Airport
PLATE 2b



SECTION AT KALISTE SALOOM INTERCHANGE



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 2b
RR-3 ELEVATED
RR-3 SELECTED OVERPASSES
Kaliste Saloom - University Area
Pinhook Road Subalternative A

LA 3095

Kaliste Saloom

Vermilion River

WALLIS ESTATE

Wallis Estate Cottage

Wallis Estate Home

LA 728-2

Match Line PLATE 1

U.S. 90

PHI Facility

Future PHI Facility

Lafayette Regional Airport

Runway 11-29

PLATE 2c

Pinhook

U.S. 90 (BUS.)

University

Union Pacific R.R.

Match Line PLATE 3d or 3e

N W S E

0 500 1000

SCALE IN FEET

Subalternative B
Pinhook over Freeway

LIL' WOODS PLAYGROUND

Trappey's Plant

TRAPPEY'S COMPLEX

EVANGELINE THRUWAY

Existing Runway Protection Zone (34:1 Glide Slope)

Future Runway Protection Zone

BEAVER PARK

BAYOU VERMILION DISTRICT

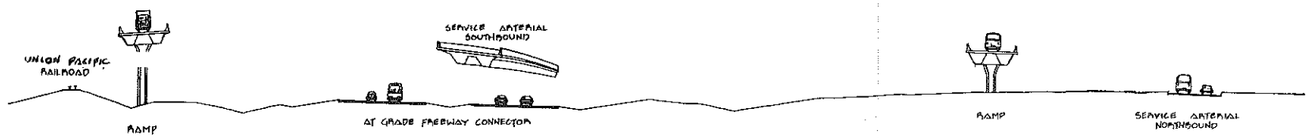
BEAVER PARK

VERMILIONVILLE CULTURAL CENTER

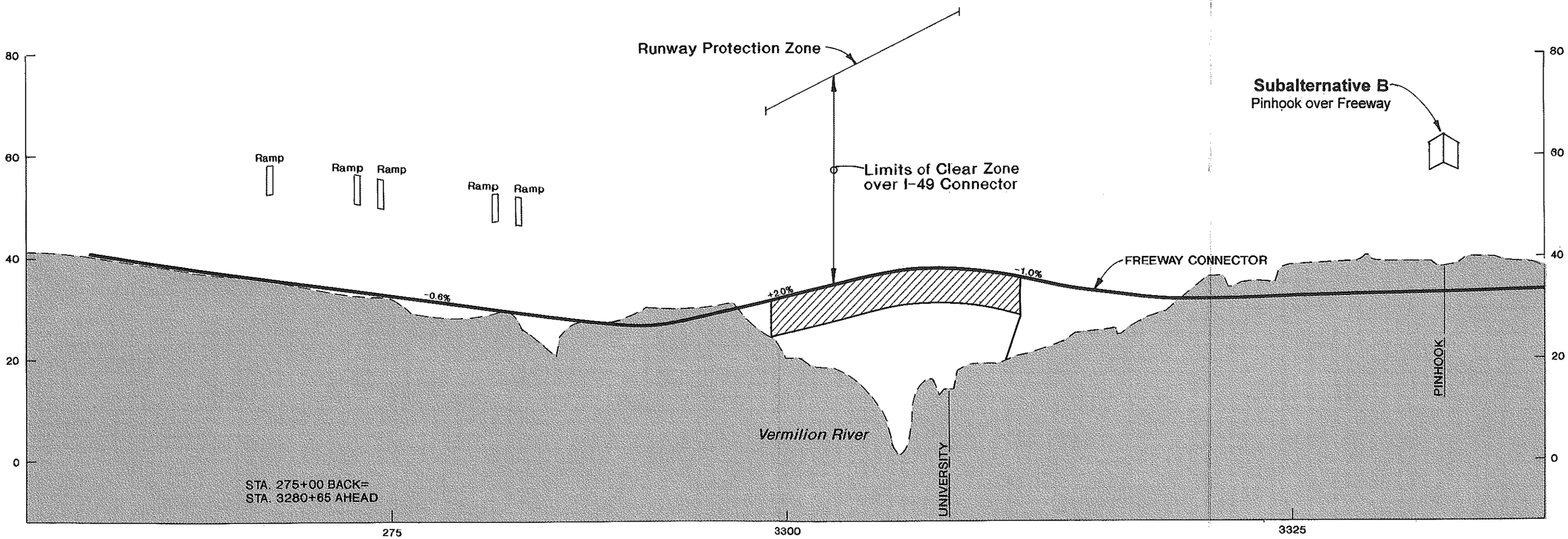
Surrey

HEYMANN PARK

JEAN LAFITTE NATIONAL PARK



SECTION AT KALISTE SALOOM INTERCHANGE



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 2c
RR-3 ELEVATED
RR-3 SELECTED OVERPASSES
Kaliste Saloom - University Area
Pinhook Road Subalternative B

LA 3095

Kaliste Saloom

Vermilion River

WALLIS ESTATE

Wallis Estate Cottage

Wallis Estate Home

W. Pinhook

U.S. 90 (BUS.)

University

0 500 1000

SCALE IN FEET

Union Pacific R.R.

5300

5325

Match Line PLATE 3h

FREEWAY CONNECTOR

LIL' WOODS PLAYGROUND

Trappey's Plant

TRAPPEY'S COMPLEX

EVANGELINE THRUWAY

Existing Runway Protection Zone (34:1 Glide Slope)

Future Runway Protection Zone

BEAVER PARK

BAYOU VERMILION DISTRICT

VERMILIONVILLE CULTURAL CENTER

HEYMANN PARK

JEAN LAFITTE NATIONAL PARK

Surrey

LA 728-2

Match Line PLATE 1

U.S. 90

PHI Facility

Future PHI Facility

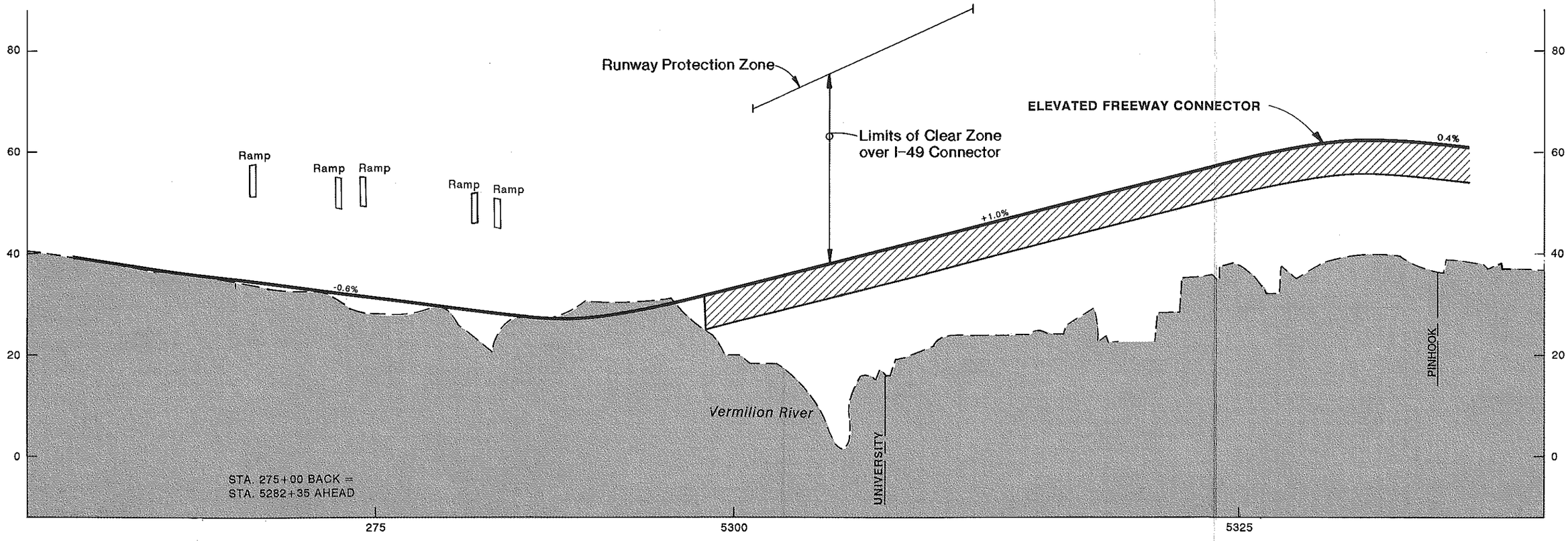
Lafayette Regional Airport

Runway 11-29

PLATE 2d



SECTION AT KALISTE SALOOM INTERCHANGE



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 2d
RR-5 ELEVATED
Kaliste Saloom - University Area

U.S. 167

Taft

Johnston

Good Hope Hall

Arceneaux House

First United Methodist Church

CBD

Good Hope Lodge 145

Old Guaranty Bank

Congress

Sans Souci

Heymann Dept.

Evangeline Hotel

Caffery House

Jefferson

3rd

2nd

Simcoe

Cameron

0 500 1000

SCALE IN FEET

W. Pinhook

U.S. 90 (BUS.)

Union Pacific R.R.

350

375

400

U.S. 90

EVANGELINE THRUWAY

FREEWAY CONNECTOR

Subalternative C
Half Diamond Interchange
North of Cameron

Match Line PLATE 2a

E. Pinhook

Louisiana

Sterling Grove Historic District

Match Line PLATE 4a, 4b, 4c, or 4d

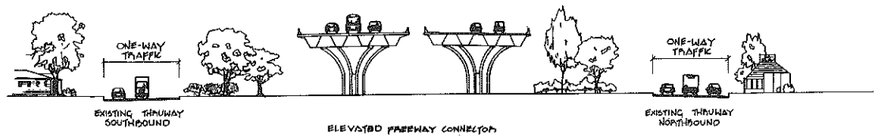
Charles H. Mouton House

N.P. Moss School

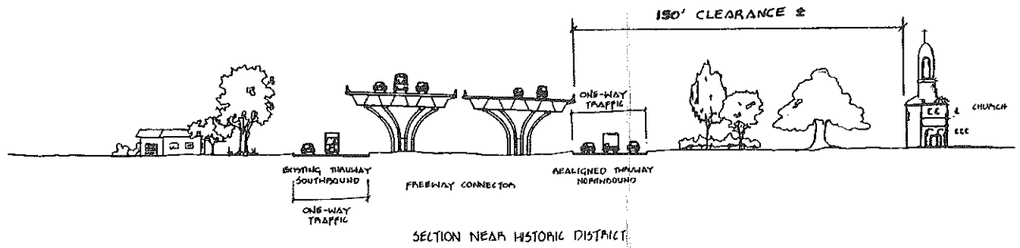
Simcoe

Mudd

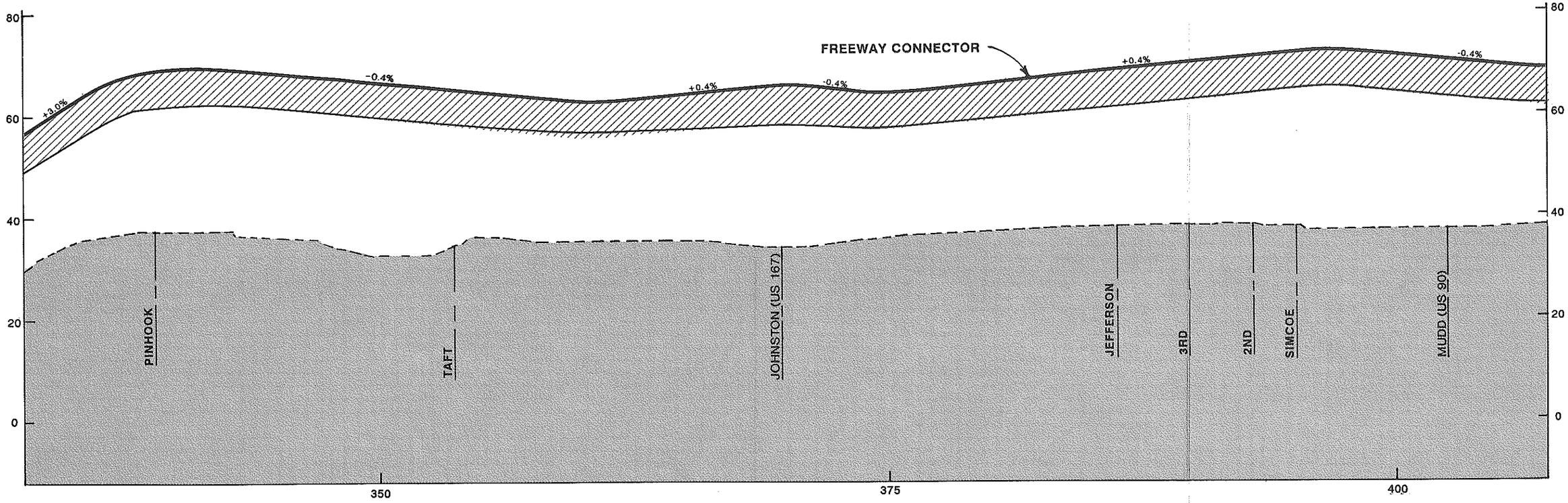
PLATE 3a



SECTION IN CORE AREA



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3a
EA-1 ELEVATED
Core Area
Cameron Interchange Subalternative C

U.S. 167

Taft

Johnston

Good Hope Hall

First United Methodist Church

Arceneaux House

CBD

Good Hope Lodge 145

Old Guaranty Bank

Congress

Sans Souci

Heymann Dept.

Evangeline Hotel

Caffery House

Jefferson

3rd

2nd

Simcoe

Cameron

W. Pinhook

U.S. 90 (BUS.)

Union Pacific R.R.

350

375

400

U.S. 90

FREEWAY CONNECTOR

EVANGELINE THRUWAY

Match Line PLATE 2a

E. Pinhook

Louisiana

Subalternative D
Full Diamond Interchange
At 2nd and 3rd

Sterling Grove Historic District

Match Line PLATE 4a, 4b, 4c or 4d

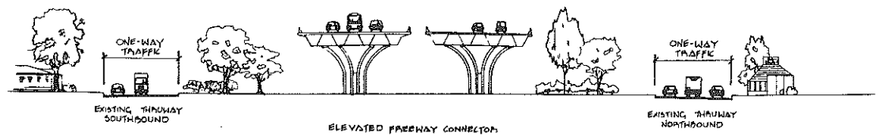
Charles H. Mouton House

N.P. Moss School

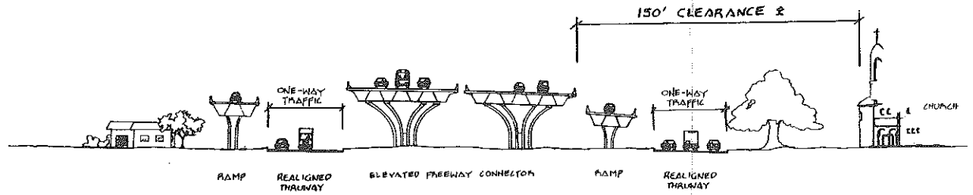
Simcoe

Mudd

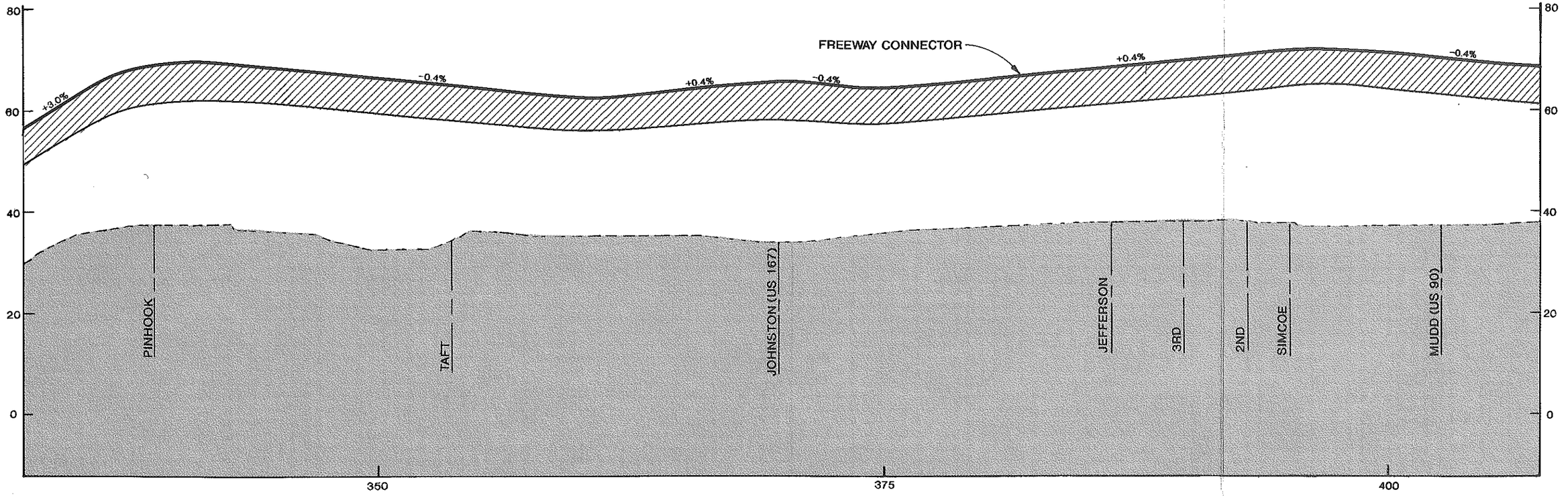
0 500 1000
SCALE IN FEET



SECTION IN CORE AREA



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT

Lafayette, Louisiana

PLATE 3b EA-1 ELEVATED

Core Area
2nd & 3rd Interchange Subalternative D

U.S. 167

Taft

Johnston

Good Hope Hall

Arceneaux House

First United Methodist Church

CBD

Good Hope Lodge 145

Old Guaranty Bank

Sans Souci

Heymann Dept.

Evangeline Hotel

Caffery House

Congress

3rd

2nd

Jefferson

Simcoe

Cameron

0 500 1000

SCALE IN FEET

W. Pinhook

U.S. 90 (BUS.)

Union Pacific R.R.

350

375

400

U.S. 90

FREEWAY CONNECTOR

EVANGELINE THRUWAY

Match Line PLATE 2a

E. Pinhook

Louisiana

Sterling Grove Historic District

Match Line PLATE 4a, 4b, 4c, or 4d

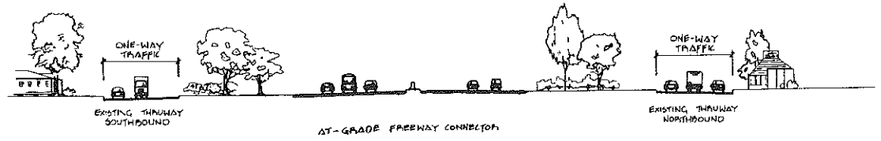
Charles H. Mouton House

N.P. Moss School

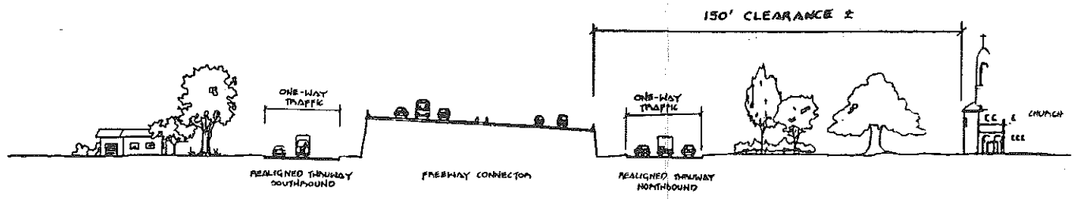
Simcoe

Mudd

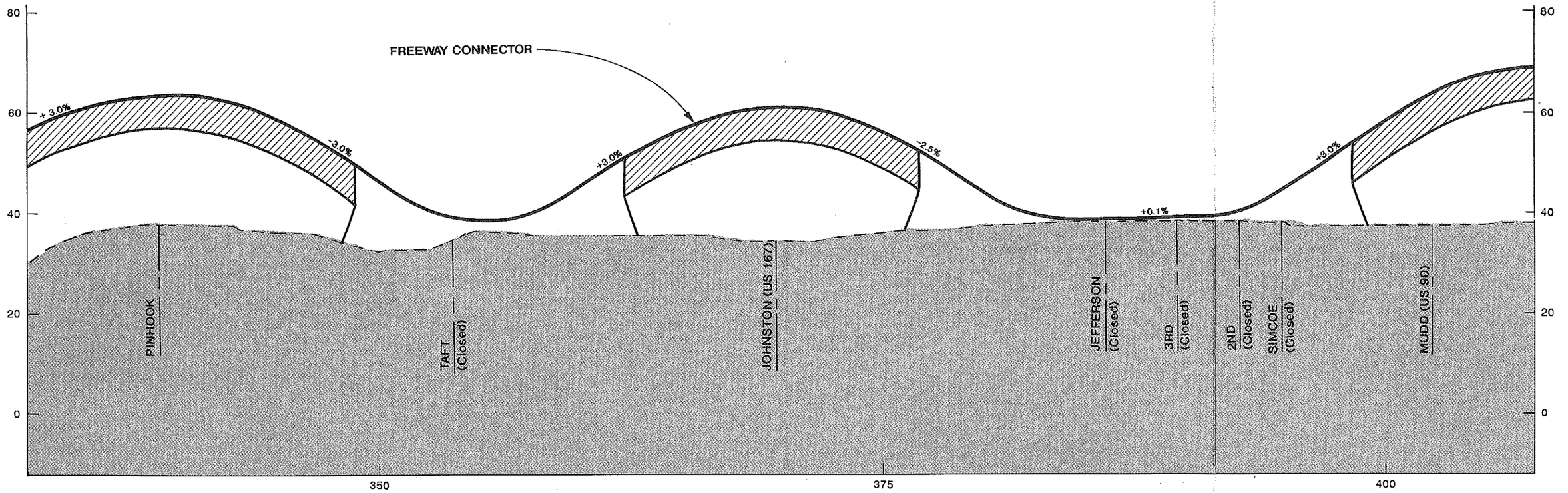
PLATE 3c



SECTION IN CORE AREA



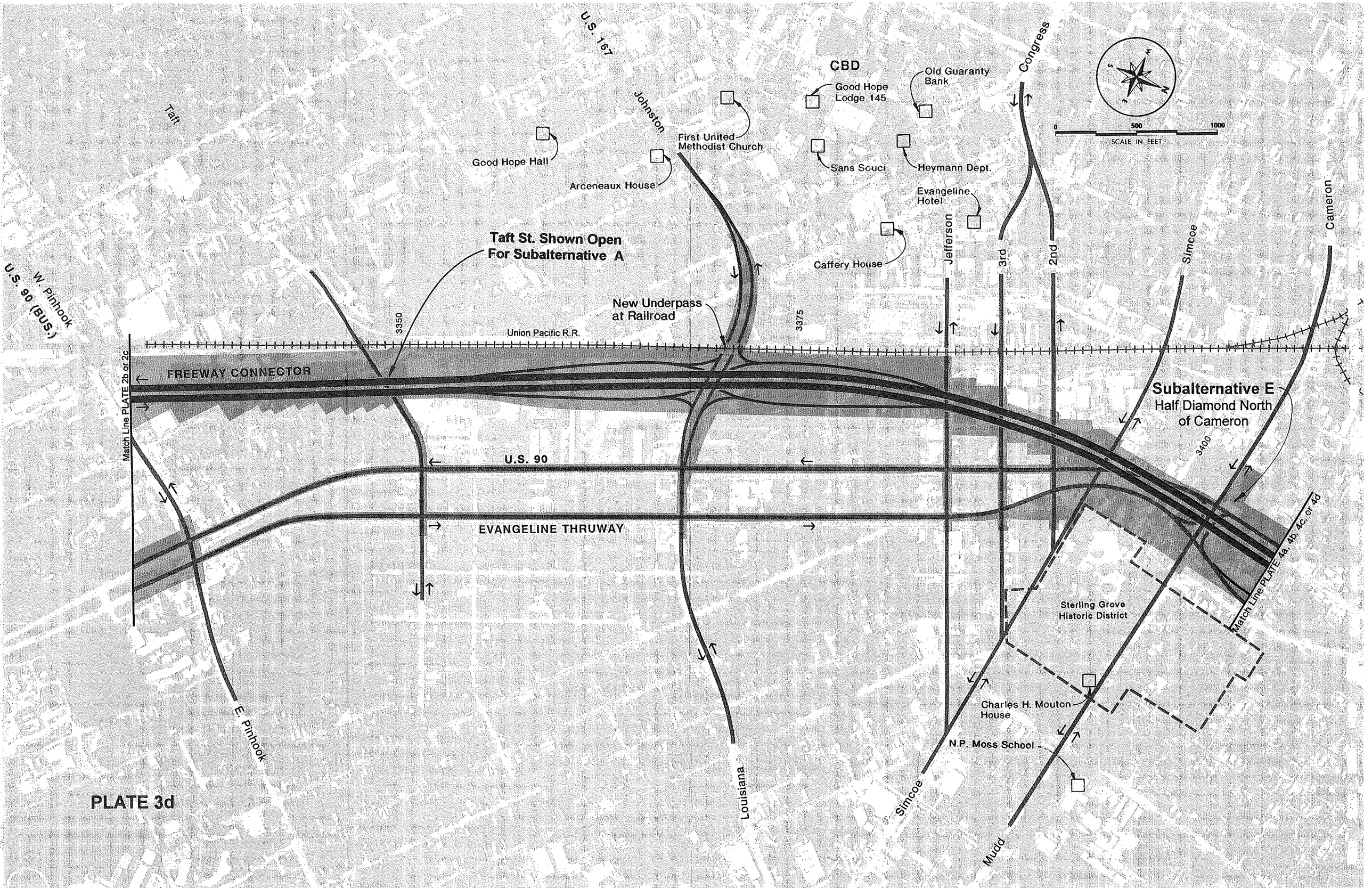
SECTION NEAR HISTORIC DISTRICT

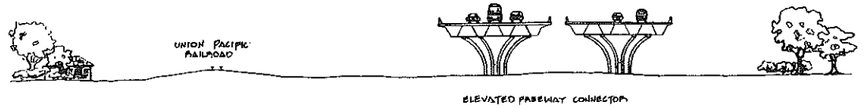


HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

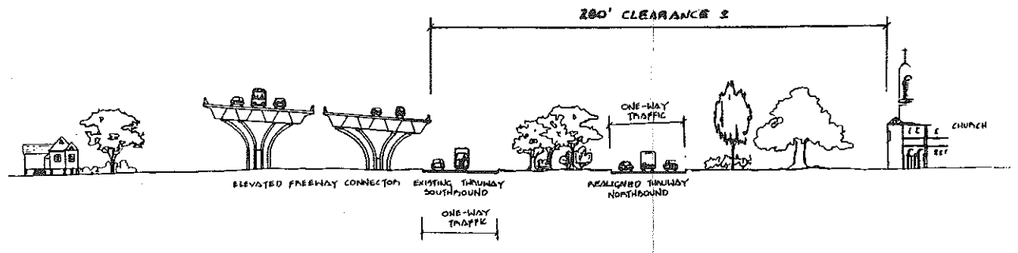
I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3c
EA-1 SELECTED OVERPASSES
Core Area

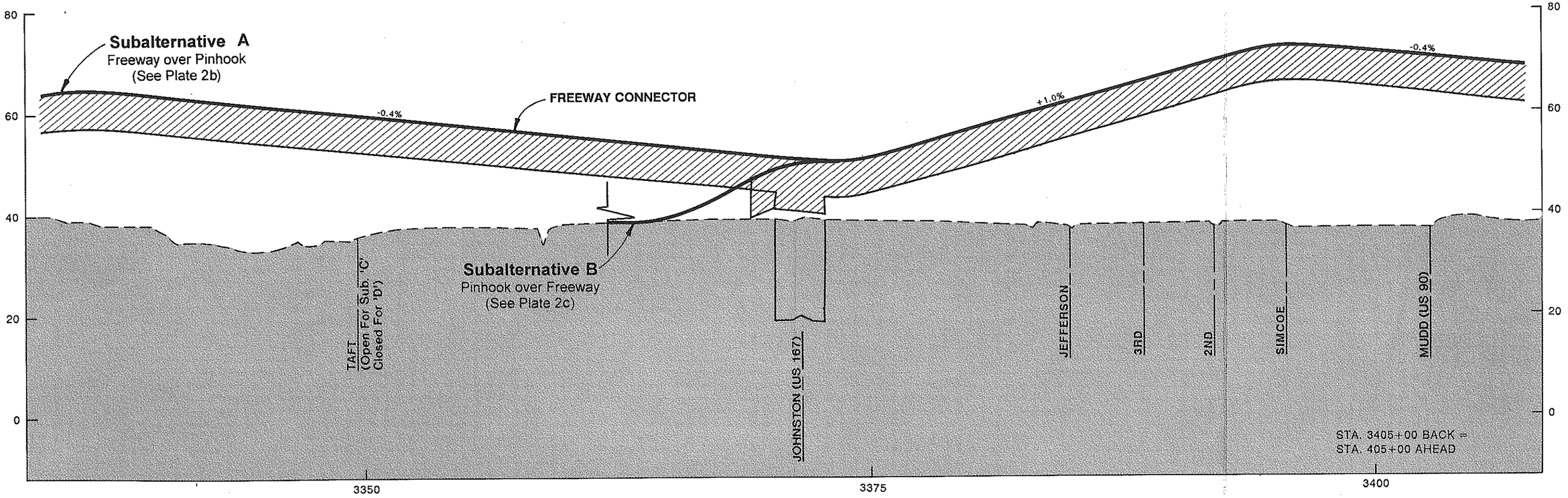

U.S. 167
Taft
Johnston
CBD
Good Hope Lodge 145
Old Guaranty Bank
Congress
First United Methodist Church
Good Hope Hall
Arceneaux House
Sans Souci
Heymann Dept.
Evangeline Hotel
Caffery House
Jefferson
3rd
2nd
Simcoe
Cameron
Taft St. Shown Open For Subalternative A
New Underpass at Railroad
3350
3375
Union Pacific R.R.
W. Pinhook
U.S. 90 (BUS.)
FREEWAY CONNECTOR
Match Line PLATE 2b or 2c
U.S. 90
EVANGELINE THRUWAY
E. Pinhook
Louisiana
Subalternative E
Half Diamond North of Cameron
3400
Match Line PLATE 4a, 4b, 4c, or 4d
Sterling Grove Historic District
Charles H. Mouton House
N.P. Moss School
Simcoe
Mudd
0
500
1000
SCALE IN FEET
PLATE 3d



SECTION ADJACENT TO RAILROAD



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3d
RR-3 ELEVATED
Core Area
Cameron Interchange Subalternative E

U.S. 167

Taft

Johnston

CBD

Good Hope Lodge 145

Old Guaranty Bank

Congress

First United Methodist Church

Good Hope Hall

Arceneaux House

Sans Souci

Heymann Dept.

Evangeline Hotel

Caffery House

Jefferson

3rd

2nd

Simcoe

Cameron

W. Pinhook

U.S. 90 (BUS.)

3350

New Underpass at Railroad

3375

Union Pacific R.R.

FREEWAY CONNECTOR

Match Line PLATE 2b or 2c

U.S. 90

EVANGELINE THRUWAY

3400

Match Line PLATE 4a, 4b, 4c, or 4d

Sterling Grove Historic District

Charles H. Mouton House

N.P. Moss School

E. Pinhook

Louisiana

Simcoe

Mudd

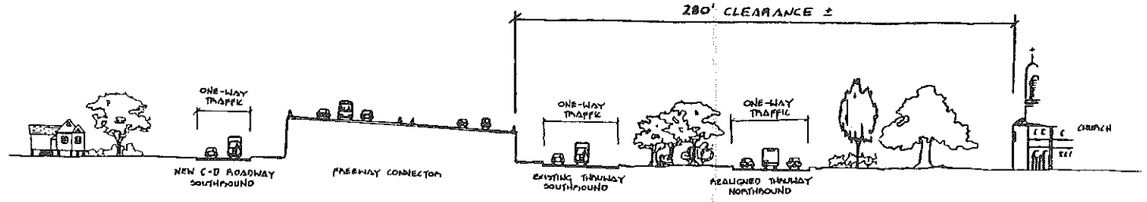
0 500 1000

SCALE IN FEET

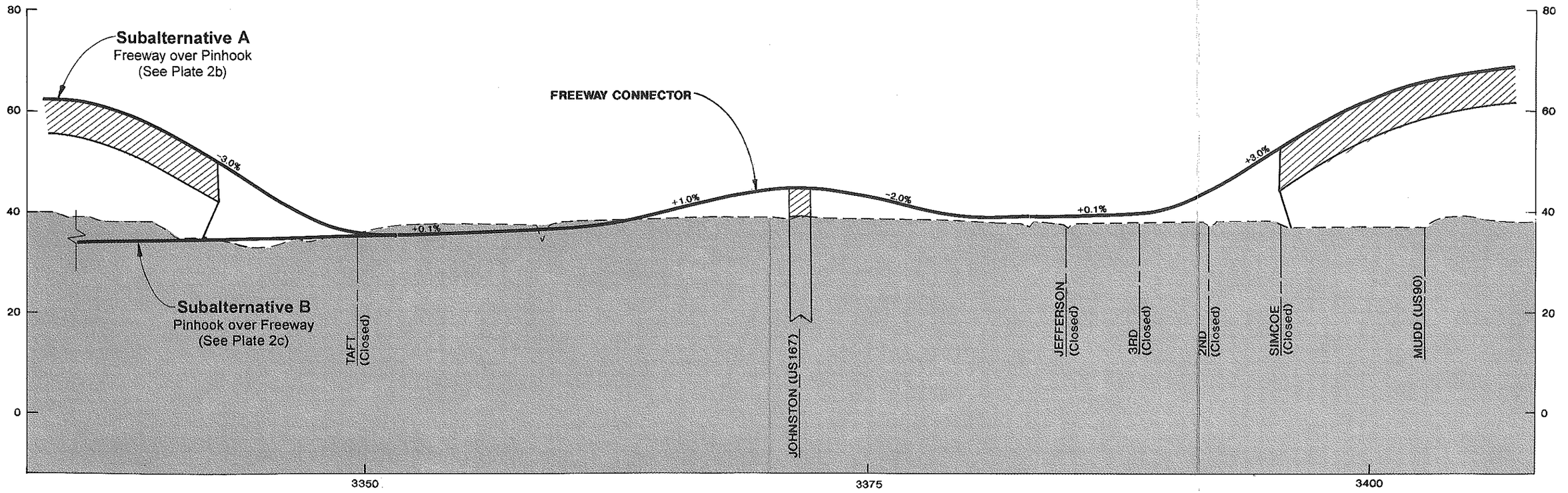
PLATE 3e



SECTION ADJACENT TO RAILROAD



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3e
RR-3 SELECTED OVERPASSES
Core Area

U.S. 167

Taft

Johnston

CBD

Good Hope Lodge 145

Old Guaranty Bank

Congress

First United Methodist Church

Good Hope Hall

Arceneaux House

Sans Souci

Heymann Dept.

Evangeline Hotel

Caffery House

Jefferson

3rd

2nd

Simcoe

Cameron

0 500 1000

SCALE IN FEET

U.S. 90 (BUS.)

W. Pinhook

New Underpass at Railroad

Union Pacific R.R.

4375

4350

4400

Subalternative E
Half Diamond Interchange
North of Cameron

U.S. 90

FREEWAY CONNECTOR

EVANGELINE THRUWAY

Match Line PLATE 2a

Match Line PLATE 4a, 4b, 4c, or 4d

Sterling Grove Historic District

Charles H. Mouton House

N.P. Moss School

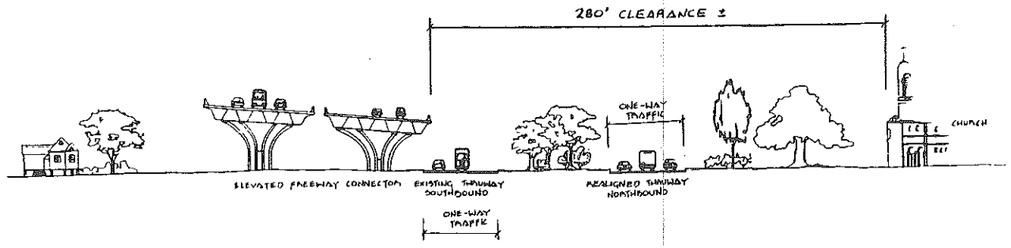
E. Pinhook

Louisiana

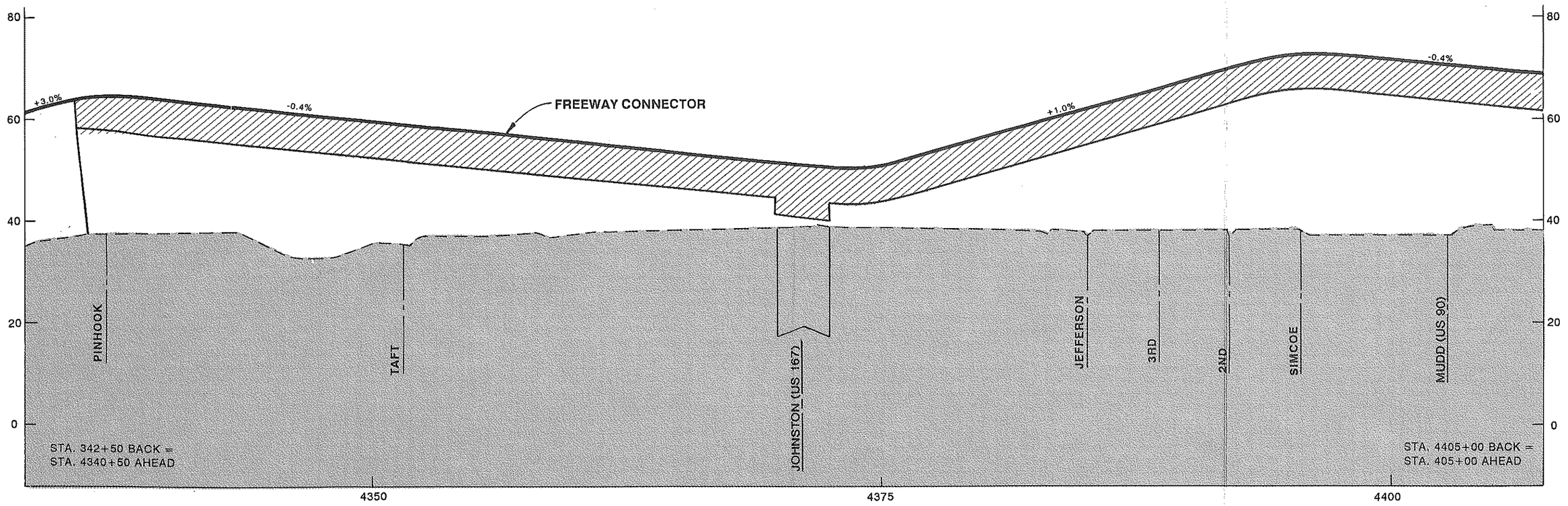
Simcoe

Mudd

PLATE 3f



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3f
RR-4 ELEVATED
Core Area
Subalternative E

U.S. 167

Taft

Johnston

CBD

Good Hope Lodge 145

Old Guaranty Bank

Congress

First United Methodist Church

Good Hope Hall

Arceneaux House

Sans Souci

Heymann Dept.

Evangeline Hotel

Caffery House

Jefferson

3rd

2nd

New Underpass at Railroad

Simcoe

Cameron

0 500 1000

SCALE IN FEET

New Underpass at Railroad

U.S. 90 (BUS.)

W. Pinhook

Union Pacific R.R.

4375

4350

4400

FREEWAY CONNECTOR

U.S. 90

EVANGELINE THRUWAY

Subalternative F
Full Diamond Interchange
at 2nd and 3rd

Match Line PLATE 2a

Match Line PLATE 4a, 4b, 4c or 4d

Sterling Grove Historic District

Charles H. Mouton House

N.P. Moss School

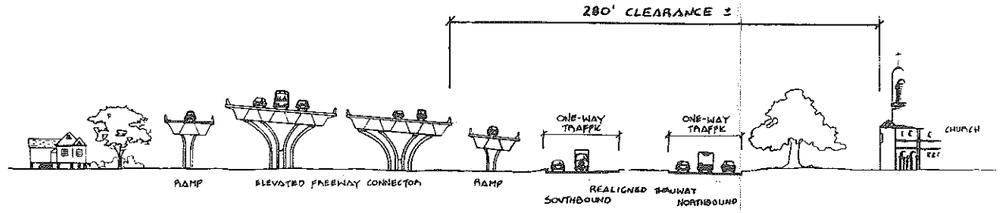
E. Pinhook

Louisiana

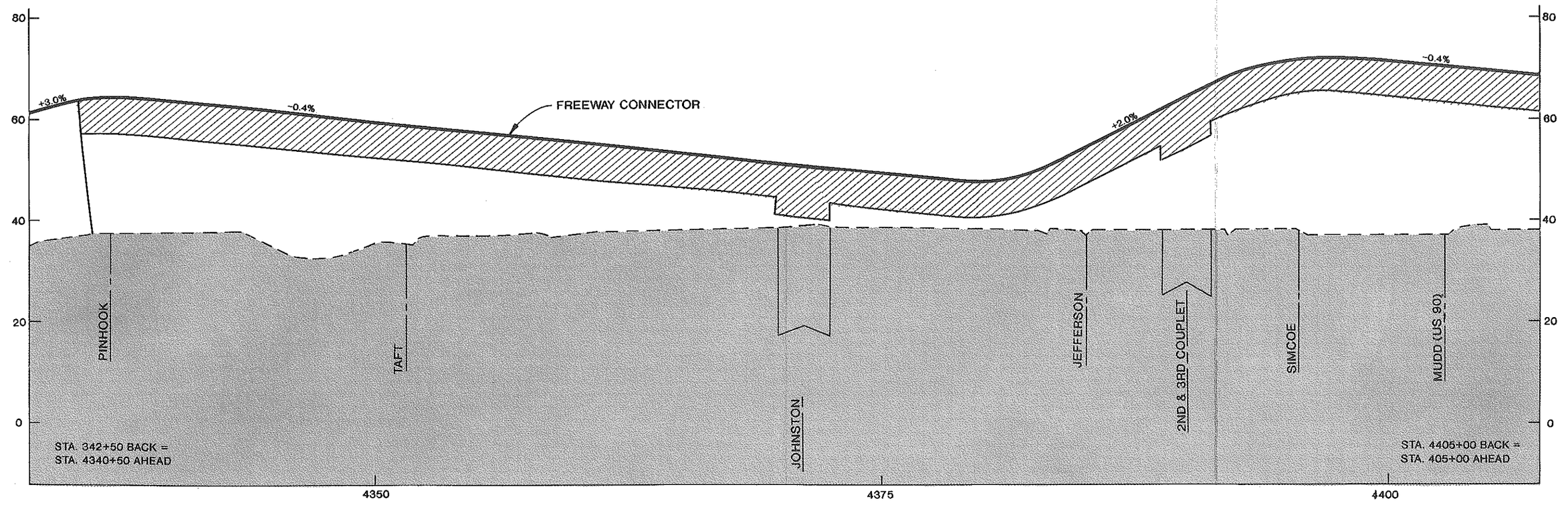
Simcoe

Mudd

PLATE 3g



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3g
RR-4 ELEVATED
Core Area
2nd & 3rd Interchange Subalternative F

U.S. 167

Taft

Johnston

Good Hope Hall

Arceneaux House

First United Methodist Church

CBD

Good Hope Lodge 145

Old Guaranty Bank

Congress

Sans Souci

Heymann Dept.

Evangeline Hotel

Caffery House

Jefferson

3rd

2nd

Simcoe

Cameron

0 500 1000

SCALE IN FEET

W. Pinhook

U.S. 90 (BUS.)

Union Pacific R.R.

Subalternative C
Half Diamond Interchange
North of Cameron

5350

375

400

Match Line PLATE 2d

FREEWAY CONNECTOR

U.S. 90

EVANGELINE THRUWAY

Match Line PLATE 4a, 4b, 4c, or 4d

Sterling Grove Historic District

Charles H. Mouton House

N.P. Moss School

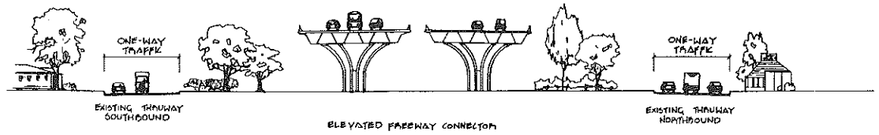
E. Pinhook

Louisiana

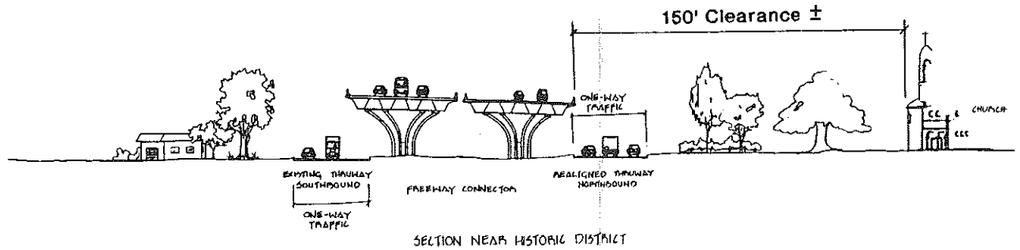
Simcoe

Mudd

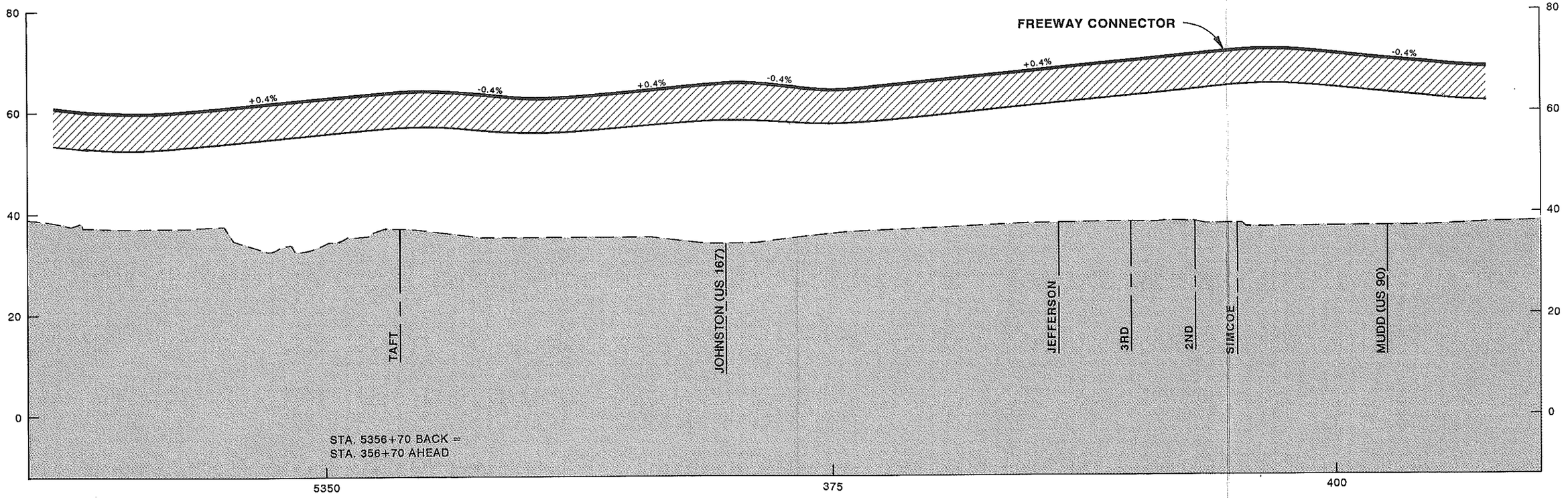
PLATE 3h



SECTION IN CORE AREA



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3h
RR-5 ELEVATED
Core Area
Cameron Interchange Subalternative C

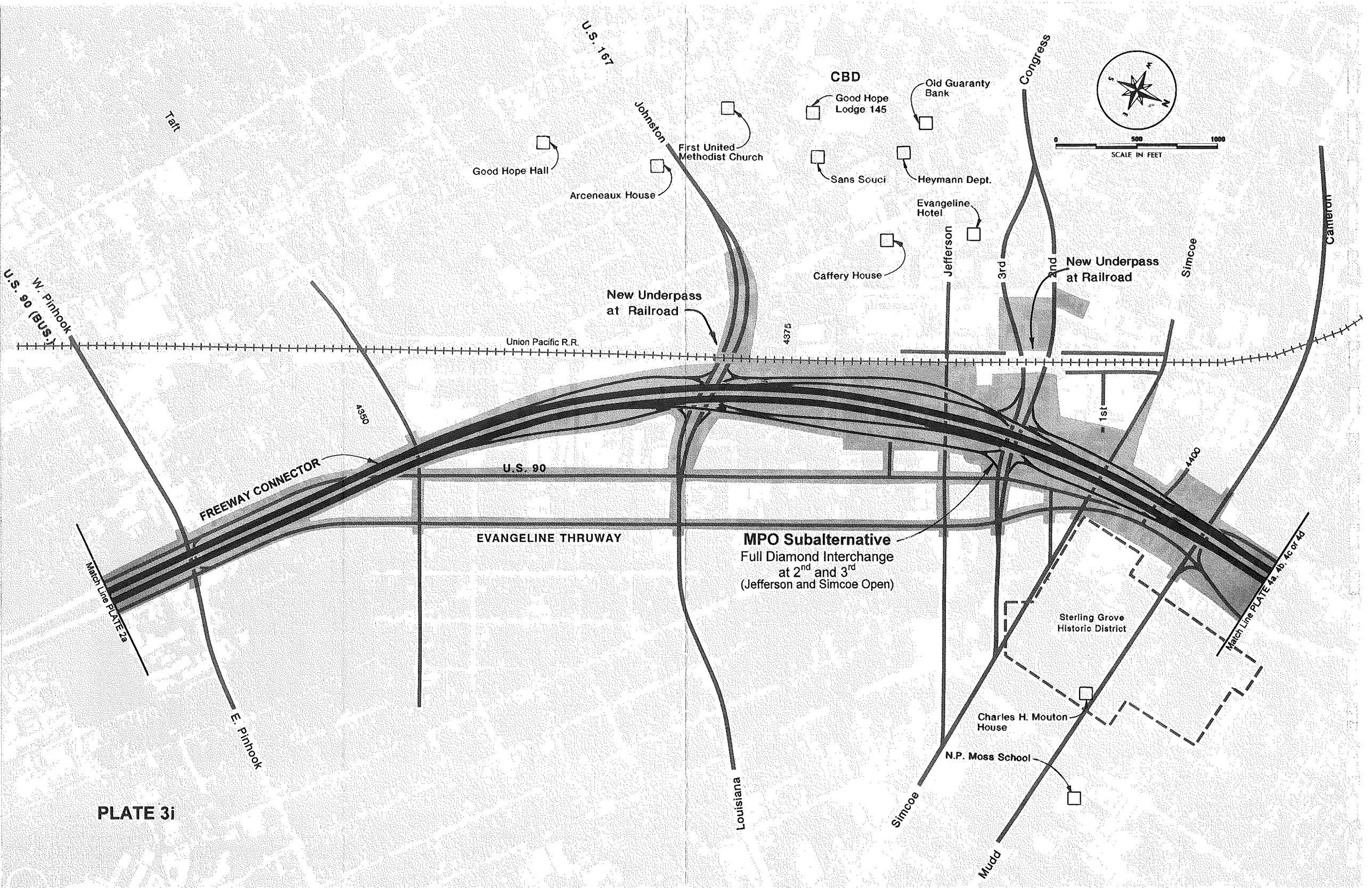
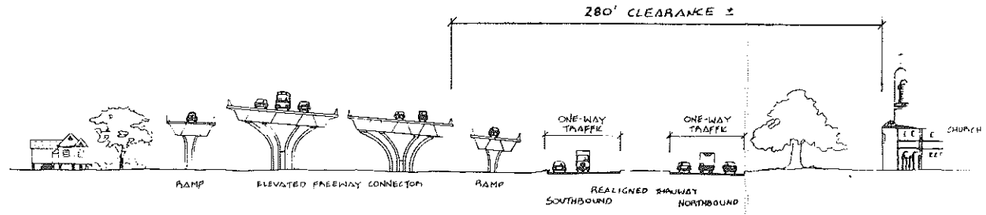
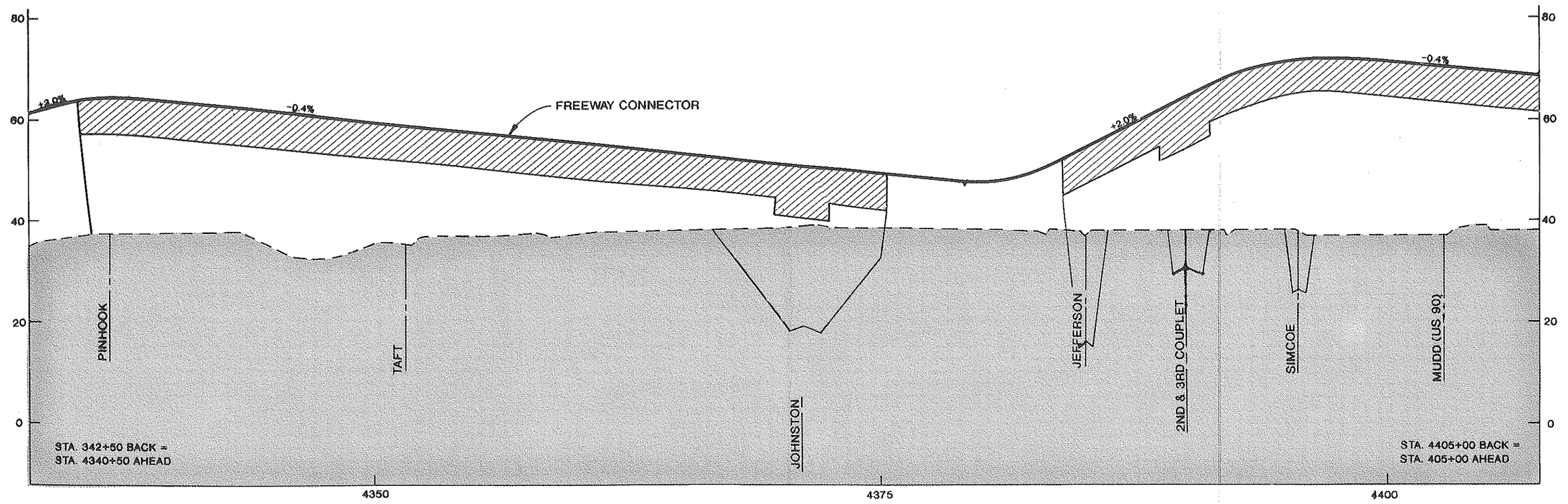

U.S. 167
Taft
Johnston
CBD
Good Hope Lodge 145
Old Guaranty Bank
Congress
First United Methodist Church
Good Hope Hall
Arceneaux House
Sans Souci
Heymann Dept.
Evangeline Hotel
Caffery House
Jefferson
3rd
2nd
New Underpass at Railroad
Simcoe
Cameron
New Underpass at Railroad
W. Pinhook
U.S. 90 (BUS.)
Union Pacific R.R.
4375
1st
4350
4400
FREEWAY CONNECTOR
U.S. 90
EVANGELINE THRUWAY
MPO Subalternative
Full Diamond Interchange
at 2nd and 3rd
(Jefferson and Simcoe Open)
Sterling Grove Historic District
Match Line PLATE 4a, 4b, 4c or 4d
Match Line PLATE 2a
E. Pinhook
Charles H. Mouton House
N.P. Moss School
Louisiana
Simcoe
Mudd
0
500
1000
SCALE IN FEET

PLATE 3i



SECTION NEAR HISTORIC DISTRICT



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 3i
RR-4 ELEVATED

Core Area
2nd & 3rd Interchange MPO Subalternative
(Jefferson and Simcoe open)

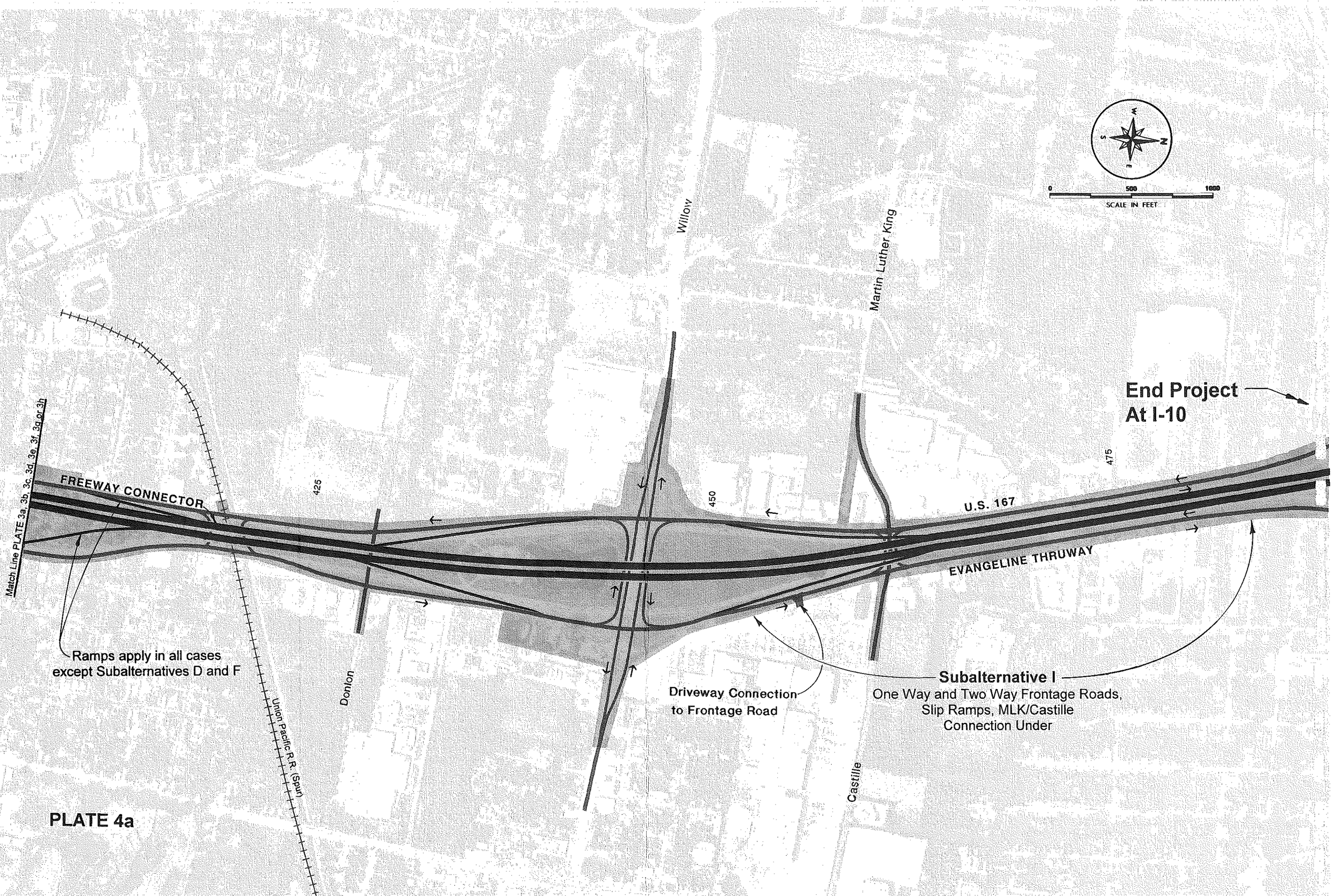
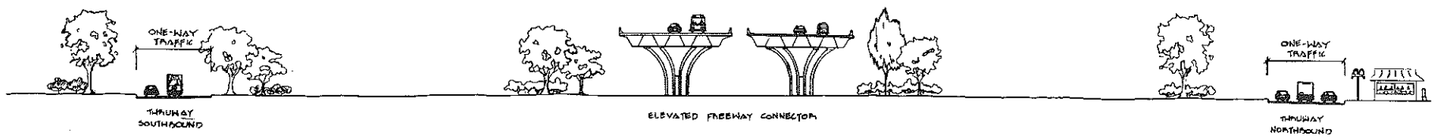

W
S
N
E
0
500
1000
SCALE IN FEET
Willow
Martin Luther King
End Project
At I-10
Match Line PLATE 3a, 3b, 3c, 3d, 3e, 3f, 3g or 3h
FREEWAY CONNECTOR
425
450
475
U.S. 167
EVANGELINE THRUWAY
Ramps apply in all cases
except Subalternatives D and F
Donlon
Union Pacific R.R. (Spur)
Driveway Connection
to Frontage Road
Subalternative I
One Way and Two Way Frontage Roads,
Slip Ramps, MLK/Castille
Connection Under
Castille

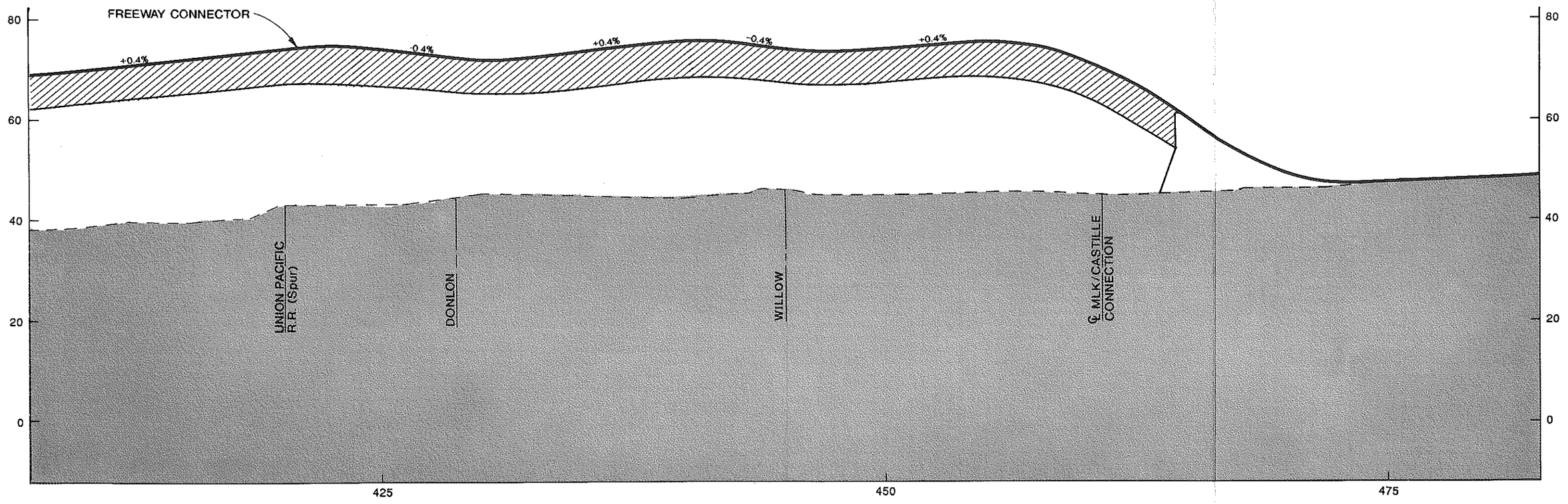
PLATE 4a



SECTION SOUTH OF I-10



SECTION SOUTH OF WILLOW STREET



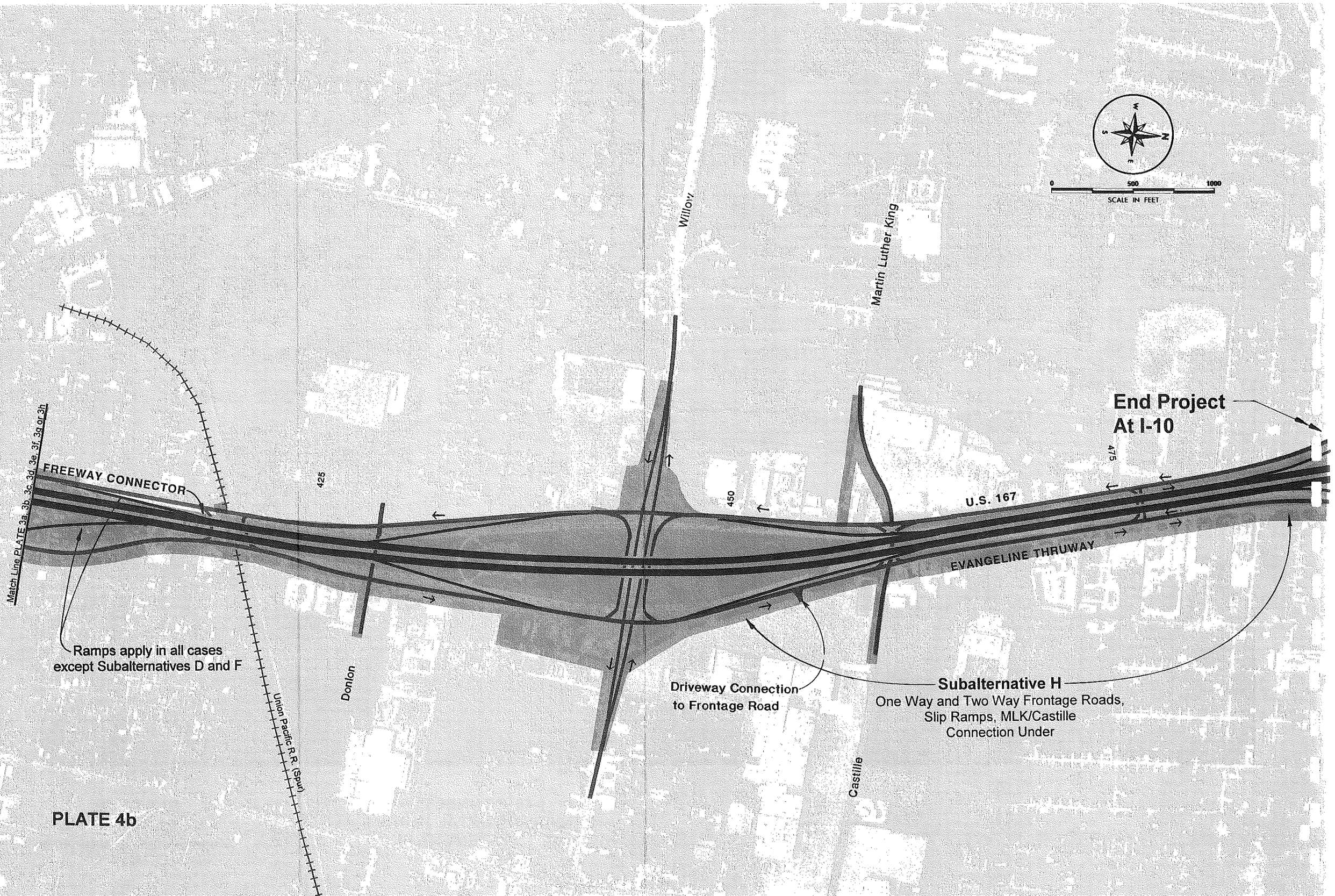
0 500 1000
0 20 40
SCALE IN FEET

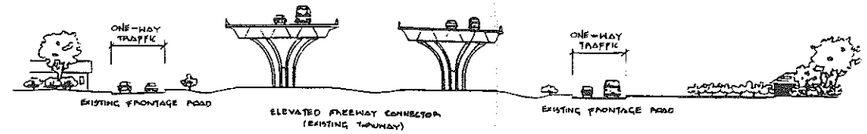
I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT

Lafayette, Louisiana

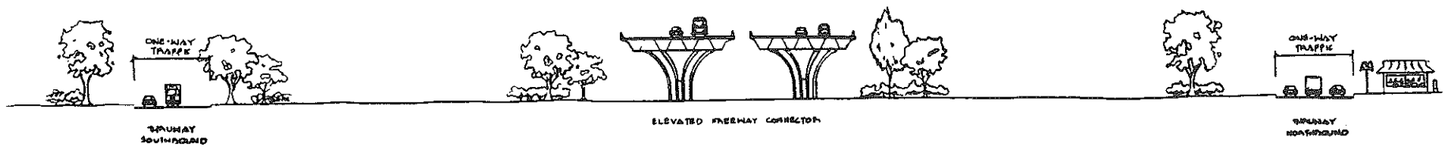
PLATE 4a ALL ALIGNMENTS

Willow St. Interchange Area
Subalternative I

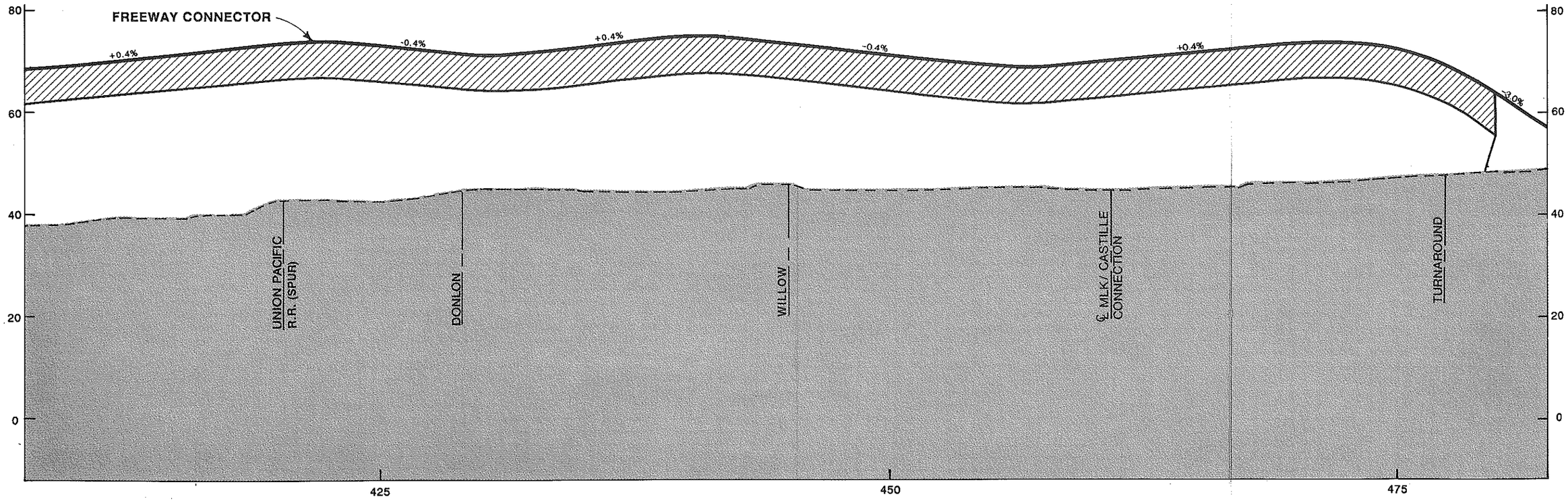

N
S
E
W
0
500
1000
SCALE IN FEET
Willow
Martin Luther King
End Project
At I-10
475
U.S. 167
EVANGELINE THRUWAY
FREEWAY CONNECTOR
425
450
Match Line PLATE 3a, 3b, 3c, 3d, 3e, 3f, 3g or 3h
Ramps apply in all cases
except Subalternatives D and F
Donlon
Union Pacific R.R. (Spur)
Driveway Connection
to Frontage Road
Subalternative H
One Way and Two Way Frontage Roads,
Slip Ramps, MLK/Castille
Connection Under
Castille
PLATE 4b



SECTION BETWEEN CASTILLE AND NEW TURNAROUND



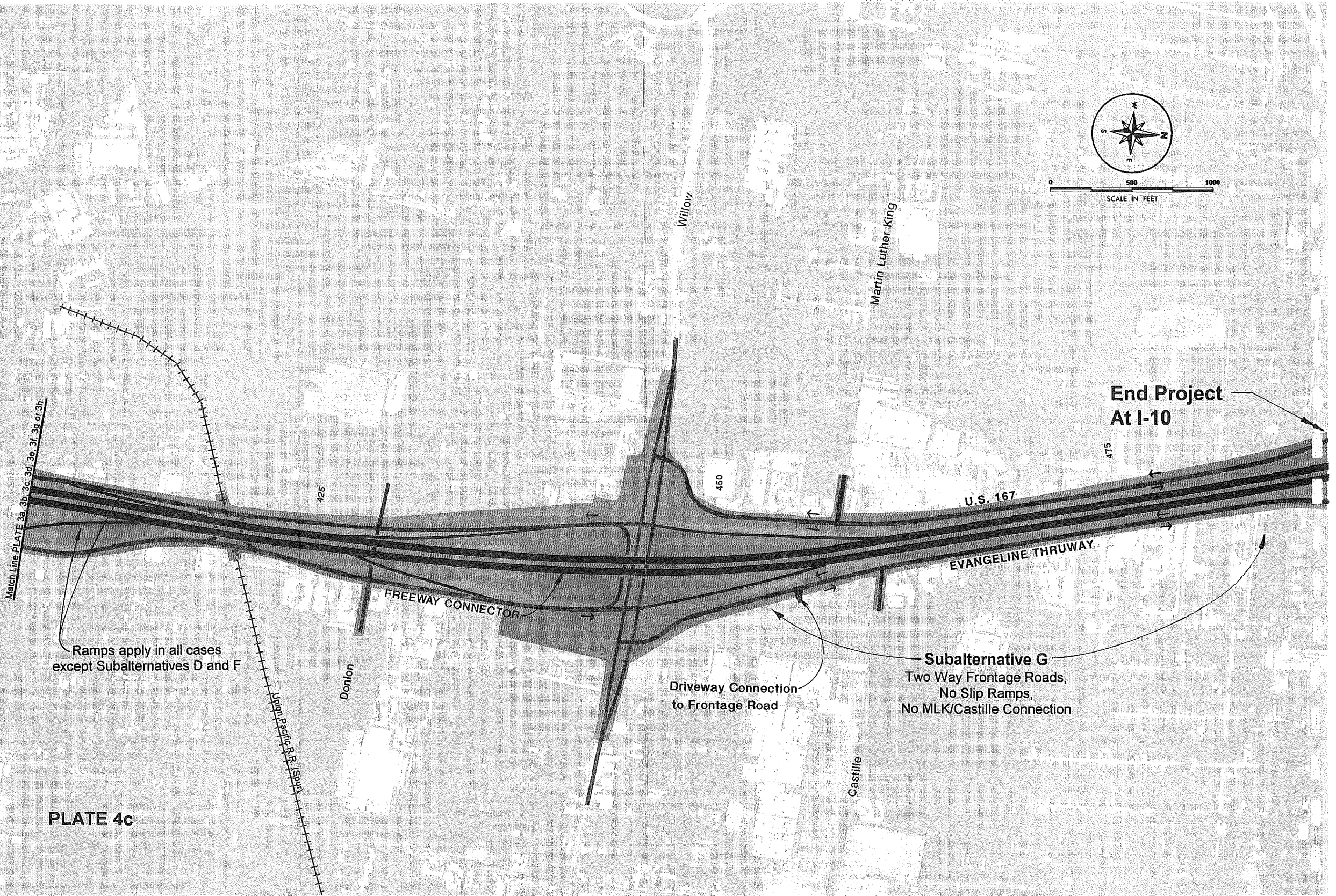
SECTION SOUTH OF WILLOW STREET



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

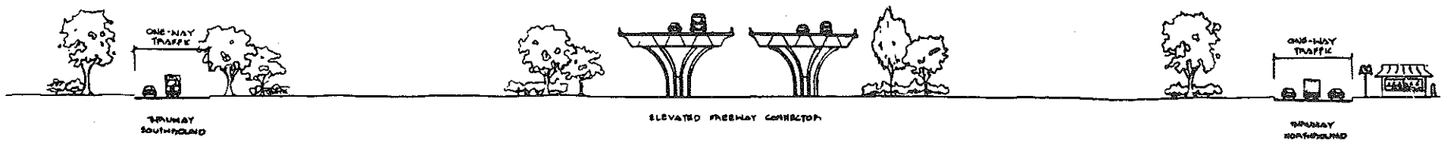
I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 4b
ALL ALIGNMENTS
Willow St. Interchange Area
Subalternative H

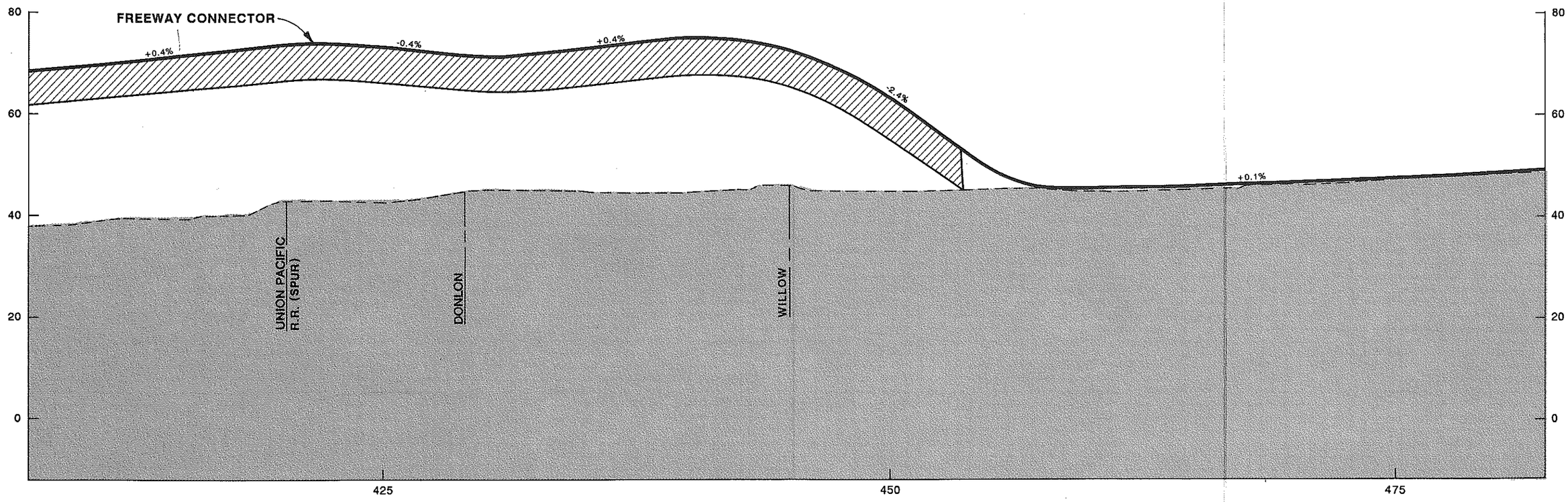

W
S
N
E
0
500
1000
SCALE IN FEET
Willow
Martin Luther King
End Project
At I-10
Match Line PLATE 3a, 3b, 3c, 3d, 3e, 3f, 3g or 3h
425
450
475
U.S. 167
EVANGELINE THRUWAY
FREEWAY CONNECTOR
Ramps apply in all cases
except Subalternatives D and F
Donlon
Union Pacific R.R. (Spur)
Driveway Connection
to Frontage Road
Subalternative G
Two Way Frontage Roads,
No Slip Ramps,
No MLK/Castille Connection
Castille
PLATE 4c



SECTION BETWEEN CASTILLE AND I-10



SECTION SOUTH OF WILLOW STREET



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 4c
ALL ALIGNMENTS
Willow St. Interchange Area
Subalternative G

Willow

Martin Luther King

N

S

W

E

0 500 1000

SCALE IN FEET

Match Line PLATE 3a, 3b, 3c, 3d, 3e, 3f, 3g or 3h

FREEWAY CONNECTOR

425

450

475

U.S. 167

EVANGELINE THRUWAY

Match Line PLATE 5

Ramps apply in all cases
except Subalternatives D and F

Donlon

Union Pacific R.R. (Spur)

Driveway Connection
to Frontage Road

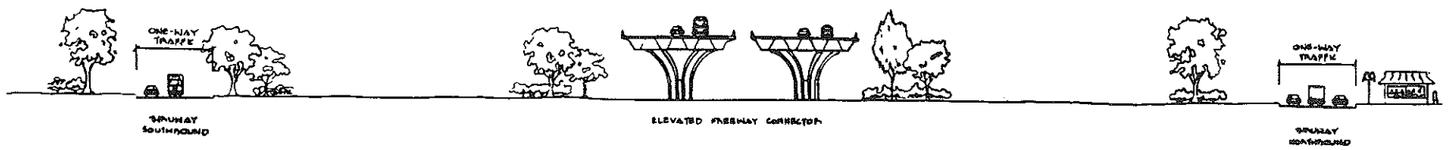
Subalternative J
One Way Frontage Roads,
Slip Ramps,
MLK/Castille Connection Over

Castille

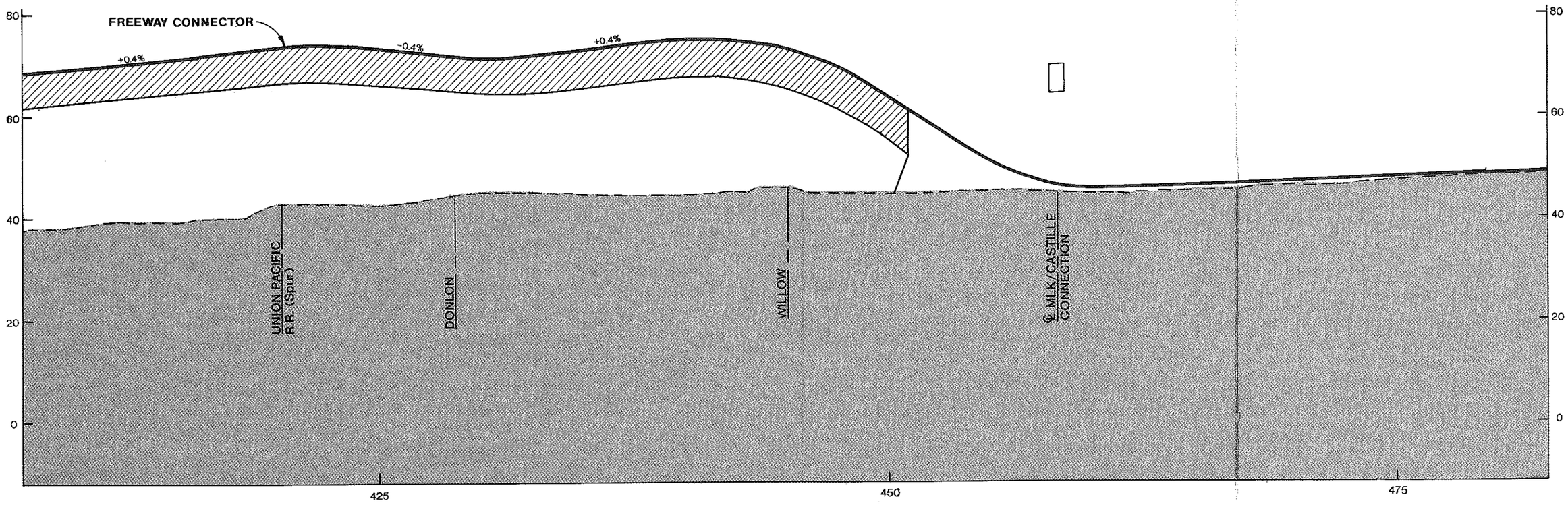
PLATE 4d



SECTION BETWEEN CASTILLE AND I-10



SECTION SOUTH OF WILLOW STREET



HORIZONTAL 0 500 1000
VERTICAL 0 20 40
SCALE IN FEET

I-49 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT

Lafayette, Louisiana

PLATE 4d ALL ALIGNMENTS

Willow St. Interchange Area
Subalternative J

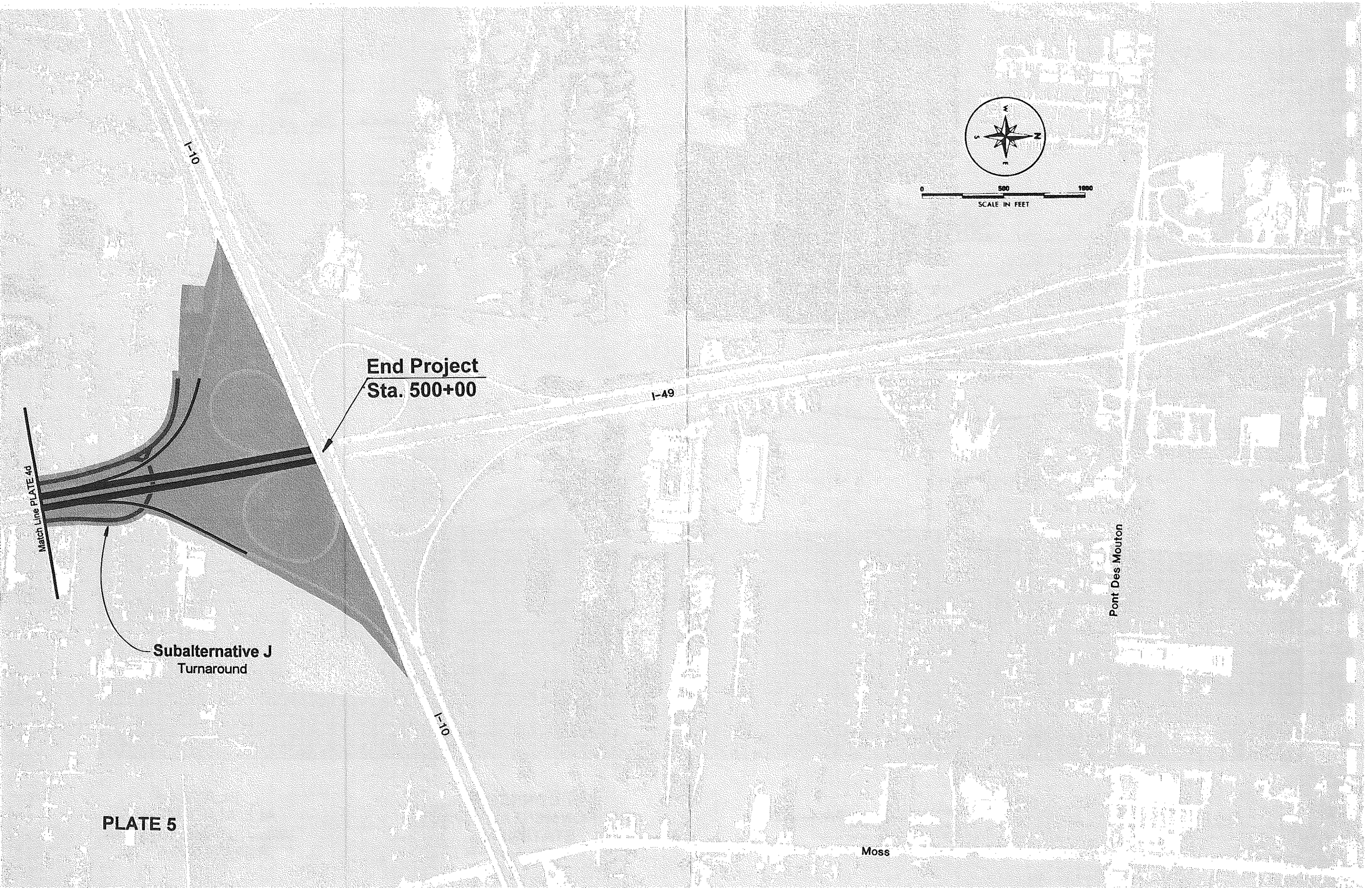
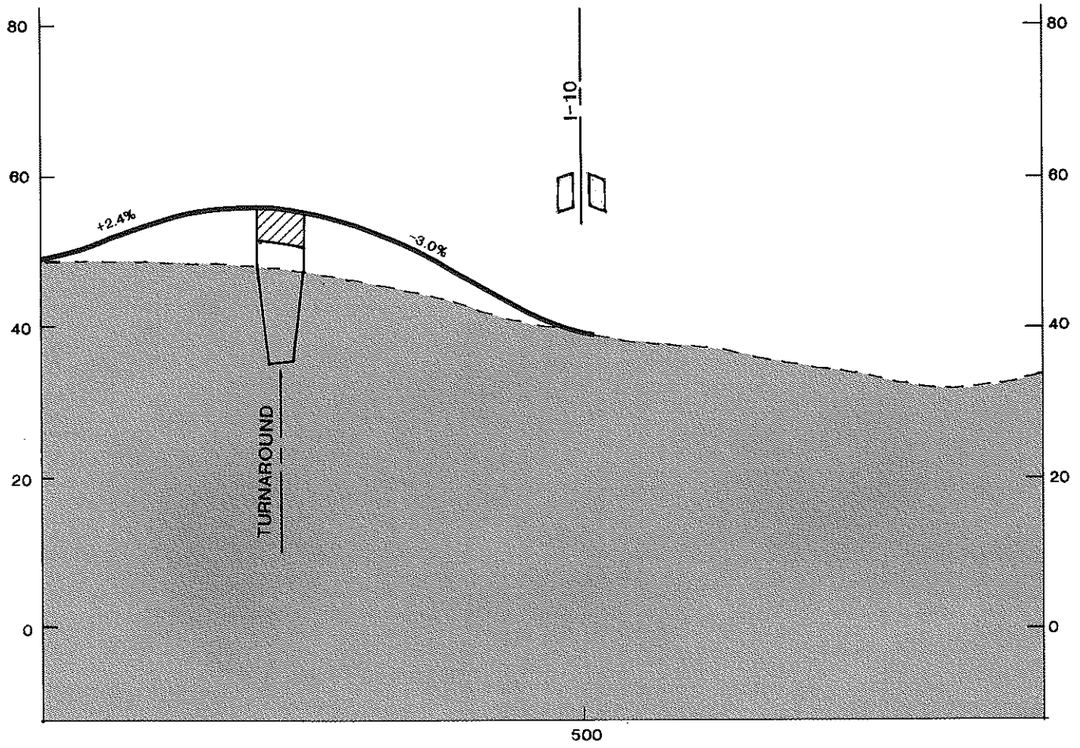

I-10
End Project
Sta. 500+00
I-49
Match Line PLATE 4d
Subalternative J
Turnaround
I-10
Pont Des Mouton
Moss
N
S
E
W
0
500
1000
SCALE IN FEET

PLATE 5



I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
Lafayette, Louisiana

PLATE 5
I-10/I-49 Interchange Area
Subalternative J

APPENDIX "B" CONTENTS

- ACOUSTICAL BACKGROUND AND TERMINOLOGY B-1
- TABLE B-1: NOISE ABATEMENT CRITERIA B-3
- TABLE B-2: WEIGHTED SOUND LEVELS IN INDOOR AND OUTDOOR ENVIRONMENTS B-4
- TABLE B-3: CONSTRUCTION EQUIPMENT SOUND LEVELS B-5
- LEVELS OF SERVICE ..... B-7 to B-8
- TABLE B-4: POTENTIAL AND CONFIRMED WASTE SITES AND STORAGE TANK FACILITIES WITHIN PROJECT AREA ..... B-9 to B-18
- TABLE B-5: WATER WELLS IN THE LAFAYETTE AREA ..... B-19 to B-22
- TABLES B-6 thru B-11: ACOUSTICAL MITIGATION, NOISE BARRIERS ..... B-23 to B-28

ACOUSTICAL BACKGROUND AND TERMINOLOGY

Noise is a form of vibration that causes pressure variations in elastic media such as air and water. The ear is sensitive to this pressure variation and perceives it as sound. The intensity of these pressure variations causes the ear to discern different levels of loudness. These pressure differences are most commonly measured in decibels.

The decibel (dB) is the unit of measurement for noise. The decibel scale audible to humans spans approximately 140 dB. A level of zero decibels corresponds to the lower limit of audibility, while 140 decibels produces a sensation more akin to pain than sound. Table B-4 presents some familiar noise sources with their respective peak noise levels. The decibel scale is a logarithmic representation of the actual sound pressure variations. Therefore, a 26 percent change in the energy level only changes the sound level one dB. The human ear would not detect this change except in an acoustical laboratory. A doubling of the energy level would result in a three-dB increase, which would be barely perceptible in the natural environment. A tripling in energy sound level would result in a clearly noticeable change of five-dB in the sound level. A change of ten times the energy level would result in a ten-dB change in the sound level. This would be perceived as a doubling (or halving) of the apparent loudness.

The human ear has a non-linear sensitivity to noise. To account for this in noise measurements, electronic weighting scales are used to define the relative loudness of different frequencies. The "A" weighting scale is widely used in environmental work because it closely resembles the non-linearity of human hearing. The A-weighting scale is the most sensitive between 1000 hertz (cycles per second) and 5000 hertz dropping drastically below 1000 hertz and gradually above 5000 hertz. The A-weighting scale has been standardized throughout the world. The unit of measurement for an A-weighted noise level is dBA.

Time-varying characteristics of environmental noise are analyzed statistically to determine the duration and intensity of noise exposure. In an urban environment, noise is made up of two distinct parts. One is ambient or background noise. Wind noise and distant traffic noise make up the acoustical environment surrounding the project. These sounds are not readily recognized, but combine to produce a non-irritating ambient sound level. This background sound level varies throughout the day, being lowest at night and highest during the day. The other component of urban noise is intermittent, higher in pitch, and louder than the background noise. Transportation noise and local industrial noise are examples of this type of noise. Sounds of this nature can be very disturbing; brief and intense noises can interrupt, annoy or startle. It is for these reasons that environmental noise is analyzed statistically.

The background noise is defined as the sound level that is exceeded 90 percent of the time; it is termed the L_{90} sound level. Transportation noise sources, trucks, buses, light rail, railroad, etc. can produce disturbing noise levels and are associated with the 10 percent level (L_{10}). The 50 percent sound level, L_{50}, is the median.

A second group of metrics is based on the energy average sound levels. These metrics are widely applied to community noises created by motor vehicles, trains, and airplanes. The most commonly used metrics in this group are the Equivalent Sound Level (L_{eq}) and the Day-Night Sound Level (L_{dn}).

The L_{eq} is the equivalent is the steady-state sound having the same A-weighted sound energy as that contained in the time-varying sound over a specific period of time. The L_{eq} correlates reasonably well the effects of noise on people. It is also easily measurable with available equipment. The Day-Night Sound Level is based on the A-weighted equivalent sound level for a 24-hour period, with an additional 10 dB weighting added to the noise levels during the nighttime hours (10 pm to 7 am). L_{eq} in this report refers to A-weighted equivalent sound levels.

Highway noise sources have been divided into three types of vehicles; automobiles (A), medium trucks (MT) and heavy trucks (HT). Each vehicle type is defined as follows:

- Automobiles – all vehicles with two axles and four tires, includes passenger vehicles and light trucks, less than 10,000 pounds.
- Medium trucks – all vehicles having two axles and six tires, vehicle weight between 10,000 and 26,000 pounds.
- Heavy trucks – all vehicles having three or more axles, vehicle weight greater than 26,000 pounds.

Noise levels produced by highway vehicles can be attributed to three major categories:

- Running gear and accessories (tires, drive train, fan and other auxiliary equipment)
- Engine (intake and exhaust noise, radiation from engine casing)
- Aerodynamic and body noise

Tires are the dominant noise source at speeds greater than 50 mph for trucks and automobiles. Tire sound levels increase with vehicle speed but also depend upon road surface, vehicle weight, tread design and wear. Change in any of these can vary noise levels. At lower speeds, especially in trucks and buses, the dominant noise source is the engine and related accessories.

TABLE B-1

LaDOTD NOISE ABATEMENT CRITERIA

HOURLY A-WEIGHTED SOUND LEVEL – DECIBELS (dBA)

Activity Category	**L_{eq} (1 Hr)**	**Description of Activity Category**
A	56 dBA (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the lands are to continue to serve their intended purpose.
B	66 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals.
C	71 dBA (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	----------	Undeveloped lands.
E	51 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

SOURCE: State of Louisiana Department of Transportation and Development, Highway Traffic Noise Policy, October 1997.

TABLE B-2

TYPICAL A-WEIGHTED SOUND LEVELS IN INDOOR AND OUTDOOR ENVIRONMENTS

Sound Source	Sound Level (dBA)	Subjective Response
	140	(Threshold of Pain)
Military Jet Takeoff with after-burner @ 50'	130	
	120	(Uncomfortably Loud)
Rock and Roll Band		
	110	
Jet Fly-Over @ 1,000'		
	100	(Very Loud)
Power Lawn Mower @ Operator		
	90	
Diesel Truck (55 mph) @ 50'		
High Urban Ambient Sound Automobile (55 mph) @50'	80	Moderately Loud
TV-Audio, Vacuum Cleaner	70	
Normal Conversation	60	
	50	(Quiet)
Lower Limit Urban Ambient Sound	40	
	30	(Very Quiet)
Unoccupied Broadcast Studio		
	20	
	10	
	0	(Threshold of Hearing)

SOURCE: Noise Assessment Guidelines Technical Background, HUD Report No. TE/NA 172; Handbook of Noise Control, C.M. Harris, 1979; FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, 1978.

TABLE B-3

CONSTRUCTION EQUIPMENT SOUND LEVELS

	Sound Level (dBA) at 50 Feet 60 70 80 90 100 110
EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES	
Earth Moving	
Compactors (Rollers)	
Front Loaders	
Backhoes	
Tractors	
Scrapers, Graders	
Pavers	
Trucks	
Materials Handling	
Concrete Mixers	
Concrete Pumps	
Cranes (Movable)	
Cranes (Derrick)	
Stationary	
Pumps	
Generators	
Compressors	
IMPACT EQUIPMENT	
Pneumatic Wrenches	
Jack Hammers & Rock Drills	
Impact Pile Drivers (Peaks)	
OTHER	
Vibrator	
Saws	

SOURCE: Figure 2-36, Report to the President and Congress on Noise, prepared by the U.S. EPA, February, 1972

LEVELS OF SERVICE

The concept of *levels of service* uses qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F, with level of service (LOS) A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operation conditions, which are described as follows:

1. *LOS A* describes primarily free-flow operations. Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. Even at the maximum density for LOS A, the average spacing between vehicles is about 528 ft, or 26 car lengths, which affords the motorist with a high level of physical and psychological comfort. The effects of incidents or point breakdowns are easily absorbed at this level. Whereas they may cause a deterioration in the level of service in the vicinity of the incident, standing queues will generally not form, and traffic quickly returns to LOS A on passing the incident.

2. *LOS B* also represents reasonably free flow, and speeds at the free-flow speed are generally maintained. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths. The ability to maneuver within the traffic stream is only slightly restricted and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed, though local deterioration in service may be more severe than for LOS A.

3. *LOS C* provides for flow with speeds still at or near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C, and lane changes require more vigilance on the part of the driver. Minimum average spacings are in the range of 220 ft, or 11 car lengths. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage. The driver now experiences a noticeable increase in tension because of the additional vigilance required for safe operation.

4. *LOS D* is the level at which speeds begin to decline slightly with increasing flows. In this range, density begins to deteriorate

somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions. At the limit, vehicles are spaced at about 165 ft, or nine car lengths.

5. At its lower boundary, *LOS E* describes operation at capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are spaced at approximately six car lengths, leaving little room to maneuver within the traffic stream at speeds that still exceed 50 mph. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can cause following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is extremely poor.

6. *LOS F* describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points. Such breakdowns occur for a number of reasons:

   a. Traffic incidents cause a temporary reduction in the capacity of a short segment, such that the number of vehicles arriving at the point is greater than the number of vehicles that can traverse it.

   b. Recurring points of congestion exist, such as merge or weaving areas, where the number of vehicles arriving is greater than the number of vehicles discharged.

   c. In forecasting situations, any location presents a problem when the projected peak hour (or other) flow rate exceeds the estimated capacity of the location.

In all cases, breakdown occurs when the ration of arrival flow rate to actual capacity or the forecast flow rate to estimated capacity exceeds 1.00. Operations immediately downstream of such a point, however, are generally at or near capacity, and downstream operation improves (assuming that there are no additional downstream bottlenecks) as discharging vehicles move away from the bottleneck.

The LOS F operations observed within a queue are the result of a breakdown to bottleneck at a downstream point. LOS F is used to describe conditions at the point of the breakdown or bottleneck as well as the operations within the queue that forms behind it.

Source: 1994 Highway Capacity Manual

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
(Page 1 of 10)

Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	Types of Facilities/Potential Waste Sites: Storage Tanks: UST	LUST	Unreg UST	AST	Data Sources: RCRIS	LASRIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	Alternatives Affected: EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
1	Intertrust Armored	309 Pinehurst 70508	LA0000239525						X														
2	CSI Hydrostatic Testers	308 Pinehurst 70508	LA0000145755	28-014439	X				X							1 R							
3	GNB Inc	313 Pinehurst 70508	LAD985170356						X														
4	Coastal Supply	223 Industrial 70508	LA0000982472						X														
5	CSI Hydrostatic Testers	304 Pinehurst 70508	LAD985187228						X														
6	Golf Cart of Acadian	217 Industrial Pkwy 70508	LAD985173533						X														
7	Hobart Corp	208 Industrial 70508	LAD982294050	28-000448	X				X							1 R	Listed on LDEQ UST List as William Baugnon at 208 Industrial Pkwy						
8	John Rays Paint & Body	1124 Hugh Wallis Rd 70508	LAR000003251						X					X									
9	Shpikie Transport, Inc	Perimeter Rd						X						X			4 AST; gas pumps						
10	Ardco Industries	2202 SW Evangeline 70508	LAD985227578						X					X									
11	South Central Bell-FLW	901 Hugh Wallis Rd		28-014932	X											1 R							
12	LA Dept of Transportation & Development	428 Hugh Wallis Rd 70508	LAD981149107						X					X									
13	Chevron Food Mart	600 E Kaliste Saloom Rd					X							X									
14	Circle K #1691	705 Hugh Wallis Rd 70508		28-012266	X											3 A							
15	J W Delahoussaye & Sons	117 Zonolite St 70501		28-005186	X								X			3 R							
16	Fairfield Industries	115 Zonolite 70508	LAD982295271						X				X				Listed in EIS as Welchem Inc						
17	Patterson Rental Tools	1751 SW Evangeline Thruway 70502	LAD985188275	28-005665	X				X			X				2 R	Listed on LDEQ UST List and in EDR as located at 1751 SE Evangeline Thruway 70508						
18	IEW Compression Inc	117 Zonolite Dr 70508	LAD985201995	28-005186	X				X			X				3 R	Listed in EDR as J W Delahoussaye & Sons, Inc						
18	IEW Compression Inc	109 Zonolite Dr 70508	LAD985208636						X			X					Listed in EDR as JEW Compression, Inc						
19	US Army Reserve Aviation	200 Tower Dr 70508	LA8210499903						X														
19	Petroleum Helicopters, Inc	Tower Dr 70508		28-007241	X											1 R							
20	Acadiana Dodge Inc	1700 SE Evangeline Thruway 70508	LAD982550360	28-005677	X				X			X	X			4 R	Listed on LDEQ UST List, in EIS, and in EDR as Dependable Motors Inc/Lafayette Mack	1	1	1	1	1	1
21	Dailey Enterprises Lawn	1686 General Mouton 70508	LAR000029025						X					X									
22	LA State Police South Region	1698 SE Evangeline Thruway 70501		28-006054	X							X	X			2 R		1	1	1	1	1	1
23	FAA ALS Power Vault Building	101 John Glenn Dr 70508		28-005676	X											1 R							
24	Cypress Aviation Maintenance	100 John Glenn Dr 70508		28-005667	X											2 R							
24	Lafayette Airport	119 Shepard Dr 70508		28-005671	X											1 R							
25	Alex Stirlings Marine	1724 General Mouton 70508	LAD985185057						X											1	1		1
26	Petroleum Helicopters	113 Borman Drive 70508	LAD007860703	28-007240	X				X				X			1 R	Listed on LDEQ UST List as located at 110 Borman Dr						
27	Continental Airline	200 Terminal Dr 70508	LAD985212315	28-010303	X				X							1 R	Listed on LDEQ UST List as National Car Rental						
27	Lafayette Regional Airport	200 Terminal Dr 70508		28-013805	X											1 I							
28	Quik Pik III	633 W Pinhook Rd 70503		28-007434	X											2 A							
29	Oil Center Conoco	620 Pinhook Rd 70503		28-000010	X							X				6 R							
30	Complete Stop #8	1551 SE Evangeline Thruway 70501		28-010840	X							X	X			2 R; 4 A	Listed in EIS as Airport Shell		1				

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
(Page 2 of 10)

Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	Types of Facilities/Potential Waste Sites: Storage Tanks: UST	LUST	Unreg UST	AST	Data Sources: RCRIS	LASRIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	Alternatives Affected: EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
31	LA Army National Guard #9	1808 Surrey St 70508	LAD981054612	28-006468	X				X				X	X		2 R; 1 A	Observed in field and in EIS as located at 1806 Surrey St; listed in EIS as OMS #9; listed on LDEQ UST List as National Guard OMS #9 at 1806 Surrey St 70501						
32	Dallas Airmotive Inc	310 Shepard Dr 70508	LAR000027466						X														
33	Buckner Rental Service	1407 General Mouton 70501	LAD985213743						X														
34	Abandoned Solid Waste Dump	University at Southern Pacific Railroad									X		X	X			Presently occupied by Department of Public Works facility, Lafayette Parish Consolidated Government			1	1		1
35	Chevron Facility	301 Shepard Dr 70508		28-005673/28-009350	X											1 R	Also listed on LDEQ UST List as Tenneco Inc; presently American Aviation						
36	Danny's Speed & Custom Equipment	510 W Pinhook Rd 70501		28-013262	X											2 R							
37	Lafayette Vehicle Maintenance	1515 E University 70501	LAD981146632						X			X	X				Listed in EIS as Lafayette City at 400 Dorsey St			1	1		1
38	Avis Rent-A-Car	Lafayette Municipal Airport 70501		28-000333	X											3 R							
39	Hertz Rent A Car	114 Chaplin Drive 70508		28-000042	X	X						X				1 A; 2 R							
40	Vincent's Texaco	409 W Pinhook Rd 70503		28-009843	X	X										5 R							
41	US Army National Reserves Lafayette	1640 Surrey St 70508	LA2210022503						X														
42	Lafayette Parish School Board	113 Chaplin St 70501	LAD985184464						X				X				Listed in EIS as located at 1800 Surrey St						
43	Frank's Casing Crew & Rental	125 Shepard Dr 70508		28-005672	X											1 A							
44	City of Lafayette	400 Dorset Ave 70501		28-002149	X								X			9 A							1
45	Lafayette Parish Sheriff Dept	1617 Surrey St		28-005681	X								X			3 R; 1 A	Listed in EIS as Central Shop						
46	Lafayette Utility Systems	201 E Pinhook 70501	LAD981904667						X				X				Listed in EIS as Lafayette Curtis Rodemacher Gen Sta at Pinhook Rd at General Mouton Ave						
47	George Baudoin	624 Guidry Rd 70503		28-010297	X											1 A							
47	Leo Dominque	603 Guidry Rd 70503		28-003043	X							X				1 M							
48	Eagle Wholesale Co	413 Coolidge St 70501		28-005736	X								X			1 A							
49	Evangeline Motor Co	208 Pinhook Rd 70501	LAD034296939	28-003701	X				X			X				2 R; 4 A	Listed on LDEQ UST List as Evangeline Buick			1*	1*		
50	Braun Welding Supply	103 Pinhook Road 70501		28-000984	X											2 R				1*	1*		
51	Roggwiller Tannery	105 Dorset St 70501	LAR000015859						X											1	1		
51	L A Frey Meatpacking Plant	105 Dorset St 70505		28-013742	X							X				3 R	Presently Roggwiller Tannery			1	1		
52	Allen Canning Company	500 Guidry St 70501		28-000358	X							X	X			1 R	Listed in EIS as Trappy's Fine Food, Inc at 501 Guidry St						
53	Romagosa Radiation Oncology Center	917 General Mouton 70501	LAD109814335						X				X										
54	Castilles Engine Service	416 Guidry St 70501	LAD985183987						X			X	X										
55	Jefferson St Carwash	2000 Jefferson St 70501		28-005754	X								X			7 A							
56	Percy Guidry Inc	204 Wilson St 70501	LAD985226943						X														
57	Himel Motor Supply	1912 Jefferson 70501	LAD985189901						X														
57	Patterson Enterprises Inc	1909 Jefferson 70501	LAD985212737						X					X			Facility not present						

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
(Page 3 of 10)

					Types of Facilities/Potential Waste Sites														Alternatives Affected					
					Storage Tanks				Data Sources															
Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	UST	LUST	Unreg UST	AST	RCRIS	LASRIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
58	Schilling Distributing Co	215 E Pinhook Rd 70501	LAD985188242	28-008254	X	X			X			X	X			6 R; 2 A				1	1		
59	Magnolia Liquor Lafayette	209 Lucille Ave 70501		28-006119	X								X			2 R				1	1		
60	Roberts Garage	1903 Jefferson 70503	LAD985172469						X				X										
61	Hubert Herbert & Sons	601 General Mouton 70501		28-007474	X								X			1 R							
62	Star Enterprise	1407 SE Evangeline Thruway 70501	LAD985203793						X			X		X			Facility not located						
63	Bills Automotive Inc	1814 Jefferson 70501	LAD106132004						X														
64	Apasco	224 E Pinhook Rd 70501	LAR000020867						X									1	1			1	
65	Pinhook Auto Laundry	1209 E Vermillion 70501		28-009370	X							X				3 A							1
66	Star Enterprise	1407 SE Evangeline 70501	LAD985203793						X			X						1	1				
66	Conoco	1407 SE Evangeline					X							X				1	1				
66	Robinson Tubular Service	2030 Hwy 90 E	LAR000021352						X			X						1	1				
67	Motorents	1711 Jefferson					X							X			Former gasoline station; island & plumbing intact						
68	Gulf South Printing	1129 E Vermilion 70501	LA0000096891						X			X											1
69	Fuelman	1332 SW Evangeline Thruway 70501		28-011937	X	X							X			4 R		1	1			1	
70	South Central Bell-LFYTL	Pin St 70501	LAD980509384						X					X									
71	Quik-Serv	1404 Surrey 70501		28-009620	X								X			2 A							
72	Exxon Co USA #50970	1339 SE Evangeline Thruway 70501	LAD985195122	28-004057	X	X			X				X			4 R; 3 A	Listed on LDEQ UST List as Jiffy Mart #8; listed in EIS as located at 1339 SE Evangeline Thruway at Pinhook	1	1				
73	Bellsouth K3403	617 Stewart St 70501	LAD981605215	28-012896	X				X							2 R	Listed on LDEQ UST List as located at 1617 Stewart St 70501						
74	Dotties Auto Repair	300 E Taft St 70501	LAD982284838						X			X	X										
75	Pack & Paddle	601 E Pinhook Rd 70501	LAD985202894						X														
76	Ronald W Landry	607 E Pinhook Rd 70501		28-014724	X							X		X		3 A	Former gasoline station w/ pumps						
77	Lafayette Motor Co Inc	1515 Jefferson 705023287	LAD985186246						X				X										
78	Smith Intl Inc	1235 Evangeline Thruway 70518	LAD000022335						X			X		X			Facility not located	1	1			1	1
79	Schoeffler Cadillac	1400 Surrey St 70501	LAD034302745						X				X										
80	Lafayette Motor Co	619 Stewart St 70501	LAD985212786						X				X				Listed in EIS as located at 1515 Jefferson St and having an EPA ID # of LAD985186246						
81	Moss Motors	1401 Surrey 70501	LAD098594120	28-002373	X				X				X			4 R	Listed on LDEQ UST List and in EIS as Coury Moss Motors						
82	Halliburton MWD	1114 Evangeline Thruway 70518	LAD152652467						X			X		X			Facility not located	1	1			1	1
83	Welding Supply House Inc	1300 Surrey St 70501		28-009989	X								X			1 F							
84	A Shade Above	1101 SW Evangeline Thruway 70501	LAD000014035						X			X		X			Facility not located	1	1			1	1
85	Ryder Truck Conco LA	1016 SW Evangeline Thruway 70501	LAD981513245	28-008719	X	X			X			X	X	X		4 R; 1 A	Listed in EIS as Ryder Truck Rental, Inc; listed in EDR as Conco Food Distributing Co, Inc; facility observed in field as Conco Food Distributors, Inc; confirmed contaminated site (see Chapter 3 report text)	1	1			1	1
86	Menards Paint and Body	516 Gordon 70501	LAD985200161						X														
87	Cajun Cycles Inc	1317 Surrey St 70501	LAD098187281						X				X										
88	Lafayette Airport Commission	Grissom Dr & Fuel Rd 70508		28-005661	X	X										18 R							
89	Airport Exxon 53837	1318 E Pinhook/Surrey 70501		28-004101	X											4 R							

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
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					Types of Facilities/Potential Waste Sites														Alternatives Affected					
					Storage Tanks				Data Sources															
Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	UST	LUST	Unreg UST	AST	RCRIS	LA/RIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
90	Oakwood Village Nurse Care	2500 E Simcoe St 70501		28-016744	X											1 A								
91	Kellers Auto Service Center	1319 Surrey St 70501	LAD985188267						X				X				Listed in EIS as Pride of LA Auto Craftsmen							
92	Abandoned gasoline station	1019 Johnston St					X							X			Island and plumbing absent							
93	Lenscrafters 248	572 Johnston St 70503	LAR000022798						X															
94	Food Express Chevron	1317 E Pinhook Rd					X							X			Presently operating							
95	Golden Cleaners	1011 Jefferson 70501	LAD985209741						X															
96	Hub City Cleaners & Laundry	121 Stewart St 70501	LAD034295188	28-016636	X				X				X			1 A								
97	Georgia Pacific	815 SW Evangeline Thruway 70501		28-005737	X	X							X			2 A	Confirmed contaminated site (see Chapter 3 report text)	1	1			1	1
98	Jefferson St Conoco	900 Jefferson 70501		28-011435	X									X		7 R	Closed; 2 islands intact; plumbing present							
99	Mobile Mechanics Inc	200 E Vermilion 70501	LA0000069906						X															
100	Jiffy #3	2321 E Simcoe 70503		28-001292	X											2 A								
101	Southern Pacific Motor Trucking Co	810 SW Evangeline Thruway 70501	LAD045313863	28-007021	X	X			X			X	X			2 A	Listed on LDEQ UST List as Pacific Motor Trucking Co; listed in EIS as Southern Pacific Transport Co; listed in EDR as Southern Pacific Transport Co on 210 Johnston St; confirmed contaminated site (see Chapter 3 report text)	1	1			1	1
101	Georgia-Pacific Corporation	814 Evangeline Thruway 70501		28-004456	X											2 A		1	1			1	1
102	Vereus Insect Control	304 West Convent 70501	LAD980508063						X															
103	Cypress Point Yamaha	694 Johnston St 70503	LAR000029009						X															
104	Round	SW of intersection of SE Evangeline Thruway and Johnston									X				X		See Chapter 3 report text			1	1	1		
105	Jet 24 Eleventh St	201 11th St 70501		28-007635	X							X	X			3 R								
106	Tribune Printing Place	212 E Vermilion 70501	LAD985223924						X											1	1	1		
107	Lafayette Parish Sheriff Dept	401 W Main St 70501		28-013798	X											1 R								
108	Precision Tune	105 Johnston St 70501	LAD069320273						X											1	1	1		
109	Lafayette Parish Government	916 Lafayette St 70501		28-016606	X											1 R								
110	Festival T-Shirts	401 E Cypress 70501	LA0000593350						X											1	1	1		
111	Chevron USA Inc #109	601 SW Evangeline Thruway 70501	LAD985205749	28-001945	X	X			X							3 A	Listed on LDEQ UST List as Russell's Chevron	1	1	1	1		1
111	Complete Stop #4	600 SW Evangeline Thruway 70501		28-010850	X	X							X			3 A		1	1	1	1		1
112	Thru-way Food Mart	601 SE Evangeline Thruway 70501		28-014580	X	X						X	X			3 R		1	1				1
112	Chevron USA Inc #109307	601 SW Evangeline Thruway	LAD981148257						X			X					Previously Thruway Food Mart; listed in EDR as Lingo Intl, Inc on HWY 167 N	1	1				1
113	Francois & Sons Auto	200 Louisiana Ave 70508	LAD981916299	28-009442	X	X			X			X	X			3 A	Listed on LDEQ UST List and in EDR as Kwik Stop at 200 Louisiana Ave 70501; listed in EIS as located at 209 Louisiana Ave							
114	12th Street Canal	12th Street					X							X			Pumps intact							
115	Nat's Battery Station	405 E Vermilion									X			X										
116	City of Lafayette Fire Department	300 E Vermilion 70501		28-013429	X	X						X				1 R								

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
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Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	Types of Facilities/Potential Waste Sites: Storage Tanks: UST	LUST	Unreg UST	AST	Data Sources: RCRIS	LASRIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	Alternatives Affected: EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
117	Bologna Brothers, Inc	401 E Cypress St		17-000809	X							X				1 F	Presently Festival T-Shirts, Inc			1	1	1	
118	Jefferson One Hour Martinizing	625 Jefferson St 70501	LAD083452250						X				X										
119	Abandoned gasoline station	200 Johnston St					X							X			Island and plumbing present						
120	Greyhound Lines Inc	315 Lee Ave 70501		28-004565	X								X			1 F; 1 R							
121	L F T Partnership	300 W Vermillion St 70501		28-015522	X											4 R							
122	Oil City Cycles	311 8th St 70501	LAD981519523						X			X	X					1	1				1
123	Walters Automotive	517 S Sterling 70501	LAD982294910						X				X				Listed in EIS as Professional Auto Clinic						
124	Francois & Sons	1300 E Simcoe	LAD985220052						X					X			Closed, was Simcoe Auto						
125	Old Fashion Things	402 SW Evangeline Thruway 705017139	LAR000028720						X									1	1				1
126	Professional Cleaners	716 S Sterling 70501	LAD985227784						X														
127	Quoyeser Inc	501 Surrey St 70501	LA0000852251						X														
128	Cajun Spice Screen Printers Inc	509A Jefferson 70501	LA0000239301						X														
129	Leroy Bearb	210 Garfield 70501		28-002621/28-013211	X	X							X			3 A							
129	Garfield St Station	210 Garfield St 70501		28-013211	X	X						X				3 R							
130	Festival T-Shirts Inc	423 Jefferson 70501	LAD985193879						X														
131	Bellsouth K3402	530 S Buchanan 70501	LA0000920629	28-000539	X	X			X			X	X			1 R	Listed in EIS as having an EPA ID # of LAD230013500; listed in EDR as S Cntrl Bell LFYTLAMA						
132	Rejected Site of Proposed Police Headquarters (1992)	Between Johnston St and Jefferson, east of Southern Pacific Railroad									X		X				Confirmed soil contamination			1	1	1	
133	T & G Convenience Store	721 Louisiana Ave 70501		28-015223	X											3 A							
134	City Cleaners	1009 12th St 70501	LAD985220862						X														
135	The Daily Advertiser	221 Jefferson 70501	LAR000006064						X			X											
136	Historic Restoration	302 Jefferson St 70501		28-015235	X							X				3 R							
137	LBJ Automotive	1013 9th St 70501	LAD985186238						X				X				Listed in EIS as having an EPA ID # of LAD9851H6238						
138	Exxon Co USA #51058	218 Jefferson 70501	LAD985195106	28-004095	X				X				X			3 A; 1 R	Listed on LDEQ UST List as Bourque, Loston; listed in EIS as Southway Exxon #51058	1	1				1
139	Former Dry Cleaning Site	100 Block SE Evangeline Thruway									X			X	X		Building no longer exists; vacant lot; potential for contamination (see Chapter 3 report text)						
140	Charter Food Store #309	1000 Louisiana Ave 70501		28-001797	X								X			4 U							
140	International Fashions, Inc	1000 Louisiana Ave					X						X	X			Listed in EIS as Charter Food Store #309						
141	LA Motors Inc	900 E Simcoe St 70501	LAD034300186	28-007428	X				X				X			2 R							
142	Diamond Shamrock #845	944 E Simcoe St 70501		28-002913	X								X			3 A	Listed in EIS as Sigmor #845						
143	Jefferson Shell	101 NW Evangeline Thruway 70503		28-010838	X	X										4 R		1	1				1
143	Levis First Auto Credit Sales	101 NW Evangeline Thruway					X							X			Previously Jefferson Shell; former gasoline station; 2 islands; no visible plumbing	1	1				1
144	Loston Bourque	218 Jefferson St		28-004095	X	X						X		X		3 A; 1 R		1	1				1
144	Former Dry Cleaning Site	200 Block Jefferson St									X			X	X		Empty lot; potential for contamination (see Chapter 3 report text)	1	1				1

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
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Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	Types of Facilities/Potential Waste Sites: Storage Tanks: UST	LUST	Unreg UST	AST	Data Sources: RCRIS	LASRIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	Alternatives Affected: EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
145	M Trahan	100 NE Evangeline Thruway 70501		28-006566	X							X				R	Presently Texaco FoodMart						
145	Cracker Barrel Stores #41	100 NE Evangeline Thruway		28-006566	X							X				R	Presently Texaco FoodMart						
145	Texaco Food Mart	100 NE Evangeline Thruway					X						X	X			Present; Listed in EIS as Cracker Barrel Stores #41						
146	Cracker Barrel #202	415 Jefferson St 70501		28-008810	X											2 R							
147	Lightning Cleaners	106 Jefferson 70501	LAD985227354						X														
148	Kennys Auto Repair	210 W 3rd 70502	LAR000003707						X											1[F]		1[F]	
149	Marine Electric & Appliance	115 E Third St 70501		28-015234	X							X				1 R				1	1		
150	Fabricare Center Inc	402 Jefferson 70501	LAD981059249						X			X	X										
151	Peewees Paint & Body	1019 E Simcoe 70501	LAD985189422						X														
152	Prudhomme Oil Company, Inc	417 W Grant St 70501		28-007433	X							X				1 F				1[F]		1[F]	
153	Duo Fast Dixie Inc	219 NW Evangeline Thruway 70501	LAD981513112						X				X					1	1	1	1	1	1
154	Boudreauxs Lawnmower	727 E Simcoe St 70501	LA0000882555	28-000857	X				X							2 R							
154	Double L Music	727 E Simcoe St					X						X	X			Previously Boudreaux's Lawn Service; plumbing intact						
155	Sonnier's Gulf	823 East Simcoe St 70501		28-005622	X	X						X	X			4 R		1[D]		1[F]		1[F]	1[D]
156	Circle K #1715	1111 Mudd Ave 70501		28-002106	X											3 A							
157	Cagle Supply Co	401 E Third St 70501		28-005739	X							X	X			1 R							
158	Magnon Electric Inc	518 S Pierce St 70501		28-006123	X								X			1 R							
159	Pumpelly Oil Co	115 E Second St 70501		28-007469	X							X	X			5 R; 7 A				1[F]	1	1[F]	
160	Dorothy Landry	400 E Simcoe St		28-007422	X							X		X		3 A	Concrete slab intact; no visible plumbing						
161	Rea Express	133 Grant St 70501		28-000242	X											1 R							
162	Dorothy Landry	400 E Simcoe 70501		28-007422	X											3 A							
163	Thruway Conoco Station	300 Simcoe St 70501	LAD981599996						X			X	X				Presently Cheapo Depot	1	1	1	1	1	1
163	Cheapo Depot	300 E Simcoe St					X							X				1	1	1	1	1	1
164	Alachua Development Corp	517 W Simcoe St 70501		28-015139	X											3 R							
165	Southern Gulf Operators, Inc	1100 Lafayette St 70501		28-008690	X											1 R							
166	Thruway Conoco Station	300 Simcoe St 70501	LAD981599996	28-007473	X				X			X				4 A; 1 R	Listed on LDEQ UST List as Pellymart P-74; listed in EDR as Pellymart P-74 at 300 E Simcoe St	1	1	1	1	1	1
167	Huval Body Shop Inc	334 Madison St 70501	LAD985192293						X														
168	Food World	330 S Pierce @ Simcoe 70501		28-007248	X								X			1 R; 1 A	Listed in EIS as Swifty Foods #707						
169	J & J Auto Service	108 W Simcoe 70501	LAD982294662	28-007409	X				X			X	X			2 F					1		
170	Acadiana Bait & Ammo	1202 Louisiana Ave 70501		28-007418	X								X			1 R							
171	Automotive Specialist	216 Carmel Ave 70501	LAD982549875						X														
172	Forest Auto Electric	813 W Simcoe St 70501	LAD034297101						X														
173	Huval Bakery Co	720 W Simcoe 70501	LAD985170646	28-005051	X				X														
174	Voorhies Supply Co, Inc	205 Sherman St						X						X		5 R							
175	North Water Treatment	200 N Buchanan 70501	LAR000008375						X								20 55-gal drums; 1 AST						
176	Leblanc Auto Center	100 Carmel Dr 70501	LAD985195205						X														
176	Zim's Mobil	100 Carmel Dr 70501		28-005748	X											5 A	Formerly Zim's Mobil						
177	Zims Alignment	102 Carmel Ave 70501	LAD985204429						X														
178	Leblanc Wholesale	100 S Washington 70501		28-002690	X											1 R							
179	Service Distributing	205 Monroe St 70501	LAD034302844	28-008305	X				X			X	X			4 R							
180	Cormier Cleaners	317 NW Evangeline Thruway 70501	LAD985228097						X					X	X		See Chapter 3 report text	1	1	1	1	1	1
181	Grossles Automotive	503 Mudd Ave 70501	LAD981904444						X				X										

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
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Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	Types of Facilities/Potential Waste Sites: Storage Tanks: UST	LUST	Unreg UST	AST	Data Sources: RCRIS	LASRIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	Alternatives Affected: EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
182	Doris Bearb Full Service	820 Cameron St 70501		28-001180	X											3 R							
182	Hanks Feed Store	800 Cameron St 70501		28-016622	X											1 A							
183	Sunshine Cleaners	103 Breaux Bridge 70501	LAD981157605						X														
184	Cracker Barrel #211	323 Mudd 70501		28-008815	X	X						X	X			3 R		1	1	1	1	1	1
184	SRIJI Foodmart	323 Mudd Ave					X						X	X			Previously Cracker Barrel #211; former gasoline station; islands and plumbing absent	1	1	1	1	1	1
185	Ernies Car Care	101 S Pierce St 70501	LAD981584535						X				X										
186	Roberie Racing Outboards	421 N Buchanan 70501	LAD982549826						X			X	X										
187	Acadian Ambulance Service	300 Hopkins St 70501	LAD981520760	28-012744	X	X			X			X	X			3 R	Listed in EIS as Lafayette Ambulance Service						
188	A and E Scrap Metals, Inc	100 Cameron St									X			X			Auto/scrap yard						
189	Lafayette Distributors	100 N Pierce 70501		28-012384	X								X			2 I							
190	Mike-Baker Brick Co	419 N Buchanan St 70501		28-006454	X							X	X			1 R							
191	Thruway Canal	804 NW Evangeline Thruway 70501		28-001373	X	X						X	X			4 R	Listed in EIS as located at 840 NW Evangeline Thruway	1	1	1	1	1	1
192	Duhon's Discount Gas	900 NW Evangeline Thruway 70501		28-003107	X							X	X	X		2 R	Observed to be out of business	1	1	1	1	1	1
192	Connie's Seafood	801 NW Evangeline Thruway					X							X			Former gasoline station; island intact; plumbing absent	1	1	1	1	1	1
193	Credit Corral of Lafayette	307 Bellot Rd 70501	LAD985218080						X									1	1	1	1	1	1
193	Action Auto Sales	228 Goldman					X							X			Former gasoline station; islands intact; plumbing absent	1	1	1	1	1	1
193	Holloway's Trading Post	400 NW Evangeline Thruway					X										Former gasoline station; plumbing intact	1	1	1	1	1	1
194	Robbey Delahousee	200 Bellot St		28-009284	X							X		X		1 R	No indication of removed UST						
195	Abandoned Clay Pit (w/ backfill)	East side of intersection of Southern Pacific Railroad Main Line and Spur Line									X		X				See Chapter 3 report text						
196	Trans Louisiana Gas	122 N Pierce St 705014242	LAD981046543	28-009631	X				X				X			2 R							
197	Quality Brands Inc	215 N Pierce St 70501	LAD985210673	05-007615	X				X							3 R							
198	Race Trac	1001 NE Evangeline Thruway					X							X				1	1	1	1	1	1
199	Jeffs Electric Motor	225 Bellot St 70501	LAD985199082						X														
200	Chevron SS#109282	1100 NE Evangeline Thruway 70501	LAD985205723	28-001946	X				X				X			4 A	Listed in EIS as Gulf Oil Corp at 1100 NE Evangeline Thruway & Tissington	1	1	1	1	1	1
201	Sunshine Cleaners	311 Madeline 70501	LAD010000834						X				X				Observed in field as One Hour Cleaning & Pressing located at 103 Carmel Ave						
202	D & R Auto Repair	409 N Pierce 70501	LAD985219898	28-013631	X				X							1 A							
203	US Postal Service Vehicle Maintenance	1105 Moss St 70501	LAD180000107	28-012501	X				X				X			4 R							
204	Walmart Store #534	2001 NW Evangeline Thruway 70501		28-013340	X	X						X		X		1 R							
205	Van Waters & Rogers	500 N Pierce St 70501	LAD980871693						X				X				Observed in field as Lane McDuff Sales						
206	Courtesy Ford Lincoln	1406 NE Evangeline Thruway 70501	LAD089829816	28-013590	X				X			X	X			1 F; 1 R	Listed in EIS and in EDR as Bickham Lincoln Mercury at 1312 NE Evangeline Thruway						
207	Rick's Foreign Car Parts & Repair Service	102 Sherwood						X						X			1 AST						
208	Moss St Canal	1303 Moss St 70501		28-001371	X											2 R							

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208	Bryan's Auto & Truck Repair	1303 Moss St					X						X	X			Former gasoline station w/ plumbing intact; listed in EIS as Moss St Canal						
208	Roland's Alignment	1200 Moss St					X										Former gasoline station w/ plumbing intact						
209	Moore Petroleum, Inc	547 N Pierce St						X						X			4 large AST; fuel pumps; 8 smaller AST						
210	Moss St Tire & Alignment	1302 Moss St 70501	LAD985221142						X														
211	One Hour Martinizing	208 Frontage Rd 70501	LAD981059280						X					X			Facility not present						
212	Marcel Royer	230 W Gilman Rd			X								X										
213	Blacks Outdoor & Marine	1423 NW Evangeline Thruway 70501	LAR000006304						X									1	1	1	1	1	1
214	Stamp Fiero	Willow and Moss St 70501		28-003864	X								X			2 R							
214	Cajun Audio	1401 Moss St		28-003864	X											2 R							
215	Super 1 Foods Gasoline Station	1400 Block NW Evangeline Thruway					X							X				1	1	1	1	1	1
216	Irwins Mattress Mart	301 E Willow St 70501	LAD985216282						X														
217	LA Seafood	1414 Moss St					X							X			Appears to be former gasoline station w/ plumbing removed						
218	Mitchs Auto Repair	211 Willow St 70501	LAD981916182						X														
219	Clifford J Richard Used Cars	213 E Willow St 70501	LAD982292922						X			X	X										
219	Floyd J Breaux Painting Contractors	203 E Willow St		28-000998	X							X	X	X		2 R	Still in existence						
220	Kmart #4379	208 Willow St 70501	LAD985171933	28-005561	X	X			X			X				1 R; 1 A	Presently occupied by Conn Appliance; site has confirmed soil contamination and asbestos						
221	Speedee Oil Change	1503 Moss St 70501	LAD985203728						X														
222	Northside Engine Service	1510 Moss St 70501	LAD010405843						X				X										
222	Diamond Shamrock #606	1500 Moss St 70508		28-002901	X	X						X	X			3 A	Listed in EIS as Sigmor #606						
223	USA Food Mart	1600 Moss St 70501		28-007634	X	X						X	X			3 A	Listed in EIS as Jet 24 Moss St						
224	Montgomery Ward	1700 NE Evangeline Thruway 70501	LAD985202662	28-010891	X				X			X	X			1 R	Listed on LDEQ UST List and in EIS as located at 200 Northgate Mall; listed in EDR as located at 200 Northgate Dr						
225	Meaux's Mobil	909 North Pierce 70501		28-005756	X							X	X			3 A							
226	Northside Cleaners Inc	1914 Moss St 70501	LAR000005819						X														
227	Louisiana Intrastate Gas Co	311 Patterson						X						X			3 AST; 10-15 55-gal drums						
228	Rusty's Carwash	1819 NW Evangeline Thruway 70501		28-000688	X							X				4 R							
229	Firestone Tire & Rubber	1912 NE Evangeline Thruway 70501	LAD981905763	28-005127/28-004683	X				X			X	X			1 A/1 R	Listed on LDEQ UST List and in EIS as Firestone Store #44F3/016532; also listed on LDEQ UST List and in EDR as Firestone Service Center						
230	Northgate 66	1808 NE Evangeline Thruway 70501		28-006940/28-010839	X	X						X	X			3 A/3 A; 1 R	Also listed on LDEQ UST List as Northgate Shell located at 300 Frontage Rd; listed in EDR as Northgate Shell located at 300 NW Frontage Rd	1	1	1	1	1	1
230	Complete Stop Food Mart Shell	2004 NW Evangeline Thruway					X							X				1	1	1	1	1	1

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
(Page 9 of 10)

					Types of Facilities/Potential Waste Sites				Data Sources									Alternatives Affected					
					Storage Tanks																		
Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	UST	LUST	Unreg UST	AST	RCRIS	LASRIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
231	Walmart Automotive	303 Frontage Rd 70501	LAD126002369						X			X					Listed in EDR as Wal-mart Stores, Inc	1	1	1	1	1	1
232	Bud's Disc City #4039	2001 NW Evangeline Thruway 70501	LAR000017707						X														
233	Allied Discount Tire	2014 NE Evangeline Thruway 70501	LAD985187244						X				X					1	1	1	1	1	1
234	One Hour Martinizing	321 Frontage Rd	LAD981051030						X			X		X			Facility not located in field						
235	Sid's One Stop	803 Martin Luther King Dr					X							X			2 pumps operational						
236	A Abal Transmission	2044 NE Evangeline Thruway 70501	LAD985200872						X									1	1	1	1	1	1
237	Guidrich Electrical	221 Peggy St 70501		28-004582	X							X				1 A							
238	Star Enterprise	705 Frontage Rd 70501	LAD985209782						X			X						1	1	1	1	1	1
239	Moss St Amoco	2330 Moss St 70501		28-007429	X	X										3 R; 3 F							
239	Northside Paint Center, Inc	2318 Moss St					X							X			1 UST w/ pump						
239	Cajun Corner Cars	2300 Block Moss St					X							X			Former garage w/ island pump						
240	Control Products of Louisiana	2114 NE Evangeline Thruway 70501	LAD985197870						X									1	1	1	1	1	1
241	Exxon Co USA #52163	Hwy 167 & Chalmette 70501	LAD985195098	28-004098	X	X			X			X				3 A; 1 R	Listed in EDR as Northgate Exxon 52163	1	1	1	1	1	1
242	Cracker Barrel Store	2103 NW Evangeline Thruway 70503	LAD985197136	28-011343/28-013523	X	X			X			X				4 S/3 R; 4 A	Listed on LDEQ UST List as Texaco located at 705 Frontage Rd; also listed on LDEQ UST List as Cracker Barrel #107/Texaco; listed in EDR as Texaco at 705 NW Frontage Rd	1	1	1	1	1	1
243	Broussards Auto Repair	713 Patterson St 70501	LAD982305419						X				X										
244	Donald J Reed MD	2900 Moss St 70501	LAD985227024						X														
245	Magnolia Liquor Pos Warehouse	100 Distribution Row 70501		28-006120	X											1 R							
246	Domingues Sand & Gravel	3198 Moss St 70507	LAD125978361						X														
247	Hamilton Medical Group	3414 Moss St 70507	LAD982758716						X														
248	Unknown Gasoline Station	2700 Block NE Evangeline Thruway					X							X			Plumbing intact						
248	Unknown Gasoline Station	2726 NE Evangeline Thruway					X							X			Plumbing intact						
248	Calvin's Lawn & Garden Equipment	2722 NE Evangeline Thruway					X							X			Former gasoline station						
249	Unknown Gasoline Station	2723 NW Evangeline Thruway					X							X			3 islands; plumbing absent						
250	Guidry's Alignment & Automotive Specialties	2727 NW Evangeline Thruway					X							X									
251	Country Mart	3601 Moss St 70501		28-008807	X								X			2 A	Listed in EIS as Cracker Barrel Stores #203						
252	Franks Auto Repair	404 E Pont Des Mouton 705075411	LAD981584675						X														
253	Diamond Shamrock #365	3802 Moss St 70501		28-013278	X											3 A							
254	Ferrellgas	Gill Dr						X						X			3 large Ferrellgas propane tanks and 3 smaller tanks of unknown content						
255	Jubilee #67	120 E Pont Des Mouton Rd 70507		28-006658	X	X						X	X			4 A	Listed in EIS as Fast Lane #612						
256	Exxon Co USA #51096	2798 Hwy 167 N 70501	LAD985199710						X														
257	LA Concrete Co	119 Gill Dr 70502	LAD982283160						X														
258	M & J Valve Sevices	110 Gill Dr 70507	LAD981909617						X														
259	Stellys Auto & Truck	125 Gill Dr 70507	LAD981599947						X														
260	Bellsouth K3457	307 E Pont Des Mouton 70507	LAD981521438	28-000538	X	X			X							3 R	Listed on LDEQ UST List as South Central-LFTYLADM on Pont Des Mouton Rd						

Table B-4
Potential and Confirmed Waste Sites and Storage Tank Facilities within Project Area as Depicted on Exhibit 3-13
(Page 10 of 10)

					Types of Facilities/Potential Waste Sites														Alternatives Affected					
					Storage Tanks				Data Sources															
Map ID #	Facility Name	Facility Address	EPA ID #	LDEQ ID #	UST	LUST	Unreg UST	AST	RCRIS	LASRIS	Other	EDR	EIS	Field	Sanborn	Status of Tanks	Comments	EA-1 Elevated	EA-1 Sel. Over.	RR-3 Elevated	RR-3 Sel. Over.	RR-4 Elevated	RR-5 Elevated
261	Mouton Sand & Gravel	521 E Pont Des Mouton						X						X			1 diesel AST						
262	Finish Machined Products	109 Gill Dr 70507	LA0000149625						X															
263	Guidry Industries	105 Gill Dr 70507	LAD104025697						X															
264	South Region-Troop "I"	1698 Evangeline Thruway 70501		28-010739/28-006057	X								X			R/3 A	Also listed on LDEQ UST List as LA State Police Troop I at 121 E Pont Des Mouton 70507						
265	The Chrome Shop	210-57 West Pont Des Mouton		01362						X		X					Confirmed contaminated site						
266	Mouton Plumbing & Hauling	3810 Moss St 70507	LAD985189661						X															
267	Arrow Motors	3906 Moss St 70507	LAD985217835						X															
268	Golden Palace Truck Stop	2815 Hwy 167 N					X							X			Pumps operational						
269	Soutern Pacific Railroad Passenger Depot	East Grant St									X			X			Suspected contamination (see Chapter 3 report text)						
																	Total Waste Sites Impacted	53	53	48	46	47	53

Types of Facilities/Potential Waste Sites/Data Sources:
UST: Underground Storage Tank
LUST: Leaking Underground Storage Tank
Unreg UST: Unregistered Underground Storage Tank
AST: Aboveground Storage Tank
RCRIS: Federal Resource Conservation and Recovery Information System
LASRIS: Louisiana Site Remediation Information System
Other: Other potential waste sites

EDR: Environmental Data Resources, Inc, Southport, CT
Study Area, I-49 Connector, Lafayette Parish, Louisiana 6/98
EIS: Draft Environmental Impact Statement No. FHWA-LA-EIS-92-01-D
I-49 Connector, Lafayette, Louisiana 5/92
Field: Observations made during field reconnaissance 8-9/98
Sanborn: Sanborn Fire Insurance Maps 1921, 1928, 1940, 1946 (Review for historic facilities/potential waste sites)

Status of Tanks:
R: Removed
A: Active
I: Incorrect/Inactive
S: Sold
U: Unknown
F: Filled
M: Farm Tank

Notes: (1) Numbered sites may depict more than one facility
(2) Multiple facility sites are depicted with facility type judged to be of most concern
(3) Totals for EA-1 Elevated and RR-5 Elevated include 1 site for Subalternative D
(4) Totals for RR-3 Elevated and RR-4 Elevated include 4 sites for Subalternate F

Table B-5

WATER WELLS IN THE LAFAYETTE AREA

Map #	DOTD Well #	Displacement Required	Owner Name	Well Depth (ft)	Well Use	Latitude	Longitude
1	-8702Z		CSI	120	Plugged	301113	920026
2	-8701Z		CSI	140	Plugged	301113	920025
3	-601		Weeks Const	156	Public Supply	301117	920007
4	-5526Z		Armentaur, O	135	Domestic	301120	915948
5	-5359Z		Armentour, C	96	Domestic	301120	915946
6	-5361Z		Grossie, Paul	140	Domestic	301121	915946
7	-8065Z		Cooper Oil Tool	18	Plugged	301121	915943
8	-8066Z		Cooper Oil Tool	15	Plugged	301121	915943
9	-8047Z		H&S Const	100	Public Supply	301130	915928
10	-7745Z		Bernard, Brooks		Industrial	301123	915925
11	-7746Z		Bernard, Brooks		Public Supply	301123	915925
12	-173		Comeauz, Portier	105	Domestic	301125	920047
13	-7126Z		Diamond Shamroc	28	Monitor	301131	920057
14	-105		Landry, Hylo	192	Domestic	301143	920052
15	-103		Leonpacker, L	100	Domestic	301147	920052
16	-102		Simms, HA	120	Domestic	301152	920054
17	-174		Eastman Oil	83	Domestic	301158	920050
18	-7640Z		LeBlanc, Alan	150	Domestic	301212	920058
19	-7188Z		LeBlanc, Ken Dr	80	Heat Pump	301211	920034
20	-8151Z		Vastar Resource	160	Rig Supply	301205	920016
21	-460		Wallace, Hugh	90	Domestic	301212	920016
22	-8966Z		Petroleum Heli	46	Monitor	301218	915954
23	-8786Z		American Remedi	61	Plugged	301215	915949
24	-8969Z		Petroleum Heli	46	Monitor	301221	915952
25	-8967Z		Petroleum Heli	44	Monitor	301216	915946
26	-8968Z		Petroleum Heli	44	Monitor	301220	915947
27	-8295Z		Vincents Texaco	56	Recovery	301230	920038
28	-8296Z		Vincents Texaco	30	Recovery	301230	920038
29	-8297Z		Vincents Texaco	30	Recovery	301230	920038
30	-8429Z		Vincents Texaco	35	Recovery	301230	920038
31	-8430Z		Vincents Texaco	36	Recovery	301230	920038
32	-8431Z		Vincents Texaco	36	Recovery	301230	920038
33	-8432Z		Vincents Texaco	38	Recovery	301230	920038
34	-8433Z		Vincents Texaco	38	Recovery	301230	920038
35	-8434Z		Vincents Texaco	38	Recovery	301230	920038
36	-8045Z		Vincents Texaco	45	Monitor	301231	920038
37	-8044Z		Vincents Texaco	45	Monitor	301230	920037
38	-8046Z		Vincents Texaco	45	Monitor	301231	920037
39	-495		Talley Ice Co.	161	Industrial	301233	920030
40	-578		Talley Ice Co.	161	Industrial	301237	920031
41	-554		Lafayette, La	648	Test Hole	301241	920030
42	-562		Lafayette, La	592	Power Gen	301241	920030
43	-500		Lafayette, La	247	Abandoned	301243	920030
44	-6346Z		Star Enterprise	50	Monitor	301250	920030
45	-6347Z		Star Enterprise	50	Monitor	301250	920030
46	-6348Z		Star Enterprise	50	Monitor	301250	920030
47	-5032Z	RR-3	Roggwiller, Inc	104	Plugged	301248	920022
48	-5036Z	RR-3	Roggwiller, Inc	105	Plugged	301244	920020
49	-577	RR-3	Roggwiller, Inc	600	Industrial	301245	920020
50	-590	RR-3, RR-5	Roggwiller, Inc	600	Industrial	301244	920019
51	-7099Z		LF Airport Comm	20	Plugged	301246	915927
52	-7100Z		LF Airport Comm	18	Plugged	301246	915927

Table B-5

WATER WELLS IN THE LAFAYETTE AREA

Map #	DOTD Well #	Displacement Required	Owner Name	Well Depth (ft)	Well Use	Latitude	Longitude
53	-7101Z		LF Airport Comm	13	Plugged	301246	915927
54	-7127Z	RR-3	Prize Beer	10	Monitor	301301	920031
55	-7128Z	RR-3	Prize Beer	8	Monitor	301301	920031
56	-7129Z	RR-3	Prize Beer	10	Monitor	301301	920031
57	-7130Z	RR-3	Prize Beer	9	Monitor	301301	920031
58	-5663Z	RR-3	Conco Food	13	Plugged	301305	920030
59	-5664Z	RR-3	Conco Food	13	Plugged	301305	920030
60	-5665Z	RR-3	Conco Food	13	Plugged	301305	920030
61	-6054Z		LA Offshore Emp	195	Heat Pump	301310	920047
62	-480		Lafayette, La	188	Plugged	301317	920056
63	-8780Z	RR-4	Consolidated Co.	14	Monitor	301316	920032
64	-8781Z	RR-4	Consolidated Co.	14	Monitor	301317	920033
65	-8782Z	RR-4	Consolidated Co.	14	Monitor	301317	920034
66	-8779Z	RR-4	Consolidated Co.	14	Monitor	301318	920034
67	-9888Z	RR-4	Consolidated Co.	14	Monitor	301319	920033
68	-8778Z	EA-1,RR-5	Consolidated Co.	14	Monitor	301318	920031
69	-9016Z	ALL	Macro Oil	50	Plugged	301325	920034
70	-9043Z	ALL	Macro Oil	15	Plugged	301327	920037
71	-9044Z	ALL	Macro Oil	15	Plugged	301327	920037
72	-9045Z	ALL	Macro Oil	15	Plugged	301327	920037
73	-9046Z	ALL	Macro Oil	15	Plugged	301327	920037
74	-9017Z	RR-3,RR-4	Macro Oil	50	Plugged	301326	920038
75	-6588Z	RR-3,RR-4	Chevron	12	Plugged	301327	920038
76	-6589Z	RR-3,RR-4	Chevron	12	Plugged	301327	920038
77	-6590Z	RR-3,RR-4	Chevron	12	Plugged	301327	920038
78	-6591Z	RR-3,RR-4	Chevron	12	Plugged	301327	920038
79	-6592Z	RR-3,RR-4	Chevron	12	Plugged	301327	920038
80	-6593Z	RR-3,RR-4	Chevron	12	Plugged	301327	920038
81	-6594Z	RR-3,RR-4	Chevron	12	Plugged	301327	920038
82	-9018Z	RR-3,RR-4	Macro Oil	50	Plugged	301328	920039
83	-7558Z		S. Pacific Tarns	15	Monitor	301329	920039
84	-9015Z	EA-1,RR-5	Macro Oil	50	Plugged	301329	920037
85	-6854Z	EA-1,RR-5	Chevron	13	Monitor	301328	920036
86	-6855Z	EA-1,RR-5	Chevron	13	Monitor	301328	920036
87	-7064Z		Lafayette, La	15	Monitor	301330	920115
88	-7065Z		Lafayette, La	15	Monitor	301330	920115
89	-7066Z		Lafayette, La	15	Monitor	301330	920115
90	-7067Z		Lafayette, La	15	Monitor	301330	920115
91	-7114Z		Lafayette, La	11	Plugged	301330	920115
92	-7115Z		Lafayette, La	11	Plugged	301330	920115
93	-7116Z		Lafayette, La	11	Plugged	301330	920115
94	-7117Z		Lafayette, La	11	Plugged	301330	920115
95	-8496Z		BellSouth	50	Plugged	301332	920111
96	-8497Z		BellSouth	50	Plugged	301332	920110
97	-8498Z		BellSouth	49	Plugged	301333	920110
98	-6716Z		Tinseth, DL	100	Plugged	301340	920055
99	-6717Z		Tinseth, DL	70	Plugged	301340	920055
100	-6718Z		Tinseth, DL	70	Plugged	301340	920055
101	-7461Z		EXXON, Co. USA	17	Abandoned	301341	920046
102	-7462Z		EXXON, Co. USA	17	Abandoned	301341	920046
103	-7463Z		EXXON, Co. USA	17	Abandoned	301341	920046
104	-7449Z		Macro Oil	22	Plugged	301342	920046

Table B-5

WATER WELLS IN THE LAFAYETTE AREA

Map #	DOTD Well #	Displacement Required	Owner Name	Well Depth (ft)	Well Use	Latitude	Longitude
105	-7450Z		Macro Oil	22	Plugged	301342	920046
106	-7451Z		Macro Oil	22	Plugged	301342	920046
107	-7452Z		Macro Oil	20	Plugged	301342	920046
108	-7453Z		Macro Oil	20	Plugged	301342	920046
109	-7454Z		Macro Oil	20	Plugged	301342	920046
110	-7455Z		Macro Oil	20	Plugged	301342	920046
111	-7456Z		Macro Oil	20	Plugged	301342	920046
112	-7857Z	RR-3,RR-4	Lafayette, La	19	Monitor	301348	920051
113	-7860Z	RR-3 SEL.	Lafayette, La	15	Monitor	301348	920053
114	-7861Z		Lafayette, La	14	Monitor	301349	920054
115	-559		Lafayette, La	567	Public Supply	301350	920056
116	-1		Lafayette, La	220	Destroyed	301350	950055
117	-509		Lafayette, La	257	Public Supply	301350	920055
118	-7855Z	RR-3 SEL.	Lafayette, La	23	Monitor	301352	920053
119	-7856Z	RR-3,RR-4	Lafayette, La	14	Monitor	301351	920052
120	-7863Z	RR-3,RR-4	Lafayette, La	14	Monitor	301350	920052
121	-7862Z	RR-3,RR-4	Lafayette, La	14	Monitor	301349	920052
122	-7858Z	RR-3,RR-4	Lafayette, La	16	Monitor	301349	920051
123	-7859Z	RR-3,RR-4	Lafayette, La	16	Monitor	301349	920051
124	-3		Lafayette, La	170	Destroyed	301352	920102
125	-510A		Lafayette, La	225	Abandoned	301352	920102
126	-510B		Lafayette, La	538	Plugged	301353	920103
127	-7340Z		AC Ambulance	15	Recovery	301352	920116
128	-552		Lafayette, La	325	Plugged	301356	920107
129	-25		Peoples Ice	165	Industrial	301400	920111
130	-585		Lafayette, La	580	Public Supply	301358	920102
131	-560		Lafayette, La	569	Public Supply	301359	920059
132	-6307Z	ALL	Cracker Barrel	13	Monitor	301400	920051
133	-8818Z	ALL	Kittikoune, S	13	Plugged	601407	920048
134	-8819Z	ALL	Kittikoune, S	13	Excavated	301407	920048
135	-8820Z	ALL	Kittikoune, S	13	Plugged	301407	920048
136	-8821Z	ALL	Kittikoune, S	13	Plugged	301407	920048
137	-6930Z		Star Enterprise	15	Plugged	301411	920046
138	-6931Z		Star Enterprise	15	Plugged	301411	920046
139	-6932Z		Star Enterprise	15	Plugged	301411	920046
140	-6933Z		Star Enterprise	15	Plugged	301411	920046
141	-6934Z		Star Enterprise	15	Plugged	301411	920046
142	-520		Lafayette, La	348	Abandoned	301354	920026
143	-511A		Lafayette, La	858	Plugged	301357	920020
144	-511B		Lafayette, La	540	Plugged	301357	920020
145	-518		Lafayette, La	551	Public Supply	301357	920020
146	-514		Lafayette, La	162	Abandoned	301356	920016
147	-936		Lafayette, La	562	Public Supply	301353	920011
148	-515A		Lafayette, La	147	Observation	301407	920024
149	-515B		Lafayette, La	549	Observation	301407	920024
150	-553		Lafayette, La	610	Public Supply	301407	920024
151	-516		Lafayette, La	292	Observation	301407	920009
152	-939		Lafayette, La	582	Public Supply	301414	920025
153	-584		Lafayette, La	231	Irrigation	301415	920010
154	-898	ALL	Lafayette, La	138	Irrigation	301433	920044
155	-7533Z		Northern Trust	14	Plugged	301432	920022
156	-7534Z		Northern Trust	14	Plugged	301432	920022

Table B-5

WATER WELLS IN THE LAFAYETTE AREA

Map #	DOTD Well #	Displacement Required	Owner Name	Well Depth (ft)	Well Use	Latitude	Longitude
157	-7535Z		Northern Trust	14	Plugged	301432	920022
158	-7536Z		Northern Trust	14	Plugged	301432	920022
159	-662		US Geol Survey	152	Observation	301426	920006
160	-459		Begnauz, W	145	Dome	301436	915951
161	-8583Z		Diamond Shamroc	15	Plugged	301443	920020
162a	-8584Z		Diamond Shamroc	15	Plugged	301443	920020
162b	-8585Z		Diamond Shamroc	15	Plugged	301443	920020
163	-424		Fiero, Ray	100	Domestic	301441	920013
164	-425		Vezey, Sydny	105	Domestic	301450	920004
165	-8899Z		Northside	120	Heat Pump	301454	920019
166	-428		Vezey, George	140	Domestic	301458	920018
167	-427		Breaux, Ed	160	Domestic	301459	920015
168	-5057Z		LF School Board	138	Plugged	301504	920009
169	-6222Z	ALL	EXXON, Co. USA	20	Monitor	301508	920052
170	-429		Breaux, Luise	130	Domestic	301503	920030
171	-527		Calais Wtr Co.	126	Public Supply	301508	920032
172	-528		Calais Wtr Co.	126	Public Supply	301508	920032
173	-529		Calais Wtr Co.	126	Public Supply	301508	920032
174	-530		Calais Wtr Co.	126	Public Supply	301508	920032
175	-531		Calais Wtr Co.	126	Public Supply	301508	920032
176	-532		Calais Wtr Co.	126	Public Supply	301508	920032
177	-533		Calais Wtr Co.	126	Public Supply	301508	920032
178	-431		Mounton, ED	125	Domestic	301514	920026
179	-430		Broussard, C	120	Domestic	301512	920014
180	-897		Lafayette, La	110	Ieeifrion	301524	920048
181	-432		Mellacon, H.	135	Domestic	301532	920019
182	-5033Z		Holiday Inn	152	Plugged	301552	920056
183	-6816Z		EXXON, Co. USA	50	Plugged	301558	920059
184	-6822Z		EXXON, Co. USA	40	Plugged	301558	920059
185	-6952Z		EXXON, Co. USA	50	Plugged	301558	920059
186	-5988Z		Greyhound, Inc.	20	Monitor	301601	920100
187	-5989Z		Greyhound, Inc.	20	Monitor	301601	920100
188	-423		Lavalle, Portier	90	Domestic	301604	920040
189	-421		Martin, David	125	Domestic	301628	920154
190	-6377Z		Lafayette, La	50	Plugged	301624	920126
191	-642		Guidry, Lee Roy	180	Public Supply	301621	920121
192	-785		Guidry, Lee Roy		Public Supply	301622	920121
193	-800		Guidry, Lee Roy	115	Public Supply	301622	920121
194	-6207Z		Guidry, Lee Roy	110	Plugged	301622	920121
195	-826		Sharks, Jim	110	Irrigation	301648	920053
196	-6208Z		Sharks, Jim	110	Plugged	301648	920053
197	-401		Martin, David	100	Domestic	301644	920049
198	-8381Z		Martin, Paul J.	130	Domestic	301633	920037
199	-402		Babineax, JJ	88	Domestic	301616	920018
200	-400		Roche, Gabriel	120	Domestic	301626	920018
201	-7884Z		Foreman, Harold	113	Plugged	301637	920018

Table B-6
Acoustical Mitigation
Noise Barrier Locations
I-49 Connector, Lafayette, LA

Barrier Description	Barrier Location	NAC Cate-gory	NAC Noise Level	Existing Noise Levels dBA Leq	Range of Future Noise Levels, dBA Leq w/o Barrier	Range of Future Noise Levels, dBA Leq w/ Barrier	Noise Reduction dBA	Barrier Characteristics Length ft	Barrier Characteristics Height ft	Cost[1]	Number of Benefitted Receptors	Cost per Benefitted Receptor	Reasonable and Feasible	Min. Ht. Barrier to Achieve 8 dBA Reduction
EA-1 Elevated														
NB - Pinhook Road to 16th Street	Mainline NB Ev. Th.	B B	66 66	75	72	66-67	5-6	3743 1026	10 21	$573,802 $538,650	22			
									Total:	$1,112,452	22	$50,566	No	16'
NB - 15th Street to Simcoe Street	Mainline	B	66	82-83	74-76	71-75	0-3	5300	10	$812,490	0			
									Total:	$812,490	0	NA	No	19'
NB - Simcoe Street to Southern Pacific RR	Mainline	B	66	78-83	73-75	70-74	1-3	3300	10	$505,890	0			
									Total:	$505,890	0	NA	No	19'
SB - Willow Street to Donlon Avenue	Mainline	B	66	71-72	74	73	1	2100	10	$321,930	0			
									Total:	$321,930	0	NA	No	19'
SB - Southern Pacific RR to Johnston Street	Mainline	B	66	74-81	74-78	70-76	0-4	5800	10	$889,140	0			
									Total:	$889,140	0	NA	No	19'
SB - Taft Street to Pinhook Road	Mainline Frontage	B B	66 66	72-75	71-73	65-66	3-7	2578 1177	10 21	$395,207 $617,925	15			
									Total:	$1,013,132	15	$67,542	No	16'
SB - Pinhook Road to Vermilion River	Mainline	B	66	73-74	76	72	4	1400	10	$214,620	0			
									Total:	$214,620	0	NA	No	19'

1) Based on $21.00/sqft for 7.3 feet of structure mounted noise barrier above safety barrier and $25.00/sqft for ground mounted

Table B-7
Acoustical Mitigation
Noise Barrier Locations
I-49 Connector, Lafayette, LA

Barrier Description	Barrier Location	NAC Category	NAC Noise Level	Existing Noise Levels dBA Leq	Range of Future Noise Levels, dBA Leq w/o Barrier	Range of Future Noise Levels, dBA Leq w/ Barrier	Noise Reduction dBA	Barrier Characteristics Length ft	Barrier Characteristics Height ft	Cost[1]	Number of Benefitted Receptors	Cost per Benefitted Receptor	Reasonable and Feasible	Min. Ht. Barrier to Achieve 8 dBA Reduction
EA-1 Overpasses														
NB - Pinhook Road to 16th Street	Mainline Frontage	B B	66 66	75	72-73	66-67	5-6	3743 1026	10 21	$573,802 $538,650	22			
									Total:	$1,112,452	22	$50,566	No	16'
NB - 15th Street to Simcoe Street	Mainline	B	66	82-83	74-76	71-75	0-3	5300	10	$812,490	0			
									Total:	$812,490	0	NA	No	19'
NB - Simcoe Street to Southern Pacific RR	Mainline	B	66	78-83	73-75	70-74	1-3	3300	10	$505,890	0			
									Total:	$505,890	0	NA	No	19'
SB - Willow Street to Donlon Avenue	Mainline	B	66	71-72	74	73	1	2100	10	$321,930	0			
									Total:	$321,930	0	NA	No	19'
SB - Southern Pacific RR to Johnston Street	Mainline	B	66	74-81	74-80	70-78	0-4	5800	10	$889,140	0			
									Total:	$889,140	0	NA	No	19'
SB - Taft Street to Pinhook Road	Mainline Frontage	B B	66 66	72-75	71-73	65-66	3-7	2578 1177	10 21	$395,207 $617,925	15			
									Total:	$1,013,132	15	$67,542	No	16'
SB - Pinhook Road to Vermilion River	Mainline	B	66	73-74	76	72	4	1400	10	$214,620	0			
									Total:	$214,620	0	NA	No	19'

1) Based on $21.00/sqft for 7.3 feet of structure mounted noise barrier above safety barrier and $25.00/sqft for ground mounted

Table B-8
Acoustical Mitigation
Noise Barrier Locations
I-49 Connector, Lafayette, LA

Barrier Description	Barrier Location	NAC Category	NAC Noise Level	Existing Noise Levels dBA Leq	Range of Future Noise Levels, dBA Leq w/o Barrier	Range of Future Noise Levels, dBA Leq w/ Barrier	Noise Reduction dBA	Barrier Characteristics Length ft	Barrier Characteristics Height ft	Cost[1]	Number of Benefitted Receptors	Cost per Benefitted Receptor	Reasonable and Feasible	Min. Ht. Barrier to Achieve 8 dBA Reduction
RR-3 Elevated														
NB - University Avenue to Taft Street	Mainline	B	66	58-63	72-74	67-69	4-6	3800	10	$582,540	22			
									Total:	$582,540	22	$26,479	No	14'
NB - Johnston Street to Southern Pacific RR	Mainline	B	66	70-83	71-75	67-74	0-4	5200	10	$797,160	0			
									Total:	$797,160	0	NA	No	14'-19'
SB - Willow Street to Donlon Avenue	Mainline	B	66	71-72	74	73	1	2100	10	$321,930	0			
									Total:	$321,930	0	NA	No	19'
SB - Southern Pacific RR to 2nd Street	Mainline	B	66	71-81	73-77	69-75	0-4	3000	10	$459,900	0			
									Total:	$459,900	0	NA	No	19'
SB - Johnston Street to Taft Street	Mainline	B	66	68	71-72	70-71	1	4000	10	$613,200	0			
									Total:	$613,200	0	NA	No	14'
SB - Pinhook Road to University Avenue	Mainline	B	66	58-65	69-71	65-67	4	2000	10	$306,600	0			
									Total:	$306,600	0	NA	No	14'
SB - University Avenue to Kaliste Saloom Road	Mainline	B	66	69	73	68	5	2400	10	$367,920	7			
									Total:	$367,920	7	$52,560	No	16'

1) Based on $21.00/sqft for 7.3 feet of structure mounted noise barrier above safety barrier and $25.00/sqft for ground mounted

Table B-9
Acoustical Mitigation
Noise Barrier Locations
I-49 Connector, Lafayette, LA

Barrier Description	Barrier Location	NAC Category	NAC Noise Level	Existing Noise Levels dBA Leq	Range of Future Noise Levels dBA Leq w/o Barrier	Range of Future Noise Levels dBA Leq w/ Barrier	Noise Reduction dBA	Barrier Characteristics Length ft	Barrier Characteristics Height ft	Cost[1]	Number of Benefitted Receptors	Cost per Benefitted Receptor	Reasonable and Feasible	Min. Ht. Barrier to Achieve 8 dBA Reduction
RR-3 Overpasses														
NB - University Avenue to Taft Street	Mainline	B	66	58-63	77-80	72-75	5-8	3568	9	$802,800	49			
									Total:	$802,800	49	$16,384	No	14'
NB - Johnston Street to Southern Pacific RR	Mainline	B	66	70-83	71-75	67-74	0-4	5200	10	$797,160	0			
									Total:	$797,160	0	NA	No	14'-19'
SB - Willow Street to Donlon Avenue	Mainline	B	66	71-72	74	73	1	2100	10	$321,930	0			
									Total:	$321,930	0	NA	No	19'
SB - Southern Pacific RR to 2nd Street	Mainline	B	66	74-81	73-78	69-76	0-4	2800	10	$429,240	0			
									Total:	$429,240	0	NA	No	19'
SB - Johnston Street to Taft Street	Mainline	B	66	68	71-72	70-71	1	4000	10	$613,200	0			
									Total:	$613,200	0	NA	No	14'
SB - Pinhook Road to University Avenue	Mainline	B	66	58-65	70-72	66-68	4	2000	10	$306,600	0			
									Total:	$306,600	0	NA	No	16'
SB - University Avenue to Kaliste Saloom Road	Mainline	B	66	69	73	68	5	2400	10	$367,920	7			
									Total:	$367,920	7	$52,560	No	16'

1) Based on $21.00/sqft for 7.3 feet of structure mounted noise barrier above safety barrier and $25.00/sqft for ground mounted

Table B-10
Acoustical Mitigation
Noise Barrier Locations
I-49 Connector, Lafayette, LA

Barrier Description	Barrier Location	NAC Category	NAC Noise Level	Existing Noise Levels dBA Leq	Range of Future Noise Levels, dBA Leq w/o Barrier	Range of Future Noise Levels, dBA Leq w/ Barrier	Noise Reduction dBA	Barrier Characteristics Length ft	Barrier Characteristics Height ft	Cost[1]	Number of Benefitted Receptors	Cost per Benefitted Receptor	Reasonable and Feasible	Min. Ht. Barrier to Achieve 8 dBA Reduction
RR-4 Elevated														
NB - Pinhook Road to Southern Pacific RR	Mainline	B	66	70-83	72	66-67	0-6	7900	10	$1,211,070				
	NB Ev. Th.	B	66					1026	21	$538,650	22			
									Total:	$1,749,720	22	$79,533	No	16'-19'
SB - Willow Street to Donlon Avenue	Mainline	B	66	71-72	74	73	1	2100	10	$321,930	0			
									Total:	$321,930	0	NA	No	19'
SB - Southern Pacific RR to 2nd Street	Mainline	B	66	71-81	73-77	69-75	0-4	3000	10	$459,900	0			
									Total:	$459,900	0	NA	No	19'
SB - Johnston Street to Taft Street	Mainline	B	66	68	70-71	67	3-4	2000	10	$306,600	0			
									Total:	$306,600	0	NA	No	19'
SB - Taft Street to Pinhook Road	Mainline	B	66	72-75	72-73	66-67	3-7	2578	10	$395,207				
	Frontage	B	66					1177	21	$617,925	13			
									Total:	$1,013,132	13	$77,933	No	16'
SB - Pinhook Road to Vermilion Road	Mainline	B	66	73-74	76	72	4	1400	10	$214,620	0			
									Total:	$214,620	0	NA	No	19'

1) Based on $21.00/sqft for 7.3 feet of structure mounted noise barrier above safety barrier and $25.00/sqft for ground mounted

Table B-11
Acoustical Mitigation
Noise Barrier Locations
I-49 Connector, Lafayette, LA

Barrier Description	Barrier Location	NAC Cate-gory	Noise Level	Existing Noise Levels dBA Leq	Range of Future Noise Levels, dBA Leq w/o Barrier	w/ Barrier	Noise Reduction dBA	Barrier Characteristics Length ft	Height ft	Cost[1]	Number of Benefitted Receptors	Cost per Benefitted Receptor	Reasonable and Feasible	Min. Ht. Barrier to Achieve 8 dBA Reduction
RR-5 Elevated														
NB - University Ave to Taft Street	Mainline	B	66	56-75	73-76	68-74	2-5	3000	10	$459,900	13			
									Total:	$459,900	13	$35,377	No	14'
NB - 15th Street to Simcoe Street	Mainline	B	66	82-83	74-77	71-75	0-3	5300	10	$812,490	0			
									Total:	$812,490	0	NA	No	19'
NB - Simcoe Street to Chopin Street	Mainline	B	66	78-83	73-75	70-74	1-3	3300	10	$505,890	0			
									Total:	$505,890	0	NA	No	19'
SB - Willow Street to Donlon Avenue	Mainline	B	66	71-72	74	73	1	2100	10	$321,930	0			
									Total:	$321,930	0	NA	No	19'
SB - Southern Pacific RR to Johnston Street	Mainline	B	66	74-81	74-78	70-76	0-4	5800	10	$889,140	0			
									Total:	$889,140	0	NA	No	19'
SB - Taft Street to University Avenue	Mainline	B	66	58-73	72-73	67-68	3-6	3700	10	$567,210	27			
									Total:	$567,210	27	$21,008	No	14'
SB - University Avenue to Kaliste Saloom Road	Mainline	B	66	69	73	68	5	2400	10	$367,920	7			
									Total:	$367,920	7	$52,560	No	16'

1) Based on $21.00/sqft for 7.3 feet of structure mounted noise barrier above safety barrier and $25.00/sqft for ground mounted

APPENDIX "C" CONTENTS

- NOTICE OF INTENT ..... C-1 to C-2

  Published by office of the Federal Register Vol. 63, No. 71/Tuesday, April 14, 1998

- SOLICITATION OF VIEWS AND RESPONSES RECEIVED ..... C-3 to C-18

  - Letter mailed by LaDOTD to 251 agencies and members of general public.
  - List of recipients with indication of those for which comments were received

- 23 RESPONSES RECEIVED TO SOLICITATION OF VIEWS ..... C-19 to C-87

- 3 ADDITIONAL LETTERS ASSOCIATED WITH THE SOLICITATION OF VIEWS ..... C-89 to C-96

- MIS/MODE PUBLIC MEETING ..... C-97 to C-98

  - Newspaper advertisement - Published in The Daily Advertiser (Lafayette) on 6/11/98 & 6/17/98
  - Newspaper advertisement - Published in The Times of Acadiana (Lafayette) on 6/17/98
  - Summary of MIS/Mode Meeting

- PUBLIC MEETING NOTICE C-99

  - Newspaper advertisement - Published in The Daily Advertiser (Lafayette) on 6/14/98 & 6/22/98
  - Newspaper advertisement - Published in The Times of Acadiana (Lafayette) on 6/15/98 & 6/22/98

- MISCELLANEOUS COMMENTS, CORRESPONDENCE ..... C-101 to C-186

- DOCUMENTATION FOR DECEMBER 14, 2000, PUBLIC HEARING AND DEIS AGENCY COMMENTS ..... C-187 to C-214

  - Newspaper advertisement – Published in The Daily Advertiser (Lafayette) on 11/12/00
  - Comments Received Post Public Hearing Report
  - Agency Comments and Responses Regarding DEIS

OTHER ELEMENTS OF THE PUBLIC PARTICIPATION PROGRAM

- MIS/MODE PUBLIC MEETING

  - June 24, 1998 - One Stop Shop Auditorium - 11:00 a.m.
  - Approximately 26 in attendance
  - Meeting report that contains minutes, comments, etc. is on file with LaDOTD

- PUBLIC MEETING

  - July 30, 1998 - Frem F. Boustany Convention Center - 6:30 p.m.
  - Approximately 127 in attendance
  - Meeting report that contains minutes, comments, etc. is on file with LaDOTD

- OTHER COMMUNITY MEETINGS

  - Various LaDOTD meetings
  - Meetings with Lafayette Consolidated Government
  - Others:

Organization	Date	No. Attending
DDA (Cathy Webre)	08/19/98	3
Lafayette Chamber of Commerce	08/19/98	4
Lafayette DPZC (Mike Hollier)	08/19/98	3
Sterling Grove Historic District (Brenda Barrios) & St. Genevieve Church (Fr. Jody)	08/19/98	5
DDA	09/01/98	25 (approx.)

- OTHER ELEMENTS OF THE PUBLIC PARTICIPATION PROGRAM

  - Project representatives have addressed individual questions and phone comments as they have been received
  - Community Design Workshop (See Section 4.2.8)
  - MOA Design Workshops (See Section 4.6)

Notice of Intent

by DOT from industry associations, transportation labor unions, public safety advocates, and others will be available for review in Docket No. OST-95-246, at the address below, Room PL-401, between 9:00 a.m. and 5:00 p.m., e.s.t., Monday through Friday, except national holidays.

ADDRESS AND PHONE NUMBERS: Individuals and organizations interested in participating in the listening session must send notice of their interest and copies of their presentations to Maria Lameiro, U.S. Department of Transportation, OST/X-20, Room 10300, 400 Seventh Street, SW., Washington, DC 20590. Respondents may also send information by fax at (202) 366-7417. For additional information, call (202) 366-2892.

Dated: April 9, 1998.

Bernard Gaillard,

Director, Office of International Transportation and Trade.

[FR Doc. 98-9848 Filed 4-13-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Waco Regional Airport, Waco, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Rule on Application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Waco Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before May 14, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Walter C. Shrupp, Director of Aviation, at the following address: Mr. Walter C. Shrupp, Director of Aviation, City of Waco, Route 10, Box 173T, Waco, Texas 76708.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to tl Airport under Section 158.23 of Par 158.

FOR FURTHER INFORMATION CONTACT: Mr. Ben Guttery, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, Fort Worth, Texas 76193-0610, (817) 222-5614.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Waco Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On April 3, 1998, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport was substantially complete within the requirements of Section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 30, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: $3.00.

Proposed charge effective date: October 1, 1998.

Proposed charge expiration date: June 1, 2013.

Total estimated PFC revenue: $2,081,400.

PFC application number: 98-02-C-00-ACT.

Brief description of proposed projects:

Projects To Impose and Use PFC's

Terminal Renovation and Expansion, and PFC Application Costs.

Proposed class or classes of air carriers to be exempted from collection PFC's:

None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at Waco Regional Airport.

Issued in Forth Worth, Texas on April 3, 1998.

NOTICE OF INTENT

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: City of Lafayette, Lafayette Parish, LA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

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

FOR FURTHER INFORMATION CONTACT: Mr. William C. Farr, Program Operations Manager, Federal Highway Administration, P.O. Box 3929, Baton Rouge, LA 70821, Telephone: (504) 389-0465.

SUPPLEMENTARY INFORMATION: An Environmental Impact Statement (EIS) will be prepared on a proposal to improve U.S. Routes 90 and 167 (Evangeline Thruway) in Lafayette, Louisiana. The proposed improvement, called the I-49 Connector, would involve an upgrade of the existing transportation corridor between the Lafayette Regional Airport and just south of the existing I-10/I-49 interchange, a distance of 5 miles.

In 1987, the U.S. Congress authorized and funded a demonstration study "to provide limited continuous access between an Interstate route and a highway on the Federal-Aid Primary System in Lafayette, Louisiana." In October, 1990, the Louisiana Department of Transportation and Development (LDOTD) and Federal Highway Administration (FHWA) began work on a comprehensive location study and Environmental Impact Statement (EIS) of potential transportation improvements in the U.S. 90/U.S. 167 Evangeline Thruway corridor in Lafayette. A Notice of Intent to prepare an EIS was issued on January 17, 1991. That work resulted in an approved Draft EIS in May, 1992, and a Public Hearing on the proposed project was held in July, 1992. Following the Public Hearing, FHWA withdrew the Draft EIS on December 11, 1992. This is a reopening of that project.

Improvements to the corridor are considered warranted to improve mobility for local traffic and provide route continuity for I-49, which currently terminates at I-10 north of the urban area. Any improvement under consideration would be adequate to accommodate existing and projected traffic demand. Alternatives under consideration include (1) taking no action; and (2) constructing a fully controlled access highway on new alignment or existing alignment. Incorporated into and studied with the build alternative will be design variations of grade and alignment. A re-examination of four (EA-1 Elevated, RR-3, RR-4, and RR-5 Elevated) of the six alternatives developed in the preparation of the 1992 Draft EIS will be conducted. In addition, an at-grade alignment through the corridor study area with the main line going over at selected interchange and or grade separation locations will be developed and evaluated (At-Grade, Over at selected Interchange Locations). Alternatively, an at-grade alignment through the corridor study area with selected cross streets going over at interchange locations will also be developed and evaluated (At-Grade, with selected cross streets over at Interchange Locations). The Lafayette MPO has identified the following locations and cross streets to be considered for these alternatives; Willow Street, Mudd Avenue, Johnston Street, Pinhook Road, University Avenue and Kaliste Saloom Road The EA-1 Depressed and the RR-5 Depressed alternatives will not be re-examined, but they will be referenced to as alternatives considered but eliminated with an explanation of the reason for elimination, as well as a history of these alternatives and their analysis.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public meetings will be held in Lafayette between March, 1998 and the conclusion of the study. In addition, a Public Hearing will be held. Public notices will be given with the time and place of the meetings and hearing. The Draft EIS will be available for public and agency review and comment prior to the formal public hearing. A formal agency scoping meting will be held.

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

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

Mr. William A. Sussmann,

FHWA Division Administrator, Baton Rouge, LA.

[FR Doc. 98-9793 Filed 4-13-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the Phase I Regional Rail Project, Raleigh-Durham, NC

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the Research Triangle Regional Public Transportation Authority, locally known as Triangle Transit Authority or TTA, intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) on the proposed regional rail transit project in Wake and Durham Counties, North Carolina.

The EIS will evaluate the following alternatives: A No-build alternative; a Transportation System Management alternative consisting of low to medium cost improvements to the facilities and operation of TTA and local bus services in addition to currently planned transit improvements; and the regional rail transit alignment (including line, sixteen stations and support facilities). Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State and local agencies, and through public and agency meetings.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to the Triangle Transit Authority by May 15, 1998. See **ADDRESSES** below. *Scoping Meetings:* A public scoping meeting will be held on Monday, April 27, 1998 from 4 pm to 8 pm at the NC Biotechnology Center in Research Triangle Park. An agency scoping meeting will be held on Monday, April 27, 1998 at 9 am at the NC Biotechnology Center. See **ADDRESSES** below.

ADDRESSES: *Written comments* on the scope of alternatives and impacts to be studied should be sent to Mr. Jim Ritchey, General Manager, Triangle Transit Authority, PO Box 13787, Research Triangle Park, North Carolina 27709. *Scoping meetings* will be held at the following location: NC Biotechnology Center, 15 T.W. Alexander Drive, Research Triangle Park, NC 27709.

FOR FURTHER INFORMATION CONTACT: Mr. Tony Dittmeier, Federal Transit Administration, Region IV, (404) 562-3512.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and TTA invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated and identifying any significant social, economic or environmental issue related to the alternatives. Specific suggestions related to additional alternatives to be examined and issues to be addressed are welcome and will be considered in the development of the final scope. Scoping comments may be made at the scoping meetings or in writing no later than May 15, 1998 (see **DATES** and **ADDRESSES** above). During scoping, comments should focus on identifying specific social, economic, or environmental impacts to be evaluated, and suggesting alternatives that are less costly or less environmentally damaging which achieve similar transit objectives. Comments should focus on the issues and alternatives for analysis, and not on a preference for a particular alternative.

Scoping materials will be available at the meeting or in advance of the meeting by contacting Triangle Transit Authority as indicated above. If you wish to be placed on the mailing list to receive further information as the project continues contact Mr. Jim Ritchey at the Triangle Transit Authority (see **ADDRESSES** above).

II. Description of Study Area and Project Need

The proposed project consists of an approximately 35 mile regional rail transit system. The technology proposed is diesel multiple units (DMU's), self-propelled, diesel-powered trainsets. The regional rail alignment will be located within the existing North Carolina Railroad and CSX railroad rights-of-way. The sixteen proposed stations connect the region's major activity centers, including universities, major

Solicitation of Views And Responses Received

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

(504) 929-9190

J. "MIKE" FOSTER, JR.
GOVERNOR

FRANK M. DENTON
SECRETARY

May 5, 1998

STATE PROJECT NO. 700-24-0073
F.A.P. NO. DE-0009(802)
I-49 CONNECTOR (LAFAYETTE)
ROUTE LA-US 90/167
LAFAYETTE PARISH

Re: SOLICITATION OF VIEWS

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

For your information we have attached a sketch map showing the corridor location of the project, a map showing the location of build alternatives, and a preliminary description of the proposed project.

It is requested that you review the attached information and furnish us with your views and comments by **June 12, 1998.** Replies should be addressed to LA DOTD; Environmental Engineer Administrator; P.O. Box 94245; Baton Rouge, Louisiana 70804-9245. Please reference the State Project Number(s) in your reply.

A formal scoping meeting will be held at a time and place not yet determined.

Sincerely,

michèle m. deshotels

for Vincent Pizzolato
Environmental Engineer Administrator

VP/MMD/eld
Doc. 24
Attachments

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG FREE WORKPLACE

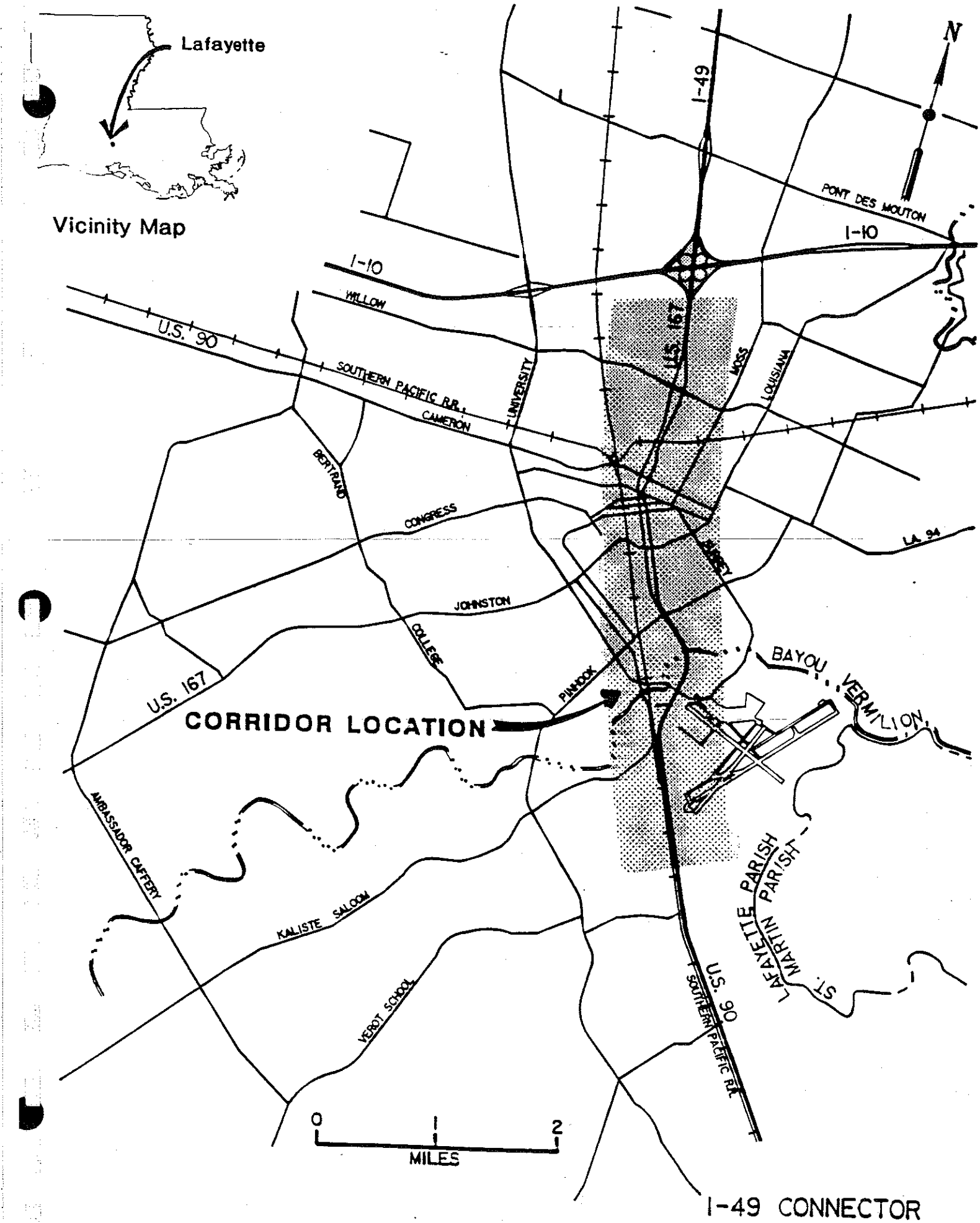
I-49 CONNECTOR
ENVIRONMENTAL IMPACT STATEMENT
PRELIMINARY PROJECT DATA

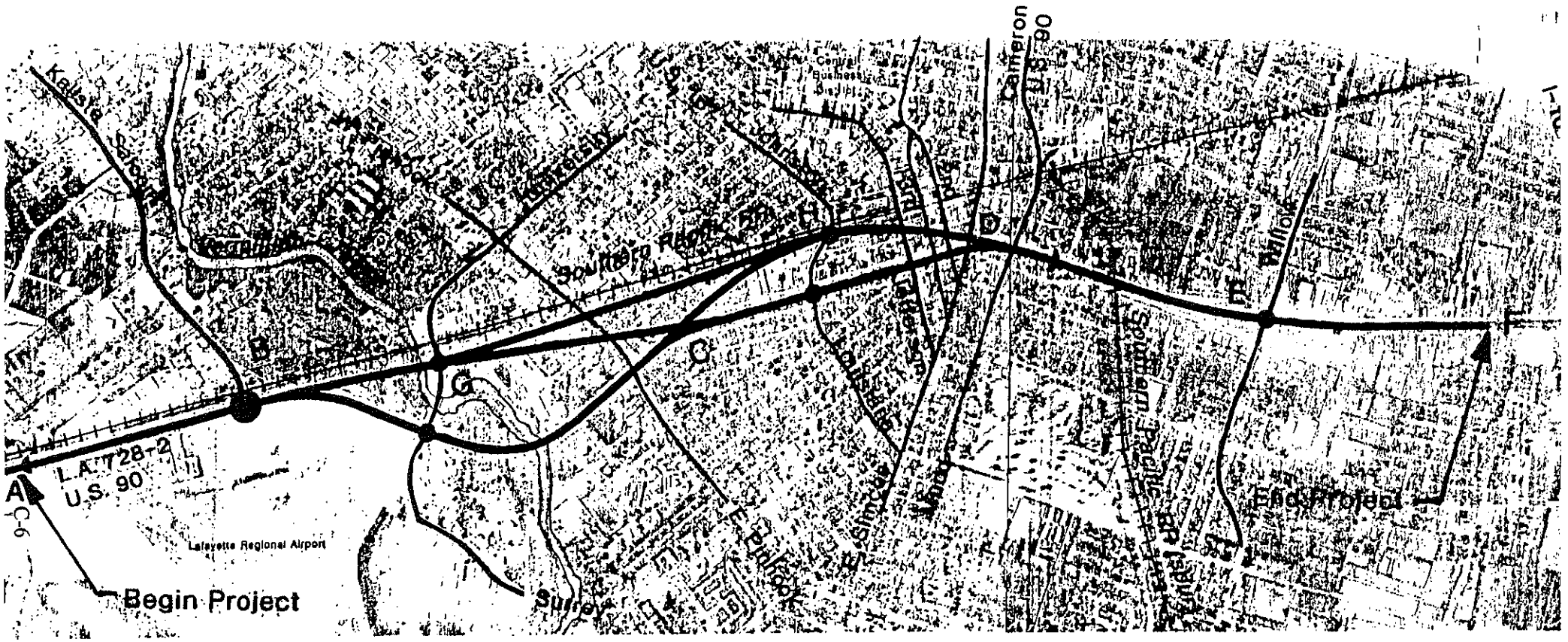
In 1987, the U.S. Congress authorized and funded a demonstration study "to provide limited continuous access between an interstate route and a highway on the Federal-Aid primary system in Lafayette, Louisiana." In October, 1990, the Louisiana Department of Transportation and Development (LADOTD) began a comprehensive Environmental Impact Statement (EIS) study of potential transportation improvements in the U.S. 90/U.S. 167 Evangeline Thruway corridor in Lafayette. A Notice of Intent to prepare an EIS was published on January 17, 1991. The Draft Environmental Impact Statement was approved and circulated in May, 1992 and a Public Hearing was held on July 1, 1992. Following the Public Hearing, the EIS was withdrawn on December 11, 1992. In December 1997, LADOTD restarted the project with a reconciled set of alternatives.

The proposed project is in Lafayette Parish, Louisiana, within the city limits of Lafayette. Now called the I-49 Connector, the proposed action includes construction in the Evangeline Thruway U.S. 90/U.S. 167 corridor of a freeway with accompanying interchanges and flanking collector/ distributor roadways for local traffic circulation and land access. LADOTD has previously studied the freeway concept which would be compatible with its long range statewide highway goal for U.S. 90 south of Lafayette.

The existing Evangeline Thruway is a north-south arterial passing through the older part of Lafayette, serving local residential and business traffic and also functioning as an integral part of the federal-aid primary highway network servicing south Louisiana. Construction and freeway implementation would begin just south of the Lafayette Regional Airport (commercial service) and continue north to the current southern terminus of I-49 just south of the I-10/I-49 interchange, a length of approximately five and one-half miles.

The existing Thruway alignment and several partially new alignments within the corridor are being considered for implementation of the freeway. A "no-build" alternative has been established as a base for comparison. A re-examination of four (EA-1 Elevated, RR-3, RR-4,and RR-5 Elevated) of the six alternatives developed in the preparation of the 1992 Draft EIS will be conducted. In addition, an at-grade alignment through the corridor study area with the main line going over at selected interchange and or grade separation locations will be developed and evaluated (At-Grade, Over at selected Interchange Locations). Alternatively, an at-grade alignment through the corridor study area with selected cross streets going over at interchange locations will also be developed and evaluated (At-Grade, with selected cross streets over at Interchange Locations). The Lafayette MPO has identified the following locations and cross streets to be considered for these alternatives; Willow Street, Mudd Avenue, Johnston Street, Pinhook Road, University Avenue and Kaliste Saloom Road The EA-1 Depressed and the RR-5 Depressed alternatives will not be re-examined, but they will be referenced to as alternatives considered but eliminated with an explanation of the reason for elimination, as well as a history of these alternatives and their analysis.


Lafayette
Vicinity Map
N
I-49
PONT DES MOUTON
I-10
I-10
WILLOW
U.S. 90
SOUTHERN PACIFIC R.R.
CAMERON
UNIVERSITY
U.S. 167
MOSS
LOUISIANA
BERTRAND
CONGRESS
LA 94
JOHNSTON
COLLEGE
PINHOOK
BAYOU VERMILION
U.S. 167
CORRIDOR LOCATION
AMBASSADOR CAFFERY
KALISTE SALOOM
VEROT SCHOOL
U.S. 90
SOUTHERN PACIFIC R.R.
LAFAYETTE PARISH
ST. MARTIN PARISH
0
1
2
MILES
I-49 CONNECTOR
Lafayette, Louisiana



Alignment Alternatives

EA1 Nodes A-B-C-D-E-F
RR3 Nodes A-B-G-H-D-E-F
RR4 Nodes A-B-C-H-D-E-F
RR5 Nodes A-B-G-C-D-E-F

0 1000 2000
SCALE IN FEET

DISTRIBUTION LIST FOR SOLICITATION OF VIEWS

Denotes agencies or persons responding with comments to Solicitation of Views

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23 Responses Received To The Solicitation of Views

Louisiana Department of Agriculture & Forestry
Office of Soil and Water Conservation
P. O. Box 3554
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70821-3554

BOB ODOM
COMMISSIONER

BRADLEY E. SPICER
ASSISTANT COMMISSIONER

May 15, 1998

LA DOTD
Vincent Pizzolato
Environmental Engineer Administrator
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: Solicitation of Views

State Project No. 455-08-0061
F. A. P. No. I-49-4(109)97
I-49 Interchange at East-West Road
Route : I-49
Caddo Parish

State Project No. 700-24-0073
F. A. P. No. DE-0009 (802)
I-49 Connector (Lafayette)
Route LA US 90/167
Lafayette Parish

Dear Mr. Pizzolato:

I have no comment at this time regarding the above referenced projects.

Sincerely,

Bradley E. Spicer
Assistant Commissioner

BES:le

All facilities, programs and services of the Louisiana Department of Agriculture & Forestry are available to all persons.
Discrimination is prohibited and should be reported to the Commissioner of Agriculture & Forestry.

USDA United States Department of Agriculture

Natural Resources Conservation Service

3737 Government Street
Alexandria, Louisiana
71302

July 10, 1998

2

Mr. Vincent Pizzolato
Environmental Engineer Administrator
Louisiana Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Mr. Pizzolato:

Re: State Project No. 700-24-0073
F.A.P. No. DE-0009(802)
I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette Parish

Thank you for providing our agency with the opportunity to respond to the Solicitation of Views dated May 5, 1998, wherein you requested views and comments on the above project.

It does not appear that this project will impact any of our work in the vicinity. Further, we do not believe that this project will have an adverse effect on the surrounding environment when completed.

Should you have questions regarding the above comments, please feel free to contact Glenn Austin, District Conservationist, at our Natchitoches field office at (318) 357-8366.

Sincerely,

E. J. Giering III, P.E.
State Conservation Engineer

cc: Glenn Austin, DC, NRCS, Natchitoches, LA

atural Resources Conservation Service,
n..y the Soil Conservation Service, is an
ency of the United States Department of Agriculture

AN EQUAL OPPORTUNITY EMPLOYER

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

July 10, 1998

3

Mr. Vince Pizzolato
Public Hearing and Environmental
Impact Engineer
Louisiana Department of Transportation
and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Mr. Pizzolato:

In accordance with Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency (EPA), Region 6 office, has reviewed your solicitation for comments for preparing an Environmental Impact Statement (EIS) for Route I-49 Connector, Lafayette, Louisiana.

We have completed our review of the brief project description and would like to take this opportunity to submit basic recommendations on the scope of the EIS you are preparing. Our comments, which are enclosed, are based upon the Council on Environmental Quality regulations 40 CFR (Parts 1500-1508) and our authority under Section 309 of the Clean Air Act.

We appreciate the opportunity to comment. Please send our office five copies of the Draft EIS. If you have any questions, please contact me at (214) 665-7451.

Sincerely yours,

Michael P. Jansky, P.E.
Regional Environmental Review
Coordinator

Enclosure

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SCOPING COMMENTS
PROPOSED ROUTE I-49 CONNECTOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT

FEDERAL REGULATORY PROGRAMS

EPA federal programs, authorities and special interests include but are not limited to:

A. Water Quality Management Program - Sections 106, 205, 208, and 303 of the Clean Water Act.

B. National Pollutant Discharge Elimination System (NPDES) Permit Program - Section 402 of the Clean Water Act.

C. Drinking Water Programs - Surface Public Water Supply and Underground Water Source Programs - Safe Drinking Water Act.

D. Section 404 Permit Program Coordination - Section 404 of the Clean Water Act.

E. Environmental Impact Statement (EIS) Coordination - EIS Preparation and Review Programs - National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

F. Executive Orders 11988 (Floodplain Management) and 11990 (Wetland Protection).

G. Section 7 of the Endangered Species Act - Protection of threatened or endangered species of flora or fauna.

H. 36 CFR Part 800 of the Historic Preservation Act - Protection of archeological or historical elements eligible for nomination to the National Register.

Description and requirements of these programs:

A. The Environmental Protection Agency (EPA) established the Water Quality Management (WQM) Program under the authority of Sections 106, 205, 208 and 303 of the Clean Water Act to develop and implement programs to control point and non-point sources of water pollution. Specific program activities include identifying water pollution problems; assigning the responsibility for problem solving to state and local agencies; and then coordinating with these agencies in developing and implementing solutions to the problems. The state agencies establish their water quality goals and standards, and develop programs to meet these goals. To establish water quality standards, states designate uses for stream segments, and set numerical and general water quality criteria to attain these uses.

B. Wastewater discharges are considered point sources subject to a National Pollutant Discharge Elimination System (NPDES) permit

under Section 402 of the Clean Water Act.

C. The EPA developed primary drinking water regulations to protect public health, and established requirements for state programs to implement the public water supply supervisor program and underground injection control program under authority of the Safe Drinking Water Act.

D. Under Section 404, the U.S. Army Corps of Engineers is authorized to issue permits for discharge of dredged or fill material into waters of the U.S., subject to an EPA "veto" if the discharge has certain unacceptable impacts. Thus, in general, the Corps is the primary permitting agency for the federal 404 program. EPA has the authority to review each permit application and to submit comments. Pursuant to the 404(b)(1) Guidelines for evaluating discharge of dredged or fill material, an EPA permit review focuses on evaluating practicable alternatives, minimizing impacts, and mitigating for unavoidable impacts to the aquatic ecosystem, including wetlands.

E. Section 309 of the Clean Air Act and the Council on Environmental Quality (CEQ) regulations require EPA to review and comment on projects that may significantly impact the quality of the human environment.

F. Executive Orders 11988 (Floodplain Management) and 11990 (Wetland Protection) require federal agencies to evaluate the potential effects of their actions in floodplains and to avoid adverse floodplain impacts wherever possible, as well as taking action to avoid adversely impacting wetlands wherever possible and minimizing wetlands destruction and preserving the values of wetlands.

G. Section 7 of the Endangered Species Act requires federal agencies to insure that any agency action does not jeopardize the continued existence of any endangered or threatened species or result in the destruction of adverse modification of such critical habitat.

H. 30 CFR Part 800 of the Historic Preservation Act requires federal agencies to identify and determine the effect of the action on any district site, building, structure, or object listed in or eligible for listing in the National Register of Historic Places.

GENERAL COMMENTS:

The Draft Environmental Impact Statement (DEIS) should rigorously explore and objectively evaluate all reasonable alternatives and, for alternatives which were eliminated from detailed study, adequately discuss the reasons for their having been eliminated (40 CFR 1502.14).

The DEIS should clearly explain the relationship between the program's cost benefit analysis and any analyses of unquantified environmental impacts, values, and amenities (40 CFR 1502.23).

Length of analysis of environmental impacts varies. If the environmental impact is determined to be slight, the assessment of the impact can be short. If a particular impact, or the impact of the total proposed action is determined to be significant, the assessment should include a detailed analysis of the impact addressed over the life of the project.

SCOPE OF ENVIRONMENTAL ANALYSIS

Section 1502.4 of the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA states that agencies shall make sure the proposal which is subject of an environmental impact statement is properly defined. Agencies shall use the criteria for scope as defined at Section 1508.25 of the CEQ Regulations to determine which proposals shall be the subject of a particular statement. Proposals or parts of proposals which are related to each other closely enough to be, in effect, a single course of action shall be evaluated in a single impact statement.

Section 1508.25 of the CEQ Regulations identifies "scope" as a range of actions, alternatives, and impacts to be considered in an environmental impact statement. To determine the scope of an environmental impact statement agencies shall consider three types of actions, three types of alternatives, and three types of impacts. These include:

(a) Actions (other than unconnected single actions) which may be:

(1) Connected actions, which means that they are closely related and therefore should be discussed in the same impact statement. Actions are connected if they:

(I) Automatically trigger other actions which may require environmental impact statements.

(ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.

(iii) Are interdependent parts of a larger action and depend on the larger action for their justification.

(2) Cumulative actions, which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement.

(3) Similar actions, which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental

consequences together, such as common timing or geography.

An agency may wish to analyze these actions in the same statement. The agency should do so when the best way to assess adequately the combined impacts of similar actions or reasonable alternatives to such actions is to treat them in a single impact statement.

(b) Alternatives, which include:
(1) No action alternative.
(2) Other reasonable courses of action.
(3) Mitigation measures not in the proposed action.

© Impacts, which may be:
(1) Direct
(2) Indirect
(3) Cumulative

The above identifies the requirements of proper scope of environmental impact analysis for preparation of an environmental impact statement as defined in the CEQ Regulations.

POLLUTION PREVENTION

In accordance with the Pollution Prevention Act of 1990, EPA has launched a significant initiative to incorporate pollution prevention throughout all federal sector activities. One of the principles is a pollution prevention/waste minimization directive for LDOTD to minimize the use of hazardous materials and the number and size of waste streams. We suggest that DEIS describe pollution prevention and waste minimization policies and practices.

WATER QUALITY

For each alternative under consideration, we request that the DEIS adopt a process to ensure that the following water quality concerns are assessed. The discussion in the DEIS should be of sufficient detail to determine which sites are environmentally preferable. Site-specific water quality problems need to be assessed in greater detail, if applicable, including the adoption of site-specific mitigation measures to protect water quality and beneficial uses.

- Discuss potential impacts to water quality, beneficial uses and biological resources. Water quality and beneficial uses may be adversely impacted by construction and operation. Evaluate the potential of all program activities to cause adverse impacts to water quality, protected uses and biological resources.

Water quality may be adversely affected by the placement of fill materials in wetlands and other waters of the United States;

increased sedimentation, erosion, or turbidity; the runoff of hydrocarbons, heavy metals, toxic materials or other pollutants; the accidental release of hazardous waste; and the accidental discharge of fuels or toxic materials.

- Identify all surface waters that may be affected by the proposed program. Identify the existing and potential beneficial uses of these surface waters. Protected beneficial uses for streams, creeks, lagoons, tidal areas and other surface waters may include one or more of the following: cold and warm freshwater habitat; marine habitat; fish spawning and migration; shellfish habitat; wildlife habitat; preservation of rare, threatened or endangered species; groundwater recharge; freshwater replenishment; public drinking water supplies; agricultural supply; and water contact and non-contact recreation.

Protecting water quality ensures the protection of its beneficial uses. Especially critical is the protection of several sensitive uses. It is important to protect water quality in order to maintain freshwater and wildlife habitats, since many species are sensitive to the introduction of pollutants or the adverse modification of their habitats. It is also important to protect groundwater recharge and freshwater replenishment, particularly if public drinking water supplies could be adversely affected. These sensitive beneficial uses should be carefully considered when evaluating potential impacts caused by the placement of fill, erosion, sedimentation, the runoff of pollutants, and the accidental discharge of hazardous waste or toxic substances.

- Discuss how the project will comply with state and local water quality management plans, state water quality objectives; and state-adopted, EPA-approved water quality standards. Under Section 313 of the CWA, the LDOTD must meet state water quality standards regardless of the proposed activity and manage in a manner to protect or improve water quality where standards are not established.

In 1987, Congress amended the CWA by adding Section 319. Section 319 requires states to assess nonpoint source water pollution problems, develop nonpoint source pollution management programs,and implement controls to protect and improve water quality and beneficial uses. We ask that the LDOTD work closely with appropriate state water pollution control agencies to determine what pollution control measures should be adopted to implement the state's nonpoint source management plans.

- Identify critical habitat areas (wildlife feeding and drinking areas; fishery migration, spawning or rearing areas; sensitive aquatic habitats such as wetlands; riparian resources; critical habitat for threatened and endangered species. Describe the existing beneficial uses and resource

values of these critical areas, and potential impacts to them from the proposed program.

- Discuss what mitigation measures (e.g., best management practices; nonpoint source controls will be implemented to protect or improve water quality, beneficial uses, and biological resources.

- Describe current drainage patterns in the program areas. Assess how altering drainage patterns and characteristics will affect drainage hydrology, surface runoff, erosion potential, soils vegetation, and water quality.

- Discuss affects on the floodplain. This includes using maps prepared by the Federal Insurance Administration and other appropriate agencies to determine whether the proposed action is located in or will likely affect a floodplain. If affected, the applicant should discuss these impacts and also describe the alternatives considered. Document compliance with E.O. 11988 on floodplain management.

We request that the LDOTD work closely with state water pollution control agencies, state fish and game agencies, the U.S. Fish and Wildlife Service, and/or the National Marine Fisheries Service on water quality standards; the protection of water quality, beneficial uses and biological resources; mitigation and monitoring for adverse impacts.

ENVIRONMENTAL JUSTICE

All Federal agencies should be aware that on February 11, 1994, Executive Order 12898 (E.O.) on "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," and an accompanying Presidential Memorandum was issued. The E.O. directs Federal agencies to analyze "the environmental effects, including human health, economic and social effects, of federal actions...." The Presidential Memorandum directs EPA to ensure that Federal agencies analyze the environmental effects of Federal actions on minority and low-income communities when such analysis is required by the National Environmental Policy Act of 1969 (NEPA, 42 U.S.C. Section 4321 et seq.)

Although social and economic impacts have always been a consideration in EPA's Section 309 reviews, the Presidential Memorandum highlights the necessity to better integrate the consideration of human health, social and economic effects into the Section 309 review process. The E.O. calls for collection and analysis of information on race, national origin, income level and other appropriate information for areas surrounding projects that have expected environmental, health and economic effect on those populations.

GROUNDWATER COMMENTS

For each alternative under consideration, we request that the DEIS adopt a process to ensure that the following groundwater concerns are assessed. The discussion in the DEIS should be of sufficient detail to determine which site is environmentally preferable.

- Describe current groundwater conditions in the program areas. Assess any likely impact to groundwater quality and quantity from program activities.

- Identify mitigation measures to prevent or reduce adverse impacts to groundwater quality and discuss their effectiveness. We recommend that LDOTD work closely with state and local agencies which regulate the protection of groundwater resources (i.e., state health departments and water pollution control agencies.)

WETLANDS - CLEAN WATER ACT (CWA)

The DEIS should determine whether the project will require the placement of dredged or fill material into waters of the United States, including wetlands, an activity regulated under Section 404(b)(1) of the Clean Water Act (CWA). We recommend that the LDOTD work closely with EPA Region 6 and the U.S. Army Corps of Engineers to determine if Section 404 is applicable. We recommend the preservation and enhancement of existing wetland resources. The DEIS should consider alternatives which will preserve these resources in perpetuity.

It is essential that the applicant undertake every practicable effort to first avoid and then reduce the amount of fill placed into waters of the United States. It would be useful for the DEIS to make an initial determination whether the proposed project may require the placement of fill material in waters of the United States. If so, the DEIS should substantiate that appropriate and practicable steps have been taken to avoid and minimize the adverse impacts on aquatic ecosystems. Finally, the DEIS must describe appropriate and practicable measures to compensate for the unavoidable loss of wetlands and other waters of the United States.

If wetlands or waters of the United States may be impacted by activities regulated by Section 404, we strongly recommend that the DEIS contain a thorough discussion of the proposed program's consistency with Federal Guidelines for specification of disposal sites for dredged or fill materials [the 404(b)(1) Guidelines, found at 40 CFR Part 230]. For each alternative under consideration, we request that the DEIS adopt a process to ensure that the following Section 404 concerns are assessed. The discussion in the DEIS should be of sufficient detail to determine which site is environmentally preferable in terms of compliance

with the Section 404(b)(1) Guidelines.

In order to demonstrate compliance with the 404(b)(1) Guidelines, the DEIS should meet the following criteria to the extent possible:

- The proposed discharge must be the practicable alternative which would have the least adverse impact on the aquatic ecosystem [40 CFR 230.10(a)]. If wetlands would be filled, then the DEIS should explain why there are no practicable alternatives to locating the project within wetlands and show how the project has been designed to minimize harm to existing wetlands.

- The proposed action must not cause or contribute to significant degradation of waters of the United States including wetlands and other special aquatic sites [40 CFR 230.10(c)]. Significant degradation includes the loss of fish and wildlife habitat and the loss of other wetland habitat values and functions. Significant degradation also includes cumulative impacts.

- The proposed project does not violate state-adopted, EPA-approved water quality standards or jeopardize the continued existence of any species listed as threatened or endangered under the Endangered Species Act [40 CFR 230.10(b)].

- Minimize the number of acres subject to Section 404 jurisdiction that would be permanently lost or degraded due to impacts other than the placement of fill (e.g., the impacts of erosion, sedimentation and runoff of pollutants on wetland habitats; diversion of water from wetland habitats).

- Characterize baseline conditions. Include maps, text, and tables that feature areas occupied by wetlands, aquatic systems, and non-wetland riparian habitat. Direct, indirect and cumulative impacts to these resources should be fully described.

- Provide a programmatic mitigation proposal to fully compensate for the loss or degradation of wetland habitats, including the proposed mitigation replacement ratio, the habitat value and proposed location of replacement habitats, general grading and revegetation plans and a biological maintenance and monitoring program. Provide clear mitigation goals and objectives and quantifiable criteria by which to judge the success or failure of mitigation. Give firm commitments to ensure the restoration or creation of wetland habitats of equal or greater resource value, and commitments to ensure their protection for the life of the project.

In order to assist EPA, the Army Corps of Engineers, the U.S.

Fish and Wildlife Service, the National Marine Fisheries Service and state fish and game agencies in evaluating the proposed project's consistency with the 404(b)(1) Guidelines, we recommend that the DEIS contain the following information:

- If fill activities are contemplated, then we recommend that the DEIS include a map showing the locations and types of wetland which would be filled. Wetlands should be mapped according to procedures described in the 1987 Corps of Engineers Wetland Delineation Methodology Manual.

- List the number of acres subject to Section 404 jurisdiction that would be filled and the types and quantities of fill material that would be discharged into waters of the United States, including wetlands and their special aquatic sites. Compensation must be provided for all unavoidable wetland losses.

- List the number of acres subject to Section 404 jurisdiction that would be permanently lost or degraded due to impacts other than the placement of fill (e.g., the impacts of erosion, sedimentation and runoff of pollutants on wetland habitats; diversion of water from wetland habitats).

- Describe the habitat value and location of habitats are permanently lost or degraded.

- Characterize baseline conditions. Include maps, text, and tables that feature areas occupied by wetlands, aquatic systems, and non-wetland riparian habitat. Direct, indirect and cumulative impacts to these resources should be fully described.

- Provide a specific mitigation proposal to fully compensate for the loss or degradation of wetland habitats, including the proposed mitigation replacement ratio, the habitat value and proposed location of replacement habitats, specific grading and revegetation plans and a biological maintenance and monitoring program. Provide clear mitigation goals and objectives and quantifiable criteria by which to judge the success or failure of mitigation. Give firm commitments to ensure the restoration or creation of wetland habitats of equal or greater resource value, and commitments to ensure their protection for the life of the program.

AIR QUALITY COMMENTS - CLEAN AIR ACT

For each alternative under consideration, we request that the DEIS adopt a process to ensure that the air quality concerns identified below are assessed. The discussion in the DEIS should be of sufficient detail to determine which site is environmentally preferable.

Discuss existing air quality conditions in terms of National Ambient Air Quality Standards (NAAQS), Federal Prevention of Significant Deterioration (PSD) increments, and state air quality standards. State air quality laws should also be discussed.

Identify whether program activities could adversely affect air quality in terms of ambient concentrations and the numbers of federal/state standards and increment violations.

Discuss the types and effectiveness of mitigation measures that will be used to protect air quality (e.g., vapor recovery systems, fumes incinerators, and dust control measures during construction phase). Identify parties which will be responsible for implementing air quality mitigation measures.

Coordinate with state/local/regional air pollution control agencies on air quality planning, air quality modeling, compliance with federal/state air quality standards, the need for air permits, air quality monitoring, and mitigation for adverse impacts.

PESTICIDES

The DEIS should state whether or not any pesticides (e.g., herbicides, insecticides, rodenticide, fungicides, etc.) will be used for vegetation clearance or control, maintenance and harvest operations, or the control of rat, mosquito or other vector populations. If so, the types of pesticides, application rates, and application procedures should be addressed. Any pesticides used must be registered with the EPA and the state, and label directors and instructions followed. All applicable state regulations must also be followed. In addition, because the regulatory status of chemicals is constantly changing, EPA recommends that a periodic review of the chemical's current regulatory status be done prior to application. Should pesticides be used, EPA recommends that a specific section of the DEIS be devoted to the subject.

AGRICULTURAL LAND

The DEIS should clarify if any agricultural land would be impacted by the program. If so, the DEIS should use the U.S. Department of Agriculture classification scheme to describe the present use of agricultural land which would be affected. If this acreage is prime agricultural land (Class 2), consideration should be given to the Council on Environmental Quality (CEQ) (August 30, 1976 and August 11, 1980) which urge the protection of prime agricultural land. Mitigation measures should be developed to avoid loss of any such valuable resources.

MITIGATION

Section 1502.14(f) of the CEQ regulations state what an EIS

must address for each alternative appropriate mitigation measures not included in the proposed action or alternatives. Section 1508.20 defines mitigation to include: a) avoiding the impact altogether by not taking a certain action or parts of an action; b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; c) rectifying the impact by repairing, rehabilitating or restoring the affected environment; d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and e) compensating for the impact by replacing or providing substitute resources or environment. Mitigation should be fully addressed in the DEIS.

ENDANGERED SPECIES

The DEIS should demonstrate adequate coordination with the Fish and wildlife Service to identify any adverse effects, determine the effect and take measures to eliminate it and fully comply with the requirements under Section 7 of the Endangered Species Act.

HISTORIC PRESERVATION

36 CFR Part 800 of the Historic Preservation Act requires federal agencies to identify and determine the effect of the action on any district, site, building, structure, or object listed in or eligible for listing in the National Register of Historic Places. The DEIS should demonstrate proper coordination with the state historical preservation officer. If adverse impacts are identified, the Federal agency should request formal consultation with the Advisory Council on Historic Preservation (36 CFR, Part 800). Compliance with E.O. 121593 is required.

ATHLEEN 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

GERRI HOBDY
ASSISTANT SECRETARY

June 11, 1998

4

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

Re: State Project No. 700-24-0073
F.A.P. No. DE-0009(802)
I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette, Lafayette Parish, Louisiana

Dear Mr. Pizzolato:

Reference is made to the Solicitation of Views data for the above project dated May 5, 1998, which were received on May 12, 1998. Please find enclosed copies of our letters dated February 18, 1992, and October 31, 1991, regarding this project. As the scope of this project does not appear to have been altered, we feel that the remaining areas that are currently unsurveyed must be surveyed and potential effects on historic standing structures must be addressed.

Should you have any questions or need any further assistance, please contact Mr. Mike Mahady in the Division of Archaeology at (504) 342-8170.

Sincerely,

Gerri Hobdy
State Historic Preservation Officer

GH:MM:s

Enc: as stated

P.O. BOX 44247 • BATON ROUGE, LOUISIANA 70804-4247 • PHONE (504) 342-8170 • FAX (504) 342-8173
AN EQUAL OPPORTUNITY EMPLOYER

Edwin W. Edwards
Governor

Melinda Schwegmann
Lieutenant Governor
and Commissioner

Secretary

Gerri Hobdy
Assistant Secretary

State of Louisiana
Department of Culture, Recreation and Tourism
OFFICE OF CULTURAL DEVELOPMENT

4

February 18, 1992

Mr. Vincent Pizzolato
Public Hearings & Environmental Engineer
Louisiana Department of Transportation & Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-73
F.A.P. No. DE-0009(802)
Route I-49 Connector (Lafayette)
Route LA-U.S. 90/167
Standing Structures Survey
Lafayette Parish, Louisiana

Dear Mr. Pizzolato:

During our preliminary review of the Historic Structures Survey for the above referenced project, under the direction of Dr. Jon L. Gibson, we stated that there were five potentially eligible buildings for the National Register of Historic Places within the study area. However, based on a recent site visit by my staff with DOTD representatives, we would like to reduce that number by omitting the following:

#4.024.c - The blacksmith shop (roundhouse and repair shop) is not eligible. It was determined that this was not the roundhouse as was first reported, therefore, lessening its significance.

#7.029.c - With a site visit, this building was determined not eligible due to its loss of integrity.

It is still our opinion that the following properties are potentially eligible for the National Register:

#3.024.c
#12.014.c
#9.016.c

Jonathan Fricker, Director
Division of Historic Preservation
P.O. Box 44247 (1051 Riverside North)
Baton Rouge, LA 70804
(504) 342-8160

If you have any questions, please call Pauline Barrow in the Division of Historic Preservation.

Sincerely,

W. Edwin Martin
Deputy State Historic Preservation Officer

WEM/PB/s

MEMORANDUM

TO: The Files

FROM: Philip Rivet

DATE: December 13, 1991

RE: I-49 Connector (Lafayette)

Yesterday (December 12th), Michele Deshotels, Angela Baudoin (LA DOTD), Pauline and I met Kay Batey (FHWA) in Lafayette for the purpose of making a field inspection of five properties located in the I-49 Connector Project study area which our office had identified as being potentially significant (see letter dated September 30, 1991). The sites visited included two structures on the Wallace Estate (the Myrtle Cottage and the main house), a building associated with the railroad roundhouse, the train depot, the old brickyard, the Arceneaux House, St. Genevieve's Catholic Church, and the Sterling Grove Historic District.

Local people familiar with the various structures were interviewed and data gathered as to the relative ages and uses of the structures in question. This information will be used in assessing project effect on the structures in questions.

Buddy Roemer
Governor

Paul Hardy
Lieutenant Governor
and Commissioner

State of Louisiana
Department of Culture, Recreation and Tourism
OFFICE OF CULTURAL DEVELOPMENT

Henry A. Truxillo
Secretary

Leslie P. Tassin, Sr.
Assistant Secretary

October 23, 1991

4

Mr. Vincent Pizzolato
Public Hearings &
Environmental Engineer
Louisiana Department of
Transportation & Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-73
F.A.P. No. DE-0009 (802)
I-49 Connector (Lafayette)
Route I-49
Lafayette Parish, Louisiana

Dear Mr. Pizzolato:

The purpose of this letter is to clarify certain comments made by this office on the draft Phase I CRM report prepared for the referenced project by Dr. Jon L. Gibson, et al. (letter dated September 30, 1991).

Prehistoric Archaeology - the investigations conducted during this phase have adequately addressed this concern. No additional investigations are necessary with the caveat that any remains of this nature discovered during construction will have to be assessed for National Register eligibility.

Historic Archaeology - in addition to the two areas recommended for additional investigations on page 125 of the report (the Ile Copale and old Creighton homesites), additional investigations will be necessary within that portion of the study area where the recommended alignment will traverse those portions of the City of Lafayette existing by 1940. This area is illustrated in Figure 9 on page 110 in which the boundaries of the City of Lafayette are shown for the years 1898 and 1940. The nature and extent of these investigations will depend on the alignment selected and the type of construction involved.

Kathleen M. Byrd, Ph.D., Director
Division of Archaeology
P.O. Box 44247 (900 Riverside North)
Baton Rouge, LA 70804
(504) 342-8170

Standing Structures - a discrepancy in the discussion of National Register listed structures and districts (page 114) should be noted, as follows. Of the 17 individually listed structures in the City of Lafayette, four, rather than two as is stated, are not shown in Figure 11. Two of these are located north of I-10 and two are located southwest of the downtown area. Also note that the Charles Mouton house is located within the Sterling Grove Historic District, and not outside, as is shown in Figure 11.

We trust these clarifications will assist you in progressing on to the next stage of the Section 106 compliance process. Should you have any questions concerning the above, do not hesitate to contact my staff in the Divisions of Archaeology and Historic Preservation.

Sincerely,

Leslie P. Tassin
State Historic Preservation Officer

LPT:PR:s

c: Dr. Jon L. Gibson

State of Louisiana

Department of Environmental Quality

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

J. DALE GIVENS
SECRETARY

May 29, 1998

5

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

RE: SOV 700-24-0073 I-49 Connector (Lafayette); Lafayette Parish

Dear Mr. Pizzolato:

The Department of Environmental Quality has received your Solicitation of Views (SOV's) on the above referenced project and was distributed to the Office of Waste Services, Office of Air Quality and Radiation Protection and the Office of Water Resources for comments.

There were no objections based on the information submitted to us. However, the Office of Water Resources has made the following comments:

Please see the letter from Jim Delahoussaye, Program Manager of the Water Pollution Control 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, attached are comments from the Office of Air Quality and Radiation Protection.

Please submit any future SOV's to the following address and we will expedite it as quickly as possible.

Mrs. Lisa Miller
Department of Environmental Quality
P. O. Box 82231
Baton Rouge, LA 70884-2231

Should you need any additional information please call Mrs. Lisa Miller at (504) 765-0723.

Sincerely,

Dan Wigley

Dan L. Wigley
Contracts & Grants Division

DLW:llm
Enclosures

State of Louisiana

Department of Environmental Quality

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

J. DALE GIVENS
SECRETARY

MAY 20 1998

Mr. Vincent Pizzolato, Environmental Engineer Administrator
State of LA/Dept. of Transportation & Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

5

Dear Mr. Pizzolato:

RE: Project No. 700-24-0073, proposed construction of a freeway with accompanying interchanges and flanking collector/distributor roadways; I-49 Connector, Lafayette Parish

The Department of Environmental Quality (DEQ), Office of Water Resources (OWR), has received your request for comments dated May 5, 1998, regarding the above referenced project. Based on an in-house review of the information you have submitted to this Department, the OWR has no objection to the implementation of the proposed project for the Lafayette parish freeway construction, provided that the issues listed below are satisfied if required. Please note that no field investigation was conducted on this project.

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 OWR may also be required;

3. all precautions should be observed to protect the groundwater of the region;

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 a stormwater general permit concerning construction areas greater than five acres. It is recommended that you contact Darlene Bernard at (504) 765-0525 to determine if your proposed improvements are covered under that general permit.

OFFICE OF WATER RESOURCES P.O. BOX 82215 BATON ROUGE, LOUISIANA 70884-2215

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If you have any questions, please contact Mr. Tom Mayhall of the Application Verification Unit at (504) 765-2965.

Sincerely,

Jim Delahoussaye, Program Manager
Water Pollution Control Division

JD\trp
Attachment

c: Keith Casanova, Administrator
Groundwater

Larry Wiesepape, Coordinator
Certifications

Acadiana Regional Office
Water Quality Management Division

State of Louisiana

Department of Environmental Quality

May 27, 1998
(504) 765-0905

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

J. DALE GIVENS
SECRETARY

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

5

RE: Response to Solicitation of Views:

STATE PROJECT NO. 700-24-0073
FAP NO. DE-0009(802)
I-49 CONNECTOR (LAFAYETTE)
ROUTE LA-US 90/167
LAFAYETTE PARISH

Dear Mr. Pizzolato:

The Mobile Sources Section of the Air Quality Division has reviewed the preliminary project description provided in your letter of May 5, 1998, for the captioned highway improvement project within the Lafayette city limits. Please be advised that Lafayette Parish has been redesignated by EPA from ozone nonattainment to ozone attainment with limited maintenance plan requirements (60 FR 43020, August 18, 1995).

As a limited air-quality maintenance area, the full requirements of the transportation conformity rule (58 FR 62118, Nov. 24, 1993) are now waived provided all conditions in the Lafayette Parish maintenance plan remain unchanged and the area continues to meet the national ambient air quality standards. That is to say that quantitative emissions analyses are not required for nonexempt projects in former nonattainment areas which currently have a limited maintenance plan.

In summary, through the NEPA process the project sponsor may issue a presumptive conformity determination if the following criteria are met:

1. Conditions in the current Lafayette Parish maintenance plan remain unchanged, and;
2. The area continues to meet the national ambient air quality standards, or;

3. Using interagency consultation procedures, the project is deemed exempt from all transportation conformity requirements.

Please note that criterion #3 above does not apply to this project due to the considerable scope of this proposed action.

Should you have any questions regarding the current status of the Lafayette Parish maintenance plan, please call Annette Sharp of the LDEQ Engineering Support Section at (504) 765-0914. Thank you for the opportunity to comment on this proposed project.

Sincerely,

Teri F. Lanoue

Teri F. Lanoue
Program Manager
Mobile Sources Section

TFL:RR <SOV3_98.doc>
c: Phil Eckert
Annette Sharpe
Yasoob Zia

OFFICE OF AIR QUALITY P.O. BOX 82135 BATON ROUGE, LOUISIANA 70884-2135

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
825 Kaliste Saloom Road
Brandywine Bldg. II, Suite 102
Lafayette, Louisiana 70508

6

May 13, 1998

Mr. William C. Farr
Program Operations Manager
Federal Highway Administration
P.O. Box 3929
Baton Rouge, Louisiana 70821

Dear Mr. Farr:

Please reference your Notice of Intent to prepare an Environmental Impact Statement for the proposed I-49 connector improvement; that project would involve reevaluation of the US-90/US-167 Evangeline Thruway Corridor Project, in Lafayette, Louisiana. The US-90/US-167 project was originally reviewed by the Department of the Interior in June 1992. On December 11, 1992, the Federal Highway Administration withdrew the draft EIS. The U.S. Fish and Wildlife Service has reviewed the information contained in the Federal Register (Vol. 63, NO. 71), and offers the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

No Federally listed threatened, endangered, or candidate species presently occur within the proposed project area. Therefore, no further consultation will be required unless there are changes in the scope or location of the project, or project construction has not been initiated within one year. If the project has not been initiated within one year, follow-up consultation should be accomplished via a telephone call to this office prior to making expenditures for construction. If the scope or location of the proposed work is changed, consultation should occur as soon as such changes are made.

According to the Notice of Intent and the Draft EIS of 1992, the proposed project could impact approximately seven acres of wetlands. To assist you in developing the proposed EIS, we recommend that the project be carefully designed to avoid and minimize adverse impacts to project-area wetlands (e.g., option D, alternative RR-3). The EIS should identify and evaluate measures that would be implemented to fully compensate any remaining, unavoidable project impacts to those wetlands.

If you need further assistance, please contact George Hart (318-262-6662, extension 223) of this office.

Sincerely,

Russell C. Watson
Acting Field Supervisor

cc: OEPC, DOI, Washington, D.C.
BFA (ERT), FWS, Washington, D.C.
Regional NEPA Coordinator, FWS, Atlanta, GA
Corps of Engineers, New Orleans, LA
LDWF, Natural Heritage Program, Baton Rouge, LA

LAFAYETTE SOIL AND WATER CONSERVATION DISTRICT
WHITNEY NATIONAL BANK BUILDING, 905 JEFFERSON STREET, SUITE 310,
LAFAYETTE, LOUISIANA 70501-7913 (318) 262-6601 EXT. 202 FAX (318) 262-6608

SUBJECT: State Project No. 700-24-0073
F. A. P. NO. DE-0009 (802)
I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette Parish

DATE: May 13, 1998

7

TO: Mr. Vincent Pizzolato
Environmental Engineer Administrator
State Of Louisiana Department of
Transportation and Development
P. O Box 94245
Baton Rouge, Louisiana 70804-9245

In regard to the above mentioned request, this work will not impact on any work of the Lafayette Soil and Water Conservation District.

A. J. Breaux,
Chairman

AJB/abl

STATE OF LOUISIANA
DEPARTMENT OF HEALTH AND HOSPITALS

M. J. "Mike" Foster, Jr.
GOVERNOR

LOUISIANA
Department of HEALTH and HOSPITALS

Bobby P. Jindal
SECRETARY

May 26, 1998

8

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

ATTN: Vincent Pizzolato
Environmental Engineer Administrator

RE: STATE PROJECT NO. 700-24-0073, F.A.P. NO. DE-0009(802), I-49 CONNECTOR (LAFAYETTE), ROUTE LA-US 90/167, LAFAYETTE PARISH

Dear Mr. Pizzolato:

The above referenced project will have no significant impact on the environment and will not adversely affect the water quality in the area.

Sincerely,

Teda Boudreaux

Teda Boudreaux
Sanitarian Program Administrator
Individual Sewage

TB:rbv

cc: James Antoon, Sanitarian Administrator

OFFICE OF PUBLIC HEALTH • REGIONAL OFFICE • REGION III
206 EAST THIRD STREET • THIBODAUX, LOUISIANA 70301
PHONE - 504/447-0916 • FAX # 504/447-0920
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LAFAYETTE CONSOLIDATED GOVERNMENT
CENTRE DE LA CULTURE ACADIENNE ET CRÉOLE

PLANNING, ZONING & CODES DEPARTMENT

101 E. CYPRESS STREET
P. O. BOX 4017-C
LAFAYETTE, LOUISIANA 70502
TEL: (318) 291-8000 PLANNING
TEL: (318) 291-8445 ZONING
TEL: (318) 291-8461 CODES

May 14, 1998

9

Vincent Pizzolato
Environmental Engineer Administrator
State of LA
DOTD
P O Box 94245
Baton Rouge, LA 70804-9245

RE: State Project No 700-24-0073
I-49 Connector (Lafayette)

Dear Mr. Pizzolato:

This office does not have any objections to the above, however, we would like to caution that some of this area is in a Flood Zone "A".

Hoping the above will meet your needs and offering any further assistance this office can afford you, I am

Yours truly,

Charlie

Charlene Picard
Flood Plain Administrator

CP/

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

REPLY TO
ATTENTION OF:

June 17, 1998

Operations Division
Operations Technical Support Branch

10

Environmental Engineer Administrator
Louisiana Department of
Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Ms. Deshotels:

This is in response to your Solicitation of Views (S.O.V.) for the proposed construction in the U.S. 90/U.S. 167 Evangeline Thruway of the I-49 Connector, a freeway with accompanying interchanges and flanking distributor roadways within the city limits of the City of Lafayette. The proposal is stated to be the subject of a comprehensive Environmental Impact Statement and included in State Project No. 700-24-0073 of Lafayette Parish.

This proposal has been reviewed for potential Department of the Army (D.O.A.) regulatory requirements and impacts on D.O.A. projects.

There are no anticipated adverse impacts on any D.O.A. projects.

Based on the information provided in this S.O.V. and on in-house information available for this site, there are possibilities of encountering some lands classifiable as wetlands subject to D.O.A. regulatory jurisdiction in performance of the work involved. There is no specific mention of the bridge crossing of the Vermillion River that may be involved in performance of the work as proposed and there is no indication that this S.O.V. has been furnished to the U.S. Coast Guard for review. If any crossing revisions or additions to this, a Section 10 Waterway, are involved, the Coast Guard should be given an opportunity for review and comment as soon as possible. Insufficient information has been furnished to make a firm determination of D.O.A. regulatory requirements and permits that may be involved. If impacts on lands classifiable as wetlands subject to D.O.A. regulatory jurisdiction proves to be minimal, the performance of work involved may qualify for performance under a D.O.A. Nationwide Permit (NWP) pursuant to Title 33 CFR Part 330.6 and Appendix A 330.6 B23 provided that all applicable conditions set forth in 330.6C are met.

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to mandatory D.O.A. regulatory requirements and have an impact on a D.O.A. Project.

Any agency proposing to perform work for which D.O.A. permits are expected to be required should apply for those permits well in advance of need for a permit or performance of any work for which a D.O.A. permit could be required. Applications for permits should in each instance, include sufficient and detailed information, maps, drawings, photos, and data for evaluation of each proposal.

Should you have questions concerning wetlands determinations or needs for on-site evaluations by D.O.A. personnel you may contact Dr. J.D. Bruza at (504) 862-1288 or -2270.

Should you have questions concerning D.O.A. regulatory permit requirements or performance of the proposed work, you may contact Mr. Pete J. Serio, Jr. at (504) 862-2144.

Sincerely,

R.V. Utes

R.V. Utes
S.O.V. Manager

Copy Furnished:

Mr. Roger Hedrick, Director
Lafayette Area Wide Planning Commission
Post Office Box 40176
Lafayette, Louisiana 70502-4017

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

(504) 929-9190

May 5, 1998

M. "MIKE" FOSTER, JR.
GOVERNOR

FRANK M. DENTON
SECRETARY

11

STATE PROJECT NO. 700-24-0073
F.A.P. NO. DE-0009(802)
I-49 CONNECTOR (LAFAYETTE)
ROUTE LA-US 90/167
LAFAYETTE PARISH

Look at map

Re: **SOLICITATION OF VIEWS**

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

For your information we have attached a sketch map showing the corridor location of the project, a map showing the location of build alternatives, and a preliminary description of the proposed project.

It is requested that you review the attached information and furnish us with your views and comments by **June 12, 1998.** Replies should be addressed to LA DOTD; Environmental Engineer Administrator; P.O. Box 94245; Baton Rouge, Louisiana 70804-9245. Please reference the State Project Number(s) in your reply.

A formal scoping meeting will be held at a time and place not yet determined.

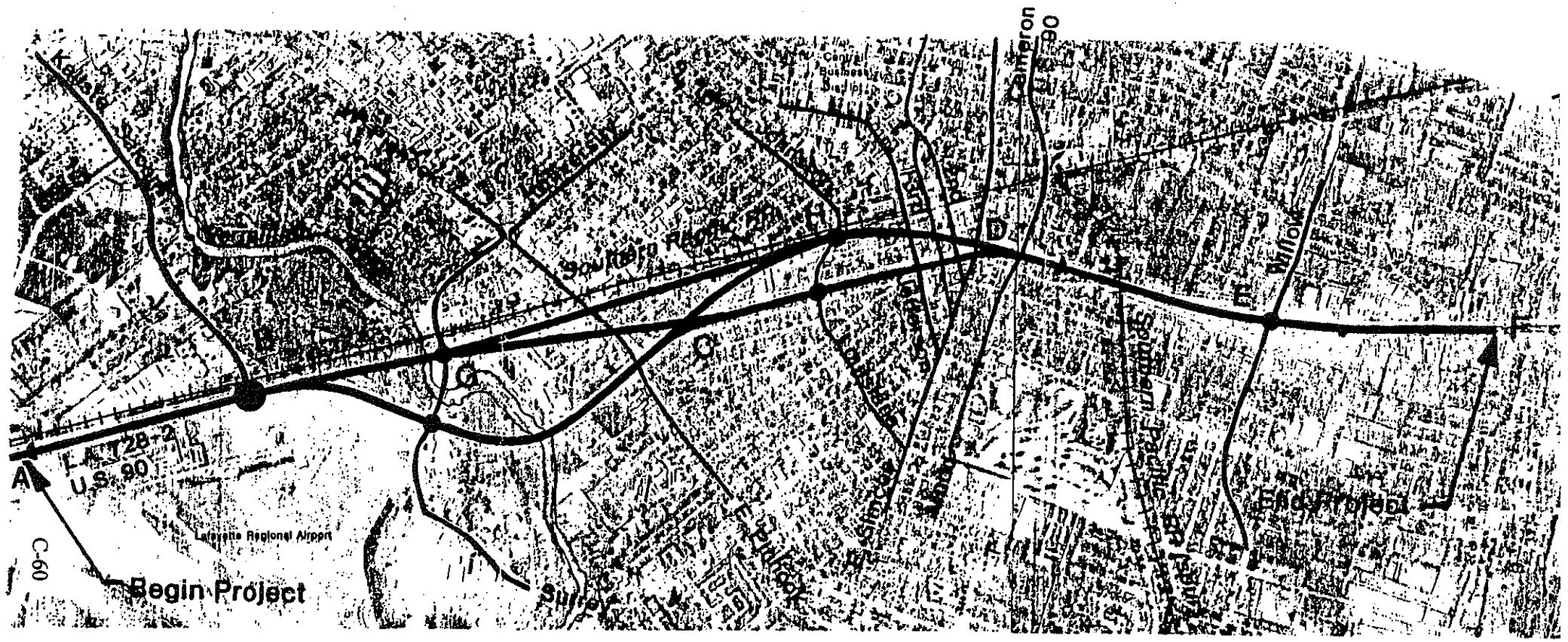
Sincerely,

michèle m. deshotels

for Vincent Pizzolato
Environmental Engineer Administrator

VP/MMD/eld
Doc. 24
Attachments

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG FREE WORKPLACE



Alignment Alternatives

EA1 Nodes A-B-C-D-E-F like it is
RR3 Nodes A-B-G-H-D-E-F
RR4 Nodes A-B-C-H-D-E-F
RR5 Nodes A-B-G-C-D-E-F

0 1000 2000
SCALE IN FEET

Who wants to change the route + spend more money?

Forget H

Straight roads

Why don't you leave it as it is - Why spend more money? Could build overpass here + there

M/M Leanac G. Prevost

Mr. Vincent Pizzolato:
EEA
Dept. of Transportation
P.O. Box 94245
Baton Rouge, LA 70804-9245

12

Dear Mr. Pizzolato:

I am in receipt of your letter soliciting views on the I-49 Connector. First, I want to congratulate you on having the good sense to eliminate the Chamber of Commerce's plan for a depressed and tunneled road. What a ridiculous idea for an area w/ 60" of rain annually, high water table and flooding already available to see at the University and Jefferson railroad underpasses! Someone else had referred to their idea as "litigation lagoon." how right they were!!

Now, to the routes as outlined in your letter — we support the A-B-C-D-E route. It appears that this route would aid in taking some of the traffic off Evangeline Throughway, which during a hurricane would help relieve traffic. I hope this is helpful to you -

Mr/Mrs. Robert A. Wiggs
128 Hugh Wallis Rd.
Lafayette, LA. 70508-2107
email: wiggle@linknet.net

June 2, 1998

13

Sir:

My name is Jerry P. Landry. I am responding to your letter, Solicitation of Views, dated May 5, 1998.

This letter is in reference to state project:

NO. 700-24-0073
F.A.P. NO. DE-0009 (802)
I-49 CONNECTOR (Lafayette)
Route LA-US 90/167
Lafayette Parish.

I understand the need for displacement and relocations. What troubles me is that: (1) I will be displaced or relocated without adequate funds to purchase a new home or (2) that the project will pass so close to my home, I will

be separate from the project only by an at grade street looking up at a road that would pass only a few feet from my roof top as was done with a church next to I-10 in New Orleans or the homes in Morgan City or Baton Rouge.

I would prefer to be compensated adequate funding so that I may be able to relocate. Thank you for your concern of my views.

Sincerly,

Jerry P. Landry

May 18 1998
3204 N. University ave
Lafayette, La. 70507-2320

Re: State Project No. 700-24-0073
F.A.P. No. DE-0009 (802)
I-49 connector (Lafayette)
Rt. LA-US 90/167:

14

By far, the most economical route would be alignment alternative RR3, NODES A-B-G-H-D-E-F
other advantages would be:

1. Less interruption of local and through traffic.
2. No more than 20 percent of the residential ~~and~~ and business people would be affected.
3. Eighty percent of the property being used, would be owned by Union Pacific R.R.co. a faster way to deal with right-of-way acquisition.
4. The Union Pacific has no further interest in developing this area.

Reading RR3 NODES backwards, the Northwest Evangeline throughway could veer Southwest near Mudd Ave. NODE "D" meet Union Pacific's property near Simcoe St. follow Railroad property to NODE "A." Purchasing Union Pacific's property was mentioned before at a local meeting

Yours truly
Chester Faid

6-4-98

STATE PROJECT NO. 700-24-0073
F.A.P. NO. DE-0009(802)
I-49 CONNECTOR (LAFAYETTE)

15

Thank you for the opportunity to express my views concerning the above referenced project.

Traffic congestion can theoretically only be solved when the number of vehicles using a roadway are reduced or the number of roadways are increased.

The proposed alternative currently being considered all seem to have a common thread; the upgrading of current city streets.

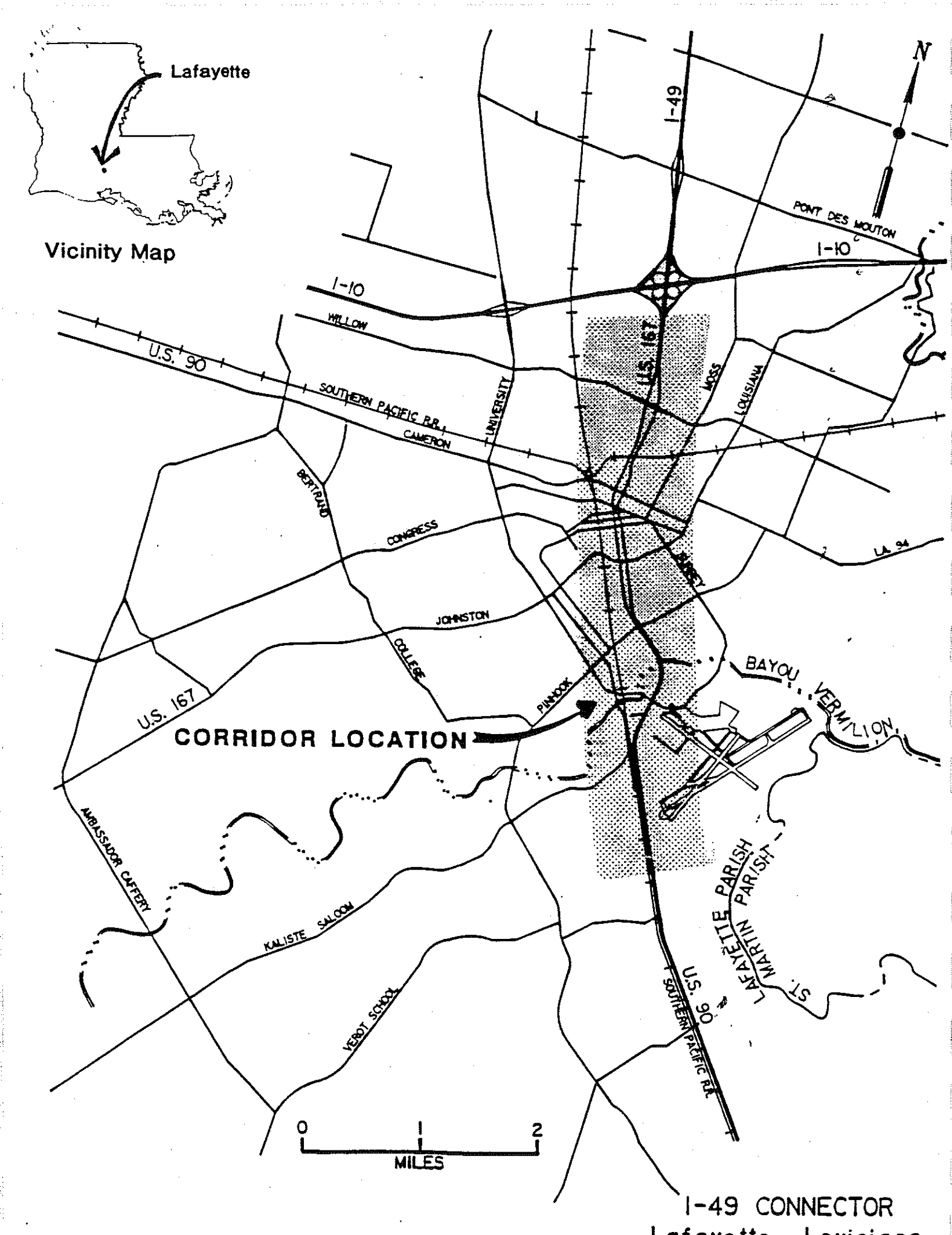
It is my opinion that this approach:

* would further polarize the community
* would displace a greater number of homes, businesses and utility/drainage systems
* would reduce the options available for local traffic needs and
* would increase the time necessary to complete the project.

Therefore, it is my opinion that a completely new route, a limited access bypass) constructed to the east of the present corridor location, would better eliminate traffic problems in Lafayette and move through traffic more efficiently. This bypass would have interchanges at the intersections of US 90, LA 94, I-10, and I-49. The route of this proposed interchange would be in the vicinity of the one drawn on the attached map.

Thank you for your consideration.

Patrick J Prejean
119 Arizona Street
Lafayette, LA 70501-4601


Lafayette
Vicinity Map
N
I-49
I-10
I-10
POINT DES MOUTON
WILLOW
U.S. 90
SOUTHERN PACIFIC R.R.
CAMERON
UNIVERSITY
U.S. 167
MOSS
LOUISIANA
BERTRAND
CONGRESS
LA 94
PARK
JOHNSTON
COLLEGE
PINHOOK
U.S. 167
CORRIDOR LOCATION
BAYOU VERMILION
AMBASSADOR CAFFERY
KALISTE SALOOM
VEROT SCHOOL
U.S. 90
SOUTHERN PACIFIC R.R.
LAFAYETTE PARISH
ST. MARTIN PARISH
0
1
2
MILES
I-49 CONNECTOR
Lafayette, Louisiana

ROY, BIVINS, JUDICE & HENKE

(A PROFESSIONAL LAW CORPORATION)

HARMON F. ROY
JOHN A. BIVINS
RONALD J. JUDICE
KENNETH M. HENKE
PHILIP E. ROBERTS
PATRICK M. WARTELLE*

*Also admitted to Texas Bar

SUITE 800 - FNB TOWERS
600 JEFFERSON STREET
LAFAYETTE, LA. 70501
(318) 233-7430

P. O. DRAWER Z
LAFAYETTE, LA. 70502

TELEFAX (318) 233-8403

May 19, 1998

16

Vincent Pizzolato
Environmental Engineer Administrator
Department of Transportation & Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: Solicitation of Views
State Project No. 700-24-0073
F.A.P. NO. DE-0009 (802)
I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette Parish

Dear Mr. Pizzolato:

I take this opportunity to respond on my own behalf and on behalf of my wife, Hilda M. Judice, to the letters you recently forwarded soliciting our views on the referenced project. We both reside at 319 N. Sterling, Lafayette, Louisiana 70501.

I must say that the description of the existing and proposed alternative alignments which are set forth in paragraph 4 of the Preliminary Project Data attached to your letter are not made very clear.

For example, what are the "EA-1 Depressed" and "RR-5 Depressed" alternatives? If these are the below grade alternatives which were presented at the Public Hearing on this subject, then I question why you eliminate these from your current study. My recollection of the input at the Public Hearing was that if the I-49 connector could not simply skirt the city through some looping mechanism, then the below grade alternative was preferable since it would diminish the noise to surrounding residential properties and leave a fairly tolerable above grade intrusion on surrounding properties. In that plan, we personally favored the Mudd Avenue crossover and saw the necessity for a Jefferson Street crossover, both at grade. There was some question regarding the engineering feasibility with particular reference to the drainage aspect. However, when everyone left the meeting, I felt that if the project ever resurfaced, a careful study would be made of the engineering feasibility so that the plan

could be put on the table.

Moving forward to what you now have left, we both oppose any elevated configurations.

The "at grade" alternatives are not favored but they presumably, can be made tolerable by the taking of appropriate measures in construction techniques to help protect surrounding properties from the imposition of noise, smoke, and other environmental impositions. I have specifically in mind the construction of large earthen berms, protective walls, introduction of landscaping and substantial green areas, etc.

Of the two choices given on the "at grade" selections, I would favor leaving the crossing streets at grade and with the I-49 route passing over the crossing streets.

Also favored are crossovers at the cross streets that you mention. You fail to mention a crossover at Jefferson Street and we think that is an absolute essential to this project. This does not mean to say that Jefferson should be considered as alternative to any of the streets mentioned (particularly in that vicinity, Mudd Avenue or Johnston Street) but Jefferson Street should be added as an additional crossover. The City of Lafayette has just spent millions of dollars with a "Streetscape Project" intended to make Jefferson Street the gateway to downtown Lafayette. For you to leave Jefferson out as a crossover seems absurd.

I frankly cannot understand your various alignment alternatives between the letters "A" and "D." However, since my properties are situated primarily in the vicinity of the Mudd Avenue crossover and the routing there is static, the other routing does not make a whole lot of difference to me.

I hope that you will incorporate these views into your report.

With kind regards, I am

Sincerely yours,

ROY, BIVINS, JUDICE & HENKE

Ronald J. Judice, individually

Ronald J. Judice

& for Hilda M. Judice

Acadian
Ambulance & Air Med Services

P.O. Box 98000 • Lafayette, LA • 70509-8000

Ambulance Dispatch
511
800-259-1111

Administration
318-267-3333
800-259-3333

Billing
800-259-2222

May 13, 1998

Mr. Vincent Pizzolato
Environmental Engineer Administrator
State of Louisiana
Department of Transportation and Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Re: State Project No. 700-24-0073
F.A.P. No. DE-0009 (802)
I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette Parish

Dear Mr. Pizzolato:

I am responding to your request for my views on the I-49 Connector through Lafayette. I am not really familiar with all the various alternatives for realigning the I-49 Connector, however, I believe that the I-49 Connector and that entire corridor needs to be completely redone, since in my opinion, it is definitely a safety hazard as it is today. I am sure you are aware that this section of US 90 and US 167 known as the Evangeline Thruway corridor goes right through a residential area with the north end of that corridor turning into a location of quite a few businesses. The fact that at just about every block there are crossing streets causing people to want to either exit the highway or in some cases, enter the traffic flow onto the highway. I believe that the access to the highway should be limited, and as you stated in your information sent to me, having cross streets or interchanges only at the major intersections.

Mr. Pizzolato, I believe that this project is of great importance to the citizens of Lafayette as well as citizens throughout Acadiana since Lafayette provides goods and services for far more than the residents of our Lafayette community.

I feel that I would be missing a tremendous opportunity if I didn't explain to you that I feel that we have another very pressing need in addressing our highway system. I feel that it is extremely important that all the discussions and plans that

have been made to do something with Highway 90 South or the extension of I-49 South must be addressed as quickly as possible.

As I am preparing this letter, I am reminded that there were 7 fatalities along that stretch of road in the last seven weeks and a number of other serious accidents. I know that there has been considerable discussion and consideration and presently a plan to limit access along that highway. But I think anything we can do to speed up that process will save lives.

Thank you for allowing the input.

Sincerely,

Roland F. Dugas, Jr.
Chairman of the Board

tc

LAFAYETTE centre

18

June 9, 1998

Louisiana DOTD
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9245

State project no. 700-24-0073
FAP No. DE-0009(802)
I-49 Connector (Lafayette)
Lafayette Parish

Dear Ms. Deshotels:

I am writing on behalf of the Lafayette Downtown Development Authority in response to your solicitation of views (May 5, 1998 memorandum).

In talking with Mike Hollier, I understand that this solicitation is more for the purpose of restarting the EIS process so that progress toward an I-49 connector can resume, rather than providing detailed comment or recommendations on the various alignments at this time (two of which are new to the process and thus have little information on which to base informed comment).

Nevertheless, because this is a process, we recognize that it is incumbent on us to provide what input we feel that we can at this time, and are appreciative of the opportunity to do so.

General Project Support

The DDA is strongly in support of an I-49 Connector. Its need and benefits are important to the growth and development of Lafayette as well as the transportation safety and mobility of all residents who are affected.

Submittal of Prior Input

The DDA has participated in various review processes dating back to 1991 and has provided input at two key points - following the July 1992 Public Hearing on the Draft EIS, and in 1993, following the public process and hearings coordinated by the Lafayette Areawide Planning Commission - both should be in your file but we would be happy to send additional copies if needed.

Downtown Development Authority
Suite 204 • 735 Jefferson St. • Lafayette, LA 70501
phone 318-291-

General Comment Concerning Alignments

1. Back in 1992, the EA-1 Depressed Alternative had ranked high in preference. We felt that scenario best met the transportation objectives for the connector, while reconnecting and preserving central neighborhoods with the CBD, and creating unique new opportunities for positive growth and redevelopment in those areas.
   Your project summary says the "depressed" alternatives have now been eliminated; explanation to come. We would very much like to receive the information and data used concerning the elimination of the depressed alternative and its variations, and reserve comment until then.

2. With regard to the railroad combinations, we do have great concerns with RR-3 and RR-4 in particular. These would introduce a second major urban highway system in the same corridor, immediately adjacent to the core CBD. These combinations will expand the area of influence and could greatly exacerbate all of the negative impacts attributable to such a system. In addition, the dual system could seriously undermine the existing public redevelopment plan for downtown, diminish major public investments (recently made and committed for the future) and have an extremely chilling effect on private re-investment needed to create the new mix of housing, business, and cultural arts & tourism offerings within the core. We would like to see any further study place serious emphasis and attention on this inherently significant issue.

3. At first blush, the at-grade/cross-over alternatives seem to offer some hope of reconnecting Lafayette's neighborhoods with the downtown and beyond. However, with pre-identified access at Johnston and Mudd Streets only, the exact opposite could be true. Key entry/exit points at the 2nd / 3rd Street couplet and Jefferson Street would essentially be cut-off. Depending on what would be required for noise mitigation, Lafayette could literally end up with a dividing wall in this center corridor. Detrimental effects to the St. Genevieve / Stirling Grove Historic Districts would have to be anticipated as well.

   While the at-grade alternatives suggest possibilities, much more information is needed for an informed opinion of any sort to be made at this time.

4. The EA 1 Elevated also remains on the list of alternatives currently named by the DOTD. While our previous evaluation had addressed this alternative also, it appears that it may well be at the top of DOTD's list. Assuming that to be the case, there are a number of questions, concerns, and issues that we'd like to see be addressed in further study. They include, but are not limited, to the following at this time:

   a. Alignment in the corridor, particularly as it affects St. Genevieve/Stirling Grove Historic District. What can/will be considered to sufficiently shift an alignment in that area, to eliminate detrimental effects with regards to physical and aesthetic degradation, access and encroachment.

   b. Height of the structure and its relationship to imposing or preventing extreme barrier effects throughout the central corridor.

c. The extent to which land in and adjacent will be considered for acquisition and conversion to greenbelt/linear park type amenities in an effort to effectively mitigate the "no man's land effect" under and in proximity to the structure itself.

d. Maintain the cross-street accesses, Jefferson and 2nd / 3rd street couplet, etc. The ability to incorporate those two points in a slip-ramp scenario to improve local connections and access into and out of CBD.

e. Type & location of interchanges
- at Mudd Ave. in relationship to historic district
- at Johnston Street in relationship to access to downtown
- providing that a Johnston Street interchange does not result in any closures of Cypress or Garfield Streets as this could impede CBD access, rather than improve it, and affect the planned intermodal facility in that area

f. Emphasis on rejoining 2nd / 3rd Street couplet and providing half-diamond interchange access at that point. In lieu of an interchange at Mudd Ave., and in conjunction with the shifting of the alignment, perhaps the two elements could protect the historic district, if done appropriately. The Congress Street corridor which splits into the couplet, is a major east-west arterial through Lafayette serving downtown, the Cajundome and new Convention Center, U.S.L. stadium and athletic facilities, and its major Research Park - numerous high-traffic generators.

The section within the downtown district is a central piece of the redevelopment plan, which encourages mid to high-rise development in this area. The absence of a direct highway connection could dramatically undercut development opportunity and shift the patterns altogether to Johnston Street.

Given the information that we have in hand today, that concludes our input at this time. We will attend the scoping meeting on the 24th and plan to stay closely involved in the process.

Sincerely,
DOWNTOWN DEVELOPMENT AUTHORITY

Catherine C. Webre
Executive Director

cc: DDA Board
Lafayette Consolidated Government
Glenn Weber, CAO
Robert Benoit, Director of Planning, Zoning, & Codes
Lafayette Chamber of Commerce
Rob Guidry, CEO

Harold C. Burleigh
103 Candlestick Lane
Lafayette LA 70507

19

LA DOTD
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge LA 70804-9245

RE: State Project Number 700-24-0073 (I-49 Connector - Lafayette to New Orleans)

Dear Administrator :

This letter is in response to one from your office to me dated May 5, 1998 regarding the proposed I-49 Corridor in Lafayette. I have reviewed your proposal and am in favor of selecting a right of way within that corridor. The photocopy you forwarded is not very clear and thus I have not selected a particular alternative.

I would like to further stress that I am in agreement with and suggest your department selects whatever selection the I-49 Task Force Committee of the Greater Lafayette Chamber of Commerce recommends. This committee is chaired by Mr. Bill Fenstermaker (civil engineer) and also spearheaded by Mr. Rusty Cloutier (President of Mid-South Bank). Their committee includes members of chambers of commerce, city governments, parish governments, and commerce along Hwy 90 from Lafayette to New Orleans. Public hearings are still being held and as I understand, the committee will make a selection soon. Again, please give this recommendation your fullest consideration.

I am not speaking for this group officially, but as a member of CODA (Citizens of Direct Action in Lafayette) we have also recently going on record as supporting whatever selection the I-49 Task Force recommends.

Thank you for allowing me the opportunity to provide input into this important and timely project. Drivers are being killed and maimed daily along this route, and limited access must be established at the very earliest time possible.

Sincerely,

Harold Burleigh

Harold C. Burleigh
(Advisor to Evangeline Economic & Planning District, Lafayette, La)

HCB

CC Mr. Buddy Webb
President, CODA

J. WILLIAM BARROIS, DDS

GENERAL DENTISTRY

May 25, 1998



Michele M. Deshoteles
C/O Department of Transportation and Development
Section 28
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State project No.:700-24-0073
F.A.P. No.: DE-0009(802)
I-49 Connector (Lafayette)
Route LA-US 90/167
LAFAYETTE PARISH

Dear Ms. Deshotels:

I sincerely appreciate being solicited for my views regarding the proposed elevated / ground level route down the current Evangeline Thruway corridor.

I strongly feel as though the I-49 connector is needed and necessary for the future development and growth of Lafayette and the parish as a whole. However, it is my opinion that both of these proposals will have an extremely detrimental effect on the surrounding residential areas as well as the adjacent CBD and adjacent historic district, all of which are currently attempting to revitalize themselves.

An at grade route, with elevated crossovers at Mudd and Johnson streets, will result in the loss of Saint Genevieve grammar school, St Genevieve parish church, (the second oldest church in the city of Lafayette and a designated National Historic Property). In addition to Saint Genevieve, numerous residential properties, with National Historic designation, and the adjacent Sterling Grove National Historic District will be affected. Members of the historic district have fought numerous proposed incursions within the boundaries and have won all of their cases. If this project does go through, I can state categorically from a personal standpoint and that of many of my neighbors, that the oldest historic district in Lafayette will be destroyed and Lafayette will lose an important part of its past. I can also assure you that I, being a member of the parish council of

116 RUE BEAUREGARD • LAFAYETTE, LOUISIANA 70508
318. 235. 3395 • FAX 318. 234. 5789

J. WILLIAM BARROIS, DDS

GENERAL DENTISTRY

Saint Genevieve Catholic Church, will do everything in my power to keep the 2800 family members of this parish appraised of your proceedings and decisions.

The elevated route will have similarly destructive effects on the whole of the city, effectively cutting it in half. It will thwart future downtown redevelopment and prevent tourism-related businesses and activities from occurring in the downtown area. When the railroad came through Lafayette, at the turn of the century, it cut the town in half. The northside of the town was deemed to be the "wrong side of the tracks" to live and locate a business. The result is, to this day, lower property values, less economic development, fewer jobs and in general a huge loss of tax revenues to say nothing of the accompanying increase in crime and social problems. All of the existing residential and commercial properties on the "wrong side of the thruway" will be effected for years to come.

I understand that the original suggestion of a depressed section of the roadway from the Southern Pacific tracks to Johnson has been eliminated because of expense and drainage problems.

Where is the NEW engineering study that refutes the original study? The original drainage study shows that the elevation at the Northgate Mall is approximately forty feet above sea level and is adequate to handle the drainage. Numbers are numbers; engineering findings are engineering findings. Two opposing and opposite studies can not coexist. Where was the original study wrong or more to the point, who has chosen to disregard these original findings?

Secondly: Part of this process involves community input and consensus. That process was completed with a "town hall meeting", sponsored by the Chamber of Commerce, at the Heymann auditorium. Who has taken upon themselves to disregard that process and consensus? Does the consensus of the community no longer matter?

Thirdly: The expense. The city of Boston constructed an elevated structure through the center of town years ago. It destroyed that area of their city. If I am not mistaken the whole structure is now being torn down and a depressed route is now being constructed. That's expensive. Can anyone deny that the elevated routes through New Orleans have not had the same effect?

116 RUE BEAUREGARD • LAFAYETTE, LOUISIANA 70508
318. 235. 3395 • FAX 318. 234. 5789

J. WILLIAM BARROIS, DDS

GENERAL DENTISTRY

At the national level, consideration is being given to the social and economic impact that a project of this nature has on the community as a whole. It is my opinion that these factors need to be seriously considered, especially with regards to the area of the Evangeline Thruway, from the railroad crossing to the area south of Johnson Street, and the well-being of Lafayette as a whole.

Again I appreciate the opportunity to make my views known.

I remain sincerely yours:

J.W. Barrois D.D.S.

cc: Mr. Walter Comeaux President of Lafayette City Parish Government
Mr. Louis Benjamin Represenative on City Parish Council
Mr. John Miller Editor of the Daily Advertiser
Mr. Rob Guidry Director of the Lafayette Chamber of Commerce
Ms. Kathy Weber Director of Lafayette Downtown Development Assoc.
Editor, Times of Acadiana
Mr. Phil Lank
Mr. Bill Fenstermaker
President, Mid South Bank
Representative N. Saerino
CODA

116 RUE BEAUREGARD • LAFAYETTE, LOUISIANA 70508
318. 235. 3395 • FAX 318. 234. 5789

Mr. Vincent Pizzolato
Environmental Engineer Administrator
State Project 700-24-0073
I 49 Connector, Lafayette
Route LA - US 90/167
Department of Transportation and Development
P.O. Box 94245
Baton Rouge, La 70804-9245

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Dear Mr. Pizzolato,

We are in support of the extension of I 49 South, through Lafayette, terminating at New Orleans. We are in support of the Corridor Study being considered through the City of Lafayette as referenced in your May 5, 1998 Solicitation of Views letter.

As residents of one of the oldest, extant homes within the historic preservation district known as the Stirling Grove Historic District our interest in this project is significant. However, as neighbors of the parish of St. Genevieve Church and its companion school, we urge you to consider, the westward movement of the segment of this controlled access roadway, beginning at the railroad crossing south of the junction of the terminus of I 49 and I 10 to the junction of Jefferson St. within the city of Lafayette. In our opinion as residents of this area for over thirty years, the preservation of this architecturally significant district should be a priority.

We feel strongly, as do our neighbors, that this district, especially the structural integrity of St. Genevieve Church, need not be placed in jeopardy during and after the construction of this much needed roadway. With, careful and cooperative planning between DOTD and various governmental agencies charged with this entire process we are confident that our mutual goals can be amicably accomplished.

Recognizing that there is some resistance to the cut and cover design proffered by a Acadiana coalition of local citizens, business groups, and engineers, we nonetheless wish to voice our vigorous support for such a design. Sound engineering studies have confirmed the integrity of this design and its ability to efficiently drain runoff water. This design preserves major portions of contiguous aspects of Lafayette, provides for maximum noise abatement, gives travelers an enhanced ingress and egress into our city and this region, and adds immeasurably to the aesthetics of the gateway to Acadiana.

Further, we wish to recommend that the Mudd Avenue cross street alternative be abandoned, in view of the evisceration of the Stirling Grove Historic District. It is our recommendation that Mudd Avenue be planned to terminate at the service roads which will be constructed along the I 49 South extension corridor. This, along with the movement of the actual I 49 roadway to the west of the present Evangeline Thruway, would preserve these architecturally unique structures.

We look forward to news of future public meetings and public hearings. Thank you for consideration of our comments.

Sincerely,

Hugh M. Grimo
Frank L. Hanley
6/10/98

LAFAYETTE AIRPORT COMMISSION

LAFAYETTE REGIONAL AIRPORT

June 11, 1998

22

Mr. Vincent Pizzolato
LA DOTD
Environmental Engineer Administration
P.O. Box 94245
Baton Rouge, LA 70804-9245

RE: State Project No. 700-24-0073
F.A.P. No. DE-0009 (802)
I-49 Connector (Lafayette)
Route LA-US 90-167

Dear Mr. Pizzolato:

In response to your request for review and comment, dated May 5, 1998, the Lafayette Airport Commission offers the following comments:

1. Any proposed roadway near the Lafayette Regional Airport must be coordinated with the Federal Aviation Administration for airspace impact or possible infringement. Primarily, this deals with the arrival/departure corridors to/from the airports three runways (rwy 11/29, 4R/22L and 4L/22R).

2. If there is a determination of height restrictions which necessitates change of approach minimums, the Lafayette Airport Commission should be considered on record as opposing that alignment unless an extension to the affected runway is part of the overall I-49 project.

3. The most obvious situation seems to affect Runway 11/29. If it is determined that a portion of Runway 11/29 is to be closed or abandoned, then all costs of abandoning a portion of Runway 11/29 and extending an equal or greater length on the east should

200 TERMINAL DRIVE • LAFAYETTE, LA 70508-2159
PH 318-266-4400, EXT 6 • FAX 318-266-4410 • E-MAIL airport@lftairport.com

be included in the cost of the I-49 Project. The cost should include construction, engineering, and environmental studies, to include wet land issues, as well as land acquisition. The environmental study should also include an investigation as to any impact the extension of the runway could have on future runway extensions, i.e. could this extensions somehow limit future extensions.

4. The Lafayette Airport Commission has an extensive project underway which is adjacent to Hwy. 90. Any expansion of right of way should be identified immediately to prevent expensive relocation in the future.

It should be noted that the Lafayette Airport Commission is a member of the I-49 coalition and fully supports this project. All of the foregoing items are consistent with our comments concerning this project starting in 1994.

If you have any questions or request clarification, please contact the Director of Aviation, Greg Roberts at (318) 266-4400 ext. 6.

Sincerely,
LAFAYETTE AIRPORT COMMISSION

W M Lowry

W M Lowry
Chairman

200 TERMINAL DRIVE • LAFAYETTE, LA 70508-2159
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Karl Naumann
121 Dayna Dr.
Carencro, La. 70520
Phone 318-837-1536 Work
Fax 318-837-3502 Work
Email karl@iamerica.net



May 19, 1998

Mr. Vincent Pizzolato
Department of Transportation & Development
P.O. Box 94245
Baton Rouge, La. 70804-9245

Ref: Project No. 700-24-0073
I-49 Connector

Dear Mr. Pizzolato:

We need to begin, with all haste, making improvements to "Blood Alley".

No improvements should include depressed sections which would be impassable during rainy weather and be a problem for exhaust fumes.

To get people use to the limited access to the corridor, we should begin closing minor intersections at once. Maybe one a month.

Thanks for requesting my input.

Sincerely,

Karl Naumann

Karl Naumann

3 Additional Letters Associated With The Solicitation of Views

EDWIN G. PREIS, JR.
RALPH E. KRAFT*
L. LANE ROY
WARD F. LAFLEUR
F. DOUGLAS GATZ, JR.
CHARLES A. MOUTON*
KAY A. THEUNISSEN*
JENNIFER E. BEYER
RICHARD J. HYMEL
GEORGE CAFLISCH +
DAVID R. RABALAIS
MARC D. MOROUX
WESLEY K. ELMER
G. EDWARD WILLIAMS, JR.
TIMOTHY W. BASDEN
LARRY A. WALLACE, JR.
TREVOR D. HANCE*
CYNTHIA G. SONNIER
A. TODD CARUSO
JEFF R. RYTLEWSKI
ANGELLA R. HEBERT
ALISON A. DARSEY**

* ADMITTED TO PRACTICE IN LOUISIANA AND TEXAS
** ADMITTED TO PRACTICE IN LOUISIANA AND MISSISSIPPI
+ ADMITTED TO PRACTICE IN TEXAS

PREIS, KRAFT & ROY

(A PROFESSIONAL LAW CORPORATION)
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TELEPHONE 504.581.6062
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TELEFAX 713.572.9129

1 June 1998

Louisiana DOTD
Enviromental Engineered Administrator
P. O. Box 94245
Baton Rouge, LA 70804-9245

Re: State Project No. 700-24-0073
F.A.P. No. DE-0009 (802)
I-49 Connector (Lafayette)
Route LA-US90/167
Lafayette Parish

Dear Sir:

In response to Mr. Vincent Pizzalato's 5 May 1998 letter regarding Solicitation of Views, in respect of the captioned matter, we comment.

Firstly, we agree there is an immediate and pressing need for the extension of I-49 through and continuing south of Lafayette Parish. However, the route which apparently has been selected through the Evangeline Thruway corridor will have a very significant adverse impact (environmental, demographic, economic and safety) on Lafayette Parish and the persons who may subsequently use the improved highway.

Assuming one of the primary purposes for this extended roadway is to facilitate the orderly and safe flow of traffic, be it in everyday use or for emergencies such as evacuation from approaching hurricanes, to extend same within the City of Lafayette through the Evangeline Thruway corridor will not only not improve the present situation, but will add to the problems thereby impeding, not facilitating, the flow. One operates under the premise that with improved roadways one anticipates increased usage and rates of traffic, with an effort directed to an orderly

and safe flow of same. Just the opposite will occur should the Evangeline Thruway corridor be used. To indicate otherwise suggests proponents have not performed due diligence in determining the current usage rate, much less the reasonably anticipated increased rate.

The type of traffic (i.e., heavy trucks carrying items from heavy oilfield equipment and petrochemicals to cane on the way to the mill) are major users of the current system. It is reasonable to believe such usage will continue, and probably increase. Accordingly, one questions why the citizenry of Lafayette would be subjected to the potentials should there be an accident with the release of hazardous and/or toxic substances. (See recent events which occurred in Pennsylvania and California where trucks overturned spilling its cargo resulting in fire and multiple deaths.) Contingent upon the ultimate plans which are utilized for the system, increased usage presents for the likelihood of increased accidents and thereby the potential for resulting harm. While Hazmat teams may be prepared, even further advanced planning at this stage, while perhaps not totally eliminating the risks, can minimize the potential risks to the surrounding area contingent upon the actual route selected for the roadway.

Intertwined with the environmental exposure is the demographics and the disruption which this roadway will create if placed within the present Evangeline Thruway corridor. If there has not been a concern before of the separation of the north side from the south side of Lafayette, such surely will be created by the crevice which will be placed through the city. The enhanced concrete pathway whether ground level, elevated or subterranean, and irrespective of the crossing roads, will provide that further division. Utilization of the Evangeline Thruway corridor for I-49, we believe, will effectively create a non-reversible separation.

The enhanced roadway through the Evangeline Thruway corridor will effectively add nothing to the economic interests of the city, be it with respect to establishment of businesses along the Thruway or otherwise. The speed with which the traffic will move along the system will not enhance the economics of this area. In furtherance of that point, study the limited access roadway systems which currently extend through Baton Rouge and Shreveport. Effectively, there has been no economic enhancement along the routes in those two cities.

As first stated, we believe the I-49 extension is needed through Lafayette Parish, and onward to Morgan City and points beyond. However, we take great issue with the selected extension of I-49 within the Evangeline Thruway corridor. Rather, we suggest a more realistic approach, less harmful to the environment, less disruptive of the demographics, affording greater safety to the City, and equally important, potentially adding to the economics of this area, would be for the route to extend either to the east or west of Lafayette, rather than bisect the city. Candidly, the more meaningful and we believe least disruptive route would be to create a bypass intersecting with the current I-49 route at a point north of Gloria Switch, extending to or about the point where Louisiana Avenue will ultimately interchange with I-10, proceed along a route east of the Lafayette Airport (perhaps even into St. Martin Parish), and joining with U.S. 90 at a point near Broussard, Louisiana. We believe the flow of traffic will be enhanced, those vehicles which have business within the city of Lafayette will have yet a direct route into the city with dispersion from the current Evangeline Thruway, and those who wish to bypass the potentials for congestion within the city can do so, with further considerations for those emergency evacuations, when required.

Accordingly, we strongly suggest the I-49 connector proceed, but through and along the route which is of benefit and not one, as we believe to exist, which will prove to the detriment both of the populous of Lafayette Parish as well as the prospective users of the roadway. Proper planning, not perpetuation of prior inadvertence, should be the hallmark of this project.

Regards,

PREIS, KRAFT & ROY

Ralph E. Kraft
REK/rmh16:76527

JOSEPH ONEBANE (1917-1967)
JOHN G. TORIAN, II (1936-1991)

JAMES E. DIAZ
TIMOTHY J. McNAMARA
EDWARD C. ABELL, JR.
LAWRENCE L. LEWIS, III†
ROBERT M. MAHONY
DANIEL G. FOURNERAT
DOUGLAS W. TRUXILLO*
RANDALL C. SONGY
MICHAEL G. DURAND
GREG GUIDRY*
JOSEPH L. LEMOINE, JR.††
MARK L. RILEY
GRAHAM N. SMITH*
GORDON T. WHITMAN
GARY P. KRAUS
RICHARD J. PETRE, JR.
THOMAS G. SMART
ROGER E. ISHEE**
JOHN W. PENNY, JR.
JENNIFER M. KLEINPETER
STEVEN C. LANZA
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JESSE D. LAMBERT†††*
CHARLES M. GORDON, JR.
BRENT G. SONNIER***
ELISE MAYERS BOUCHNER****
CARY B. BRYSON
MARIA FABRE MANUEL
GREG R. MIER
JENNIFER L. SMITH
JANICE CHURCH REEVES*****
C. SHANNON HARDY
NANNETTE V. JOLIVETTE†††
ROBERT S. HINYUB, JR.
MARK B. OLIVER

OF COUNSEL
WILLIAM E. KELLNER
J. MARK PEIRCE

†BOARD CERTIFIED TAX ATTORNEY
LL.M. IN TAXATION
††REGISTERED PATENT ATTORNEY
†††LL.M. IN ENERGY AND ENVIRONMENT

*ALSO ADMITTED IN TEXAS
**ALSO ADMITTED IN MISSISSIPPI
***ALSO ADMITTED IN OKLAHOMA
****ALSO ADMITTED IN CONNECTICUT
*****ALSO ADMITTED IN COLORADO

June 2, 1998

State of Louisiana
Department of Transportation and Development
Environmental Engineer Administrator
Mr. Vincent Pizzolato
P. O. Box 94245
Baton Rouge, LA 70804-9245

RE: Solicitation of Views
Project Number 700-24-0073

Gentlemen:

Thank you for requesting my views concerning the extension of I-49 through Lafayette, Louisiana. It is critical that this controlled access highway be constructed as soon as possible for a number of safety, hurricane evacuation and economic reasons which you well know.

Any of the proposed routes will offer significant advantage over the present situation.

I personally favor the depressed alternative which your letter indicates has been considered and eliminated. My information is that credible engineering studies have indicated that depressed alternative would be a viable way to construct this highway with a minimum of interference with the adjoining properties outside the existing Evangeline Thruway, and would urge that you continue to consider the depressed section as an alternative.

As a second alternative, I would favor a surface route down the middle of the existing Evangeline Thruway using the existing thruway as service roads, with overpasses at appropriate intersections.

I am pleased to see that activity is beginning on this project, and, with the advent of new federal dollars from the 1998 Highway Bill, hopefully this long overdue construction can soon be started.

Sincerely,

EDWARD C. ABELL

ECA:crb

Schilling
Distributing Company, Inc.

May 22, 1998

LA DOTD
Environmental Engineer Administration
P.O. Box 94245
Baton Rouge, LA 70804-9245

Re: I-49 Connector

Dear Friends:

In response to your letter of May 5, 1998, please be advised that we support route RR3, connecting Nodes A-B-G-H-D-E-F.

From the beginning of the project, we have actually been in favor of an elevated route above the existing railroad right-of-way. We now understand, however, that this type of routing would not be feasible, due to concerns about materials conveyed on the track below. With that in mind, we believe that the route specified above would best serve the interest of all concerned.

Because the recommended route moves parallel to the existing track, the cost of acquiring the adjacent property should be lessened, particularly in light of the fact that the railroad no longer maintains a spur in this area. Also, since the area is primarily industrial in nature, it would seem the state could deal with relatively fewer land owners, a fact which seems certain to expedite the process and lower the overall cost. One other important advantage to route RR3 is that it leaves some parts of the existing highway structure, the Evangeline Thruway, in place. This last factor could be particularly important in providing an alternative means of travel in case of an accident or storm evacuation.

In sum, we believe that route RR3 affords the best alternative for all concerned. It offers a direct route to thru traffic, is probably the quickest and cheapest to obtain, and leaves an alternative route available in case of accidents and/or storm evacuations.

We appreciate your efforts on this important project, and thank you for the opportunity to comment on the various proposals.

Sincerely,

Herbert E. Schilling II
Chairman of the Board

c: Governor Mike Foster
State of Louisiana and U. S. Senate (See attached distribution list)
State of Louisiana and U. S. House of Representatives (See attached distribution list)
Greater Lafayette Chamber of Commerce I-49 Task Force (See attached distribution list)

215 E. Pinhook Road P. O. Box 2279 Lafayette, LA 70502 PH: 318 233-2337 FX: 318 237-3657

State of Louisiana Senate:

Thomas H. Casanova
Donald R. Cravins
J. "Max" Jordan, Jr.
Craig F. Romero

U. S. Senate:

John B. Breaux
Mary Landrieu

State of Louisiana House of Representatives:

Clara B. Guilbeau Baudoin
Sydnie M. Durand
L. "Mickey" Frith
Gregory L. Fruge, Sr.
Troy "T.H." Hebert
Charles I. Hudson
Jerry L. LeBlanc
"Mike" Michot, Sr.
Wilfred T. Pierre
"Gil" J. Pinac
Erol "Romo" Romero

U. S. House of Representatives:

W. J. "Billy" Tauzin, Jr.
Chris John

Greater Lafayette Chamber of Commerce I-49 Task Force
Committee 303 - Arterial Dev. Task Force:

William Fenstermaker
Edward C. Abell Jr.
Robert E. Barras
Bill Campbell
Sheriff Charles A. Fuselier
C. P. Hilliard
Jean Kreamer
Kam K. Movassaghi
John Raines
J. David Strother

Rusty Cloutier
Clay Morgan Allen
Carl W. Bauer
Pete Degravelles
Gregg Gothreaux
David S. Huval
Will Langlinais
Kirby Pecot
Rae Robinson
A. J. Szabo

Warrdell Gerhart
Scott Angelle
Ray Bias
Bill Fontenot
Roger Hedrick
Mayor Sam Jones
Rock H. Lasserre
James H. Prince
Tommy Rogers
Ken Veron

MIS/Mode Public Meeting

This notice was published in The Daily Advertiser on 06/11/98 & 06/17/98 and The Times of Acadiana on 06/17/98.

PUBLIC MEETING

STATE PROJECT NO. 700-24-0073
FAP NO. DE-0009 (802)
Route I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette Parish

As part of the Major Investment Study (MIS) requirements, the Louisiana Department of Transportation and Development (LDOTD) is conducting a Public Meeting for the proposed project, which is also the subject of an Environmental Impact Study (EIS). The purpose of the MIS is to determine the most effective transportation mode/strategy to address congestion concerns in the corridor between I-10 and the Lafayette Regional Airport. The purpose of this meeting is to provide information about the project and to obtain input from interested parties concerning transportation mode/strategy. This information will be used to establish the design concept and scope of the investment in this corridor. An additional Public Meeting is currently planned to be held in late July to present information and obtain input on specific alternatives, including highway alignments, within this corridor.

The MIS meeting has been scheduled at the time and location below:

June 24, 1998
11:00 A.M.
One Stop Shop Auditorium
Postal Square Building
101 E. Cypress St.
Lafayette, LA

Following the presentation, representatives of the Louisiana Department of Transportation and Development will be available to receive comments and answer questions related to this project. All interested citizens are invited and encouraged to attend.

If you require special assistance due to a disability in order to participate at this Public Meeting, please contact the DOTD Environmental Section by mail at the address below or by telephone at (504) 929-9190 at least five working days prior to the Public Meeting date.

Environmental Engineer Administrator
Section 28
Louisiana Department of Transportation & Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

SUMMARY OF MIS/MODE MEETING

The MIS/Mode meeting was called to order by Michele Deshotels, with the Louisiana Department of Transportation and Development (LaDOTD), at 11:00 a.m. on June 24, 1998. Ms. Deshotels thanked everyone for attending the meeting and asked that each attendee stand and introduce themselves along with the agency which they represent. She then introduced Virgil Page, with the Federal Highway Administration (FHWA), and turned the floor over to him.

Mr. Page defined a Major Investment Study and described why the meeting was necessary under the Code of Federal Regulations. He then detailed the MIS process, and stated that since the DEIS for a freeway connector is already underway, we are "in a way backing in to the MIS requirements". This is because the project dates back before the MIS requirements were initiated.

Mike Hollier, with the Metropolitan Planning Organization (MPO), took the floor and stated that the existing and projected traffic volumes are exceeding design capacity on the current Evangeline Thruway roadway section and its surrounding arterials. Transit improvements cannot accommodate the current or projected high volume of trips in the corridor, and highway improvements are going to be the viable solution. Mr. Hollier also mentioned other short term improvements are being reviewed that would use various technologies to upgrade the existing roadways, but none of these, by themselves, would solve the problem in the corridor.

John Raines, the Director of the Department of Public Works, stated that the capacity of the local public transit system, COLT, and the future plans for the system cannot meet the travel demands in the Evangeline Thruway corridor. COLT operates under the direction of the Department of Public Works.

Glen Ledingham, a citizen of Lafayette, asked Mike Hollier if the MPO has considered low technology improvements, such as restricting freight trucks to the right lane, removing signals, or any other similar improvements. Mr. Hollier responded with stating that a freight transportation study would be the determining factor, and this is one year away. Current and projected future volumes, however, require capacity improvements.

Various representatives of agencies expressed their opinions that a highway system capacity improvement throughout the Evangeline Thruway corridor is the legitimate answer to the current and projected traffic volume problem. It was stated that the addition of a freeway system to the existing surface arterial roadway is the only answer providing increased capacity and a reliable hurricane evacuation route through Lafayette. This is important, because the Evangeline Thruway is a primary hurricane evacuation route for south Louisiana.

Near the end of the meeting Michele Deshotels stated, "It seems like with what has been put on the table today that we're going to seriously look at the highway alternative". Virgil Page acknowledged that everyone was in agreement about implementing the freeway upgrade as a solution to the problem and stated, "we can proceed with the preparation on the draft environmental impact statement". Ms Deshotels then thanked everyone for attending and adjourned the meeting.

Based on the MIS/Mode Meeting and the facts and comments presented, it is concluded that full development of freeway capacity improvements in the Evangeline Thruway corridor should be carried through the Environmental Impact Statement phase so as to permit project implementation subject to availability of funding. It should be noted that funding for the proposed action has not been identified to date and that the environmental process can not be finalized with a Record of Decision until the funding sources are identified.

Public Meeting Notice

This notice was published in The Daily Advertiser on 06/14/98 & 06/22/98 and The Times of Acadiana on 06/15/98 & 06/22/98.

PUBLIC MEETING
STATE PROJECT NO. 700-24-0073
FAP NO. DE-0009(802)
Route I-49 Connector (Lafayette)
Route: LA US 90/167
Lafayette Parish

The Louisiana Department of Transportation and Development (DOTD) will conduct a Public Meeting on the extension of a controlled access facility from the end of I-49 through Lafayette to the vicinity of the Lafayette Airport. The proposed project, consisting of constructing a controlled access facility with accompanying interchanges, would be located in the vicinity of the existing Evangeline Thruway, US 90/US 167 corridor. An Environmental Impact Statement (EIS) is currently being prepared which is considering the existing Thruway alignment and several partially new alignments within the corridor for implementation of the freeway.

The purpose of this meeting is to receive comments from the general public as well as inform the public of the project's progress. The public meeting has been scheduled for the date, time, and location below:

Thursday, July 30, 1998
6:30 P.M.
Frem F. Boustany Convention Center
(formerly Heymann Performing Arts Center)
1374 College Road
Lafayette, LA

Following the presentation, representatives of DOTD will be available to receive comments and answer questions related to this project. The public is invited and encouraged to attend.

If you require special assistance due to a disability in order to participate at this meeting, please contact the DOTD Environmental Section by mail at the address below or by telephone at (504) 929-9190 at least five working days prior to the the Public Meeting date.

Environmental Engineer Administrator
Section 28
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, LA 70804-9245

Miscellaneous Comments, Correspondence

1. Scoping Meeting Invitation Letter, Invitation List, and Minutes ..... C-101 to C-114
2. Town of Broussard Letter (Mayor, Charles E. Langlinais) C-115
3. Public Responses to MIS/Mode Public Meeting C-117
4. DDA Letter (Cathy Webre) ..... C-119 to C-120
5. Schilling Letter and Return Correspondence ..... C-121 to C-129
6. Public Responses to DEIS Public Meeting ..... C-131 to C-155
7. LaDOTD Response to Eugene Broussard's Letter ..... C-157 to C-158
8. Chastant Bros., Inc. Letter and LaDOTD Response ..... C-159 to C-161
9. St. Genevieve School Letter (Susan Stephen & Oscar Richard ..... C-163 to C-164
10. FHWA Letter to LaDOTD ..... C-165 to C-168
11. HNTB Letter to Director of Outdoor Recreation (Craven) and the Director's response ..... C-169 to C-173
12. Department of the Army Response to FHWA C-175
13. Div. Historic Preservation Letter to LaDOTD ..... C-177 to C-178
14. EPA Letter to FHWA C-179
15. SHPO Section 106 Comment Letter ..... C-181 to C-182
16. HNTB Letter to Director of Lafayette Parks & Recreation (Boudreaux) and the Director's Response ..... C-183 to C-186

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245

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

FRANK M. DENTON
SECRETARY

June 10, 1998

1

SUBJECT: State Project No. 700-24-73
FAP No. DE-0009(802)
Route I-49 Connector (Lafayette)
Route LA-US 90/167
Lafayette Parish

Dear Sir/Madam:

The Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (LDOTD) are preparing an Environmental Impact Statement (EIS)/ Major Investment Study (MIS) on this project. This letter is FHWA's and LDOTD's invitation to your agency to attend both a MIS Public Meeting and an interagency scoping meeting on the captioned project. The MIS Public Meeting will be held as follows:

June 24, 1998
11:00 A.M.
One Stop Shop Auditorium
Postal Square Building
101 E. Cypress St.
Lafayette, LA

This MIS Public Meeting (see attached Public Meeting notice) will be used to establish the design concept and scope of the investment in this corridor.

The interagency scoping meeting will be held on the afternoon of the same day as follows:

June 24, 1998
1:30 P.M.
One Stop Shop Auditorium
Postal Square Building
101 E. Cypress St.
Lafayette La. 70501.

This interagency scoping session will serve to:

1. Determine the scope and significance of issues and the degree of analysis required in the EIS. This will also include identification of the range of alternatives and impacts to be evaluated.

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02 53 2010

2. Identify and eliminate from detailed study those issues which are not significant or which have been covered by prior environmental studies, thereby narrowing the discussion in the EIS to a brief presentation of why they will not have a significant effect on the human environment or providing a reference to their coverage elsewhere.

3. Identify other environmental review and consultation requirements so that agencies may prepare other required analysis and studies concurrently with, and integrated with, the EIS. Examples of additional requirements include surveys and studies required by the Fish and Wildlife Coordination Act, the National Historic Preservation Act of 1966, the Endangered Species Act of 1973, and other environmental review laws and executive orders.

4. Identify if any permits, licenses, or entitlements are necessary.

5. Determine the relationship between the timing of the preparation of environmental analysis and the agency's tentative planning and decision-making schedule.

This formal interagency scoping meeting has been deemed necessary to aid in project development and to increase interagency awareness of each other's concerns. A project description and location map are enclosed to assist you in studying this project and outlining issues.

Your agency's participation and cooperation in this preliminary issues identification effort is encouraged, and LDOTD would appreciate your input in writing if you will not be able to attend the meeting.

Very truly yours,

michèle m. deshotels

Vince Pizzolato
Public Hearing and Environmental Impact Engineer

Attachments

AGENCY INVITATIONS

Formal Scoping meeting invitations were sent via letter and faxed to the individuals with the various federal, state and local agencies that are listed below. Follow-up phone-calls were made to ascertain that the written invitations had been received. The individuals who attended or had representatives present at the meeting are designated in large type and bold below. The Scoping Meeting invitation letter is shown on the previous page.

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DIRECTOR
DEPARTMENT OF PUBLIC WORKS
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LAFAYETTE LA 70502
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LEEROY DUGAS
SUPERVISOR
COLT
1515 E UNIVERSITY
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1314 WALKER ROAD
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GREGG ROBERTS
DIRECTOR
LAFAYETTE REGIONAL AIRPORT
200 TERMINAL ROAD
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RONALD VENTOLA
REGULATORY FUNCTION BRANCH
US CORPS OF ENGINEERS
NEW ORLEANS, LA 70160-0267
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(504) 862-2204

J DALE GIVENS
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MEETING MINUTES

I-49 CONNECTOR DRAFT EIS
SCOPING MEETING
ROUTES: U.S. 90 AND U.S. 167
JUNE 24, 1998

STATE PROJECT NO. 700-24-0073
F.A.P. NO. De-0009(802)
LAFAYETTE PARISH

Written: August 10, 1998

This document contains the minutes for the June 24, 1998 Scoping Meeting held in the conference room of the Lafayette Department of Planning, Zoning, and Codes. The object of the scoping meeting was to get input from agencies and citizen groups on issues to be discussed and evaluated in the Draft Environmental Impact Statement for the I-49 Connector through the Lafayette corridor. A list of those in attendance at the meeting is attached. A handout package consisting of an agenda, a project schedule, a project description sheet, an exhibit showing the various alignments under consideration, and a list of the potential environmental issues was available for each attendee. A copy of these minutes is being distributed to each of the meeting attendees and to the agencies that were invited but unable to attend.

I. **Welcome And Introductions** **Michele Deshotels**

A. Michele Deshotels greeted everyone in attendance and asked each person present to stand and introduce themselves.

II. **Project Schedule** **Michele Deshotels**

A. Michele Deshotels went over the project schedule and announced that DOTD will hold a Public Meeting on July 30, 1998.

III. **Highway Alternatives** **Bob Schmidt**

A. Bob Schmidt described the different alignment alternatives being considered for the corridor area.

1. He described the Alignment Alternatives that are being reconsidered from the 1992 DEIS (an elevated alternative on each of Alignments EA-1, RR-3, RR-4, and RR-5).

2. He described the alignment alternatives that have been dismissed from further study and are not being reconsidered from the 1992 DEIS (EA-1 Depressed and RR-5 Depressed).

3. He described the two new alternatives that are to be considered in the new DEIS (an at-grade alternative with the roadway either passing over cross streets at selected locations or cross streets passing over the roadway at selected locations).

IV. Environmental Issues — Warren Myers

A. Warren Myers described the main environmental and sensitive issues being covered in the new DEIS.

As a part of the information gathering process and as the I-49 Connector study has developed, several community concerns and other issues have been identified. These are reviewed below:

1. Central Business District (CBD) - The Lafayette Downtown Development Authority (DDA), through its Growth Management Program study report, has expressed interest in the provision of adequate access to the CBD to stimulate redevelopment in this area.

2. Gateway Lafayette - This landscaped area with visitors information center is situated by joint-use permit in DOTD right-of-way in the median area of the existing Thruway near Willow Street. The Gateway may lie in the path of the proposed project.

3. Churches - Several churches lie in the path of or directly adjacent to the proposed project.

4. Sterling Grove Historic District - This nationally registered historic district is directly adjacent to the existing Thruway in the central core area.

5. Traffic Circulation and Access - Will the Connector provide adequate opportunities for the movements of local traffic? Can circulation and access be improved in areas, such as between Willow and I-10, where problems may currently exist?

6. Beaver Park - This 4(f) property is situated near the southern end of the proposed project and flanks each side of the existing Thruway.

7. Displacements - Residential and business displacements would occur as a result of the project.

B. In addition to this Draft EIS, other actions required for project implementation will include:

1. Final Environmental Impact Statement with FHWA's approval

2. Funding

3. Design and plan development

4. Right-of-way and property acquisitions

5. Section 404 and Section 10 permits from the Corps of Engineers involving wetlands and waters of the United States

6. Land transfers involving federal agencies

7. Approval by the Federal Aviation Administration for necessary alterations which may be required at the Lafayette Regional Airport

8. Possible Section 4(f) Statement (depending on impacts to Beaver Park and the Sterling Grove Historic District) and a possible 6(f) statement depending on right-of-way impacts to Beaver Park

9. Section 106 process concerning historical properties.

C. He also cited the primary and secondary emphasized environmental issues that were also shown on a handout which is attached.

V. Discussions — Open

A. A discussion session followed Warren Myers' comments.

	Speaker	**Questions (Q), Answers (A) and Comments (C)**
Q.	Cathy Webre (DDA)	How will the secondary and cumulative impacts be decided?

A. Warren Myers (HNTB)

Guidelines prepared by the Council on Environmental Quality, for implementing NEPA broadly define both secondary and cumulative impacts. Secondary effects are those that are "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable". Generally, these impacts are induced by the initial action. They comprise a wide variety of secondary effects such as, changes in land use, water quality, economic vitality and population density. Cumulative effects are impacts which result from the incremental consequences of an action when added to other past and reasonably foreseeable future-actions. These impacts are less defined than secondary effects. The cumulative effects of an action may be undetectable when viewed in the individual context of direct and even secondary impacts, but nonetheless can add to other disturbances and eventually lead to a measurable environmental change.

Q. Cathy Webre

Will the arterials in the corridor area be improved to accommodate the traffic brought about by the I-49 Connector?

A. Bob Schmidt

FHWA and DOTD usually upgrade existing roadways in the area of a project to within reasonable and practicable limits of the project area. Anything outside of this area which may warrant improvements would need to be addressed by another project. As the I-49 Connector project moves more into the design phase, the specific limits of this project vs. what may be warranted under other projects will become clearer.

C. Michele Deshotels (DOTD)

There are certain standards which roads in the area must adhere to, but not all of the arterials will be upgraded. It will be studied and the roadways with the most need will be upgraded.

Q. Jeffery Gueno (Sterling Grove)

Why hasn't an interchange at 2nd and 3rd Streets been considered to allow better access to the CBD?

A. Bob Schmidt

CBD will be accessed via ramps at Johnston and Cameron Streets and through utilization of the ground level roadway network.

Q. Cathy Webre

What about consolidating 2nd and 3rd Streets for an interchange?

A. Bob Schmidt

Spacing requirements between interchanges wouldn't allow interchanges at Cameron/Mudd and Johnston Streets if there was one at a consolidated 2nd and 3rd.

C.	Oscar Richard (St. Genevieve School)	Stated he is for a freeway connector but said that the St. Genevieve Elementary School would not survive an at-grade or elevated freeway built on the presently considered alignments. The noise, location and visual affects would turn parents away from sending their children to the school.
Q.	Bill Barrois (St. Genevieve Church)	Why is a depressed alternative not being considered when HNTB reported that it could be done?
A.	Guy Leonard (DOTD)	Passed around a letter written by Norval Knapp, Director, Engineering and Program and Project Development, discussing the reasons why the depressed alternatives are no longer being considered. Stated that marginal technical standards for drainage would not accommodate the rains produced by strong storms and hurricanes. The facility would become questionable for hurricane evacuation route usage.
C.	Bill Barrois	Expressed concern about the noise and visual affects an at-grade and an elevated freeway would have on St. Genevieve Church. Stated that he was in favor of a depressed freeway system.
C.	Greg Roberts (Dir. of Lafayette Regional Airport)	Stated his concerns about how the freeway connector would affect the airport: 1. Height restrictions for the freeway system for the interchange at University Ave. and how it would affect the runway protection zone. 2. Right-of-way and relocation costs for airport land needed for construction of freeway system. 3. Would runway 11-29 need to be closed down or moved back, and how would a displaced runway affect the environment.
C.	George Hart (USFWS)	Expressed that his only concerns were for Wetlands and 4(f) properties. He also stated that no Threatened and Endangered Species have been identified
C.	Melanie Barider (DEQ)	Stated that the DEQ's only major concern was the effect of construction runoff and fill material used for construction.
C.	John Raines (LCG)	Stated that the DPW of Lafayette recommends an at-grade alignment with grade separations at key locations.
C.	Rob Guidry (Chamber of Commerce)	Stated that the Chamber of Commerce for the City of Lafayette is in favor of a freeway connector and that the project needs to happen.
C.	Blaise Carriere (HNTB)	Stated that the freeway connector has gone through the proper

channels and that it was decided that the project would go through the existing Evangeline Thruway corridor.

Q.	Greg Roberts	Will all of the public's problems and concerns be addressed at the Public Meeting in July?
A.	Michele Deshotels	Yes, all the public concerns and questions will be recognized at the meeting in July.
Q.	Cathy Webre	Could there be a subalternative where the depressed alignment would be used at only a few locations, such as from Cameron/Mudd Streets to Pinhook Road?
A.	Guy Leonard	No. Nothing depressed will be considered.
Q.	Bill Barrios	What about an 8' depth for the depressed freeway?
A.	Guy Leonard	No, that would not work. The cross streets going over would adversely affect the surrounding areas.
Q	Michele Deshotels	Asked what the church's and school's concerns are so that those concerns can be addressed.
A.	Bill Barrios	Stated that he was worried about the noise, bad aesthetics, and vibrations that overhead traffic and neighboring ramps would have on the church and school.
C.	Michele Deshotels	The Solicitation of Views was sent to the standard DOTD mailing list for the Lafayette area and to all of the legible names from the sign-in sheet for the 1992 Public Hearing. Persons wanting to be on this list only need to write a letter to the DOTD.

VI. Permit Issues — Jack Shortess

A. Jack Shortess briefly discussed the Permit Issues pertaining to the project.

1. He mentioned that the primary permit requirement would be the CORPS 404 permit.

2. He said the wetlands could be impacted at the Gateway by either of the build alternatives and that all alternatives cross the Vermillion River and could impact wetlands at the crossing.

3. He mentioned that depending on which alternative is selected and the design of the University Ave. crossing, the clear zone for runway 11-29 at the Lafayette Regional Airport could be adversely impacted. This would require an extension of the runway which would result in additional wetland impacts.

4. Mr. Shortess also noted that water quality certifications would be required and that depending on the selected alignment DEQ permits may be required for disposal of hazardous waste materials.

B. Michele Deshotels stated that at this time it is not anticipated that a coast Guard permit will be required for the Vermilion River.

(See attachment for additional information concerning potential permit requirements.)

VII. Further Discussions — Open

A. An additional short discussion session followed:

	Speaker	Questions (Q), Answers (A) and Comments (C)
Q.	Jean Kreamer (USL)	Why is the freeway connector not mentioned on the Financially Constrained Plan?
A.	Virgil Page (FHWA)	The project does not meet the requirements of financial constraint, as outlined in ISTEA (1991).
Q.	Jean Kreamer	Where is the funding going to come from and when will it be listed somewhere?
A.	Virgil Page	A funding source has not been identified at this time. When a funding source is found the project will be listed.
C.	Mike Hollier (LCG MPO)	Quoted the traffic volume on the Evangeline Thruway during the evacuation for Hurricane Andrew. Also gave project volumes for 2015 and said the project must go through.

B. Michele Deshotels thanked everyone for coming and ended the proceedings for the scoping meeting.

I-49 CONNECTOR SCORING MEETING

S.P. No. 700-24-0073

F.A.P. No. De-0009(802)

6/24/98

	NAME	REPRESENTING	PHONE
1.	BOB SCHMIDT	HNTB	504-927-8392
2.	GEORGE HART	USFWS	318-262-6662
3.	WARREN MYERS	HNTB	504-927-8392
4	michele deshotels	DOTD	504 929-9192
5	Guy W. Leonard III	DOTD/Road Design	(504) 379-1307
6.	BOB MAHONEY	FHWA	504-389-0568
7	Lorrie Bacot	DOTD/BRIDGE DESIGN	504 379-1317
8.	Thomas Castle	HNTB	504-927-8392
9.	Roger Hedrick	HNTB	" " "
10.	Jack Shortess	HNTB	" " "
11	Bill Fontenot	LaDOTD	318 2626101
12	[illegible]	Sterling Grove	2346904
13.	Jeffrey Grieco	Sterling Grove	234 6904
14	Kamy Movassaghi	USA	482-6511
15	BILL BARROIS	ST. GENEVIEVE	233-1765
16	Melanie Bordier	DEQ	765-0664
17	Maria Webre	LDWF	504 765 2385
18	Cathy Webre	DOA	318-291-5566
19	Robert Brunt	MPO (LCG)	318 241-8013
20	Bill Farr	FHWA	504-389-0765
21	Tom CARROLL	LAP CONS GOVT	318 291 8547
22	JOHN RAWLS	LCG	318 [illegible] 8502
23	Virgil Page	FHWA	504 389 0400

24.	Jan Grenfell	DOTD	504-929-9183
25	Jean Kramer	USL	232-7777
26	OSCAR RICHARD	ST. GENEVIEVES SCHOOL	989-1952
27	GREG ROBERTS	LAP Reg Art	266-4400x6
28	Ros Greiday	Chamber of Commerce	
29	Orida B. Edwards	Business Owner	318 2376575
30	Mike Hamner	Property Owner	318 2356436
31	A.J. Szabo	Citizen, 1117 Kim Dr 71303	318-984-4666
32	Mike Hollier	LCG MPO	318-291-8000
33	Louis Broussard	LCG - Traffic	318-291-8511
34.	Mik Mitchell	LCG - MPO	318-291-8000

POTENTIAL PERMIT REQUIREMENTS

"**Section 404 of the Clean Water Act (1977)** -- This act regulates those who propose to discharge dredge or fill material into the waters of the United States, including wetlands, to obtain a permit from the U.S. Army Corps of Engineers.

Section 401 Water Quality Certification -- Water Quality Certification is required by Section 401 of the Clean Water Act for projects requiring Section 404 permits. The Water Pollution Control Division of the Department of Environmental Quality reviews all environmental impact statements prepared, assessing the potential impact of the proposed project on water of the state. If 401 certification would be denied, a 404 permit cannot be issued.

Section 402 of the Clean Water Act -- Construction activities that disturb five or more acres of total land area must obtain a National Pollutant Discharge Elimination System (NPDES) permit for storm water discharge. This permit is issued by the Environmental Protection Agency.

Section 9 of the Rivers and Harbors Act (1899) -- This permit is issued by the U.S. Coast Guard and is required for highway bridge projects crossing navigable waters of the U.S. Since the proposed project does not cross the designated navigable portion of the Vermilion River, no Coast Guard permit would be required.

Section 10 of the Rivers and Harbors Act (1899) -- This permit regulates the obstruction or alteration of navigable waters of the U.S. It is normally coordinated with the Section 404 permit and issued through application with the U.S. Army Corps of Engineers.

TOWN OF BROUSSARD

"Bounding Ahead With Broussard"

416 E. Main Broussard, Louisiana 70518 (318) 837-6681 Fax (318) 837-8121

MAYOR:
CHARLES LANGLINAIS

CHIEF OF POLICE
IRVIN J. FLUGENCE

COUNCIL:
FRANCIS BOURQUE - DISTRICT I
RENELLE HEBERT - DISTRICT II
LINDA BILLEAUD - DISTRICT III
HAROLD JOHNSON - DISTRICT IV
LEROY MIGUEZ - AT LARGE

June 10, 1998

2

Mr. Tony Sussman
Regional Administrator
Federal Highway Administrator
Federal Highway Building
Room 239
Baton Rouge, LA 70801
Ph. 504-389-0244

RE: I-49 Draft Environmental Impact Statement: Extend Study Area through the Town Of Broussard

Dear Mr. Sussmann:

The purpose of this letter is to solicit your support and thus extend the current study area of the DEIS southward. As I understand it, the study area of the DEIS currently being prepared by consultants only runs from I-10 to South of the Lafayette Regional Airport. I request that you consider extending the current study area through the Broussard Growth Area (New Iberia Parish line).

Hopefully you recognize that there currently exists heavy traffic demand on US 90 through Broussard. And, that there is a reason that we call it the "Growth Area." While future growth can be anticipated as indicated in The Broussard Community Plan, so can the need for increased traffic capacity and safety. Please let me know how else I can help to extend the study area to south of Broussard.

Thanks in advance for your help. I look forward to hearing from you.

Sincerely yours,

CHARLES E. LANGLINAIS
Mayor, Town of Broussard

cc: President Walter Comeaux, Lafayette Consolidated Government
Secretary Frank Denton, LA-DOTD

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
PUBLIC MEETING COMMENT FORM

STATE PROJECT NO. 700-24-0073
F.A.P. NO. DE-0009 (802)
I-49 CONNECTOR
ROUTES U.S. 90 AND U.S. 167
LAFAYETTE PARISH
JUNE 24, 1998

3

In order for your comments or views to become part of this official public meeting, they should be mailed to the following address, postmarked within ten (10) calendar days following the meeting:

Environmental Engineer Administrator
LA Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Please Consider the Following Comments:

Evidence presented at this meeting demonstrates that a controlled-access expressway is necessary to accomodate traffic loads on the I-49 connector.

However, ~~DOTD~~ DOTD & local government should also take immediately available, low-cost measures to alleviate present congestion. Among these are:

1. Restrict trucks to the right lane.
2. Restrict oversize load movements, like cane trucks & mobile homes moving, to low-traffic hours. I suggest 8:00 pm to 5:00 am.
3. Remove traffic signals at Wal-Mart, Mudd St, Simcoe St, & Taft St.
4. Discontinue protected left turns at Willow St./Thruway intersection and give the time saved to Thruway traffic

Name: Glen Ledingham Date: 6/30/98 Address: P.O. Box 53574

City: Lafayette State: La Zip Code: 70505

LAFAYETTE centre

4

June 24, 1998

Louisiana DOTD
Environmental Engineer Administrator
P.O. Box 94245
Baton Rouge, LA 70804-9245

State Project no. 700-24-0073
FAP No. DE-0009(802)
I-49 Connector (Lafayette)
Lafayette Parish

In regards to the scoping meeting being held today for the I-49 Connector EIS, the Lafayette Downtown Development Authority would like to offer the following input and request that certain items be considered and addressed within the scope of the study.

1. June 9th - Response to Solicitation of Views
Enclosed is an overview of the DDA's support for the project and corridor, including comments regarding particular questions and issues we would like to see addressed for the alignments that have been designated to go forward in the continuing study.

We would request that these items be reviewed and incorporated as study items within the EIS scope.

2. Modification vs. Elimination of EA-1 Depressed Alternative.
Back in 1992, the EA-1 Depressed Alternative had ranked high in preference. We felt that scenario best met the transportation objectives for the connector, while reconnecting and preserving central neighborhoods with the CBD, and creating unique new opportunities for positive growth and redevelopment in those areas.

The project summary advises that the depressed alternatives have been eliminated.

Rather than eliminating this approach entirely, we would like to request further evaluation within a very limited scope:

- A depressed or partially depressed segment not necessarily having to include the "cover" although that is highly desirable.
- Narrow the geographic area to the section between Mudd Ave. and Johnston St. as it traverses the most sensitive historic neighborhood and downtown areas, rather than from the railroad tracks to the river. This segment is much less than 1 mile of the approximate 5 mile connector.
- The Evangeline Thruway acting as service roads to this limited depressed section would offer a "back-up" surface route in emergency situations.

Given the potential benefits and opportunities, this significantly altered approach appears to have strong viability from engineering, development, neighborhood, and aesthetic perspectives.

Downtown Development Authority
Suite 204 • 735 Jefferson St. • Lafayette, LA 70501
phone 318.291.5566 • fax 291.5573 • e-mail ddalft@bellsouth.net

3. Consideration of an Interchange at the Congress / 2nd & 3rd Couplet
At this time, pre-designated interchanges accesses are noted at Mudd Ave. and Johnston St. We recognize that spacing between major arteries will not permit interchanges at all key intersecting streets and arterials.

However, the Congress Street corridor which splits into the couplet is a major east-west, centrally located arterial, providing key access throughout Lafayette. It serves the downtown, the Cajundome, the new Convention Center, the USL Stadium, athletic facilities and major research park, as well as various hospitals, residential and commercial development areas - all numerous high-traffic generators.

Its role as a transportation, growth and investment corridor, has steadily emerged in the last few years and will continue to grow in significance.

The section within the downtown district is a central piece of the redevelopment plan, which encourages mid to high-rise development in this area. The absence of a direct highway connection could dramatically undercut development opportunity and shift the patterns altogether to Johnston Street which has lesser capacity to accommodate transportation and development growth.

It is for all of these reasons that we'd request a study and evaluation of this alternative as you continue to look at the Johnston and Mudd interchanges.

- A consolidation of the 2nd / 3rd couplet creating one arterial access point to accomodate an interchange. In conjunction, a correlating slip-ramp scenario at Johnston and/or Mudd Avenue in lieu of interchanges as those points.
- Conversely, in the context of an interchange at Johnston, consider a correlating slip-ramp scenario to accommodate the couplet and/or Jefferson Street.

  These are the direct connections from the CBD to all points central, east-west, and north in Lafayette.

4. Evaluation of the Impact to Transportation/Traffic on Related Arterials
The study of all alignments/interchanges in this center part of the corridor will hopefully include an analysis as to what will occur on the intersecting arterials and their capacity to handle increased loads. Johnston and Congress Streets are of particular significance to the downtown district; all other arterials which will have interchanges could also benefit from such an analysis.

Thank you for the opportunity to make these requests. We would welcome the opportunity to discuss these aspects in greater detail prior to the finalizing of the EIS scope.

Enclosures

Contact: Catherine C. Webre
Executive Director
Lafayette Downtown Development Authority
735 Jefferson Street, Suite 204
Lafayette, LA 70501
(318)291-5566

Schilling
Distributing Company, Inc.

5

July 17, 1998

LA DOTD
Environmental Engineer Administration
P. O. Box 94245
Baton Rouge, LA 70804-9245

Re: I-49 Development

Dear Friends:

As you are all aware, progress on the I-49 connector through Lafayette has been proceeding at what might generously be described as a deliberate pace. Unfortunately, we have reached a point in our business where we need to know what is going to happen in order to continue our operations.

Our distribution facility is located adjacent to the Southern Pacific railroad at Pinhook Road, a site which lies squarely in the path of one of the proposed routes. Because of our growing economy, we are nearing a point at which we must expand our existing facility if we are to continue operations. For obvious reasons, however, we are hesitant to do so without some idea as to what the future holds. We realize that no one is in a position to say definitively where the interstate will ultimately be located, or even whether it will ever be built. We would hope, however, that you could provide some indication as to when a decision might reasonably be expected, what route is the most likely, and your assessment as to the likelihood that the project will ever be built. We hate to spend money on our current location if all we are doing is increasing the cost of expropriating the property at some point in the near future.

Please understand we are not asking you for a concrete decision that we will hold you to in the future. We are simply looking for your insight in order to help us make an informed decision.

As always, your cooperation and assistance are greatly appreciated.

Sincerely,

Herbert E. Schilling II

Herbert E. Schilling II
Chairman of the Board

na
c: Governor Mike Foster
State of Louisiana and U.S. Senate (See attached distribution list)
State of Louisiana and U.S. House of Representatives (See attached distribution list)
Greater Lafayette Chamber of Commerce I-49 Task Force (See attached distribution list)
corri-49.ltr

215 E. Pinhook Road P. O. Box 2279 Lafayette, LA 70502 PH: 318 233-2337 FX: 318 237-3657

LA DOTD
Attachment - Distribution List
July 17, 1998

State of Louisiana Senate:

Thomas H. Casanova
Donald R. Cravins
J. "Max" Jordan, Jr.
Craig F. Romero

U. S. Senate:

John B. Breaux
Mary Landrieu

State of Louisiana House of Representatives:

Clara B. Guilbeau Baudoin
Sydnie M. Durand
L. "Mickey" Frith
Gregory L. Fruge, Sr.
Troy "T.H." Hebert
Charles I. Hudson
Jerry L. LeBlanc
"Mike" Michot, Sr.
Wilfred T. Pierre
"Gil" J. Pinac
Erol "Romo" Romero

U. S. House of Representatives:

W. J. "Billy" Tauzin, Jr.
Chris John

Greater Lafayette Chamber of Commerce I-49 Task Force
Committee 303 - Arterial Dev. Task Force:

William Fenstermaker
Edward C. Abell Jr.
Robert E. Barras
Bill Campbell
Sheriff Charles A. Fuselier
C. P. Hilliard
Jean Kreamer
Kam K. Movassaghi
John Raines
J. David Strother

Rusty Cloutier
Clay Morgan Allen
Carl W. Bauer
Pete Degravelles
Gregg Gothreaux
David S. Huval
Will Langlinais
Kirby Pecot
Rae Robinson
A. J. Szabo

Warrdell Gerhart
Scott Angelle
Ray Bias
Bill Fontenot
Roger Hedrick
Mayor Sam Jones
Rock H. Lasserre
James H. Prince
Tommy Rogers
Ken Veron

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

(504) 929-9190

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

FRANK M. DENTON
SECRETARY

July 28, 1998

STATE PROJECT NO. 700-24-0073
F.A.P. NO. DE-0009(802)
I-49 CONNECTOR (LAFAYETTE)
ROUTE US 167/US 90
LAFAYETTE PARISH

Mr. Herbert E. Schilling II
Schilling Distributing Company, Inc.
215 E. Pinhook Road
Lafayette, LA 70502

Dear Mr. Schilling:

We are in receipt of your letter dated July 17, 1998, regarding the captioned project.

At this time, it is not known whether or not your distribution facility would be impacted by this project. Four alignments (with construction variants within each) are currently being proposed and will be presented for comment at a Public Meeting scheduled for July 30, 1998, at 6:30 p.m., in the Frem F. Boustany Convention Center. At this time, the Department has not selected a preferred alignment.

The Environmental Impact Statement (EIS) is currently scheduled to be completed in the summer of 1999. There is currently no letting date scheduled for this project.

This project is an extremely important link in the upgrade of US 90 from Lafayette to New Orleans, a project which has been identified to be advanced.

If we can be of further assistance, please advise.

Sincerely,

V. Pizzolato

Vincent Pizzolato
Environmental Engineer Administrator

VP/jg
Doc. 65

JOHN BREAUX
LOUISIANA

MINORITY
CHIEF DEPUTY WHIP

COMMITTEES:

COMMERCE, SCIENCE, AND TRANSPORTATION

FINANCE

SPECIAL COMMITTEE ON AGING

WASHINGTON OFFICE:
(202) 224-4623
TDD (202) 224-1986

senator@breaux.senate.gov
http://www.senate.gov/~breaux

United States Senate

WASHINGTON, DC 20510-1803

STATE OFFICES:

ONE AMERICAN PLACE SUITE 2030
BATON ROUGE, LA 70825
(504) 382-2050

THE FEDERAL BUILDING
705 JEFFERSON STREET, ROOM 103
LAFAYETTE, LA 70501
(318) 262-6871

WASHINGTON SQUARE ANNEX BUILDING
211 NORTH 3RD STREET, ROOM 102A
MONROE, LA 71201
(318) 325-3320

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501 MAGAZINE STREET, SUITE 1005
NEW ORLEANS, LA 70130
(504) 589-2531

CENTRAL LOUISIANA:
(318) 487-8445

July 2, 1998

Honorable Frank M. Denton
Secretary
Louisiana Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

Dear Secretary Denton:

I have been contacted by Mr. Herbert E. Schilling, II, regarding the I-49 Connector project and his support of a particular route for the project.

Please review the enclosed information sent to me. If there is any appropriate information, within state guidelines, that I may provide to Mr. Schilling with regards to this issue, it would be appreciated. You may forward a reply to the attention of Sara Traigle in my Washington office.

Thank you for your attention and assistance.

Sincerely,

John

JOHN BREAUX
United States Senator

JB:set
Enclosure

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245
(504) 929-9190
August 10, 1998

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

FRANK M. DENTON
SECRETARY

State Project No. 700-24-0073
F.A.P. No. DE-0009(802)
I-49 Connector
Route: US 90/US 167
Lafayette Parish

The Honorable John Breaux
United States Senate
Washington, D.C. 20510-1803

Dear Senator Breaux:

In May 1992, a Draft Environmental Impact Statement (EIS) was published regarding the proposed I-49 Connector freeway through Lafayette. In July 1992, a public hearing was conducted to present the Draft EIS and receive public and agency comments. Later that year, the Draft EIS was "withdrawn" by the Federal Highway Administration (FHWA) due to local opposition and funding constraints.

At present, the EIS process has been restarted. A public meeting was held Thursday, July 30, 1998 in Lafayette, to discuss the various alternatives which have been developed to date and receive input regarding these alternatives and issues of public concern. Comments received in response to this public meeting will be given consideration during preparation of the Draft EIS. Upon approval of the Draft EIS for public distribution, a public hearing will be conducted prior to preparation of the Final EIS.

All comments, concerns, and recommendations will be considered and addressed during the preparation of the Draft EIS. If additional information is needed, please contact my office.

Sincerely,

Frank

Frank Denton
Secretary

FD/VP/ssj
cc: Mr. Herbert E. Schilling, II

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245

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

FRANK M. DENTON
SECRETARY

August 20, 1998

The Honorable John Breaux
United States Senate
Washington, D.C. 20510-1803

Attention: Sara Triche
Re: State Project No. 700-24-0073
F.A.P. No. DE-0009(802)
I-49 Connector
US 90/US 167
Lafayette Parish

Dear Senator Breaux:

This is in response to your recent letter on behalf of Mr. Herbert E. Schilling, II.

In March of 1998 HNTB Corporation, a consultant under contract to the Louisiana Department of Transportation and Development, was awarded a contract to restart the Environmental Impact Statement process.

In approximately one (1) year we should be able to advise you as to which alignment we will persue. At this time, however, a funding source has not been established for this project and we cannot proceed into the design phase until the monies are dedicated.

Again, thank you for your support for transportation improvements in Louisiana and this project, in particular.

If I can be of further assistance, please contact me or Mr. Guy Leonard, (225) 379-1307.

Sincerely,

COAN BUECHE
ASSISTANT SECRETARY
PLANNING AND PROGRAMMING

CB/GWL, III/pbw

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PUBLIC MEETING COMMENT FORM

6

STATE PROJECT NO. 700-24-0073
F.A.P. NOS. DE-0009(802)
I-49 CONNECTOR (LAFAYETTE)
ROUTE US 167/US 90
LAFAYETTE PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POSTMARKED WITHIN TEN CALENDAR DAYS FOLLOWING THIS MEETING:

Environmental Engineer Administrator
LA Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

PLEASE CONSIDER THE FOLLOWING COMMENTS:

The RR-3 Elevated corridor seems to be the better choice. There would be less traffic interruption, less landowners to deal with, and Construction could go faster with less delays.

NAME: Chester David DATE: 8-8-98

ADDRESS: 3204 N. University Ave, Lafayette, La. 70507

P. O. DRAWER 90307
LAFAYETTE, LOUISIANA 70509
(318) 234-5147

ST. GENEVIEVE CHURCH

July 30, 1998

Mr. Vincent Pizzolato
Environmental Engineer Administrator
LDOTD
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Mr. Pizzolato,

I wish this letter to be included as part of the official transcript of the public meeting held in Lafayette, Louisiana on July 30, 1998.

For almost 70 years now St. Genevieve Catholic Church has served as home to the Catholics of North Lafayette. Over the years the area of the parish has diminished, but this historic Church still serves some 2600 families for Masses, funerals, weddings, baptisms and other significant times in peoples' lives. The adjacent St. Genevieve Elementary School serves over 400 students and 300 families from all parts of the city.

With the proposed construction of the much needed I-49 Connector St. Genevieve Church and School find themselves literally caught between the ever-increasing needs and demands that a growing city places on the transportation grid and those of the needs of several thousand people who find a home, a haven of worship, and an exemplary source of education at St. Genevieve Church and School. We wish to state, however, that we recognize the need for such a vital addition to the transportation grid of the city of Lafayette and the State of Louisiana. We stand ready to work with your department to facilitate the connector's development.

By the same token, we would ask the department's understanding of our concerns and any support the department can give to help St. Genevieve Church and School continue to serve its people:

1. Our historic Church building and the Elementary school structures are already damaged due to the immediate proximity of the Evangeline Thruway.
2. We are particularly concerned about noise disturbances which continually disrupt and detract from our services and ability to have some sort of fellowship outside of the church building before and after services. **Therefore we ask that the committee study the feasibility of moving the existing roadway (the Evangeline Thruway) farther to the West to place it nearer the proposed new highway construction.** This would obviously serve to ensure that further damage to the historic structure would be abated and curtail most of the offensive noise disturbances as well as provide opportunity for aesthetic improvements.
3. It would seem that any of the proposed plans which would place the new highway closer in the rail road corridor would be of most benefit to our situation and we encourage the committee to strive to recommend one of those proposals so that our historical structure will retain its dignity, aesthetic value and appearance and suffer much less damage.
4. Regarding the requests by other concerned citizens and organizations that the Department study the feasibility of adding an exchange at the Second Street/Congress Street intersection, we certainly see the reasoning behind this request however we would

expect to be informed of any impact this may have on our church depending on its location.

Please advise us of our options and any direction we should take to support both the efforts of your department and the needs of our community and school.

With every best wish, I am,

Sincerely yours,

Rev. Jody J. Simoneaux
Pastor

cc: The Most Rev. Edward J. O'Donnell, Diocese of Lafayette

August 6, 1998

Environmental Engineer Administrator
LA Department of Transportation and Development
P O Box 94245
Baton Rouge, LA. 70804-9245

On July 30th 1998 my husband and I attended a public meeting concerning the proposed I-49 corridor through Lafayette.

As a resident of the downtown area I was eager to get information regarding the proposed highway and the impact it would have on Lafayette.

To my surprise , one of the panel members stated that Evangeline Thruway was the only route presented to the research committee for study.

From a personal stand point, I do not understand how that particular route can best serve Lafayette and especially the residents in the downtown vicinity, when it appears that it will have a significant negative impact.

Specifically impacted are:

1. Sterling Grove Historical District
2. Saint Genevieve Church and School
3. Christ The King Church
4. Residents and Businesses
   (located on both sides of Evangeline Thruway)
5. Residents and Businesses in close proximity to the proposed construction site.

For me to better understand the advantages, could someone please answer the following questions!

1. Who made the decision allowing only one route to be studied?
   (Evangeline Thruway)
2. Why was only one route considered?
3. Who is going to benefit from construction of I-49 through downtown Lafayette?
4. How , specifically, is this proposed route going to best serve Lafayette?
5. Will residents of Lafayette Parish have any voice in the final selection of the route proposed?
6. Are alternate routes, such as, building a raised highway on the east side of Lafayette connecting I-49 near Point de Mouton then connecting to 90 near Broussard being considered?

I like living in Lafayette, especially in the center of downtown. My family has owned property in the Vermilion Street vicinity for many years - property values have gone up and I don't want to see that destroyed by a highway that could have been routed through a less established and populated area.

I urge other residents in the area surrounding the proposed I-49 condor and citizens of Lafayette to please voice your concerns!

Sincerely,

Diana Rodriguez-Suggs

Diana Rodriguez-Suggs 507 E. Vermilion Street Lafayette, LA 70501 318-232-0970

ROY, BIVINS, JUDICE & HENKE

(A PROFESSIONAL LAW CORPORATION)

HARMON F. ROY
JOHN A. BIVINS
RONALD J. JUDICE
KENNETH M. HENKE
PHILIP E. ROBERTS
PATRICK M. WARTELLE*

*Also admitted to Texas Bar

SUITE 800 - FNB TOWERS
600 JEFFERSON STREET
LAFAYETTE, LA. 70501
(318) 233-7430

P. O. DRAWER Z
LAFAYETTE, LA. 70502

TELEFAX (318) 233-8403

August 4, 1998

Environmental Engineer Administrator
Department of Transportation & Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-0073
F.A.P. NOS. DE-0009 (802)
I-49 Connector (Lafayette)
Route US 167/US 90
Lafayette Parish

Gentlemen:

I was unable to attend the public meeting relative to the referenced project held Thursday, July 30, 1998 at 6:30 p.m., however, I would like for the following written comments to be included as part of the official transcript.

First, I would like to revoke comments previously made to you by correspondence to Mr. Pizzolato dated May 19, 1998 in response to correspondence styled "Solicitation of Views." My comments made at that time were without sufficient information concerning the project. The information shared with the public at the July 30, 1998 meeting has caused me to change my views regarding the project.

By way of introducing myself, I am an attorney at law by profession and have been practicing law in the city and parish of Lafayette since 1964.

I am also a 58-year resident of Lafayette and have during that time always resided within two blocks of what is now designated as the Evangeline Thruway.

I have three residences near the intersection of Mudd Avenue with the Southwest Evangeline Thruway. My own residence and two other residential properties I own are in the 300 block of North Sterling Street in the Sterling Grove Historical District.

I offer the following comments.

- I support and endorse the concept of the linkage of I-49 north and south of the city by the construction of an appropriate connector.

- I now support and encourage the adoption of the EA-1 Elevated Alternative since it appears to have the least adverse impact on traffic flowing on the cross streets under the proposed freeway. The severance of traffic flow on Simcoe Street, Second Street, Third Street, Jefferson Street and Taft Street would be absolutely devastating to surrounding neighborhoods and to downtown development.

- I oppose any of the "at grade"/"selected overpass" alternatives since those also sever traffic flow on the cross streets.

- I favor the EA-1 Elevated choice over the other elevated alternatives. Psychologically and historically, everyone has always expected the "freeway" to be built within the Evangeline Thruway couplet. In my view, changing routes at the present time will lead only to dissension and argument with consequent delays.

Thank you for your consideration of these comments.

With kind regards, I am

Sincerely yours,

Ronald J. Judice

RJJ:cbg

cc: U.S. Senator John Breaux
U.S. Senator Mary Landrieu
Congressman Christopher John
Senator Lomax "Max" Jordon, Jr.
Senator Donald R. Cravins
Representative Jerry Luke Leblanc
Representative Wilfred Pierre
Representative Michael "Mike" Michot
Representative Clara Belle Guilbeau Baudoin

Parish President Walter Comeaux
Lafayette City-Parish Council Members

STATE OF LOUISIANA

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PUBLIC MEETING COMMENT FORM

STATE PROJECT NO. 700-24-0073
F.A.P. NOS. DE-0009(802)
I-49 CONNECTOR (LAFAYETTE)
ROUTE US 167/US 90
LAFAYETTE PARISH

IN ORDER TO INSURE THAT YOUR COMMENTS BECOME PART OF THE OFFICIAL TRANSCRIPT, THEY SHOULD BE MAILED TO THE FOLLOWING ADDRESS, POSTMARKED WITHIN TEN CALENDAR DAYS FOLLOWING THIS MEETING:

Environmental Engineer Administrator
LA Department of Transportation and Development
Post Office Box 94245
Baton Rouge, Louisiana 70804-9245

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Alternative E-1 Elevated with a small west movement, starting before Mudd, not encroaching on the City Water Treatment Plant, and returning to the existing alignment before Jefferson, would help reduce the major complaint (existing Church and Church School) and maintain the most practicable route.

NAME: A. J. Szabo DATE: 8-4-98

ADDRESS: 1117 Kim Drive, Lafayette, 70503

LAFAYETTE centre

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

July 31, 1998

Dear Ms. Deshotels:

Enclosed is a copy of the DDA's input provided at yesterday's public meeting. As noted, it tracks prior comments that have been previously submitted along the way. The only thing new or different may be the performance factors.

We are including these in response to your advice, that actual concerns/desires be identified by individuals and groups so that your team can better understand what is important to be achieved, or conversely, mitigated by the plan from the local perspective.

Heretofore, access has appeared on the environmental study list to be the big and only issue for downtown. While that is a basic, primary concern, there are many correlating factors just as important. So we are trying to provide you and the consultant team with as complete a view from our perspective as possible.

I would like to mention one final item and make a request. The maps that were available last night were quite helpful. They showed so much more detail with respect to the alignments, the types and placement of interchanges and how access would work to and from the freeway with each alternative. Many of our questions are already being answered just by having that detail available.

Is it possible that you could provide the DDA with a set of maps, so they can be readily used in educating our own organizations and Boards, and the downtown tax district constituency? Please advise if this request can be accommodated.

Thank you again for your consideration of our view and requests. We are always available to discuss them further as needed.

Sincerely,
Downtown Development Authority

Catherine C. Webre
Executive Director

enclosure

cc. Walter Comeaux, President, LCG
Glenn Weber, CAO, Lafayette Consolidated Government
John Raines, Director of Public Works, LCG
Robert Benoit, Director of Planning, Zoning & Codes, LCG
Downtown Development Authority Board
Downtown Lafayette Unlimited Board

Downtown Development Authority
Suite 204 • 735 Jefferson St. • Lafayette, LA 70501
phone 318.291.5566 • fax 291.5573 • e-mail dda@lafayette.net

LAFAYETTE CENTRE DEVELOPMENT DISTRICT
PUBLIC HEARING COMMENTS
I-49 CONNECTOR
JULY 30, 1998

Remarks by: Catherine Webre, Executive Director, DDA & DLU
Organizations Represented: Lafayette Centre Development District and Sub-District, Downtown Development Authority (DDA) and Downtown Lafayette Unlimited (DLU)

DDA is the governing authority of the Lafayette Centre Development District, a political subdivision of the State of Louisiana, more commonly known as the CBD, which encompasses:

- 1 square mile geographically
- Approximately $350,000,000 in public-private investment
- Property tax assessment base of $31,375,350
- 1,200 plus property owners
- In excess of 700 businesses
- Financial, legal, & government center for the city-parish
- Approximately 1,200 voters/800 households

DLU, the private, nonprofit citizen-based organization in excess of 250 individuals and business members who work with the DDA to foster downtown revitalization

History of Involvement by DDA/DLU

- Involved since development and adoption of our master plan 1987-89
- Provided input into DOTD Environmental Planning Process beginning January 1991
  - Data, plans, and objectives
- Conducted a critical analysis of all alternatives presented by DOTD in 1992
- Participated in the Lafayette Chamber of Commerce follow-up process in 1992-93 concerning the fully depressed or cut and cover alternative, and fully endorsed that plan.

At this time, we are pleased that the EIS process has been restarted and to have an opportunity to provide some input at this time.

We will keep our comment's brief and to the point.

A. General Project Support
The DDA is strongly in support of an I-49 connector. Its need and benefits are important to the growth and development of Lafayette as well as the transportation safety and mobility of residents who are affected.

B. EIS Support
We do have concerns and questions about the impacts of some of the alignments, highway types, and interchange placements, but we also recognize that only through a comprehensive EIS study process, will we be provided the information with which to make the critical analysis or comparative judgements needed for informed decision making.

C. Additional Study Elements
In the interest of informed judgement and decision making, the DDA is requesting that several sub-elements be added to the study scope and process.

1. Modification vs. Elimination of EA-1 Depressed Alternative.
Back in 1992, the EA-1 Depressed Alternative had ranked high in preference. We felt that scenario best met the transportation objectives for the connector, while reconnecting and preserving central neighborhoods with the CBD, and creating unique new opportunities for positive growth and redevelopment in those areas.

Rather than eliminating this approach entirely, we would like to request further evaluation within a very limited scope:
- A depressed or partially depressed segment not necessarily having to include the "cover" although that is highly desirable.
- Narrow the geographic area to the section between Mudd Ave. and Johnston St. as it traverses the most sensitive historic neighborhood and downtown areas, rather than from the railroad tracks to the river. This segment is much less than 1 mile of the approximate 5 mile connector.

Given the potential benefits and opportunities, this significantly altered approach may have stronger viability from an engineering standpoint and certainly from development, neighborhood, and aesthetic perspectives.

2. Consideration of an Interchange at the Congress / 2nd & 3rd Couplet
At this time, interchanges are noted at Mudd Ave. and Johnston St. We recognize that spacing between major arteries will not permit interchanges at all key intersecting streets and arterials.

However, the Congress Street corridor which splits into the couplet is a major east-west, centrally located arterial, providing key access throughout Lafayette. It serves the downtown, the Cajundome, the new Convention Center, the USL Stadium, athletic facilities and major research park, as well as various hospitals, residential and commercial development areas - all numerous high-traffic generators.

Its role as a transportation, growth and investment corridor, has steadily emerged in the last few years and will continue to grow in significance.

The section within the downtown district is a central piece of the redevelopment plan, which encourages mid to high-rise development in this area. The absence of a direct highway connection could dramatically undercut development opportunity and shift the patterns altogether to Johnston Street which has lesser capacity to accommodate transportation and development growth.

It is for all of these reasons that we'd request a study and evaluation of this alternative as you continue to look at the Johnston and Mudd interchanges.

- A consolidation of the 2nd / 3rd couplet creating one arterial access point to accommodate an interchange. In conjunction, a correlating slip-ramp scenario at Johnston and/or Mudd Avenue in lieu of interchanges at those points.
- Conversely, in the context of an interchange at Johnston, consider a correlating slip-ramp scenario to accommodate the couplet and/or Jefferson Street.

  These are the direct connections from the CBD to all points central, east-west, and north in Lafayette.

3. Evaluation of the Impact to Transportation/Traffic on Related Arterials
   The study of all alignments/interchanges in this center part of the corridor will hopefully include an analysis as to what will occur on the intersecting arterials and their capacity to handle increased loads. Johnston and Congress Streets are of particular significance to the downtown district; all other arterials which will have interchanges could also benefit from such an analysis.

D. Performance Factors
On balance, Downtown will be better served and better off with a plan that:

- Eliminates the barrier effect
- Improves access to and from the regional network and the local network
- Avoids street closures of any principal downtown roadway.

- Reduces opportunity for physical blight
- Reduces visual and noise pollution to the greatest extent possible
- Addresses drainage impacts
- Provides maximum opportunities to connect older neighborhoods with the CBD and vice versa.
- Will not trigger radical and damaging changes/domino effects in existing and emerging land use and development patterns throughout the core
- Will help stimulate, not hinder or preclude, new business growth and economic development
- Reinforces the Downtown Master plan and the key public-private projects emanating from the plan
- Utilizes high-quality design
- Creates a new front door through landscaping, buffers and public spaces along the corridor and at cross streets and interchanges

Thank you for the opportunity to make these requests. We would welcome the opportunity to discuss these aspects in greater detail prior to the finalizing of the EIS scope.

J. RAYBURN BERTRAND
128 OAKVIEW BLVD,
LAFAYETTE, LA. 70503
AUGUST 2, 1998

Mr. Tony Tramel
Director
Traffic Department
Lafayette Consolidated Government
1515 E. University Ave.
Lafayette, La. 70501

Dear Tony,

It is great news that Highway 90/Evangeline Thruway is being given high priority for conversion to a segment of I-49. It has been a tremendously long time coming and we should be glad it is finally getting its day. The greatest hinderance to traffic flow and safety is crossings at grade level.

Following are a few comments I would like to make. An elevated highway system along side of the Railroad right of way is superior to either an elevated or grade level system using the present Evangeline Thruway corridor. If the final decision is to utilize the Evangeline Thruway corridor every effort should be made not to disturb St Genevive Church. Should the decision be to construct ground level there should be at least seven grade separations. The following seven I consider to be a must.

1. Willow Street
2. Cameron-Mudd – This route could become as excellent arterial, perhaps influencing some commercial activity. Might even

revive the old four corners. Rightfully Cameron should have been upgraded to four lane status 30 years ago.

3. Congress-Third Streeet – Third Street ties into Simcoe and the Breaux Bridge Highway.
4. Johnston – Louisiana – A direct route to a possible future connection to I-10 at the Vermilion Bayou.
5. Pinhook – Also another connection to the Breaux Bridge Highway as well as to I-10 via Larrabee Pit Road.
6. University – Surrey St.
7. Kaliste Saloom.

An elevated Highway running through the heart of a city is an unaturral disaster. It does a fantastic job moving vehicles but at too great a price bto the neighborhood and this neighbor has already paid more than it's share.

The completion of the I-49 segment running thru Lafayette will be great day and will provide much better traffic flow and a safer community.

We shouldn't feel that this is a cure all traffic wise. Lafayette has a serious problem of funneling motorist onto already overloaded arteries. A top priority has to be to identify, design and construct by pass routes that will allow motorist to reach their desired destination without traveling through congested areas. One such logical by-pass is to merge Highway 96 (St. Martinville Highway) and Highway 353 (Lake Martin Road). This would allow traffic to depart Hwy 90 at the Broussard overpass take Hwys 96 and then 353 to Hwy 94 (Breaux Bridge/Lafayette Hwy) and on to the I-10 entrance at Breaux Bridge.

The next leggs of that route should be to extend 353 to the Vermilion Bayou where Louisiana Ave. and I-10 miss connecting by less than 50 feet. The first leg should be from that I-49 point to I-49. This would allow traffic from the Broussard/Youngsville area and the Parishes of Iberia, St.

Mary, etc going and coming from Baton Rouge, New Orleans, Mississippi etc to by pass the heavily traveled routes. Think how fantastic it will be whenever this route connects I-49 north

By the way the connector link between Ambassador Caffery Parkway at Verot School Road and Hwy 90 near Le Triumph Golf Course is an excellent project and will greatly benefit motorist attempting to reach their destination in the Johnston Street/Ambassador Caffery Area. However this improvement will allow more traffic to reach the already over loaded sector that much faster. Suggest that an exit be provided somewhere along this Ambasador Caffery parkway extension perhaps between 5 and 10 miles from Verot School Road so that a connecting road could put in place to reach Broussard Road and on to Hwy 93 and eventually Scott, I-10 and I-49.

Don't stop reading, I am almost finished, just one more suggestion. Make an attempt to get the Louisiana State Highway to extend the recently completed construction on Surrey Street, near the Airport, all the way to a point where Jegfferson St and Mudd Ave connect. This would provide an excellent route for northside motorist to access the Airport and points south and west with less hassel.

Thanks for allowing me to impose on your time in this instance.

Regards,

Ray

J. Rayburn Bertrand
CC Mr. John Raines
Others

Good Evening: July 30, 1998

I AM CARL BAUER, CHAIRMAN OF GOV FOSTER'S INTERSTATE 49 SOUTH PROJECT TASK FORCE, APPEARING IN THAT CAPACITY THIS EVENING AND AS A CONCERNED LOUISIANA CITIZEN WHO HAS BELIEVED FOR MANY YEARS THAT AN INTERSTATE HIGHWAY BETWEEN LAFAYETTE, LOUISIANA AND NEW ORLEANS IS A PROJECT LONG OVER DUE.

THE I 49 SOUTH TASK FORCE HAS BEEN CHARGED WITH THE RESPONSIBILITY OF ANALYZING THE FEASIBILITY OF UPGRADING U.S.90 INTO AN INTERSTATE AND EVALUATING THE IMPACT THAT WOULD HAVE ON THE GENERAL POPULACE OF THE STATE, PARTICULARLY THE 36 % OF THE POPULATION OF LOUISIANA LIVING IN THE VICINITY OF THAT HIGHWAY.

WE ARE IN THE PROCESS OF FINALIZING A COMPREHENSIVE REPORT TO THE GOVERNOR WHICH SPEAKS TO, FIRST, THE FEASIBILITY OF UPGRADING US 90 BETWEEN LAFAYETTE AND NEW ORLEANS TO INTERSTATE STANDARDS, i.e., A CONTROLLED ACCESS HIGHWAY; SECOND, THE AVAILABILITY AND/OR VIABILITY OF SOURCES OF FUNDING FOR THE I-49 SOUTH PROJECT, AND, FINALLY, THE DOCUMENTATION OF THE LEVEL OF SUPPORT FOR THIS PROJECT BY (1) THE CITIZENS OF OUR STATE, (2) THE METROPOLITAN PLANNING ORGANIZATIONS IN THE AREAS AFFECTED, AND (3) THE MEMBERS OF THE LOUISIANA LEGISLATURE. A SECONDARY DUTY WITH WHICH WE WERE CHARGED WAS TO DOCUMENT FOR THE CONGRESS THE REASONS FOR THAT CONGRESS TO DESIGNATE US 90 BETWEEN NEW ORLEANS AND LAFAYETTE AS AN INTERSTATE ROUTE THROUGH LOUISIANA. AS YOU ARE AWARE, THE CONGRESS HAS ALREADY SO ACTED FOR WHICH WE ARE ALL GRATEFUL.

I WILL NOT GO INTO THE DETAILS OF THE AFOREMENTIONED REPORT THIS EVENING SINCE DOTD WILL, IN DUE COURSE, BE FURNISHED WITH COPIES THEREOF. FOR PURPOSES HERE THIS EVENING, SUFFICE IT TO SAY THAT OUR TASK FORCE RESEARCH AND HEARINGS LEND FANTASTIC CITIZEN SUPPORT FOR THIS CONCEPT. THE RESOLUTIONS AND LETTERS OF SUPPORT FROM NOT

ONLY OUR AREA INDIVIDUALS, METROPOLITAN PLANNING ORGANIZATIONS, LOCAL GOVERNING BODIES, INDUSTRIAL DEVELOPMENT GROUPS, BUT ALSO OTHER AREAS OF THIS GREAT STATE WILL SPEAK FOR THEMSELVES, AS WILL INDIVIDUAL ENDORSEMENTS OF MANY MEMBERS OF OUR LEGISLATURE.

THE CONGRESS, BECAUSE OF UNPRECEDENTED LEADERSHIP FROM OUR OWN MEMBERS, PARTICULARLY SENATORS BREAUX AND LANDRIEU, CONGRESSMEN JOHN, TAUZIN, LIVINGSTON, BAKER AND OTHERS, HAS RESPONDED TO OUR LOUISIANA CALL FOR FINANCIAL ASSISTANCE BY PROVIDING NEARLY ONE BILLION DOLLARS IN ADDITIONAL HIGHWAY CONSTRUCTION FUNDING FOR LOUISIANA OVER THE NEXT 6 YEARS. SENATORS BREAUX AND LANDRIEU CLEARLY DECLARED THE INTENT OF THE CONGRESS IN THE CONGRESSIONAL RECORD ON MARCH 12TH, 1998, WHEN THEY STATED IN PART, AND I QUOTE, "THE TYPE OF FUND WE ENVISION COULD ALSO BE USED TO PROVIDE ADDITIONAL FUNDING FOR CRITICAL PROJECTS SUCH AS EXTENDING INTERSTATE 49 IN LOUISIANA, FROM ITS CURRENT SOUTHERN TERMINUS AT LAFAYETTE TO NEW ORLEANS," ******** "BECAUSE OF THE BENEFITS IT WOULD BRING BY LINKING GOODS AND SERVICES FROM THE CENTRAL AND MIDWESTERN UNITED STATES TO THE NEW ORLEANS REGION'S INTERMODAL COMPLEXES," AND, ********""WOULD LINK THE EXPANDING ENERGY INDUSTRY AT PORT FOUCHON AND THE TRADE FROM OTHER PORTS ALONG THAT ROUTE, SUCH AS THE PORTS OF IBERIA, WEST ST. MARY, AND MORGAN CITY, TO THE NEW ORLEANS REGION'S INTERMODAL SYSTEMS."

LADIES AND GENTLEMEN, THE CONGRESS HAS RECOGNIZED THAT US HIGHWAY 90, AN OVERUSED, MUCH ABUSED, TOO LONG NEGLECTED AND SORELY NEEDED MAJOR AVENUE OF CONGESTED TRAFFIC SHOULD BE UPGRADED TO INTERSTATE STANDARDS. OUR DISTINGUISHED GOVERNOR HAS ENDORSED THE CONCEPT AS A TOP STATE PRIORITY, AS HAVE MANY LEGISLATORS, AND OTHERS ALREADY MENTIONED. OUR TASK FORCE SUPPORTS THESE EFFORTS AND URGES YOU TO TAKE SUCH ACTION AS NECESSARY TO EXPEDITE THE PROJECT. WE COMMEND YOU FOR HOLDING THESE PUBLIC HEARINGS SO SOON AFTER CONGRESS HAS PROVIDED APPROPRIATE AND NECESSARY EXTRA FUNDING. July 30, 1998



EUGENE D. BROUSSARD, SR.
ATTORNEY AT LAW
604 MACKEN STREET
NEW IBERIA, LOUISIANA 70560
PHONE (318) 364-7686

Nov. 8, 1996 + 7/7/98

Dear Chief of L.D.O.T.D.; RE: NEW I 49 S + 7/15/98

In regard to the extension of the South end of I 49, I suggest & urge that I 49 follow I 10 E FOR ABOUT 4 MILES ± TO THE APPROXIMATE AREA OF THE VERMILLION RIVER, then turn SOUTH; + STAY EAST OF THE LAFAYETTE REGIONAL AIRPORT TO U.S. 90 E.

This suggested route would save a lot of expense + would be more practical + would avoid all the inconvenience, trouble + traffic of the dumb + WASTEFUL EXPENSE OF GOING THRU THE CENTER OF LAFAYETTE.

I travel a great deal; + it is obvious that all Interstate Highways AVOID the CONGESTION OF CITIES. Look at U.S. 90, it AVOIDS + BY-PASSES NEW IBERIA, JEANERETTE + FRANKLIN, LA., as it should!!

MY MOST IMPORTANT POINT IS TO STAY EAST OF THE LAFAYETTE AIRPORT + this will GREATLY HELP ALL TRAVELLERS TRAVELLING TO OR FROM SOUTH EAST OF LAFAYETTE.

PLEASE GIVE MY SUGGESTION YOUR CONSIDERATION!!

Eugene D. Broussard, Sr

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245

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

FRANK M. DENTON
SECRETARY

August 20, 1998

7

Mr. Eugene D. Broussard, Jr.
Attorney at Law
604 Hacker Street
New Iberia, Louisiana 70560

Re: State Project No. 700-24-0073
F.A.P. No. DE-0009(802)
I-49 Connector
US 90/US 167
Lafayette Parish

Dear Mr. Broussard:

This is in response to your recent letter on the extension of I-49 through Lafayette.

At this point the only alternates that proceed south directly from the current terminus of I-49 at I-10 will be considered in the EIS. Subsequent to re-opening this project, the Lafayette MPO performed a North/South Corridor Study (1993) in which four (4(different corridor alternatives were studied. The four proposed corridor alternatives were:

1. Western Bypass - A corridor from I-49 north of Carencro, to US 90 south of Broussard via I-10 near Scott. (26.8 total miles);

2. Eastern Alignment - A corridor from I-49 south of Butcher Switch Road, to US 90 south of the Lafayette Regional Airport via I-10 near Louisiana Avenue (10.35 total miles);

3. Evangeline Thruway - A corridor from I-49 south of Butcher Switch Road, through the center of Lafayette along the alignment of the Evangeline Thruway (4.5 total miles);

4. Eastern Bypass - A corridor from north of Carencro, to US 90 in Broussard via I-10 near Breaux Bridge (16.5 total miles).

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Based on the findings of this report the Lafayette Consolidated Government Metropolitan Planning Organization endorsed the Evangeline Thruway Corridor and asked that the Louisiana Department of Transportation and Development along with the Federal Highway Administration re-open the Environmental Study.

If you need additional information on the North/South Corridor Study please contact Mr. Mike Hollier, with the Lafayette Consolidated Government Metropolitan Planning Organization, at (318) 291-8000.

If I can be of further assistance, please contact me or Mr. Guy Leonard, (225) 379-1307.

Sincerely,

COAN BUECHE
ASSISTANT SECRETARY
PLANNING AND PROGRAMMING

CB/GWL,III/pbw

CHASTANT BROS. INC.

Telephone (318) 234-2351
Fax (318) 232-2830

214 E. Pinhook Street

Post Office Box 4507

LAFAYETTE, LOUISIANA 70502

8

September 23, 1998

Mr. William K. Fontenot, Jr.
District Administrator, DOTD
P.O. Box 3648
Lafayette, LA 70502

Re: I-49 Corridor

Dear Mr. Fontenot:

This letter is in reference to the proposals for the I-49 Corridor.

I am an owner and manager of Chastant Brothers, a farm supply business located at 214 E. Pinhook, which is in the area of one of your corridor proposals.

Following is a list of a few of my concerns over the proposals that are in consideration:

1. How wide will the "Rights-of-Way" be?

2. I would like to be informed, as soon as possible, of your decision as it may impact any future expansion or development of my property.

3. I do not feel that the roadway will work at "Sub-Grade Level" on the Evangeline Thruway. During Hurricane Andrew there was a large portion of this area that was flooded and the people who were using this road as an evacuation route had to detour through Lafayette.

I would appreciate your keeping me informed of any further developments or decisions made regarding this matter.

Sincerely,

Therian LaFleur

Therian LaFleur
Manager, Chastant Bros.

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P. O. BOX 3648
LAFAYETTE, LOUISIANA 70502

(318) 262-6101 FAX (318) 262-6260

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

FRANK M. DENTON
SECRETARY

October 5, 1998

Mr. Therian LaFleur
Manager
Chastant Bros., Inc.
P. O. Box 4507
Lafayette, Louisiana 70502

Dear Mr. LaFleur:

This is in response to your letter of September 23, 1998 regarding the I-49 Corridor.

At this time, an Environmental Impact Study is on-going regarding this project. Your questions of Right-of-Way width required as well as impacts on your property may not be able to be answered until this study is completed which is estimated to be sometime in the Fall of 1999.

Your comment relative to sub-grade level construction is also an issue that is being addressed in this Environmental Impact Study. By copy of this letter, I am forwarding your comments to Mr. Mike Hollier with the Lafayette Consolidated Government Planning Division, Ms. Michelle Deshotels of La. DOTD Environmental Section and Mr. Bob Schmidt with HNTB Consulting & Engineering firm.

Please advise if I may be of any further assistance.

Yours very truly,

WILLIAM K. FONTENOT, JR.
DISTRICT ENGINEER ADMINISTRATOR

WKF/vh
pc: Mr. Mike Hollier
Ms. Michelle Deshotels
Mr. Bob Schmidt
Mr. L. C. Harry
Mr. Teddy Babin
Reading Files

AN EQUAL OPPORTUNITY EMPLOYER
A DRUG-FREE WORKPLACE

ST. GENEVIEVE SCHOOL

201 ELIZABETH AVENUE
LAFAYETTE, LA 70501
(318) 234-5257

SUSAN H. STEPHEN
PRINCIPAL

9

Ms. Michele M. Deshotels
ENV Impact Program Manager
Dept. of Transportation & Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Ms. Deshotels,

Since 1945 St. Genevieve Catholic School has been part of the Lafayette community. Over the years we have seen the city grow outside our front door.

There is no doubt the I-49 Connector is vital to Lafayette and its citizens. We at St. Genevieve School are in favor of this progress. We look forward to working with any agencies to discuss any options that would impact our school. This will enable us to adequately plan for the future of St. Genevieve School.

Although we are not opposed to the I-49 project, we ask you to consider the following concerns.

* The safety and well-being of the 400 plus students, and nearly 40 employees is our primary concern. In addition to the increase in traffic (volume, speed, & noise) there is also the potential danger from hazardous materials being transported.
* Because most of our 300 families transport their children to school, we currently experience congested traffic flow during arrival and dismissal times. The proposed construction could only aggravate an existing situation.
* Thirdly, we must not lose sight of the economic impact on our school's future. The possible change to this mostly residential area can hinder the future enrollment at St. Genevieve School.

We are committed to continuing the tradition of quality Catholic education, even if it means relocation of our school. We are confident that by working together we can achieve results that will benefit both Lafayette and St. Genevieve School.

Sincerely,

Susan H. Stephen
Principal

Oscar Richard
St. Genevieve School Board Chairman

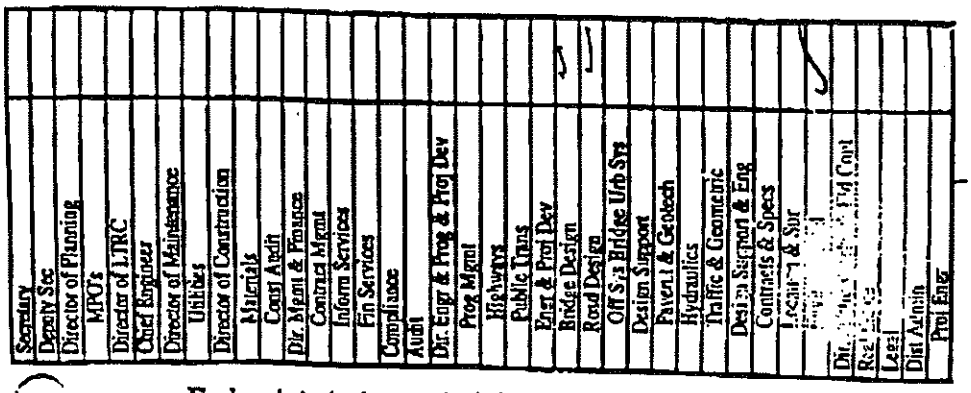
SHS/psp

cc: Bill Fontenot

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. BOX 3929
BATON ROUGE, LOUISIANA 70821-3929

REGION 6

August 31, 1998



IN REPLY REFER TO
FAP DE-0009(002)
SP No 600-24-0073
I-49 Connector (Lafayette)
Route: US 167/US 90
Lafayette Parish

RE: Environmental Impact Statement

Federal Aviation Administration
Mr. Clyde M. DeHart, Jr., Regional Administrator
ASW 640
Fort Worth, Texas 76137-0640

Attention: Joy Porter
Airports Division

Dear Mr. DeHart:

The Federal Highway Administration (FHWA), in cooperation with the Louisiana Department of Transportation and Development, is preparing an environmental impact statement (EIS) for the subject project. Since the project will involve coordination with the Lafayette Regional Airport and because of your agency's legal jurisdiction over air transportation we are requesting you to be a cooperating agency.

The proposed project involves the extension of I-49 from its current terminus at the I-49/I-10 interchange in Lafayette to a point approximately 5 miles to the south in the vicinity of the Lafayette Regional Airport. The new facility will have full control of access and will be built to Interstate standards. Enclosed is a drawing of the alternatives being considered as well as a project history and descriptions of the alternatives. Please note that subalternative A for the EA-1 and RR-5 alternatives calls for the relocation of 350 feet of Runway 11-29 at the Lafayette Regional Airport to keep the I-49 overpass at University Avenue out of the runway protection zone for approaching and departing aircraft. Relocation of Runway 11-29 would encroach on up to five acres of wetlands.

Your agency's involvement should entail those areas under its jurisdiction, and no direct writing or analysis will be necessary for the document's preparation. The following are activities we will take to maximize interagency cooperation:

1) Invite you or your representative to coordination meetings:

2) Consult with you on any relevant technical studies that will be required for the project:

3) Organize joint field reviews with you;

4) Provide you with project information, including study results:

5) Encourage your agency to use the above documents to express your views on subjects within your jurisdiction: and

6) Include information in the project environmental documents that cooperating agencies need to discharge their National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise you have the obligation to inform us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further, we intend to utilize the EIS as our decision making document and as the basis for any required permit applications.

We look forward to your response to the request and your role as a cooperating agency on this project. If you have any question or would like to discuss in more detail the project or our agency's roles and responsibilities during the preparation of this EIS, please contact Mr. William Farr at (504) 389-0465.

Sincerely yours,

William A. Sussmann
Division Administrator

Enclosure

cc: Mr. Vincent Pizzolato

U.S. Department of Transportation
Federal Aviation Administration

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

Fort Worth, Texas 76193-0000

September 11, 1998

Mr. William A. Sussmann
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
P.O. Box 3929
Baton Rouge, LA 70821-3929

Dear Mr. Sussmann:

We are in receipt of your letter dated August 31, 1998, concerning the Environmental Impact Statement (EIS) your agency is preparing to address possible environmental impacts from the proposed extension of I-49 in Lafayette, Louisiana. We accept your invitation to be a cooperating agency in the EIS preparation in light of the potential involvement of the Lafayette Regional Airport.

Enclosed you will find a copy of Federal Aviation Administration (FAA) Order 5050.4A, Airport Environmental Handbook, for your reference and use in preparation of the EIS. Should the preferred alternative and/or the recommended alternative in the final EIS involve the airport, it is extremely important that this order be taken into consideration.

We look forward to working with you on this project. The FAA's project manager and your point of contact for the EIS will be Ms. Joyce M. Porter, Environmental Specialist for this office. If you should have any questions or require additional information, please contact her at (817) 222-5644.

Sincerely,

Lacey D. Spriggs
Manager, Louisiana/New Mexico
Airports Development Office

Enclosure

cc (w/o enclosure):
Mr. Gregory M. Roberts
Director of Aviation
Lafayette Regional Airport
200 Terminal Drive
Lafayette, LA 70508-2159

HNTB ARCHITECTS ENGINEERS PLANNERS

8281 Goodwood Boulevard
Suite J
Baton Rouge,
Louisiana 70806
(225) 927-8392
FAX (225) 927-8355

July 16, 1999

Ms. Elinor Craven
Director of Outdoor Recreation
Office of State Parks
P.O. Box 44426
Baton Rouge, LA 70804-4426

Dear Ms. Craven:

Enclosed are the exhibits showing the I-49 Connector project through Lafayette in relation to the parks, as you requested during our July 16, 1999, conversation. Exhibit 2-1 shows the proposed alignments for the new alternative. Exhibit 3-11 shows the proposed alignments in relation to parks in the area.

As you know, we are preparing an Environmental Impact Statement for the I-49 Connector extending from just south of the Lafayette Regional Airport north to the I-10/I-49 interchange. This proposed interstate will be located in the Evangeline Thruway corridor, and could possibly have impacts on Beaver Park and Lil' Woods Park. In order to properly assess the project's relationship to these parks and others in the area, we would like to know if any of these parks are recipients of Section 6(f) funds.

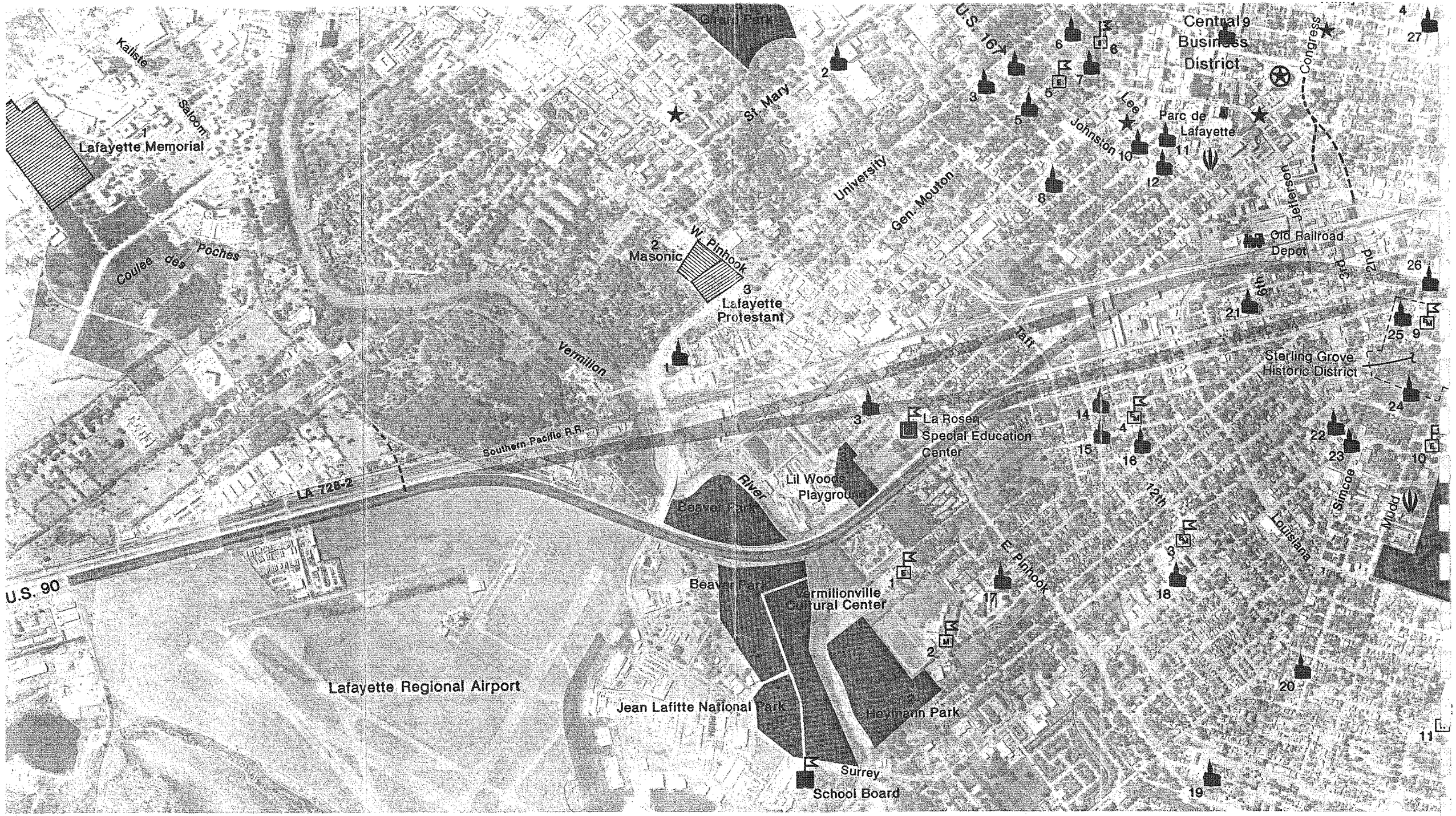
Thank you for assisting us in this mater. If you have any questions, please do not hesitate to call.

Sincerely,

HNTB Corporation

Thomas M. Gattle III

Thomas M. Gattle III, E.I.



LEGEND

- Elementary School
- Middle School
- High School
- Fire
- Cemetery
- Hospital
- Religious Institution
- Sheriff
- Police (City, State, Other Facilities)

St. Anthony Playground
Holy Sepulchre
5
Dorsey Playground
Donlon Park
St. Antoine
Martin Luther King
Southern Pacific R.R.
Cameron
U.S. 90
N. Pierce
Patterson
I-49
U.S. 167
Castille
Willow
Moss
I-10
Bayou DeSiard
Pont des Mouton
Couee
Domingus Park
(City Park)
Southern Pacific R.R. (spur)
7
8
28
29
12
31
32
15
30
33
14
13

0 1000 2000
SCALE IN FEET

Exhibit 3-11
PUBLIC FACILITIES & SERVICES

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF STATE PARKS

PHILLIP J. JONES
SECRETARY

DWIGHT LANDRENEAU
ASSISTANT SECRETARY

August 26, 1999

Mr. Thomas M. Gattle, III, E.I.
HNTP Architects Engineers Planners
8281 Goodwood Boulevard, Suite 225
Baton Rouge, LA 70806

Re: Beavers Park Boat Ramp
Land and Water Conservation Fund Project 22-00297

Dear Mr. Gattle:

I have reviewed the exhibits showing the I-49 Connector project through Lafayette and agree that the proposed interstate corridor could impact Beavers Park and Lil'Woods Park. Only Beavers Park has received Land and Water Conservation Funds. Section 6(f)(3) of the Land and Water conservation fund Act stipulates that no property acquired or developed with assistance from the L&WCF shall be converted to other than public outdoor recreation uses without the approval of the Secretary of the Interior. If a conversion of use cannot be avoided, the State Liaison Officer (Mr. Dwight Landreneau) should be contacted to initiate the process for meeting Section 6(f)(3) stipulations, which included providing replacement lands of at least equal fair market value and of reasonable equivalent usefulness and location.

The Jean Lafitte National Park Acadian Cultural Center and a portion of Vermillionville are located on Beaver's Park and that also brings them under the L&WCF umbrella compliance responsibilities. I hope this letter will be of assistance to you in determining the 4(f) report requirements.

If you need further information please give me a call.

Sincerely,

Elinor M. Craven

Elinor M. Craven
Director of Outdoor Recreation and Outreach/
Alternate State Liaison Officer
c: Dwight Landreneau

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

REPLY TO
ATTENTION OF:

September 10, 1998

Operations Division
Regulatory Branch

SUBJECT: FAP DE-0009(002)
SP No 600-24-0073
I-49 Connector (Lafayette)
Route: US 167/US 90
Lafayette Parish

Mr. William A. Sussmann
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
P.O. Box 3929
Baton Rouge, Louisiana 70821-3929

Dear Mr. Sussmann:

In response to your letter dated August 31, 1998, and on behalf of Colonel Conner, please be assured that the Corps of Engineers, New Orleans District, intends to cooperate fully with your agency regarding any actions associated with the subject I-49 Connector which may require Department of the Army Authorization. Please find attached a copy of our letter dated June 17, 1998, in which we responded to a May 5, 1998, Louisiana Department of Transportation and Development "Solicitation of Views" concerning the subject connector route.

If you have any questions or require further assistance, please contact Mr. Pete Serio, Chief, Western Evaluation Section at (504) 862-2044.

Sincerely,

for Ronald J. Ventola
Chief, Regulatory Branch

Attachments

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

STATE OF LOUISIANA
OFFICE OF THE LIEUTENANT GOVERNOR
Department of Culture, Recreation and Tourism
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF HISTORIC PRESERVATION

PHILLIP J. JONES
SECRETARY

GERRI HOBDY
ASSISTANT SECRETARY

May 19, 1999

Ms. Jan Grenfell
Environmental Impact Supervisor
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-0073
FAP No. DE-00009(802)
Route: I-49
Lafayette, Lafayette Parish, LA

Dear Ms. Grenfell:

We have received your letters dated March 2, 1999 and April 12, 1999, as well as a report, historic resource inventory forms, and maps which were received in several parts following receipt of the letters. Our staff has reviewed the material and has the following comments.

It is not our belief that either the Mouton's Addition or the S.R. Parkerson Addition are eligible for the National Register of Historic Places as historic districts. Given the high quality of integrity and architectural character associated with the Sterling Grove Historic District, we do not believe that the other areas possess the requisite character, historic significance, or integrity to merit eligible status. Similarly, we do not believe that the Lafayette Protestant Cemetery would merit inclusion on the National Register owing to the rigorous criteria according to which a cemetery must qualify in order to be considered an eligible property.

If the Sans Souci building was indeed the first post office serving the Vermilionville community, then it may be eligible for the National Register. We also believe that the Trappey's Plant Complex may be considered eligible based upon its contributions to the economy; the Good Hope Hall would also be considered eligible based on its historic significance and associations with jazz.

P.O. BOX 44247 • BATON ROUGE, LOUISIANA 70804-4247 • Phone (225) 342-8160 • Fax (225)-342-8173

Please note that these comments are only intended as comments on the eligibility of structures which may be affected as part of the project, not on the project itself. As additional information is developed regarding the project alternatives, please forward that information to our office.

We respectfully request that in the future, consultants insure that the forms have been properly numbered prior to deposit with our office. We look forward to receiving additional information on the project. If you have any questions in the meantime, please contact Elizabeth Moore in the Division of Historic Preservation.

Sincerely,

Gerri Hobdy
State Historic Preservation Officer

GH/EAM/eam

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

October 27, 1999

Mr. Bob Mahoney
Louisiana Division Office
Federal Highway Administration
P.O. Box 3929
Baton Rouge, LA 78701

Dear Mr. Mahoney:

This is in follow up to your recent phone call to clarify the Environmental Protection Agency's (EPA)'s position to a August 31, 1998, letter addressed to Bill Cox regarding EPA's participation in the development of the Draft Environmental Impact Statement (DEIS) for the I-49 Connector (Lafayette Route: US 67/US 90 Lafayette Parish, Louisiana).

EPA Region 6 will be able to cooperate on a limited basis because of resource constraints. EPA already has a mandated responsibility to review and comment on the adequacy and degree of impact as presented in the DEIS pursuant to Section 309 of the Clean Air Act. Unless we have permitting authority, funding commitments, or need for future adoption of this EIS to satisfy our agency's National Environmental Policy Act (NEPA) responsibilities, we do not have a reason to participate as a formal cooperating agency.

For specific environmental resource issues and technical assistance regarding EIS and NEPA preparation, your staff and consultants are welcome to visit with me and our Regional staff experts to discuss specific technical data collection and impact analysis concerns. I will be the designated Regional point of contact for EIS/NEPA matters, project related correspondence, and meeting scheduling for discussions with Regional staff for consultation purposes and technical assistance.

We appreciate this opportunity to participate in the NEPA planning and decision-making process and look forward to working with your staff and/or consultants. Please send our office five copies of the Draft EIS at the same time that you send copies to the Office of Federal Activities for filing. If you have any questions please contact me a (214) 665-7451 or E-MAIL me at jansky.michael@epa.gov for assistance.

Sincerely yours,

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

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

State of Louisiana

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

PHILLIP J. JONES
SECRETARY

GERRI HOBDY
ASSISTANT SECRETARY

June 14, 2000

Ms. Elizabeth L. Davoli
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-0073
FAP No. DE-0009(802)
I-49 Connector
Route: US 167/US 90
Lafayette, Lafayette Parish, LA

Dear Ms. Davoli:

We have received your letter dated May 5, 2000 and the attached report regarding the above-referenced project. Our staff has reviewed the report and has the following comments.

As indicated in the report, the proposed project area includes numerous historic properties; however, we concur that effects are most likely at the Sterling Grove Historic District, which is listed on the National Register of Historic Places, and the Trappey's Plant Complex and Wallis Estate, both of which have been determined eligible for the National Register. We further concur with the effect findings enumerated in the report. If adverse effects on the Sterling Grove Historic District cannot be avoided, then mitigation for these effects must be developed for inclusion in a Memorandum of Agreement. Our staff awaits the opportunity to assist in the development of these mitigation procedures.

If you have any questions, please contact Elizabeth Moore in the Division of Historic Preservation.

Sincerely,

Gerri Hobdy
State Historic Preservation Officer

GH/EAM/eam

P. O. BOX 44247 • BATON ROUGE, LOUISIANA 70804-4247 • PHONE (225) 342-8160 • FAX (225) 342-8173 • WWW.CRT.STATE.LA.
AN EQUAL OPPORTUNITY EMPLOYER

HNTB ARCHITECTS ENGINEERS PLANNERS

8281 Goodwood Boulevard
Suite 225
Baton Rouge,
Louisiana 70806
(504) 927-8392
FAX (504) 927-8355

April 19, 2000

Gerald R. Boudreaux, Director
Lafayette Parks and Recreation Department
500 Girard Park Drive
Lafayette, LA 70503

Re: State Project No. 700-24-0073
FAP No. DE-0009 (802)
I-49 Connector
Lafayette, Louisiana
Environmental Impact Statement

Dear Mr. Boudreaux:

Enclosed you will find the 1"=200' exhibits for each of the three options allowing the relocation of the entrance to Beaver Park and the write up that goes along with them as per your suggestion during our April 18 conversation. In this conversation you suggested that your comments be made in writing instead of having a meeting as suggested by the FHWA. Also attached is an 1"=50' drawing that allows for a more in-depth look at Option #1 and it's geometry. Option #1 is our preferred option as it would be an improvement from the existing access and would have less impact on Beaver Park than the other options.

Please review the following sheets and write us a reply letter containing your comments. If you have any questions, please give me a call. My number is (225) 927-8392.

Very truly yours,

HNTB CORPORATION

Thomas M. Gattle III

Thomas M. Gattle III, E.I.
Engineer, Transportation

Enclosures

cc: Bill Farr, FHWA
Michele Deshotels, DOTD
Guy Leonard, DOTD

LAFAYETTE CONSOLIDATED GOVERNMENT
CENTRE DE LA CULTURE ACADIENNE

PARKS AND RECREATION DEPARTMENT

GERALD R. BOUDREAUX
DIRECTOR

500 GIRARD PARK DRIVE
P. O. BOX 52113
LAFAYETTE, LOUISIANA 70505
TEL: (318) 291-8374
FAX: (318) 291-8369

RECEIVED
MAY 23 2000

May 22, 2000

Mr. Thomas M. Gattle, E.I.
HNTB
8281 Goodwood Boulevard
Suite 225
Baton Rouge, LA 70806

Re: State Project No. 700-24-0073

Dear Mr. Gattle:

The Departments of Traffic and Transportation, Public Works and Recreation have reviewed your submittal on the Beaver Park/I-49 entrance. It is the unanimous decision that we pursue Option #1.

If you have any questions or need any additional information, please let me know.

Sincerely,

Gerald

Gerald R. Boudreaux, Director
Parks & Recreation Department

xc: John Raines
Tony Tramel
Wayne Wills

Documentation for December 14, 2000, Public Hearing and DEIS Agency Comments

1. Public Hearing Notice ..... C-187 to C-188
2. Comments Received Post Public Hearing Report ..... C-189 to C-196
3. Agency Comments and Responses Regarding DEIS ..... C-197 to C-214

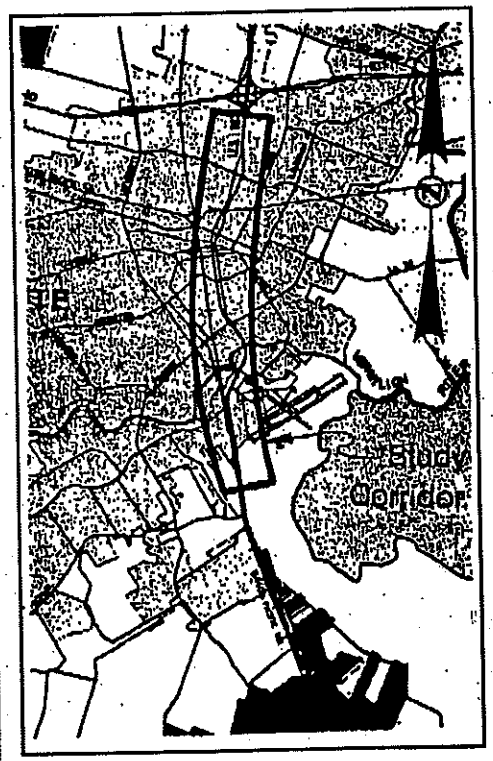
NOTICE OF PUBLIC HEARING

I-49 CONNECTOR
S.P. 700-24-0073
U.S. 167/U.S. 90

Notice is hereby given that the Louisiana Department of Transportation and Development (DOTD) will conduct a Public Hearing for State Project No. 700-24-0073, Federal-aid Project No. DE-0009(802). This Public Hearing is scheduled for **Thursday, December 14, 2000, at 6:00 P.M.** in the Frem F. Boustany Convention Center (Heymann Center), 1373 South College Road, Lafayette, LA 70503.

The proposed project calls for corridor preservation and construction of a freeway with accompanying interchanges and flanking collector/distributor roadways for local traffic circulation and land access in the Evangeline Thruway U.S. 90/U.S. 167 corridor. The proposed project begins just south of the Lafayette Regional Airport and continues north to the current southern terminus of I-49 at the I-10/I-49 interchange in Lafayette. This would connect the northern portion of I-49 to the U.S. 90 corridor south of Lafayette that is the future I-49 corridor.

Detailed information relative to the project is available to those interested through copies of the Draft Environmental Impact Statement (DEIS). This information is available for review and/or copying at the Department's District 03 office located at 428 Hugh Wallis Road, Lafayette. Copies of this data will be made available upon request at the expense of the person requesting this information, and at a cost equal to the Department's cost of reproduction. The DEIS is available, for review only, at the Federal Highway Administration Division Office at 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana, and at the DOTD Environmental Section Office, 5040 Florida Boulevard, Baton Rouge, Louisiana. The DEIS is also available for review at the Lafayette Parish Library located at 301 West Congress Street, Lafayette, LA 70502-3247 and at the Butler Memorial Branch library located at 309 Bruin Street, Lafayette, LA 70501.



All interested persons or their representatives are invited to be present at the above time and place for the purpose of becoming acquainted with the preliminary planning for the highway improvement being considered. They will be afforded an opportunity to express their views concerning the proposed project's specific location, major design features, and the probable social, economic, and environmental effects involved. Funding for construction of the project has not been identified. The corridor preservation plan, as well as future right-of-way acquisition and construction, will be discussed. In addition, details of the relocation assistance program will also be presented at the Hearing. Oral comments will be received. Also, to enable statements to be presented within a reasonable time period, and for the accuracy of the official hearing record, it is suggested that oral comments be supplemented by presenting important facts and supporting documentation in writing. The cooperation and assistance of persons conforming to this request will be appreciated. Written statements and comments should be handed in to the DOTD's official conducting the hearing, or can be mailed to the following address, postmarked within ten calendar days following the Hearing:

Environmental Engineer Administer
Section 28
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

If you require special assistance due to a disability in order to participate at this Public Hearing, please contact the DOTD Environmental Section by mail at the address above or by telephone at (225) 248-4190 at least five working days prior to the Public Hearing date.

Kam Movassaghi, Secretary
Louisiana Department of Transportation and Development

4/30/01

Secretary Kam Movassaghi
Department of Transportation & Development
P.O. Box 94245
Baton Rouge, LA 70804

Dear Sir:

The citizens of Lafayette fully support the extention of I-49 South. We strongly support a Lafayette eastern bypass and are deeply opposed to an elevated interstate thru the heart of our city. In July, 1992, a public meeting was held after an EIS was distributed of the Evangeline Thruway corridor plan. Citizens voiced overwhelming opposition resulting in its withdrawal. In 1997, the project was restarted by DOTD at the urging of the chamber of commerce leadership who have relentlessly pursued the Evangeline Thruway placement. New strategy! Lead the public to believe that other alternatives are being considered. Many reasonably assumed that the 1992 official public rejection eliminated Evangeline Thruway. Wrong! Residents realized very late that the"alternatives" were all simply "variations" of the previously rejected Thruway plan.

I am a spokesperson for a campaign by The Sierra Club, Citizens Speak Out, Sterling Grove Historic Association, Tree Society of Acadiana, Annabelle Subdivision Association, and others joined to promote an I-49 eastern bypass. Our petition has over 1000 signatures with more added each day. Lafayette citizens are now at risk from the 50,000 vehicles per day on Evangeline Thruway, many hauling hazardous materials. Why plan to increase the risk with 100,000 daily estimated for completed I-49? Proponents insist an eastern bypass was studied and rejected. Rejected by whom? Where are the studies? Why choose this destruction and danger to our community? Is it simply a price the local power structure is willing to pay to keep the project all within Lafayette Parish - avoid sharing with our neighbor, St. Martin?

We are told a Lafayette eastern bypass would impact wetlands (though their plan requires moving a runway at our airport into wetlands). Harold Schoeffler, a well known businessman and environmentalist and Pierce Meleton, respected architect, and others actually mapped out a route to the east between Breaux Bridge and Lafayette into St. Martin. It runs beyond Cypress Island Swamp but west of the beautiful Teche thru sugar cane fields and pasture land coming back into 90 below Broussard. Destroys no homes or businesses. Gives St. Martin needed interstate access and avoids the adverse impacts in Lafayette. Be vastly superior for evacuation - with two highways out rather than the one sure to become an elevated trap in Lafayette. When taken to highway engineers cost estimates were about half that of cutting thru Lafayette. Likely you were sent the St. Martin resolution asking that the Teche Ridge alternative be considered.

Citizens must battle to save themselves from a proposal that is,on its face, senseless? Impacts to the human and natural environment so enormous that governments' talk of "mitigation" is a joke in the community. An elevated federal interstate alongside a national historic district? Elderly, poor and minorities disproportionately impacted? Their sector of the city walled off? Please do what you can.

336 Elizabeth Ave.
Lafayette, LA 70501

(337) 237-7022

Kelly Roberts Caldwell

Ed Bulliard Co., Inc.
BUILDING SPECIALTIES
2121 SE EVANGELINE THRUWAY • LAFAYETTE, LOUISIANA. 70501
~~318~~ 337 - 233-2360 • FAX ~~318~~ 337 - 233-9750 • ST. MARTINVILLE, LA. 394-4611

April 9, 2001

Dr. Kam K. Movassaghi, Secretary
LA DOTD
P. O. Box 94245
Capitol Station
Baton Rouge, LA 70804-9245

Re: Proposed route of I-49 through Lafayette, LA

Dear Dr. Movassaghi:

I am in receipt of a letter from Senator John Breaux that enclosed information he received from you and from Mr. William A. Sussmann re. I-49 route as noted above.

With reference to Mr. Sussmann's letter, when he addresses my proposal that an alternate corridor along theTeche Ridge be considered he makes reference to the North-South Corridor Study of 1993 and he says this study found this alignment to be environmentally unfavorable and costly. I have seen the study to which he refers in the form of a copy deposited at the Lafayette Public Library by Lafayette Areawide Planning Commission. This copy *does not* include a study of the Teche Ridge Alignment although said route was included on the 1990 map of proposed alternates.

I believe the route referenced by Mr. Sussmann was either Eastern Alignment No. 2 or Eastern Bypass No. 4 as shown on attached map from the study which I have marked Map No. 1. Both routes were found to be objectionable as environmentally unfavorable and more costly. The Teche Ridge Alignment route referenced in my letter to Senator Breaux and shown on attached map I have marked Map No. 2 is also east of Lafayette but would be constructed at grade over flat agricultural land with few or no obstructions.

I am in the construction business and believe you and Mr. Sussmann would have to agree that a ground level highway costs far less to construct than one that is elevated and the price of agricultural property in the Teche Ridge area would be far less costly to purchase than the business and residential property along the Evangeline Thruway - not to mention the economic loss to the city of Lafayette.

I would appreciate receiving a copy of the Environmental Impact Study done for the Teche Ridge Alignment route as highlighted on the enclosed map marked no. 2.

Thank you and I will be waiting to hear from you.

Very truly yours,

ED BULLIARD CO., INC.

Ed Bulliard, President

EB/ljb

Copies: The Honorable John Breaux
The Honorable Mary Landrieu
The Honorable William Tauzin
The Honorable Chris John

ST. MARTIN PARISH COUNCIL
P.O. BOX 9 • ST. MARTINVILLE, LA 70582
337.394.2200 • 337.332.3536 • FAX: 337.394.2203

March 7, 2001

Congressman Wilbert J. "Billy" Tauzin II
2183 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Tauzin:

The St. Martin Parish Council, at their Regular Meeting of March 6, 2001, adopted Resolution No.01-007RS attached, respectfully requesting that you consider the Teche Ridge alternative for the location of the extension of the Interstate 49 within Louisiana.

We hope that you will be able to support our request.

Sincerely,

ST. MARTIN PARISH COUNCIL

Yvette T. Greig

YVETTE T. GREIG
CLERK OF THE COUNCIL

YTG/tlb

Enclosure

cc: St. Martin Parish Council Members
Parish President Scott Angelle
Prosper Chretien, Director of Administration

XTRACTS TAKEN FROM THE MINUTES OF THE ST. MARTIN PARISH COUNCIL EGULAR MEETING OF MARCH 6, 2001.

A motion was made by James Hebert and seconded by Pat Cluse that the following resolution adopted, as amended:

RESOLUTION NO. 01-007RS

WHEREAS, the State of Louisiana, Department of Transportation and Development, in operation with the Federal Highway Administration, is interested in extending Interstate Highway from Lafayette to New Orleans; and

WHEREAS, the extension of this Interstate has the potential to have a significant impact on : economy of Louisiana; and

WHEREAS, the State of Louisiana, Department of Transportation and Development, has veloped optional routes and has invited comment on said routes and additional suggested routes; d

WHEREAS, a route on the Teche Ridge will provide the most feasible route by displacing ver residents; displacing fewer businesses; displacing no places of religious worship; costing llions of dollars less than the other proposed routes; and

WHEREAS, a route on the Teche Ridge will allow for the most expansion of the Acadiana l Louisiana economy as opposed to some of the other proposed routes; and

WHEREAS, a route on the Teche Ridge will allow for the quickest hurricane evacuation of ıtral and eastern coastal Louisiana; namely, Iberia, Vermilion, Lafourche, Terrebonne, Orleans, ferson, St. Bernard, and Plaquemines Parishes.

NOW, THEREFORE, BE IT RESOLVED that the St. Martin Parish Council, convened in gular Session, this 6th day of March, 2001, does hereby request that United States Congressman y Tauzin, the duly elected congressman of central and eastern coastal Louisiana, the other nbers of the Louisiana Congressional and Senate Delegation, the Louisiana Department of nsportation and Development, the Federal Highway Administration, Governor Mike Foster, and members of the Louisiana State House and Senate Delegation; strongly consider the Teche ge alternative for the location of the extension of Interstate 49 within Louisiana.

This Resolution having been submitted to a vote, the vote thereon was as follows:

AS: Guy Cormier, Odell Trahan, Mike Huval, Fred Mills, Jr., Pat Cluse, James Hebert and Robert Ray.

NAYS: None.

ABSTAIN: None.

ABSENT: Thomas Nelson (excused) and Lloyd Higginbotham (excused).

And the Resolution was declared adopted this 6th day of March, 2001.

* * * * * * * * * * * * * * * * *

I, YVETTE T. GREIG, CLERK OF THE ST. MARTIN PARISH COUNCIL, do hereby certify that this is a true and correct copy of the Resolution adopted by the St. Martin Parish Council, in Regular Session convened on the 6th day of March, 2001, at which meeting a quorum was present.

GIVEN UNDER MY OFFICIAL SIGNATURE AND SEAL OF OFFICE, this 7th day of March, 2001, St. Martinville, Louisiana.

Yvette T. Greig

YVETTE T. GREIG, CLERK
ST. MARTIN PARISH COUNCIL

MARY L. LANDRIEU
LOUISIANA

United States Senate

WASHINGTON, DC 20510-1804

March 16, 2001

Honorable Kam K. Movassaghi, Ph.D., P.E.
Secretary
Louisiana Dept. of Transportation and Development
1201 Capitol Access Road
P.O. Box 94245
Baton Rouge, Louisiana 70802

RE: Landrieu Project No. 103199
Always refer to the Landrieu Project No. when communicating with this office.

Dear Secretary Movassaghi:

Because of my desire to be responsive to all inquiries and communications, I respectfully request your attention to the enclosed resolution adopted by St. Martin Parish Council on March 6, 2001.

I would appreciate you reviewing the resolution carefully and providing me with any relevant information you deem appropriate.

Thank you in advance for your time and consideration of this very important issue.

With kindest regards, I am

Sincerely,

Mary L. Landrieu
United States Senator

MLL:jbl

...LOUISIANA
...MAN
ENERGY AND COMMERCE
...gov/commerce
...ON RESOURCES
...INGTON OFFICE:
... 202-225-4031
... OFFICE BUILDING
...ON, DC 20515
...house.gov/tauzin

Congress of the United States
House of Representatives
Washington, DC 20515–1803

ST. BERNARD PARISH GOVERNMENT COMPLEX
8201 WEST JUDGE PEREZ DRIVE
CHALMETTE, LA 70043
TELEPHONE: 504-278-3033

FEDERAL BUILDING, SUITE 107
HOUMA, LA 70360
TELEPHONE: 337-387-8231

210 EAST MAIN STREET
NEW IBERIA, LA 70560
TELEPHONE: 225-621-8490

ASCENSION PARISH COURTHOUSE EAST
828 SOUTH IRMA BLVD.
ROOM 212-A
GONZALES, LA 70737

March 31, 2001

...e Honorable Kam Movassaghi
...retary
... Louisiana Department of Transportation
...d Development
... Box 94245
... Rouge La 70804-9245

... Secretary Movassaghi:

I recently received the enclosed resolution from the St. Martin Parish Council regarding ... council's support of the Teche Ridge alternative for the location of I-49. As I mentioned in ... recent correspondence concerning this subject, I would appreciate you working with the ...ishes to determine the most appropriate route for I-49 through our state.

Please give their views every appropriate consideration.

With kind regards, I am

Sincerely,

Billy

BILLY TAUZIN
Member of Congress

...g

Agency Comment

Response

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

November 17, 2000 F/SER44/RH:jk
225/389-0508

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

Dear Mr. Russo:

The National Marine Fisheries Service (NMFS) has received your November 8, 2000, letter transmitting a Draft Environmental Impact Statement (DEIS) entitled "**I-49 Connector; Lafayette, Louisiana**". The Federal Highway Administration and Louisiana Department of Transportation and Development are considering several new alignments for the Evangeline Thruway from Louisiana Highway 90 to Interstate 10 in Lafayette Parish, Louisiana.

1. Based on our review of the DEIS, we believe that construction of the proposed roadway realignments would not adversely affect resources for which the NMFS is responsible. Therefore, we have no comments to offer regarding the various roadway alignments.

We appreciate the opportunity to review and comment on the DEIS.

Sincerely,

for Andreas Mager, Jr.
Assistant Regional Director
Habitat Conservation Division

1. Comment noted.

C-197

Agency Comment

Response

State of Louisiana

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

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

PHILLIP J. JONES
SECRETARY

GERRI HOBDY
ASSISTANT SECRETARY

December 4, 2000

Mr. 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 (DEIS)
State Project No. 700-24-0073
F.A.P. No. DE-0009(802)
I-49 Connector
U.S. 167/U.S. 90
Lafayette, Lafayette Parish, Louisiana

Dear Mr. Russo:

Receipt is acknowledged of your letter dated November 8, 2000, transmitting a copy of the referenced document. We have completed our review of the DEIS and have the following comments to offer.

Based on the results of the cultural resources studies which have been conducted to date within the proposed project's Area of Potential Effects (APE), we concur that there will be an adverse effect on the Sterling Grove Historic District, which is listed on the National Register of Historic Places. Due to this finding, and the fact that additional archaeological investigations will be necessary, a Memorandum of Agreement (MOA) will need to be prepared and signed by the appropriate parties. 1.

We look forward to working with your agency in this endeavor as this project progresses. In the meantime, should you have any questions, or if we may be of any additional assistance, please contact Duke Rivet in the Division of Archaeology at (225) 342-8170.

Sincerely,

Gerri Hobdy

Gerri Hobdy
State Historic Preservation Officer

P.O. BOX 44247 • BATON ROUGE, LOUISIANA 70804-4247 • PHONE (225) 342-8170 • FAX (225) 342-4480 • WWW.CRT.STATE.LA.US
AN EQUAL OPPORTUNITY EMPLOYER

C-198

1. An MOA has been developed that addresses adverse visual affects at the Sterling Grove Historic District and archaeological investigation throughout the corridor. A copy of the signed MOA is presented in Appendix F.

Agency Comment

United States Department of the Interior

NATIONAL PARK SERVICE
Jean Lafitte National Historical Park and Preserve
365 Canal Street, Suite 2400
New Orleans, Louisiana 70130-1142

IN REPLY REFER TO:

D34

DEC - 5 2000

State of Louisiana Department of Transportation and Development
Environmental Engineering Administrator, Section 28
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Reference: State Project No. 700-24-0073
I-49 Connector, US 167/ US 90

Dear Sir or Madam;

This letter is in response to your highway construction and development notice dated November 13, 2000, regarding the above referenced project.

1. The National Park Service (NPS) requests that a detailed highway directional sign plan, which incorporates local area attractions and accommodations, be included in the overall development and implementation plan for this project, and that it (the plan) be specific to general routing and each individual interchange proposed for the project. Additionally,
2. we would like to review and comment on the project traffic control plans specific to temporary detours and/routes effected by its construction.

If you have any questions, or require additional information, please contact Mr. Brian Strack at (504) 589-2133 ext. 22. Thank you for the opportunity to comment regarding this highway improvement project.

Sincerely,

Geraldine Smith
Superintendent

C-199

Response

1. Detailed directional signing for the I-49 Connector project will be developed in compliance with MUTCD and LaDOTD policy during the design phase of the project. A paragraph has been added to the EIS in Section 4.2.3, *Public Facilities and Services,* stating that Beaver Park and other local area attractions and accommodations will be considered during development of the overall signing plan for the project.

2. Detailed traffic control plans will be developed during the detailed design phase of the project. This will include temporary detours during construction if these are needed. LaDOTD will coordinate with the National Park Service during the design phase. It is not known at this time when the detailed design will commence. Refer to Section S.6.1 for a summary of commitments contained in the EIS.

Agency Comment

Response

State of Louisiana

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

JACK C. CALDWELL
SECRETARY

DEPARTMENT OF NATURAL RESOURCES

December 8, 2000

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

RE: C000637, Coastal Zone Consistency
Louisiana Department of Transportation and Development
Federal Highway Administration
Federal License or Permit
State Project No. 700-24-0073, I-49 Connector
Lafayette Parish, Louisiana

Dear Ms. Deshotels:

1. The above referenced project has been reviewed for consistency with the Louisiana Coastal Resources Program as required in Section 307 (c) of the Coastal Zone Management Act of 1972, as amended. It has been determined that the captioned project falls outside the Coastal Zone and has no significant effects on the Coastal Zone. The project, therefore, requires no formal consistency review and this Department has no objection.

2. It should be noted that another project in the same area may be deemed to impact the Coastal Zone and require consistency review. For this reason we request that you continue to submit applications to this Department for any other projects in the area. If you have any questions concerning this determination please contact Jeff Harris of the Consistency Section at (504)342-7591.

Sincerely,

Terry W. Howey
Administrator

cc: Fred Dunham, LDWF

COASTAL MANAGEMENT DIVISION P.O. BOX 44487 BATON ROUGE, LOUISIANA 70804-4487
TELEPHONE (504) 342-7591 FAX (504) 342-9439
AN EQUAL OPPORTUNITY EMPLOYER

1. Comment noted.

2. Comment noted.

C-200

Agency Comment

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER-00/827

APR 3 0 2001

Mr. William Farr
Federal Highway Administration
5304 Flanders Drive, Suite A
Baton Rouge, Louisiana 70808

Dear Mr. Farr:

The following are our comments on the proposed I-49 connector improvement project, Evangeline Thruway Corridor, Lafayette Parish, Louisiana.

C-201 1. On reading Section 4.2.6 on page 4-47 it would appear that there are no Section 4(f) or 6(f) Statements required for this project. However, in the sixth paragraph on page 4-46, it states that "However, all of the alternatives would have an adverse visual effect on the Historic District." This seems contradictory. The Department of the Interior would need clarification of this apparent contradiction before we could advise the Federal Highway Administration on concurrence or non-concurrence with Section 4(f).

We appreciate the opportunity to provide these comments and apologize for the delay.

Sincerely,

Willie R. Taylor

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:
Mr. Vincent G. Russo Jr., P.E.
Public Hearings and Environmental Engineer
Louisiana Department of Transportation and Development
Post Office Box 94245, Capitol Station
Baton Rouge, Louisiana 70804-9245

Response

1. There is a Section 106 visual effect. However, there is no taking or use from the historic district. Therefore, the FHWA has determined that 4(f) is not applicable. Appendix E of the EIS contains the Section 106 report in its entirety and can be referred for additional information.

Agency Comment

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

July 16, 2001

Mr. Bill Farr
Federal Highway Administration
5304 Flanders Dr., Suite A
Baton Rouge, LA 70804-9245

Dear Mr. Farr:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (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 I-49 Connector, Evangeline Thruway, Lafayette, Louisiana.

The DEIS prepared by the Louisiana Department of Transportation and Development (LDOTD), in cooperation with the Federal Highway Administration (FHWA), documents the social, economic, natural, and cultural resources that may be affected by proposed construction of the proposed freeway upgrade. The action proposed is to built of on existing portions of U.S.90/US 167 and Interstate 49. The DEIS describes the potential effects of the alternatives and no-action. The selected alternative will be identified in the FEIS.

A. The DEIS needs strengthening in a number of areas and requires the inclusion of additional detailed information prior to being finalized. Areas needing additional attention include the analysis regarding impacts on noise, water resources, air quality, and solid waste sites. The Final EIS (FEIS) should address and provide analytical descriptions of discussed mitigation and a commitment to implement mitigation measures.

A. EPA rates this proposed action as "EC-2," i.e., EPA has "**Environmental Concerns and Requests Additional Information in the FEIS.**" We have identified several environmental concerns that need to be included in the FEIS to complement and to more fully insure compliance with the requirements of NEPA and the CEQ regulations. Our classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act, to inform the public of our views on proposed Federal actions.

A. Detailed comments are enclosed with this letter which more clearly identify our concerns and the informational needs requested for incorporation into the FEIS. If you have any questions, please contact Mike Jansky of my staff at (214) 665-7451 for assistance.

Internet Address (URL) • http://www.epa.gov
Recycled/Recyclable • Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 25% Postconsumer)

C-202

Response

A. Individual comments have been provided by EPA (attached) and are addressed at the conclusion of this letter.

Agency Comment

Response

B. EPA appreciates the opportunity to review the DEIS. We request that you send our office five copies of the FEIS at the same time that it is sent to the Office of Federal Activities, EPA, 401 M Street S.W., Washington, D.C. 20460.

Sincerely yours,

for Robert D. Lawrence, Chief
Office of Planning and Coordination
Compliance Assurance and Enforcement Division

Enclosure

cc. Mr. Vincent Pizzolato (LDOTD)

B. Comment noted.

C-203

Agency Comment

Response

Build Alternatives

Alternative EA-1 Elevated

This alternative is to be built fully on the existing Thruway alignment. Five Interchanges are proposed for this alternative. This alternative includes flanking one-way parallel arterial roadways for the full length of the project. This alternative would include slip ramp (free flow mid-block ramp connection from the freeway to the one-way parallel arterial) connections in advance of each interchange crossing street. For the existing alignment, this alternative is considered to offer the best flexibility in providing for adequate freeway operations, providing for local land and street access, and minimizing adverse socioeconomic impacts. This alternative also offers increased traffic capacity in case of mainline overcrowding or closure. Sub-alternative D is the replacement of the interchange at Cameron/Mudd Streets with a full diamond interchange at a redesigned 2nd and 3rd Street couplet.

Alternative EA-1 Selected Overpasses

This alternative utilizes the same horizontal alignment as EA-1 Elevated. This alignment would also have a similar vertical alignment except in the core area where an undulating profile would occur (rather than continuous elevation as in EA-1 Elevated). In the core area between Mudd Avenue and Pinhook Road, overpasses would be provided at designated major cross streets and the freeway would return to grade level between these overpasses. The proposed interchange locations would be the same as the EA-1 Elevated interchange locations. Slip ramp connections would be utilized for this alternative as are used in the EA-1 Elevated Alternative.

C-204

Alternative RR-3 Elevated

This alternative utilizes some of the existing Thruway and some new alignment sections adjacent to the Union Pacific Railroad. The primary reason for the use of part of the railroad corridor for the implementation of the highway project is ro potentially minimize adverse social and environmental impacts. Alternative RR-3 Elevated would utilize the existing Thruway alignment from the I-10 interchange to Mudd Road, at which point Alternative RR-3 Elevated would bend to the west to join the Union Pacific Railroad Mainline which it would parallel to the southern edge of the project area. This alternative would provide the most direct mainline connection from south of the airport to I-10. Alternative RR-3 Elevated would require a two level single point diamond interchange with a new railroad underpass at Johnston Street. This is to comply with the requirements of the Railroad and the nearby existing Evangeline Thruway signalized intersections. This underpass would require a pumping station to assist with drainage. A number of options exist for RR-3 Elevated, one would pass the connector freeway over Pinhook Road, the other would pass Pinhook Road over the connector freeway. Another option for RR-3 Elevated is Subalternative F which would provide a full diamond interchange with a 2nd and 3rd street couplet instead of an interchange with Mudd Avenue. A pumping station would be required for the 2nd and 3rd street underpass.

Agency Comment

Response

Alternative RR-3 Selected Overpasses

This alternative has the same horizontal alignment as RR-3 Elevated. However, this alternative is characterized by an undulating profile between Pinhook Road and Mudd Avenue. The profile is undulating to provide grade separation provisions at Pinhook Road, Johnston Street, and Mudd Avenue. The grade separations at Johnston Street and Mudd Avenue would have I-49 passing on a bridge over the cross streets. Two options exist for the grade separation at Pinhook Road, one with I-49 over and the other with the cross street over. As with Alternative RR-3 Elevated, the primary reason for the use of part of the railroad corridor for the implementation of the highway project is to potentially minimize adverse social and environmental impacts.

Alternative RR-4 Elevated

This alternative would utilize much of the same alignment as the EA-1 alternatives except for the core area between E. Pinhook and Mudd Streets where the alignment would be shifted to the west several blocks. The purpose of the shift to the west is to move the impacts in the core area to the warehouses and other facilities along the Union Pacific Railroad route. The RR-4 Elevated alternative would be an elevated freeway from the Vermilion River to north of Willow Street. This alternative would remain on the existing Thruway alignment in the airport area and thus requires the displacement of one of the runways of the Lafayette International Airport. As with the RR-3 Alternatives, RR-4 Elevated would include a railroad grade separation at the Johnston Street Interchange. Interchange types and locations would be the same as for the EA-1 Elevated on the northern and southern ends and RR-3 Elevated in the core area. Alternative RR-5 Elevated this alternative utilizes much of the existing Thruway alignment on its northern and southern ends. Between Kaliste Saloom on the southern end and the approximate location of E. Pinhook on the northern end this alignment essentially straightens out the curve in the existing Thruway alignment. This alternative would be more direct than the EA-1 alternatives. This alignment would avoid Runway 11-29 of Lafayette International Airport. The RR-5 Elevated alternative traverses an abandoned landfill site on the north side of University Avenue east of the Union Pacific Railroad that currently accommodates the Lafayette Consolidated Government Department of Public Works.

General Comments

The general consensus is that the I-49 Connector DEIS is a well-written document. Issues are laid out clearly and the text is easy to follow. This EIS has been reviewed for adequacy of information and analysis. Suggestions for additional information or text changes are provided where necessary. General comments to enhance the documents are as follows:

C-205

Agency Comment

Noise

1. Page 4-59, Table 4-8:

Item 17 (Noise Mitigation) states that the I-49 Connector does not meet the criteria for federal or state participation. The table should refer the reader to an explanation of this statement. Citations for the relevant criteria should be included in the FEIS.

2. Page 4-66, 2nd full paragraph:

This paragraph refers to a LDOTD policy regarding a limitation on the height of noise barriers along hurricane evacuation routes. We ask that the FEIS state the height limitation and provide a citation of the relevant highway construction and design policy.

Water Resources

Sec. 4.3.1.a, page 4-80

3. In regards to the second paragraph under this section, we suggest changing "...should not cause any long-term problems...due to the existing poor water quality of the Vermilion River" to "...are not expected to cause any long-term harm...because of the absence of sensitive receptors in the Vermilion River." Please consider the text change in the FEIS.

4. In reference to the last paragraph in this section, we suggest changing the first sentence to read, "...Vermilion River would continue to suffer existing water quality problems". The current sentence gives the impression that the build alternatives would significantly improve water quality in the River, which is not the case. Please consider in the FEIS.

5. In regards to the last paragraph in this sections, last sentence states, "Design of the river crossing should take care not to restrict the flow of the Vermilion River for the 100 year flood". Does this mean the crossing would be so designed? Is this a project commitment? Please clarify in the FEIS.

Sec. 4.3.1.a, page 4-81

6. This section explains potential impacts to the under ground aquifer. We suggest that precautions to prevent puncture of the confining layer for the Chilcot Aquifer and the introduction of contaminants should be clearly addressed. The FEIS should identify what agency or organization would be responsible for oversight of this issue during construction. Please address this concern in the FEIS.

Air Quality

Sec. 4.3.4.a - page 4-86

C-206

Response

1. The note for item 17 (Noise Mitigation) in Table 4-8 has been modified to state: "I-49 Connector does not meet the criteria for FHWA or LaDOTD participation as discussed in Section 4.2.10.
2. Text has been added to Section 4.2.10.b of the FEIS referencing the LaDOTD's Highway Traffic Noise Policy, dated October 1997. The last paragraph of this policy, under the section entitled "Procedures for Prediction and Abatement of Highway Traffic Noise Impacts", is noted as stating the LaDOTD's policy regarding feasibility of noise barriers in close proximity to routes which are utilized for hurricane evacuation in south Louisiana. This policy includes limiting the height of the barriers or not providing them when the possible failure of such barrier may block the ingress or egress of citizens and emergency vehicles fleeing or returning to hurricane-threatened areas. The barrier height that was modeled for the I-49 Connector, 10 feet, was set so that a failure would not encroach beyond the freeway shoulder and into the travel lanes.
3. This sentence has been modified in the EIS as suggested.
4. This sentence has also been modified in the EIS as suggested.
5. The sentence referenced has been clarified as follows, "Design of the river crossing will be conducted so as to not restrict the flow of the Vermilion River for the 100 year flood." Refer to Section S.6.1 for a summary of commitments contained in the EIS.
6. A sentence has been added to the first paragraph under "Chicot Aquifer" of Section 4.3.1.a to address responsibilities during construction. The sentence reads, "During the construction phase of the project, close coordination with LaDEQ will be maintained to assure that adequate protection is maintained."

   Edits to Section 4.4.1.b, have also been made to clarify this issue. The last sentence of the "Groundwater" paragraph has been modified to read, "The potential for contamination through ground water/surface water interchange will be minimized through plan review procedures that involve LaDEQ and other appropriate agencies. Through such coordination, adequate safeguards will be instituted to assure compliance with state and federal regulations." Refer to Section S.6.1 for a summary of commitments contained in the EIS.

Agency Comment

7. The Draft EIS does a good job of evaluating the projected air quality in the I-49 Connector project area under all six completed alternatives. However, there is no evaluation of the air quality impacts related to construction, which would include construction equipment, haul vehicles, and congested traffic. These are short-term impacts but they should be addressed in the analysis of air quality. Please address in the FEIS.

Sec. 4.2.12.f, page 4-79

8. The FEIS should specify the units for the measurements listed in Table 4-11. Please clarify in the FEIS.

Waste Sites

9. Section 4.2.11, page 4-73, 3rd full paragraph

The paragraph explains that the RR-5 alignment cuts through the old solid waste dumpsite in the area of University Avenue. The paragraph concludes that highway construction on this alignment "...may necessitate excavation and backfill..." (emphasis added). If the proposed alignment actually crosses a portion of the old waste fill, the FEIS should state that highway construction will necessitate excavation of the old fill material and backfilling with compacted base material. If at all possible, we recommend that the old landfill sites be avoided.

10. Sec. 4.4.1.c, page 4-93

Landfills and "pits" expected to be used for disposal should be identified. The likelihood of asbestos being present in buildings to be demolished should be considered. Details of location of the borrow site(s) should also be given and potential impacts at those sites considered. Please address in the FEIS.

11. Section 4.4.1.c, page 4-93, 2nd full paragraph

The DEIS states that demolition of existing buildings and roadway pavement would result in a large amount of waste. The amount is potentially very large. An estimate of the quantities by type for each alternative should be included, as well as a discussion of the recycle/reuse possibilities for selected materials (e.g., wood and concrete). The analysis also should include the names of permitted disposal sites that accept demolition debris, as well as estimates of their remaining capacities. Only in this manner can it be shown that the project would not have a significant adverse impact on landfill capacity in the area. In addition, unless the term "permitted pits" is a special category of waste site designated by the Louisiana solid waste regulations; it should be revised to "disposal sites". Please explain in the FEIS.

C-207

Response

7. Section 4.3.4.c contains a discussion on "Air Quality Construction Impacts" which focuses on the construction impacts due to dust and emissions from burning. It is possible that short-term construction impacts could occur due to construction equipment and haul vehicles, depending on contractor method of operations and weather. LaDOTD has standard specifications that will be employed to minimize these impacts. Traffic congestion during construction is not anticipated to create an impact because the existing roadway essentially will remain in place while the new freeway facility is constructed. Refer to Section S.6.1 for a summary of commitments contained in the EIS.

8. The units for the measurements listed in Table 4-11 has been specified accordingly to "tons."

9. The phrase in question ("may necessitate excavation and backfill prior to construction") has been modified within the EIS to read, "highway construction would necessitate excavation of the old fill material and back filling with compacted base material". It is pertinent to note that the Selected Alternative does not pass through the old solid waste dumpsite.

10. The following text will be incorporated into this section of the FEIS to clarify this issue: "The removal and disposal of construction related materials would occur under the construction phase of the project and will be the responsibility of the contractor to adhere to all applicable state and federal regulatory requirements.." Refer to Section S.6.1 for a summary of commitments contained in the EIS.

11. The amount of construction debris for each alternative cannot be calculated without completion of real estate acquisition and design plans. As in the preceding response, the contractor for the construction phase of the project will be responsible for complying with all appropriate requirements for removal and disposal of construction related materials. The LaDOTD and FHWA will ensure all environmental compliance for waste materials is adhered to. The text added to the FEIS, as presented in the previous response, also applies here. In addition, the term "permitted pits" has been revised to "disposal sites" for the FEIS. Refer to Section S.6.1 for a summary of commitments contained in the EIS.

Agency Comment

Response

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

REPLY TO
ATTENTION OF:

FEB 26 2002

Operations Division
Technical Support Branch

Mr. Robert W. Schmidt, P.E.
HNTB Corporation
8281 Goodwood Boulevard, Suite J
Baton Rouge, Louisiana 70806

Dear Mr. Schmidt:

1. This is in response to your letter dated February 4, 2002, requesting our review of the Draft Environmental Impact Statement, dated November 2000, prepared for I-49 Connector Project, at Lafayette, Louisiana, in Lafayette Parish (State Project Number 700-24-0073).

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

Based on our review of the information provided, we concur that wetlands subject to Corps of Engineers regulatory jurisdiction occur within the project area. A Department of the Army permit under Section 404 of the Clean Water Act will be required for the subject project.

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to Department of the Army regulatory requirements and may have an impact on a Department of the Army project.

You should apply for said permit well in advance of the work to be performed. The application should include sufficiently detailed maps, drawings, photographs, and descriptive text for accurate evaluation of the proposal.

This determination of permit requirements is valid for a period of five years from the date of this letter unless new information warrants a revision prior to the expiration date. In addition, any changes or modifications to the proposed project may require a revised determination.

C-208

1. All comments in letter are noted.

Agency Comment

Response

Please contact Mr. John Bruza, of our Regulatory Functions Branch by telephone at (504) 862-1288, or by e-mail at John.D.Bruza@mvn02.usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Pete Serio by telephone at (504)862-2044 or by e-mail at Pete.J.Serio@mvn02.usace.army.mil.

Future correspondence concerning this matter should reference our Regulatory Analysis and Management System (RAMS) number 20-020-1200. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

Gerard A. Colletti
Acting Solicitations of Views Manager

Copy Furnished:

Mr. Terry Howey
Coastal Zone Management
Department of Natural Resources
Post Office Box 44487
Baton Rouge, Louisiana 70804-4487

C-209

Agency Comment

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

RECEIVED
FEB 13 2002

February 7, 2002

CERTIFIED MAIL 7000 0520 0022 2557 6627 RETURN RECEIPT REQUESTED

Bob Schmidt, Project Manager
HNTB
8281 Goodwood Blvd, Suite J
Baton Rouge, LA 70806

Re. Draft Environmental Impact Statement for I-49 Connector
Lafayette, Louisiana

Dear Mr. Schmidt:

Mr. Eric Holsten of your office contacted me recently with a request for comments on the Draft EIS for the I-49 Connector. Please thank Mr. Holsten for his reminder on this item which had been misplaced in our office.

This project, proposed for financial assistance by funding provided through the Federal Highway Administration is located over the Chicot aquifer which has been designated a sole source aquifer by the Environmental Protection Agency (EPA) under Section 1424(e) of the Safe Drinking Water Act. It is thus eligible for review by EPA to assure that the project will not contaminate the designated aquifer. After a careful consideration of the document, I offer the following comments on the project.

1. • The stated goal of preventing the rupture of the shallow confining clay layer is a sound strategy for protecting ground water in the Chicot aquifer, and is especially important because of the presence of a number of public and private water wells along the project route. The document describes the clay layer in general terms but should contain some site-specific information on the thickness and depth of the clay. Soil borings and/or driller's logs should be available through the Department of Transportation and Development. This information is essential for planning purposes if the goal of preventing rupture of the clay layer is to be accomplished. A cross-section along the project rout showing the structure of the subsurface would be desirable.

2. • As a supplement to the discussion of ground water protection there should be some indication of what types of excavations are anticipated for the project and what measures will be taken to either prevent breaching the clay layer or to seal it if an excavation through the layer is unavoidable.

Internet Address (URL) • http://www.epa.gov
Recycled/Recyclable • Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 25% Postconsumer)

C-210

Response

1. The actual aquifer layer will be identified at the time of the design phase when borings are obtained for design purposes. Design measures and construction techniques will be utilized to guard against contamination of the aquifer.
2. Special consideration will be made for construction near the area of contaminated waste site(s) along the selected alternative alignment. Construction alternatives for the elevated roadway include but are not limited to:

- Excavating to a depth of 15 feet and hauling contaminated soil for disposal at an appropriate offsite location, then backfilling with clean material;
- Excavating to a depth of 5 feet, hauling excavated material to an appropriate offsite location, providing a cap over the excavated area, and replacing the excavated 5 feet with clean material;
- Excavating footing locations only; and
- Drilling (instead of pile driving) and using a slurry seal that would prevent contamination from downward migration.

A brief discussion of the commitment and possible mitigation measures for the Chicot Aquifer, as presented above, has been added to Section S.6.1 of the FEIS.

Agency Comment

3. • The inventory of waste sites and storage tanks which might be impacted by the project appears to be comprehensive and well researched. However, it is not clear how this information will be used. What actions will be taken to assure that potential contaminants are not released to the environment during the construction of the connector?

Thank you for giving us this opportunity to comment on the proposed project. If you have any questions on this letter or on the sole source aquifer program please contact me at (214) 665-7128.

Sincerely yours,

Clay Chesney

Clay Chesney, Coordinator
Sole Source Aquifer Program
Ground Water/UIC Section

cc: Howard Fielding, Program Manager
Aquifer Evaluation and Protection Section - LDEQ

C-211

Response

3. The following text has been added to Section S.6.1 of the FEIS to address the commitment and mitigation measures for waste sites: "It is possible that unregistered underground storage tanks (UST) will have leaked and contaminated the surrounding area. The LaDOTD will ensure that permanent closure of UST's in the project right-of-way will follow the procedures set forth in LACXI.905 and LACXI.907 (Louisiana Administrative Code). LaDOTD will ensure that any actions taken with regard to contaminated waste sites will be coordinated with the measures designed to protect the Chicot Aquifer from contamination." See previous response for measures designed to protect the Chicot Aquifer from contamination by waste sites.

Agency Comment

LAFAYETTE CONSOLIDATED GOVERNMENT
CENTRE DE LA CULTURE ACADIENNE

METROPOLITAN PLANNING ORGANIZATION

1010 LAFAYETTE STREET
LAFAYETTE, LOUISIANA 70501
TEL: (318) 291-8800

August 21, 2002
1025/02 MPO-9

Ms. Michele M. Dehotels
Environmental Impact Program Manager
Louisiana Dept. of Transportation and Development
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245

Ref. MOA – Letter of Notification
I-49 Connector Project
State Project No. 700-24-0073
Federal Aid Project No. De-0009 (802)
EIS No. FHWA-LA-EIS-00-01-D
Lafayette Parish

Dear Ms. Deshotels:

1. The Lafayette Metropolitan Planning Organization's Citizen Advisory Committee (CAC), Transportation Technical Committee (TTC), Transportation Policy Committee (TPC) and Planning Commission met in a Joint Meeting today and affirmed their approval of the I-49 Connector Memorandum of Agreement (MOA) for the Sterling Grove Historic District.

2. The committees considered additional recommendations received and determined only one to be appropriate for supplemental evaluation and details for the mitigation plan. This submittal, made by Ms. Jennifer LeBlanc, is enclosed.

I want to take this opportunity to thank you and the Environmental Division for your professionalism and assistance in completing the I-49 Connector Environmental Document. The process has been long and complex. On the local level, the MPO committees have tackled many difficult decisions with a thoroughness and compassion that is a compliment to the community. This experience has generated new procedures and transportation planning initiatives in the Lafayette Metropolitan Study Area. Thank you for you help.

Sincerely,

Michael Hollier

Michael Hollier, AICP
MPO Planning Manager

ATTACHMENT: (1)

cc: CAC Chair
TTC Chair
TPC Chair
PC Chair
Tony Tramel, Director

C-212

Response

1. Comment Noted.

2. All comments noted in the attached letter will be evaluated and considered during the development of the mitigation plan for the Sterling Grove Historic District.

Agency Comment

Response

01/21/06

My understanding of the proposals in the MOA for mitigating the effects of the I-49 Connector on the Sterling Grove Historic District consist of building a fence around St. Genevieve church, and putting up extra lighting around the church and school. I wish to go on record that these plans are woefully inadequate.

First, and perhaps foremost, the church and school are only a small portion of the District. Nothing has been proposed for the district as a whole.

Second, no noise barriers are proposed. I request that a noise wall at interstate height be placed along the entire length of the highway as it fronts the District; see the *Lafayette I-49 Connector Project*, or "Blue Book," page 37 for details.

Third, for additional noise abatement, I request that a plaza and fountain be built in the district, per the "Blue Book, " page 35.

C-213

Fourth, for additional noise abatement and aesthetics, that berms, hills and valleys be built along the entire length of the interstate as it fronts the District, per the "Blue Book," page 14.

Fifth, for additional noise abatement and aesthetics, that linear green spaces be planted into the structures mentioned in #4 above, per the "Blue Book," page 12.

Sixth, for security and aesthetics, that a complete, period-appropriate system of lighting layers be incorporated, into the entire District, per the "Blue Book," page 34.

Seventh, for security and a "sense of place," that period-appropriate fencing be installed around the entire District.

Finally, that in keeping with the spirit of the "Blue Book," that the LCG Department of Community Development be directed to research, identify, and make application for all other potential historic districts and structures to be designated locally, by the state, and federally. Further, that full, appropriate mitigation be provided these districts and structures.

Agency Comment

Response

"It is just as important and even more critical that the negative consequences of this major transportation construction project are mitigated to the best of our abilities. ... What is ultimately decided and accomplished will be a legacy to the neighborhoods immediately adjacent to this project and to the entire urban area. Transportation infrastructure projects of this magnitude must be sewn into the fabric of the community and not arbitrarily 'slashed' through the preexisting environment." "Blue Book," page 1.

For the record I would like to state it is my belief that the effects of this project on the District and on the entire city cannot be adequately mitigated, and that the best course of action would be to route I-49 outside of the city.

C-214

Submitted by
Jennifer LeBlanc
507 Lourdes St.
Lafayette, LA 70506

APPENDIX "D" CONTENTS

- GATEWAY LAFAYETTE JOINT USE AGREEMENT ..... D-1 to D-16
  - Agreement between Parish of Lafayette and LaDOTD signed April 27, 1989.
- PROJECT PERMIT ..... D-17 to D-18
  - Permit approved by LaDOTD to Lorna H. Gwyn dated March 31, 1999.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P.O. Box 94245, Baton Rouge, Louisiana 70804-9245

NEIL L. WAGONER, P.E.
SECRETARY

BUDDY ROEMER
GOVERNOR

April 27, 1989

JOINT-USE AGREEMENT; PARISH OF LAFAYETTE
FAP NOS. F-65(17), I-10-2(16)101
STATE PROJECT NO'S 424-02-12; 450-05-06
US 167; I-10 & I-49; LAFAYETTE PARISH

Mr. Walter Comeaux
Parish President
Parish of Lafayette
Post Office Box 4017C
Lafayette, Louisiana 70502

Dear Mr. Comeaux:

Attached is an executed copy of the Agreement entered into between the Department of Transportation and Development and the Parish of Lafayette. This agreement provides for occupancy and landscaping in accordance with attachment "A" which states that no buildings or structures are being approved at this time.

You may proceed with work on this project after notifying Mr. Eugene P. Waguespack, District Administrator, Department of Transportation and Development, Post Office Box 3648, Lafayette, Louisiana 70502, (318)233-7404. It is agreed and understood that the District Administrator or his designated representative, shall exercise supervisory control over all work in DOTD right-of-way to assure compliance with the terms of the agreement.

If we can be of further assistance, please feel free to call on us.

Yours very truly,

P. J. FREDERICK, P.E.
DOTD MAINTENANCE ENGINEER ADMINISTRATOR

MICHAEL G. SCHIRO, P.E.
UTILITY AND PERMIT ENGINEER

MGS:tma
cc: Federal Highway Administration
Attn: Mr. Butch Nobles
Mr. Eugene P. Waguespack (w/att.)
Agreement File
Reading File

REVISED: October 20, 1988

JOINT-USE AGREEMENT
STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT

This agreement is made and entered into on the 27th day of April, 1989, by and between the Department of Transportation and Development, hereinafter referred to as the DEPARTMENT and PARISH OF LAFAYETTE hereinafter referred to as APPLICANT.

WITNESSETH:

That the DEPARTMENT for and in consideration of the covenants, conditions, agreements and stipulations of the APPLICANT expressed does hereby agree to allow the APPLICANT to use the land and airspace of State Highway U.S. 167,I-10 & I-49 within the limits of the State Project No. 424-02-12,450-05-06 and Federal Project No. F-65(17),I-10-2(16)101 as shown on the attached drawings marked "Exhibit A" for a term of (5) years which will be automatically renewed each 5 years unless terminated by one or other of the parties. APPLICANT agrees to terminate or modify its use and occupancy of the land and airspace within the period of time specified in the notice from the DEPARTMENT. It agrees to remove any structures it shall have placed or erected on the premises.

The premises shall be used during the tenancy hereof exclusively for the purpose of Tourist Information Center and Landscaping, and applicant agrees that no income will be generated by the proposed use.

The premises to be used by the APPLICANT are more particularly described as follows:

from the Southern Pacific Railroad north to Donlon Street, then
from Donlon Street North to Willow Street, then
from Willow Street North to Castille Street,

bounded on both sides by Evangeline Thruway (US 167), and including the I-10, I-49 interchange bounded by the exit-entrance ramps.

SEE ATTACHMENT "A" which is attached hereto and made a part hereof.

LESS AND EXCEPT: The highway area within the control of access and all public streets.

This agreement is granted subject to the following general conditions as applicable unless clearly inappropriate:

(1) The use of the premises shall conform in all respects to the Federal Highway Administration's FHPM Volume 7, Chapter 4, Section 3. It is clearly understood that the use permitted under this Joint-Use Agreement shall be unconditionally subject and subordinate to the right of the DEPARTMENT to use the land for highway and other transportation purposes. Vehicular access to the area described in this Agreement directly from the established grade line of an Interstate Highway is specifically prohibited.

The airspace of this Agreement located below and within ten (10) feet of elevated structures shall not extend above a point one (1) foot lower

in elevation than the bottom of the structure, and which shall include the bottom of steel and concrete girders, pile caps, etc., as applicable.

(2) Vehicles used or designed for the transportation of gasoline or petroleum products shall not be permitted on the premises; nor shall flammables (liquids, gases and solids) as well as explosives, bulk storage of gasoline, or petroleum products be permitted on the premises.

(3) Structures authorized to occupy the airspace will be of fireproof construction as defined by the provisions of the applicable building codes, and will not be used for the manufacture of inflammable material, or for the storage of materials or other purposes deemed by the DEPARTMENT or Federal Highway Administration to be a potential fire or other hazard to the highway, and the operation and maintenance of the space will be subject to regulation by the DEPARTMENT to protect against fire or other hazard impairing the use, safety and appearance of the highway. APPLICANT shall, at its sole expense, keep and maintain the premises free of all grass, weeds, debris and inflammable materials of every description, and at all times in an orderly, clean, safe and sanitary condition. A high standard of cleanliness consistent with the location of the area as an adjunct of the State of Louisiana Highway System, will be required.

(4) No improvements shall be placed in, or upon the premises and no alterations shall be made on, in or upon said premises without the consent and approval of the DEPARTMENT and Federal Highway Administration first had and obtained, in writing, under penalty of cancellation of the Agreement.

(5) APPLICANT shall be liable and responsible for all costs or expenses incurred in the construction, operation and maintenance of the facilities permitted hereunder including, but not limited to, assessments, taxes and utilities.

(6) On-premise signs, displays, or devices may be authorized by the DEPARTMENT, but shall be restricted to those indicating ownership and type of activity being conducted in the facility to occupy the airspace and shall be subject to reasonable restrictions with respect to number, size, location and design by regulation of the DEPARTMENT, subject to the Federal Highway Administration approval.

(7) APPLICANT shall secure all necessary permits required in connection with operations on the premises and shall comply with all Federal, State and Local statutes; ordinances, or regulations which may affect, in any respect, APPLICANT'S use of the premises.

(8) APPLICANT AT APPLICANT'S own cost and expense, shall maintain said premises, including all driveways and fences and guardrails heretofore, or hereafter erected, subject to the approval as to the location thereof by the DEPARTMENT. APPLICANT shall take all steps necessary to effectively protect the fences and guardrails, and the piers and columns of the bridge from damage incident to APPLICANT'S use of such premises, all without expense to the DEPARTMENT. APPLICANT shall be liable to and shall reimburse the DEPARTMENT for any damage to DEPARTMENT owned fences, guardrails, piers, or columns in any way resulting from or attributable to the use and occupancy of said premises by APPLICANT or any person entering upon the same with the consent of APPLICANT, expressed or implied. Any future proposed plans for driveways, fence openings, wheel rails, surfac-

ing and lighting shall be filed with and approved by the DEPARTMENT prior to the commencement of any work hereunder by APPLICANT, all at APPLICANT'S expense.

(9) APPLICANT shall occupy and use said premises at its own risk and expense, and shall save the DEPARTMENT, its officers, agents and employees, harmless from any and all claims (including any which may arise from the dropping of paint and/or other objects from the structure) for damage to property, or injury to, or death of, any person entering upon same with APPLICANT'S consent, expressed, or implied.

(10) APPLICANT certifies that it has funds set aside in adequate amounts for the purpose of paying judgements rendered against it; in the alternative, it agrees to carry liability insurance in the amounts of $100,000 to indemnify against the claim of one person, and $200,000 against the claims of two or more persons resulting from any one accident; and property damage insurance in the amount of $50,000 which coverage shall be extended to include the airspace facilities authorized in this Agreement, to provide for the payment of any damages occurring to the Highway Facility and to the public for personal injury, loss of life and property damage resulting from APPLICANT'S use of the premises and shall save the DEPARTMENT harmless. The insurance company and APPLICANT shall notify the DEPARTMENT, in writing, at least fifteen (15) days prior to cancellation of the insurance or any other changes affecting the insurance coverage.

(11) Title and control of the area of right-of-way involved will remain with the DEPARTMENT. The DEPARTMENT specifically reserves the right of entry by any authorized officer, engineer, employee, contractor or

agent of the DEPARTMENT for the purpose of inspecting said premises, or the doing of any and all acts necessary or proper on said premises in connection with protection, maintenance, painting, and operation of structures and its appurtenances; provided further that the DEPARTMENT reserves the further right, at its discretion, to immediate entry upon the premises and to take immediate possession of the same only in case of any national or other emergency, or the purpose of preventing sabotage, and for the protection of said structures, and during said period APPLICANT shall be relieved from the performance of all conditions or covenants specified herein.

(12) This Agreement shall not be recorded.

(13) The DEPARTMENT hereby covenants and agrees with APPLICANT that APPLICANT, keeping and performing the covenants and agreements herein contained on the part of APPLICANT to be kept and performed, shall at all times during the said tenancy peaceably and quietly have, hold and enjoy the premises, without suit, trouble, or hindrance from the DEPARTMENT: provided, however, and it is further agreed, that if APPLICANT shall not perform and fulfill each and every one of the conditions and covenants herein contained to be performed by APPLICANT; or if APPLICANT discontinues use of the premises for more than a continuous 60-day period; or if APPLICANT attempts to sell or assign these premises without written consent of DEPARTMENT; said act or acts of omission or commission may at the option of DEPARTMENT constitute a forfeiture of all rights under, the voiding of, and the ending of the term of this Agreement, and the further occupancy of said premises after such forfeiture by APPLICANT shall be deemed, held and taken as a forcible detainer thereof by APPLICANT; and

said DEPARTMENT may without notice re-enter and take possession thereof, and with or without force and with or without legal process, evict and dispossess APPLICANT from said premises; and if any suit be brought by the DEPARTMENT against APPLICANT for breach of any condition or covenant herein contained by APPLICANT or any summary action be brought by said DEPARTMENT for forfeiture of this Agreement or to recover possession of said premises, APPLICANT agrees to pay reasonable attorney's fees and costs for commencing and prosecuting said action in an amount which shall be ascertained and fixed by the Court.

(14) In the event of the termination of this Agreement by the expiration thereof, or for any other reason, APPLICANT will peaceably and quietly leave, surrender, and yield up to the DEPARTMENT all and singular the DEPARTMENT owned premises with said appurtenances and fixtures in good order, condition and repair, reasonable use and wear thereof, and damage by earthquake, fire, and public calamity, by the elements, by act of God, or by circumstances over which APPLICANT has no control, excepted. Any signs or other appurtenances placed on DEPARTMENT-owned premises pursuant to any provision hereof are the personal property of APPLICANT and shall be removed by APPLICANT upon the termination of the Agreement and said premises shall be restored to their previous condition with the exception of surfacing, wheel rails, and column guards, all at the expense of APPLICANT; provided, that if any such signs or other appurtenances are not so removed after thirty (30) days written notice from the DEPARTMENT to APPLICANT, the DEPARTMENT may proceed to remove the same, and to restore the said premises, and APPLICANT shall pay the DEPARTMENT upon demand, the reasonable cost and expense to it of such removal and restoration, or the DE-

PARTMENT may, in its absolute discretion, elect to declare the same the property of the DEPARTMENT whereupon all right, title and interest of APPLICANT shall forthwith terminate.

(15) Time is the essence of each and all terms and provisions of this agreement.

(16) Notwithstanding anything herein contained to the contrary this Agreement may be terminated, and the provisions of this Agreement may be altered, changed or amended by mutual consent of the parties hereto, all subject to the prior approval of the Federal Highway Administration.

(17) APPLICANT agrees to adequately maintain and police these facilities at all times to the satisfaction of the DEPARTMENT and the Federal Highway Administration.

(18) That, the APPLICANT agrees to hold harmless the DEPARTMENT and its duly appointed agents and employees against any action for personal injury or property damage sustained by reason of the exercise of this Agreement, whether or not the same may have been caused by the negligence of the DEPARTMENT, its agents or employees, provided, however, that the provisions of this last clause (whether or not the same may have been caused by the negligence of the DEPARTMENT, its agents or employees) shall not apply to any personal injury or property damage caused by the sole negligence of the DEPARTMENT, its agents or employees, unless such sole negligence shall consist or shall have consisted entirely and only of negligence in the granting of the Agreement.

(19) APPLICANT shall not lease or subcontract operations on the premises except with the prior written approval of the DEPARTMENT and the Federal Highway Administration.

(20) The terms and provisions of this Agreement shall extend to and be binding upon an inure to the benefits of any approved successor or assignee of APPLICANT.

(21) - The lessee for himself, his personal representatives, successors, in interest and assigns, as a part of the consideration hereof, does hereby covenant and agree that: (1) no person on the ground of race, color or natural origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of race, color, or national origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination, (3) that the lessee shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, (Part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(22) Not withstanding anything herein contained to the contrary this Agreement may be terminated at any time by APPLICANT upon ninety (90) days prior notice, in writing, and by the DEPARTMENT upon ninety (90) days prior notice, in writing, but in no event prior to one (1) year after execution, unless under provisions as provided above. In the event of cancellation by the DEPARTMENT, said notice shall be served upon APPLICANT at

Parish of Lafayette, P. O. Box 4508, Lafayette, LA 70502

In the event of cancellation by APPLICANT said notice shall be served on the DEPARTMENT at Post Office Box 44245, Capitol Station, Baton Rouge, Louisiana 70804-9245.

That in the event of breach of any of the above nondiscrimination covenants, the DEPARTMENT shall have the right to terminate the lease and to re-enter and repossess said land and the facilities thereon, and hold the same as if said lease had never been made or issued.

IN WITNESS WHEREOF, this Agreement has been executed in five (5) copies by the parties hereto of the date herein first above written.

ATTEST:

APPLICANT - PARISH OF LAFAYETTE

Lori T. Berlin

BY: Walter Comeaux
WALTER COMEAUX
PARISH PRESIDENT

LouAnna Chevalier

DATE: 4/12/89

ATTEST:

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT

Loretta Blanchard

BY:
DOTD SECRETARY

Eugene D. Degruenpael

DATE: 4/12/89

APPROVED BY:
FEDERAL HIGHWAY ADMINISTRATION

4/27/89
DATE

Attachment A

The Department agrees to allow the Applicant the use of the land and airspace as described herein, for occupancy and landscaping as specified in Exhibit A, provided that no buildings or structures are located on this site.

April 25, 1989

RESOLUTION

Whereas, Lafayette for the past few years has suffered from the decline of the oil and gas industry,

And whereas, Lafayette needs a broader and more diversified economy and tourism as an industry can supply the diversified economic base,

And whereas, tourism represents a significant segment of the existing Lafayette economic base and has the potential to be a growth industry for Lafayette,

And whereas, tourism is the second industry currently in Louisiana in terms of jobs and Lafayette is second to New Orleans in being a recognized tourist attraction area for the state,

And whereas, tourism presently provides 10,050 jobs (direct and indirect) in the Lafayette area and through efforts such as **Gateway Lafayette**, can significantly increase the availability of jobs in the Lafayette area,

And whereas, the Lafayette community has recognized tourism as a growth industry in need of community support and has displayed that recognition by setting community goals through the Evangeline Economic Development District, Visions Lafayette, Citizens of District A (CODA) and others, that call for the relocation of the tourist information center closer to I-10 so that it is more accessible to our visitors as well as calling for enhancements to our major community entrance ways,

And whereas, the Chamber of Commerce has elected to take on a major economic development project that includes a significant beautification effort as well as the relocation of the tourist information center from its present location on 12th street to the right-of-way area between Willow and Donlon streets and this project is known as **Gateway Lafayette**,

And whereas, the Parish of Lafayette has agreed to be the signature authority on the permit documents and the joint-use-agreement between the DODT and the Parish of Lafayette with approval from the FHWA,

Now therefore be it resolved, that this agreement, which is attached, shall contain the following:

1. The DODT, with the FHWA approval, allows access to the Parish of Lafayette and the Gateway Lafayette project to the right-of-way land shown on the attached drawings and generally described as that area including the four quadrants of the cloverleaf at I-10 and going south on Evangeline Thruway to the railroad tracks just past Donlon street,

2. The access allows the temporary relocation of the tourist information center and landscaping efforts as shown on the attached drawings, and consistent with the terms of the joint-use-agreement,

3. Further, in the event and at such time the discussed I-49 extension project becomes a reality, and should the rights-of-way described herein be determined by DODT as the most feasible route for that extension or should DODT and the FHWA determine it needs the use of the land for any of its purposes, it is understood that in accordance with the attached joint-use-agreement that should the DODT request the right-of-way restored, the Parish of Lafayette as the signature party to this document will do so,

4. Further, should the improvements shown on the attached drawings, including the major landscaping efforts and two artificial, man-made, drainage retention areas--all areas not being public access lands but for visual enhancements to the scenic beauty of one of Lafayette's major entrances, including the area at the tourist development center which is intended as an aesthetic amenity to the tourist information center--need to be removed, the removal will occur uninhibited and undelayed.

This resolution is adopted as a part of the joint-use-agreement and Ordinance # 078-89.

Approved
4-26-89

REV. 11/87

Four (4) copies of the application and drawing are required for Interstate Project Permit.

Entered in Computer File _____ Initial and Date

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
PROJECT PERMIT
(Required by State Law)

DISTRICT APPROVAL
By Dale Touchette Date 6-29-94

Control 424 Unit 02 NC

LAFAYETTE PARISH BAYOU VERMILION DISTRICT, hereinafter termed
Name of Applicant

the applicant, requests a permit for the use and occupancy of the right-of-way of State Highway No. U. S. HWY 90 in LAFAYETTE Parish, located as follows:

APPROXIMATELY 1600 FEET NORTH OF LA 728-8 (SURREY STREET) BEING BELOW THE RIVER CROSSING BRIDGE STRUCTURE AT THE SOUTH SIDE OF THE RIVER

for the installation, operation and maintenance of the following described project:

6 FOOT WIDE CONCRETE SIDEWALK ACROSS THE 300 FOOT RIGHT-OF-WAY OF U. S. HWY. 90 INCLUSIVE OF PAINTED METAL HANDRAILS AND APPROXIMATELY 155 LINEAR FEET OF CHAIN LINK FENCING. THIS PERMIT SHALL BE SUBJECT TO PROVISIONS OF DOTD ENGINEERING DIRECTIVES AND STANDARD MANUAL MEMORANDUM HDSM No. XXXXXX IV .3.1.3 DATED MARCH 9, 1992.

SIGNED: Lorna H. Guynn DATE: 3/31/94
Owner

LORNA H. GUYNN, EXECUTIVE DIRECTOR
Owner's Name (Typed or Printed)

P.O. Box 4736
Street or P.O. Box

LAFAYETTE LA 70502
City or Town State Zip Code

318/837-3577
Telephone No.

DO NOT WRITE IN THIS SPACE
(For use by Federal Highway Administration for permits on Interstate only)

NOTES: This permit shall be available at the site where and when work is being done.

Applicant must notify District Permit Specialist, Phone Number: DALE TOUCHETTE (318) 262-6127, prior to beginning work and after work is completed.

DATE ISSUED: 6-29-94

EXPIRATION DATE: 12-29-94

DOTD MAINTENANCE ENGINEERING ADMINISTRATOR

BY: _____
XXXXXXXXXXXXXXXXXX or DISTRICT ADMINISTRATOR

The following general conditions and standards shall apply: —

FINAL REPORT

SECTION 106 ADVERSE EFFECT DOCUMENTATION

I-49 CONNECTOR STUDY CORRIDOR, LAFAYETTE, LOUISIANA

STATE PROJECT No. 700-24-0073
FAP No. DE-0009 (802)

PREPARED FOR

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
AND
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PREPARED BY

COASTAL ENVIRONMENTS, INC.
BATON ROUGE, LOUISIANA

AND

HNTB CORPORATION
BATON ROUGE, LOUISIANA

JULY 2000

Note: Exhibit names have been modified to reference those presented in Vol. II of FEIS.

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A. DESCRIPTION OF THE UNDERTAKING

The Evangeline Thruway is located in the City of Lafayette, Lafayette Parish, Louisiana. It is the existing link between U.S. Highway 90 south of Lafayette and I-49 north of Lafayette. The Evangeline Thruway is a north-south arterial that consists of a one-way couplet extending through the city of Lafayette and includes parts of federal highways U.S. 90 and U.S. 167.

Originally constructed in 1963, the Evangeline Thruway is a four-lane or six-lane, signalized, arterial roadway throughout its limits in Lafayette. Currently, the Thruway extends from the Lafayette Regional Airport (LRA) (southern terminus) northward to the I-10/I-49 interchange. It serves local residential and business traffic and also functions as an integral part of the federal-aid primary highway network servicing south Louisiana.

Like many major highways in growing urban areas, traffic volumes on the Thruway have increased steadily. Traffic volumes on the Evangeline Thruway currently exceed the physical capacity of the highway during peak traffic periods. In 1968, the Thruway was identified for potential upgrading to a freeway facility from I-10 south through the metropolitan area. In October 1990, the Louisiana Department of Transportation and Development (LaDOTD) and the Federal Highway Administration (FHWA) began work on a comprehensive location study and Environmental Impact Statement (EIS) of potential transportation improvements in the Evangeline Thruway corridor. The Draft EIS was approved for public distribution and circulated in May 1992, and a Public Hearing was held on July 1, 1992. Following the Public Hearing, the Draft EIS was withdrawn on December 11, 1992. In December 1997, LaDOTD restarted the project with a reconciled set of Alternatives.

The goal of the updated Draft EIS work is to determine the type of improvement to be provided, if any, and, if so, the location of the highway facility to be implemented in the Evangeline Thruway corridor. Results of the studies to date indicate that high-type capacity improvements in the form of a freeway are needed in the Evangeline Thruway corridor in order to deal with the increase in traffic volumes. A six-lane freeway used in conjunction with the Evangeline Thruway would more than double the capacity of the existing roadway system. This freeway upgrade, accompanied by continuous, parallel, land-service roadways (known

collectively as the I-49 Connector), would begin just south of the LRA and continue north to the current terminus of I-49 at the I-10/I-49 interchange, a distance of approximately five miles.

The implementation of the I-49 Connector would serve to improve the vital transportation role that the highway plays. It would also be compatible with national, state, regional, and local plans in terms of system linkage. The I-49 Connector would help satisfy the need for 1) added transportation safety, 2) increased mobility and access through Lafayette, and 3) an improved hurricane evacuation route for south Louisiana.

Based on preliminary investigations and recommendations, a freeway upgrade through the Evangeline Thruway corridor along with a "no-build" alternative are being evaluated in the EIS. The I-49 Connector consists of six possible alternatives on four alignments throughout the corridor. The alignments currently under consideration are depicted in Exhibit 3-12. The six alternatives that are under consideration are:

- EA-1 Elevated
- EA-l Selected Overpasses
- RR-3 Elevated
- RR-3 Selected Overpasses
- RR-4 Elevated
- RR-5 Elevated

Ten "subalternatives" ('A' through 'J') have also been identified. Each subalternative may be used interchangeably amongst the alternatives.

All six alternatives follow the same path between the Union Pacific Railroad Spur and the existing I-10/I-49 interchange—comprising approximately 1.7 miles (2.75 kilometers) of the northernmost portion of the corridor. Additionally, the six alternatives follow a common route between the I-49 Connector's southern terminus and Kaliste Saloom Road—comprising approximately 0.7 miles (1.1 kilometers). Finally, all six alternatives would have the same interchange locations at Kaliste Saloom Road, University Avenue, Johnston Street, Mudd Avenue, Willow Street and I-10. EA-l, RR-3, RR-4 and RR-5 Elevated would have the option of substituting the proposed half-diamond interchange at Mudd Avenue (Subalternatives C and E) with a full-diamond interchange at redesigned Second and Third streets (Subalternatives D and F).

The "Elevated" alternatives are continuously elevated throughout the central portion of the corridor area, thus allowing many major crossing streets to remain open. The "Selected

Overpasses" alternatives are generally at-grade, with freeway overpasses at certain crossing streets. Most crossing streets for the "Selected Overpasses" alternatives, however, are severed, allowing only the major streets, where freeway overpasses are located, to remain open.

As designated by nodes A-B-C-D-E-F on Exhibit 3-12, EA-l follows the existing Evangeline Thruway alignment using the Thruway as flanking, parallel, service arterials. The RR-5 alignment, as designated by nodes A-B-G-C-D-E-F, follows the same alignment as EA-1 north of Taft Street. South of Taft Street, the RR-5 alignment diverges from EA-l, paralleling the Union Pacific Railroad tracks. The RR-3 alignment is designated on Exhibit 3-12 by nodes A-B-G-H-D-E-F and follows a path paralleling the Union Pacific Railroad south of Johnston Street. North of Johnston Street, the RR-3 alignment turns eastward and joins the existing Evangeline Thruway alignment just south of Mudd Avenue. The RR-4 alignment, as designated by nodes A-B-C-H-D-E-F, is the same as EA-l south of Pinhook Road. North of Pinhook Road, RR-4 diverges from EA-1 and follows a path towards the Union Pacific Railroad tracks. North of Johnston Street, the RR-4 alignment follows the same path as the RR-3 alignment.

The proposed project would be funded through state and federal funds, with FHWA providing 80 percent of the total project funding. Because the Section 106 process requires Federal, Federally assisted, and Federally licensed undertakings to take into account the proposed effects of the undertaking (as referred to in 36 CFR 800.9), including noise and visual impacts, on properties listed on or eligible for inclusion on the National Register of Historic Places (NRIJP), it was necessary to identify the area of potential effect for the I-49 Connector. Through consultation with the State Historic Preservation Officer (SHPO) and LaDOTD it was determined that the area of potential effect would include all that area within 1/4 mile (0.4 kilometer) of the outer limits of all alignments—resulting in a standing structure survey corridor measuring approximately 3/4-mile (1.2-kilometer) wide. However, as the area between the Union Pacific Railroad and the I-10/149 interchange was developed after World War II, that area was excepted from the standing structure survey by the SHPO (Appendix A).

B. Description of the Steps Taken To Identify Historic Properties

The study team conducted a standing structure survey for the various alignments and alternatives of the I-49 Connector corridor. Methodology for identifying and assessing historic properties within this corridor consisted of two components: 1) archival research and 2) a standing structure survey.

Archival repositories consulted to identify cultural resources within the I-49 Connector corridor include: the Louisiana Division of Historic Preservation, Department of Culture, Recreation and Tourism; the Louisiana State Library; the Louisiana State University Cartographic Information Center, the Louisiana and Lower Mississippi Valley Collections and Middleton Library—all of Louisiana State University, Baton Rouge; the Edith Garland Dupré Library and the Center for Louisiana Studies—both of the University of Louisiana, Lafayette; the East Baton Rouge Parish Public Library, Bluebonnet and Goodwood branches; and the Lafayette Parish Public Library, main branch. Interviews were conducted with local historians and preservationist organizations (e.g., the Lafayette Parish Preservation Committee), as well as, individuals residing and/or working within the area of potential effect.

A standing structure survey of the I-49 Connector study corridor was conducted and Louisiana Historic Resource Inventory (LHRI) forms completed and/or updated for all 1,806 structures fifty years of age or older within its limits. Black and white photographs of each structure were taken and attached to the corresponding LHRI forms. Owners/occupants were interviewed where possible and a variety of archival sources were consulted to accurately date each structure. Additional research was conducted to examine the history of each neighborhood as well as specific structures within the area of potential effect. Finally, all structures within the area of potential effect were evaluated in terms of their potential eligibility for inclusion on the NRHP, both on an individual basis and as part of a larger district.

Eleven historic properties were identified within the area of potential effect (see Exhibit 3-12). Of these eleven, three are already listed on the National Register of Historic Places—Sterling Grove Historic District, Charles H. Mouton House and the Evangeline Hotel. The eight remaining properties—Caffery House, Heymann Department Store, Sans Souci,

Good Hope Hall, N.P. Moss School, Trappey's Plant Complex, Wallis Estate and Arceneaux House—have all been determined eligible for inclusion on the NRHP.

Although eleven historic properties were identified in the area of potential effect, eight—Charles H. Mouton House, the Evangeline Hotel, Caffery House, Heymann Department Store, Sans Souci, Good Hope Hall, N.P. Moss School, and Arceneaux House—are located well away from the actual project corridor (Plate 3a, see also Exhibit 3-12). Consequently, the proposed project would not result in either direct (e.g., removal or demolition of said structures) or indirect (e.g., visual or aural) impacts to any of these eight properties. As the I-49 Connector would not have an effect on these eight historic properties, they will not be discussed further. Rather, the following discussions will focus on the three properties—Sterling Grove Historic District, Wallis Estate and Trappey's Plant Complex—lying immediately adjacent to the I-49 Connector.

C. DESCRIPTION OF THE AFFECTED HISTORIC PROPERTIES

C.1. STERLING GROVE HISTORIC DISTRICT

BACKGROUND

The Sterling Grove Historic District (see Exhibit 3-12) was listed on the NRHP in 1984, under Criterion C, as established by the National Historic Preservation Act of 1966. For a property to be eligible for inclusion on the NRHP under Criterion C, it must embody the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose whole components may lack individual distinction (National Park Service 199 1:2). The District, as a unit, is architecturally cohesive and represents the finest grouping of structures in the City of Lafayette that axe fifty years of age or older (NRHP 1984). The SHPO has stated that despite the fact that there are a number of non-contributing elements in the District, the Sterling Grove Historic District still retains its character and, hence, its National Register Eligibility.

Most of the contributing elements in the District are residences, the major exception is St. Genevieve Catholic Church. The residences that are considered contributing elements to the District were constructed primarily between 1890 and 1934, with one example (Charles H. Mouton House) dating to 1848. Built over a period of many years, several architectural styles are represented within the District, including: Greek Revival, Victorian and Edwardian, Italianate, Mission, Colonial Revival, American Foursquare, and bungalow. The one- and two-storey, frame residences of the District are generally surrounded by mature trees on large lots. St. Genevieve Catholic Church, located at the edge of the District, was built in about 1925 and exhibits Romanesque Revival architectural characteristics (NRHP 1984).

SIZE AND LOCATION

The Sterling Grove Historic District (see Exhibit 3-12) is roughly bound by the northbound Evangeline Thruway, East Simcoe, Chopin and North Sterling streets. The six blocks that comprise the District cover an area of approximately 25 acres (10.1 ha). When the

District was placed on the NRHP in 1984, it included 59 structures, 43 of which were considered contributing elements. Since 1984, seven of the District's structures have been demolished/removed, all of which were considered contributing elements in 1984. Most of the demolished/removed structures stood in the immediate vicinity of St. Genevieve Catholic Church, which faces the northbound Evangeline Thruway in the westernmost portion of the District. The area formerly occupied by the demolished/removed structures around the church has since been paved and is used for parking by the adjacent church.

The Sterling Grove Historic District is located outside of the 500-Year Flood Zone (Zone X) as designated by the Federal Emergency Management Agency (FEMA). The District is surrounded on three sides by residences, although not included within the District, that help to maintain its seclusion from commercial and industrial enterprises. The fourth side, that which faces the northbound Evangeline Thruway, is directly exposed to the heavy traffic of that thoroughfare for only the short distance in front of St. Genevieve Catholic Church.

C.2. THE TRAPPEY'S PLANT COMPLEX

BACKGROUND

As a result of the 1997 standing structure survey, the study team determined that the Trappey's Plant Complex met Criterion A of the NRHP and, consequently, recommended that it was eligible for inclusion on the Register. Criterion A states that a property is eligible for inclusion on the NRHP if it is associated with events that have made a significant contribution to the broad patterns of our history (National Park Service 1991:2). The SHPO has concurred with this finding (see SHPO letter dated May 19, 1999, in Section F).

The Trappey's Plant Complex is located adjacent to the Vermilion River, at the terminus of Guidry Street (see Exhibit 3-12). The complex was first developed by the Baldwin Lumber Company in 1920 (Griffin 1959:111). By 1928, the plant lay dormant (Sanborn Fire Insurance Company 1928). In the late 1920s, several businessmen from Lafayette invited Mr. Trappey of B.F. Trappey and Sons (also known as Trappey's) to visit the Baldwin Lumber Company site. The businessmen hoped that Mr. Trappey would choose to expand his New Iberia canning operations to Lafayette. Following his visit to the Baldwin Lumber Company site, Mr. Trappey found it to be an excellent location for new operations and moved his pepper drier there. Prior to opening the Lafayette plant, Trappey was known mostly for his canned okra, blackberries, figs, snap beans and peppers. Not long after expanding to the

Lafayette plant, Trappey began experimenting with new canning methods for sweet potatoes. Sweet potatoes were grown throughout the Lafayette area at that time, but only the best could be used for canning. The lower grade yams could not be profitably canned and were, instead, used for livestock feed. Through his experiments, Trappey developed a method of processing the yams in a heavy sugar syrup that maintained both the tuber's sweetness and shape. Trappey's new product—called candied yams—created a new market for area sweet potato farmers, thereby increasing the commercial value of that cash crop. Prior to World War II, Trappey produced most of the company's candied yams at the Lafayette plant, from which they were shipped throughout the south (Dismukes 1972:52-53). Trappey's process enabled the region's farmers to greatly increase their profits and helped stabilize the local economy during the Depression.

The property is presently owned by the Allen Canning Company of Siloam Springs, Arkansas, and is no longer used as a cannery. Presently, most of the plant serves as a warehouse; however, one section serves as a police dog training area. The remainder of the property is vacant.

Four of the original Baldwin Lumber Company buildings are still extant. The building that served as the sawmill for the Baldwin Lumber Company was converted into a warehouse by Trappey's, a function it still fulfills. Shortly after purchasing the property, Trappey's also converted the Baldwin lath and shingle mill into a warehouse. The third building presently serves as part of a police dog training area and its function is unknown. All three of these buildings were constructed between 1920 and 1928 by the lumber company. An open sided boiler room, built by the Baldwin Lumber Company, was enclosed by Trappey's between 1940 and 1949 and used as a crate warehouse.

The remainder of the Trappey's Plant Complex consists of five buildings. Trappey's acquired one of these buildings from the Star Salt Company and converted it into a cannery. Between 1940 and 1949, the cannery was modified to serve as a warehouse. The B. F. Trappey and Sons' Office, constructed between 1930 and 1940, is located at 503 Guidry Street. It is presently vacant. The third building, originally a pepper drier, is presently vacant. Two smaller buildings constructed by Trappey's sometime after 1949 are also vacant. One of these buildings appears to be a gatehouse and the other possibly a scale house.

The Trappey's Plant Complex is eligible for inclusion on the NRHP under Criterion A because of its association with the development of the candied yam and its importance to the

economic growth of Lafayette and the surrounding area. Six of the nine buildings in the complex were constructed and/or used by the B.F. Trappey and Sons company during its period of significance of 1928—1941.

SIZE AND LOCATION

The Trappey's Plant Complex encompasses 9.4 acres (3.8 ha) and is located immediately adjacent to the Vermilion River. The property boundaries begin at Guidry street then continue east to an unnamed coulee or small stream (located behind the buildings within the complex), then south along the coulee to the Vermilion River, thence west to the terminus of Guidry Street, and finally north along the east side of Guidry Street to the point of beginning (see Exhibit 3-12). Included within these boundaries are all nine of the above described buildings. The property formerly under Trappey ownership located immediately west of Guidry Street is not included within these boundaries as the company did not actively use that area during its period of significance.

Approximately one half of the Trappey's Plant Complex falls within the 100-Year Flood Zone (Zone AE) as designated by FEMA. Additionally, a narrow strip of land adjacent to the 100-Year Flood Zone is located within the 500-Year Flood Zone (Zone X). The remainder of the property is located adjacent to, but outside of, the flood plain.

C.3. THE WALLIS ESTATE

BACKGROUND

The Wallis Estate, formerly known as Myrtle Plantation, was determined eligible for inclusion on the NR.HP in 1992 (see SHPO letter dated February 18, 1992, and memo dated December 13, 1991, in Section F). At that time, it was found that the property met eligibility requirement Criterion C for inclusion on the NRHP. The Warns Estate consists of the cottage (also referred to as Dr. Creighton's Office), the main house (Myrtle Cottage), and several outbuildings (see Exhibit 3-12). Both primary buildings were used by Dr. Matthew Creighton, the first resident doctor at Vermilionville (now Lafayette), during the first half of the nineteenth century.

Dr. Creighton's Office is a Creole-style, timber-frame cottage with bousillage infill. It was most likely constructed between 1813 and 1820. The building is in good condition, but

was moved a short distance from its original location between 1970 and 1991. Although it has been moved, its present setting is similar to its original surroundings and remains within the boundaries of Dr. Creighton's property. Dr. Creighton's Office is an excellent example of a turn-of-the-nineteenth-century Creole cottage. As the building also served as Dr. Creighton's office during the early nineteenth century, it may meet Criterion B as well as Criterion C for inclusion on the NRHP. In order for a property to be eligible for inclusion on the NRHP under Criterion B, it must be associated with the lives of persons significant in our past (National Park Service 1991:2).

Myrtle Cottage (main house) was apparently constructed by Dr. Creighton circa 1811. Dr. Creighton lived and worked on his plantation (then known as Myrtle Plantation) until his death in 1850. Although not individually eligible, Myrtle Cottage together with Dr. Creighton's office provide a unique example of an early doctor's residence and business in the southwest Louisiana. For this reason, the Wallis Estate in its entirety is likely eligible for inclusion on the NRHP under Criterion B as well as Criterion C.

SIZE AND LOCATION

The Wallis Estate is bound to the north by the Vermilion River, east and west by existing property boundaries, and to the south by a line that lies approximately 200 to 275 feet (60 to 85 m) north of the existing highway rights-of-way (see Exhibit 3-12). The 50.2 acres (20.3 ha) that comprise the Wallis Estate are currently owned by several individuals and consist of only a small portion of land that comprised Dr. Creighton's Myrtle Plantation. Much of the land that once comprised the plantation is currently used for commercial and industrial purposes. The Lafayette Regional Airport extends onto the former lands of Myrtle Plantation. As these lands have been extensively developed, they are not included as part of the Wallis Estate. Similarly, the frontage along the present and former route of Kaliste Saloom Road (LA 3095) is not included as that area has been extensively altered in the recent past by clearing activities and channelization of the unnamed coulee that passes through the area. Only that portion of Dr. Creighton's Myrtle Plantation that retains the character of the period of significance (1811—1850) is included within the boundaries of the Wallis Estate.

The portion of the Wallis Estate that is bound by the Vermilion River is located within the 100-Year (Zone AE) and 500-Year Flood Zones as designated by FEMA. A narrow strip of land along the southern edge of the property is also within these flood zones. The remainder of the property is located adjacent to the 100-Year and 500-Year Flood Zones. Although Kaliste Saloom Extension and Hugh Wallis Road pass very near the Wallis Estate, the property is well protected by trees and shrubbery and still maintains its nineteenth century atmosphere.

D. DESCRIPTION OF TILE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

D.1. STERLING GROVE HISTORIC DISTRICT

Six alternatives and four subalternatives on four alignments of the I-49 Connector pass within close proximity of the Sterling Grove Historic District. None of the alignments, alternatives, nor subalternatives would cause physical destruction of or damage to any part of this property (Table 1). Similarly, none would require the removal of any part of the District from its historic location, nor would any require the alteration of any part of the District. Additionally, none of the proposed routes would change the character of the property's use or physical features within the property's setting that contribute to its historic significance.

ATMOSPHERIC EFFECTS

The potential for violation of the National or State Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) is the greatest at signalized intersections with project related increases in peak rush hour traffic. However, because the I-49 Connector would divert traffic away from the Sterling Grove Historic District, air quality within the District itself would be expected to improve with the proposed construction. Concentrations of CO within the District would not exceed the CO standard of 35 parts per million (ppm) for a one-hour average, nor 9 ppm per hour for a period of eight hours for any of the proposed I-49 Connector alignments. Because air quality within the District would be expected to improve with the proposed construction, it is anticipated that there would be no adverse effect on the air quality of the District (see Table 1).

AUDIBLE EFFECTS

Exterior noise level readings for the Sterling Grove Historic District were taken at both the St. Genevieve Catholic Church and at the St. Genevieve Catholic School. The church and school are located in that part of the District situated nearest the proposed construction (Plates 3a, 3b, 3d, 3g). Present noise levels at St. Genevieve Catholic Church were measured at 83 dBA Leq(h); at St. Genevieve Catholic School the existing noise levels were measured at 81 dBA Leq(h) (Table 2). Construction of any of the I-49 Connector alternatives would lower noise readings at the church to 74 and 75 dBA Leq(h), and the noise levels at the school would decrease to 74 dBA Leq(h) (see Table 2).

Table 1. Anticipated Effects Caused by the Implementation of the I-49 Connector Project upon the Sterling Grove Historic District.

ALIGNMENT/ ALTERNATIVE/ SUBALTERNATIVE	PHYSICAL DESTRUCTION OF PROPERTY	REMOVAL OF PROPERTY	ALTERATION OF PROPERTY	CHANGING THE PROPERTY'S SETTING OR USAGE	ATMOSPHERIC EFFECT	AUDIBLE EFFECT	VISUAL EFFECT
SUBALTERNATIVE C							
EA-1 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
EA-1 SELECTED OVERPASSES	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
RR-5 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
SUBALTERNATIVE D							
EA-1 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
RR-5 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
SUBALTERNATIVE E							
RR-3 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
RR-3 SELECTED OVERPASSES	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
RR-4 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
SUBALTERNATIVE F							
RR-3 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*
RR-4 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT	ADVERSE EFFECT*

* – Plantings may be used to mitigate visual impacts.

Table 2. Design Year Peak Hour Noise Levels in dBA L_{eq} (h).

HISTORIC SITE	EXISTING	EA-1 ELEVATED		EA-1 OVERPASSES	RR-3 ELEVATED		RR-3 OVERPASSES		RR-4 ELEVATED		RR-5 ELEVATED	
		SUBALT. C	SUBALT. D		SUBALT. E	SUBALT. F			SUBALT. E	SUBALT. F	SUBALT. C	SUBALT. D
St. Genevieve Catholic Church	83	74	75	74	74	75	74		74	75	74	75
St. Genevieve Catholic School	81	74	74	74	74	74	74		74	74	74	74
					SUBALT. A	SUBALT. B	SUBALT. A	SUBALT. B				
Trappey's Plant East	74	74		74	68	66	68	66	75		70	
Trappey's Plant East	75	73		73	68	66	68	66	75		69	
Trappey's Plant West	68	70		70	68	64	68	64	70		69	
Trappey's Plant West	68	71		71	69	65	69	65	70		71	
Wallis Estate Cottage	62	65		65	66		66		65		66	
Wallis Estate Home	58	65		65	65		65		65		66	

SUBALT. = Subalternative

the proposed construction would be out of character with the District, the RR-4 Elevated alternative is expected to have an adverse visual effect on the Sterling Grove Historic District (see Table 1).

D.2. THE TRAPPEY'S PLANT COMPLEX

Six alternatives with two subalternatives on four alignments of the I-49 Connector pass within close proximity of the Trappey's Plant Complex (see Exhibit 3-12). None of the alternatives would cause physical destruction of, or damage to, any part of this property. Similarly, none of the alternatives would require the removal of any part of the property from its historic location, nor would any require the alteration of any part of the Trappey's Plant Complex. Additionally, none of the proposed routes would change the character of the property's use or physical features within the property's setting that contribute to its historic significance. This information is also synthesized in Table 3. The relationships of the various proposed I-49 Connector routes to the Trappey's Plant Complex are presented in Plates 2a, 2c, 2d.

ATMOSPHERIC EFFECTS

The potential for violation of the National or State Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) is the greatest at controlled intersections with project related increases in peak rush hour traffic. However, because the Trappey's Plant Complex is located in an area where all alternatives of the I-49 Connector are free flowing, it is anticipated that the proposed project would have no effect on that property (see Table 3). Concentrations of CO within the Trappey's Plant Complex would not exceed the CO standard of 35 ppm for a one-hour average, nor 9 ppm per hour for a period of eight hours for any of the proposed I-49 Connector alignments.

AUDIBLE EFFECTS

Because the Trappey's Plant complex is so large and is flanked by the various alternatives, noise level readings for the property were taken on both the east and west sides of the plant. Presently, noise level readings within the Trappey's Plant Complex range between 68 and 75 dBA $L_{eq}(h)$, dependent upon location within the complex (see Table 2).

Because the various alternatives have different effects on the Trappey's Plant Complex, each is discussed below. This information is also synthesized in Table 3. It should be noted

Table 3. Anticipated Effects Caused by the Implementation of the I-49 Connector Project upon the Trappey's Plant Complex.

ALIGNMENT/ ALTERNATIVE/ SUBALTERNATIVE	PHYSICAL DESTRUCTION OF PROPERTY	REMOVAL OF PROPERTY	ALTERATION OF PROPERTY	CHANGING THE PROPERTY'S SETTING OR USAGE	ATMOSPHERIC EFFECT	AUDIBLE EFFECT	VISUAL EFFECT
EA-1 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT
EA-1 SELECTED OVERPASSES	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT
RR-4 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT
RR-3 ELEVATED							
SUBALTERNATIVE A	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO EFFECT
SUBALTERNATIVE B	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO EFFECT
RR-3 SELECTED OVERPASSES							
SUBALTERNATIVE A	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO EFFECT
SUBALTERNATIVE B	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO EFFECT
RR-5 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT

here that the National Park Service has not yet issued noise standards for determination of effect in regard to properties that are on, or eligible for inclusion on, the NRHP.

EA-1 Elevated

In the vicinity of the Trappey's Plant Complex, the footprint of the EA-1 Elevated alternative would follow the existing Evangeline Thruway roadway (Plate 2a). One-way parallel roadways would serve as service roads for the EA-1 Elevated alternative. The southbound parallel roadway would roughly follow a coulee that presently parallels the existing Evangeline Thruway and would pass immediately adjacent to the Trappey's Plant Complex. The elevated freeway, meanwhile, would be located approximately 88 ft (27 m) to the east of the property. Predictive modeling indicates that noise levels would range from 70 to 74 dBA $L_{eq}(h)$ (see Table 2) in various locations in the complex with the construction of EA-1 Elevated. These levels would not be substantially different than the existing levels, and it should also be noted that no new sources of noise would be introduced to the property by the construction of the EA-1 Elevated alternative. Consequently, it is anticipated that the EA-1 Elevated alternative would not have an audible effect on the Trappey's Plant Complex (see Table 3).

EA-1 Selected Overpasses

The EA-l Selected Overpasses alternative would have the same basic horizontal and vertical alignment as the EA-1 Elevated alternative (see Plate 2a) in the vicinity of the Trappey's Plant Complex. Noise levels within the complex would range between 70 and 74 dBA $L_{eq}(h)$ with the implementation of EA-1 Selected Overpasses (see Table 2). These noise levels, however, are not substantially different than the existing noise levels. It should be noted that no new sources of noise would be added to the property by the construction of the EA-l Selected Overpasses alternative. Consequently, it is anticipated that the EA-1 Selected Overpasses alternative would have no audible effect on the Trappey's Plant Complex (see Table 3).

RR-4 Elevated

With regard to the Trappey's Plant Complex, alternative RR-4 Elevated would have the same horizontal and vertical alignment as EA-1 Elevated (see Plate 2a). Noise levels associated with this alternative would range between 70 and 75 dBA $L_{eq}(h)$ throughout the

complex (see Table 2). These noise levels are not substantially different from the existing noise level in the complex. It is anticipated that this alternative would have no audible effect (see Table 3) on the Trappey's Plant complex because no new noise sources would be added to the property by the construction of the RR-4 Elevated alternative. Furthermore, existing noise levels would be only slightly increased by the proposed construction.

RR-3 Elevated

Designated by nodes A-B-G-H-D-E-F, RR-3 Elevated follows a path paralleling the Union Pacific Railroad, south of Johnston Street, to the project's southern terminus. Following the railroad tracks well to the west of the Trappey's Plant Complex, RR-3 Elevated is located approximately 650 to 850 ft (198 to 259 m) from the property (Plate 2c). There are two alternatives for RR-3 Elevated in the vicinity of the Trappey's Plant Complex—Subalternative A and Subalternative B. Both are discussed below.

Subalternative A

Subalternative A of the RR-3 Elevated alternative is a continuously elevated thruway in the vicinity of the Trappey's Plant Complex with an overpass at Pinhook Road (U.S. 90-Business). Existing exterior noise levels at the plant range from 68 to 75 dBA $L_{eq}(h)$, dependent upon exact location (see Table 2). Implementation of this subalternative will decrease the overall, exterior noise level to 68 or 69 dBA $L_{eq}(h)$. Because it is expected that the construction of Subalternative A of the RR-3 Elevated alternative would actually lower the existing noise levels within the confines of the Trappey's Plant Complex, it is anticipated that this alternative would have no adverse audible effect on the Trappey's Plant Complex (see Table 3).

Subalternative B

Instead of a continuously elevated Thruway, Subalternative B of the RR-3 Elevated alternative provides for an at-grade freeway in the vicinity of Pinhook Road (U.S. 90-Business). South of Pinhook Road, the freeway would once again become elevated with an overpass crossing University Avenue and the Vermilion River. To facilitate continued use of Pinhook Road, Subalternative B would include an overpass for Pinhook Road over the freeway (see Plate 2c).

Overpasses alternative would not have an adverse visual effect on the Trappey's Plant Complex (see Table 3).

RR-4 Elevated

In regard to the Trappey's Plant Complex, alternative RR-4 Elevated would have the same horizontal and vertical alignment as EA-1 Elevated (see Plate 2a). Like the EA-1 Elevated alternative, the RR-4 Elevated alternative is anticipated to not have an adverse visual effect on the Trappey's Plant Complex (see Table 3).

RR-3 Elevated

Following the railroad tracks well to the west of the Trappey's Plant Complex, RR-3 Elevated is located approximately 650 to 850 ft (198 to 259 m) from the property (see Plate 2c). There are two alternatives for RR-3 Elevated in the vicinity of the Trappey's Plant Complex—Subalternative A and Subalternative B. Both are discussed below.

Subalternative A

Subalternative A of the RR-3 Elevated alternative is a continuously elevated freeway in the vicinity of the Trappey's Plant Complex with an overpass at Pinhook Road (U.S. 90-Business). Passing no closer than 650 ft (198 m) to the Trappey's Plant Complex and separated from it by a number of structures, Subalternative A of the RR-3 Elevated alternative would have no effect on the Trappey's Plant Complex (see Table 3).

Subalternative B

Instead of a continuously elevated freeway, Subalternative B of the RR-3 Elevated alternative provides for an at-grade freeway in the vicinity of Pinhook Road (U.S. 90-Business). South of Pinhook Road, the freeway would once again become elevated with an overpass crossing University Avenue and the Vermilion River. To facilitate continued use of Pinhook Road, Subalternative B would include an overpass for Pinhook Road over the freeway (see Plate 2c). Passing no closer than 650 ft (198 m) to the Trappey's Plant Complex and separated from it by a number of structures, Subalternative B of the RR-3 Elevated alternative would have no effect on the Trappey's Plant Complex (see Table 3).

RR-3 Selected Overpasses

RR-3 Selected Overpasses follows an identical horizontal path as RR-3 Elevated, but is at grade with overpasses at selected intersections. Like RR-3 Elevated, the RR-3 Selected Overpasses alternative passes approximately 650 to 850 ft (198 to 259 m) from the Trappey's Plant Complex (see Plate 2c). There are also two alternatives for RR-3 Selected Overpasses in the vicinity of the Trappey's Plant Complex—Subalternative A and Subalternative B.

Subalternative A

From a visual standpoint, Subalternative A of the RR-3 Selected Overpasses alternative would be identical to Subalternative A with the RR-3 Elevated alternative in the general area of the Trappey's Plant Complex. Because it would be located well away from the property, Subalternative A of the RR-3 Selected Overpasses should have no visual effect on the Trappey's Plant Complex (see Table 3).

Subalternative B

Subalternative B of the RR-3 Selected Overpasses alternative would be identical to Subalternative B of the RR-3 Elevated alternative in the general area of the Trappey's Plant Complex. It is anticipated that Subalternative B of the RR-3 Selected Overpasses would not have a visual effect on the Trappey's Plant Complex (see Table 3).

RR-5 Elevated

In the immediate vicinity of the Trappey's Plant Complex, the RR-5 Elevated alternative passes about midway between the Complex and the Union Pacific Railroad tracks to the west (see Plate 2d). Passing no closer than 400 ft (122 m) to the Trappey's Plant Complex and well separated from it by a number of structures, it is anticipated that RR-5 Elevated will not have an adverse visual effect on the Trappey's Plant Complex (see Table 3).

D.3. THE WALLIS ESTATE

The Wallis Estate is located near the southern terminus of the I-49 Connector. None of the proposed alternatives would cause physical destruction of, or damage to, any part of this property. Similarly, none of the alternatives would require the removal of any part of the

Wallis Estate from its historic location, nor would any require the alteration of any part of the property. Additionally, none of the proposed routes would change the character of the property's use or physical features within the property's setting that contribute to its historic significance. However, the various routes differ somewhat in terms of their audible and visual effects on the property. Hence, the audible and visual effects of each route upon the Wallis Estate are discussed below. This information is also synthesized in Table 4. The relationships of each of the proposed I-49 Connector routes to the Wallis Estate are presented in Plates 2a, 2c, and 2d.

ATMOSPHERIC EFFECTS

The potential for violation of the National or State Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) is the greatest at controlled intersections with project related increases in peak rush hour traffic. However, because the Wallis Estate is located in an area that all alternatives of the I-49 Connector are free flowing, it is anticipated that the proposed project would have no effect on the property (see Table 4). Concentrations of CO within the Wallis Estate would not exceed the CO standard of 35 ppm for a one-hour average, nor 9 ppm per hour for a period of eight hours for any of the proposed I-49 Connector alternatives.

AUDIBLE EFFECTS

Noise level readings were taken both at the Wallis Estate main house and at the Warns Estate Cottage. Presently, the noise level reading at the Warns Estate main house is 58 dBA $L_{eq}(h)$ (see Table 2). The present noise level reading at the Wallis Estate Cottage, which is located closer to Kaliste Saloom Road, is presently 62 dBA L_{eq} (h). It should be noted, however, that these readings may be somewhat misleading as they do not include ongoing noises associated with the 18 to 20 freight trains that pass nearby on the Union Pacific Railroad track on a daily basis nor the three passenger trains that pass the property on a weekly basis. Additionally, a heliport is currently under construction about one third of a mile (half kilometer) southeast of the Wallis Estate. It is not known what affect the noise associated with the operation of the heliport will have on the Wallis Estate.

Because the different I-49 Connector alternatives have differing effects on the Wallis Estate, each is discussed below. This information is also synthesized in Table 4. It should be

Table 4. Anticipated Effects Caused by the Implementation of the I-49 Connector Project upon the Wallis Estate.

ALIGNMENT/ ALTERNATIVE/ SUBALTERNATIVE	PHYSICAL DESTRUCTION OF PROPERTY	REMOVAL OF PROPERTY	ALTERATION OF PROPERTY	CHANGING THE PROPERTY'S SETTING OR USAGE	ATMOSPHERIC EFFECT	AUDIBLE EFFECT	VISUAL EFFECT
EA-1 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT
EA-1 SELECTED OVERPASSES	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT
RR-4 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT
RR-3 ELEVATED							
SUBALTERNATIVE A	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT
SUBALTERNATIVE B	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT
RR-3 SELECTED OVERPASSES							
SUBALTERNATIVE A	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT
SUBALTERNATIVE B	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT
RR-5 ELEVATED	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO EFFECT	NO ADVERSE EFFECT	NO ADVERSE EFFECT

noted here that the National Park Service has not yet issued noise standards for determination of effect in regard to properties that are on, or eligible for inclusion on, the NRHP.

EA-1 Elevated

The footprint of the EA-1 Elevated freeway would follow the existing Evangeline Thruway roadway in the vicinity of the Wallis Estate (see Plate 2a). However, the junction of the freeway with Kaliste Saloom Road (LA 3095) would require a variety of on and off ramps connecting the I-49 Connector, Kaliste Saloom Road, and existing service roads. Presently, Kaliste Saloom Road passes about 250 to 275 ft (76 to 84 m) to the south of the Wallis Estate, while Hugh Wallis Road parallels the existing Union Pacific Railroad. At their closest point, the railroad tracks pass approximately 100 ft (30 m) from the Wallis Estate boundary.

Following the existing thruway, the EA-1 Elevated freeway would pass no closer than 250 ft (76 m) to the Wallis Estate and is separated from that property by the existing Union Pacific Railroad (see Plate 2a). It should be noted that although this is designated an elevated alternative, the freeway would return to grade level south of the Vermilion River and remain at-grade to the southern terminus of the project.

The southbound I-49 Connector off ramp to Kaliste Saloom Road would pass within approximately 100 to 150 ft (30 to 46 m) of the boundaries of the Wallis Estate. This off ramp would be elevated above the railroad tracks before descending to grade level at its intersection with the existing Kaliste Saloom Road. An at-grade service road connecting Kaliste Saloom to Hugh Wallis Road would lie between the aforementioned off ramp and the Wallis Estate, passing within about 50 ft (15 m) of the Wallis Estate. At its closest point, the connecting service road would pass no closer than 200 ft (61 m) from the Wallis Estate Cottage, which is well shielded by numerous trees and other vegetation. The Wallis Estate main house is well secluded from all of the proposed EA-1 Elevated construction. Indeed, the nearest construction associated with EA-1 Elevated, an at-grade service road, is located about 650 ft (198 m) to the east of the home. The closest elevated portion of EA-1 Elevated to the Wallis Estate main house lies over 775 ft (236 m) away from the house, or about 150 ft (46 m) beyond the Union Pacific Railroad track.

Currently available data indicates that construction of the EA-1 Elevated alternative is expected to raise the noise level at the Wallis Estate main house to 65 dBA $L_{eq}(h)$ from the existing 58 dBA L_{eq} (h) and at the cottage from 62 dBA $L_{eq}(h)$ to 65 dBA L_{eq} (h) (see

Table 2). This data indicates that noise levels at the cottage are projected to increase by 3 dBA $L_{eq}(h)$ with the implementation of the EA-1 Elevated alternative. Noise levels at the main house, meanwhile, are projected to increase by 7 dBA $L_{eq}(h)$. Because the implementation of the EA-1 Elevated alternative would result only in a modest increase in noise levels, it is anticipated that this alternative would have no adverse audible effect on the Wallis Estate (see Table 4).

EA-1 Selected Overpasses

In the vicinity of the Wallis Estate, EA-1 Selected Overpasses would have the same horizontal and vertical alignment as the EA-l Elevated alternative (see Plate 2a), including all on/off ramps and connector roads. Although EA-1 Selected Overpasses follows the same path as EA-1 Elevated, noise levels within the Wallis Estate would differ between the two as each would effect local traffic flow differently. Predictive modeling indicates that construction of the EA-1 Selected Overpasses alternative would result in noise levels of 65 dBA L_{eq} (h) at both the Wallis Estate main house and at the Wallis Estate Cottage. These levels are about 7 dBA $L_{eq}(h)$ and 3 dBA L_{eq} (h), respectively, higher than the existing noise levels. Consequently, it is anticipated that implementation of the EA-1 Selected Overpasses would have no adverse audible effect on the Wallis Estate (see Table 4).

RR-4 Elevated

With regard to the Wallis Estate, the RR-4 Elevated alternative would have the same horizontal and vertical alignment as EA-1 Elevated (see Plate 2a), including all on/off ramps and connector roads. It is expected that the RR-4 Elevated alternative would result in the same noise level readings at the Wallis Estate as EA-1 Elevated (see Table 2). As such, it is anticipated that this alternative would have no adverse audible effect on the Wallis Estate (see Table 4).

RR-3 Elevated

Designated by nodes A-B-G-H-D-E-F, RR-3 Elevated follows a path paralleling the Union Pacific Railroad south of Johnston Street to the project's southern tenninus (see Plate 2c). In relationship to the Wallis Estate, RR-3 Elevated is very similar to EA-1 Elevated. The main difference being the University Avenue and freeway intersection of RR-3 Elevated is located next to the Union Pacific Railroad tracks. Although the University

intersection would be located well away from the Wallis Estate (approximately 1,500 ft or 457 m), the geometry of this alignment necessitates the construction of an elevated off ramp that roughly parallels the Union Pacific Railroad in the vicinity of the Wallis Estate (see Plate 2c). While the elevated off ramp to Kaliste Saloom Road of the EA-1 and RR-4 alignments would pass no closer than 100 to 150 ft (30 to 46 m) from the boundaries of the Wallis Estate, RR-3 Elevated would pass within 50 ft of the property. The mainline freeway of the RR-3 Elevated alternative would pass about 225 ft (69 m) from the Wallis Estate, about the same as the EA-1 and RR-4 alignments.

As might be expected, noise levels associated with RR-3 Elevated are similar to EA-1 Elevated and RR-4 Elevated—65 dBA $L_{eq}(h)$ at the main house and 66 dBA L_{eq} (h) at the cottage (see Table 2). These levels are, respectively, 7 dBA $L_{eq}(h)$ and 4 dBA L_{eq} (h) higher than the existing noise levels. Because this is only a modest increase over the existing noise levels, it is anticipated that this alternative would have no adverse audible effect on the Wallis Estate (see Table 4).

RR-3 Selected Overpasses

The RR-3 Selected Overpasses alternative would have the same horizontal and vertical alignment as RR-3 Elevated within the vicinity of the Wallis Estate (see Plate 2c). Because traffic patterns associated with RR-3 Selected Overpasses differ from those associated with RR-3 Elevated, the noise levels of RR-3 Selected Overpasses differ somewhat as well. Predictive modeling indicates that noise levels associated with RR-3 Selected Overpasses at the Wallis Estate main house would be 65 dBA $L_{eq}(h)$ and 66 dBA $L_{eq}(h)$ at the cottage (see Table 2), similar to EA-1 Selected Overpasses. Like RR-3 Elevated, it is anticipated that implementation of RR-3 Selected Overpasses would have no adverse audible effect on the Wallis Estate (see Table 4).

RR-5 Elevated

In the vicinity of the Wallis Estate, the path of the RR-5 Elevated alternative is very similar to that of RR-3 Elevated (see Plate 2c). Having the same vertical alignment, along with a similar horizontal alignment and traffic volume as RR-3 Elevated, RR-5 Elevated would have similar anticipated noise levels—66 dBA $L_{eq}(h)$ at the main house and 66 dBA $L_{eq}(h)$ at the cottage (see Table 2). As such, it is anticipated that this alternative, like the RR-3 Elevated alternative, would have no adverse audible effect on the Wallis Estate (see Table 4).

VISUAL EFFECTS

The various routes of the I-49 Connector differ somewhat in terms of their visual effects on the Wallis Estate. Hence, the visual effects of each route upon the property are discussed below. This information is also synthesized in Table 1.

EA-1 Elevated

Separated by a band of trees and the Union Pacific Railroad, it is unlikely that the EA-1 Elevated freeway would be visible from the Wallis Estate. The off ramp from the freeway to Kaliste Saloom Road, though passing somewhat closer to the Wallis Estate than the existing Kaliste Saloom Road, would be well shielded from the property by a number of trees both on, and adjacent to, the property. Similarly, the property would be shielded from the connector road by vegetation along the property. Although small portions of the EA-1 Elevated alternative would be visible from the Wallis Estate, that which would be most visible will be little different from the existing roadway system. None of the proposed construction would be visible from the Wallis Estate Home and it is unlikely that much of the EA-1 Elevated alternative would be visible from the Wallis Estate Cottage. Consequently, it is anticipated that the EA-1 Elevated alternative would have no adverse visual effect to the Wallis Estate (see Table 4).

EA-1 Selected Overpasses

In the vicinity of the Wallis Estate, EA-1 Selected Overpasses would have the same horizontal and vertical alignment as the EA-1 Elevated alternative (see Plate 2a), including all on/off ramps and connector roads. It is anticipated that like the EA-1 Elevated alternative, the EA-1 Selected Overpasses alternative would not have an adverse visual effect on the Wallis Estate.

RR-4 Elevated

In regard to the Wallis Estate, the RR-4 Elevated alternative would have the same horizontal and vertical alignment as EA-1 Elevated (see Plate 2a), including all on/off ramps and connector roads. Like the EA-1 Elevated alternative, it is expected that the RR-4 Elevated alternative would not have an adverse visual effect on the Wallis Estate.

RR-3 Elevated

The mainline freeway of RR-3 Elevated would be basically at-grade in the area of the Wallis Estate and is separated from the estate by the Union Pacific Railroad tracks and by numerous trees along most of its length (see Plate 2c). These visual impediments would likely block all view of the freeway from the Wallis Estate. The southbound elevated off ramp to Kaliste Saloom Road would pass much closer to the property than the freeway itself, but would be shielded, at least in part, by the numerous trees on and surrounding the Wallis Estate. It should be noted that the elevated off ramp is located no closer than 625 ft (191 m) from the Wallis Estate Home and is well screened from that structure by numerous trees and other vegetation. Similarly, the off ramp would pass no closer than 250 ft (76 m) from the Wallis Estate Cottage, which is also well screened by vegetation. Like the EA-1 and RR-4 alignments, the connector road passing between Kaliste Saloom Road and Hugh Wallis Road would be shielded from the Wallis Estate by vegetation.

Although portions of RR-3 Elevated would be visible from the Wallis Estate—particularly the southbound elevated Kaliste Saloom Road off ramp—none of the proposed construction would be visible from the Wallis Estate Home and it is unlikely that much, if any, of this subalternative would be visible from the Wallis Estate Cottage. Consequently, it is anticipated the RR-3 Elevated alignment would have no adverse visual effect to the Wallis Estate.

RR-3 Selected Overpasses

The RR-3 Selected Overpasses alternative would have a horizontal and vertical alignment identical to RR-3 Elevated within the vicinity of the Wallis Estate (see Plate 2c). As such, it is anticipated that the RR-3 Selected Overpasses alternative would have no adverse visual effect to the Wallis Estate for the same reasons as described for RR-3 Elevated.

RR-5 Elevated

In the vicinity of the Wallis Estate, the path of the RR-5 Elevated alternative is identical to that of RR-3 Elevated alternative (see Plate 2c). Having the same vertical and horizontal alignments as RR-3 Elevated, it is anticipated that this alternative would have no adverse visual effect to the Wallis Estate for the same reasons as described for RR-3 Elevated.

E. Explanation of Why the Criteria of Adverse Effect Were Found Applicable or Inapplicable, Including Any Efforts for Mitigation

The criteria of effect as found in 36 CFR 800.5(1) states that "an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." Section 36 CFR 800.5(2) states that "adverse effects on historic properties include ... (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." Although none of the proposed alignments/alternatives/subalternatives will physically effect any of the three historic properties along the corridor, some pass immediately adjacent to them and will have visual and/or audible effects. Each of the three properties are discussed below.

E.1. Sterling Grove Historic District

There are ten alternative/subalternative combinations that pass adjacent to the Sterling Grove Historic District, all of which would be visible from portions of the District. When placed on the NRHP in 1984, the District, as a unit, was found to be architecturally cohesive, representing the finest grouping of structures in the City of Lafayette fifty years of age or older (NRHP 1984). The SHPO stated at that time that despite the fact that there were a number of non-contributing elements in the District, it still retained its character and, hence, its National Register Eligibility. Although the District has lost seven contributing elements since 1984, it still retains its residential character of mixed one- and two-storey, historic residences on tree shaded lots.

Because the proposed construction is out of character and proportion with the residential nature of the District, it would diminish the integrity of the property's setting and, hence, produce an adverse visual effect. The criterion of no adverse audible effect has been determined to apply in all ten cases because no new sources of noise would be introduced to the property and because the existing noise levels would be reduced by the proposed construction (see Table 1).

Although all ten combinations would have an adverse visual effect on this property, it is possible to mitigate the adverse effects through plantings. Multi-canopied plantings utilizing

large trees, ornamental trees, shrubbery, and other vegetation can be used to shield the District from any adverse visual effects created by the construction of the I-49 Connector. While plantings can be used to screen all ten construction combinations from the District, those that are located the farthest from the District provide the greatest viable area for plantings, and thus for screening. Alignments RR-3 and RR-4 provide the greatest area for plantings (for example see Plate 3d). Alignments EA-1 and RR-5, although slightly nearer the District, provide room for plantings as well (for example see Plate 3a). Those alignments that are used in combination with the selected overpasses alternatives (e.g., RR-3 Selected Overpasses) rather than the elevated alternatives would be less visually intrusive as they could be more easily screened from the District. Of the subalternatives, Subalternative B would provide the most room for plantings (see Plate 3d), Subalternative F (see Plate 3g) the least. Subalternative C would provide only slightly less room for plantings than Subalternative B, but slightly more than Subalternative D.

All plantings would be selected based on their ability to screen the proposed project from the District with dense vegetation (including, where possible, during winter months), ease of maintenance, and hardiness. Additionally, plantings nearest the District would be selected that are sympathetic with the property and are, wherever possible, historically correct.

E.2. *THE TRAPPEY'S PLANT COMPLEX*

Eight alternative/subalternative combinations pass within the vicinity of the Trappey's Plant Complex. Of these, four pass well away from the property and would likely not be as visible from the Trappey's Plant Complex. Because Subalternatives A and B of RR-3 Elevated and RR-3 Selected Overpasses would move traffic away from the property, it is expected that the construction of any of these four alternatives would actually lower the existing noise levels within the confines of the Trappey's Plant Complex. Consequently, it is anticipated that these four alternative/subalternative combinations would have no adverse effect on the Trappey's Plant Complex (see Table 3).

Three of the four remaining combinations—EA-1 Elevated, EA-1 Selected Overpasses, and RR-4 Elevated—would have essentially identical horizontal and vertical paths and follow the existing Evangeline Thruway corridor, located approximately 75 ft (23 m) to the east of the property. Although these three alternatives would pass in close proximity to the Trappey's Plant Complex and would be visible throughout much of the facility, the commercial/industrial characteristics of the property would not be diminished by the proposed construction. Noise

levels associated with these three alternatives would be approximately the same as the existing noise levels (see Table 2). Consequently, it is anticipated that the EA-1 Elevated, EA-1 Selected Overpasses, and RR-4 Elevated alternatives would have no effect on the Trappey's Plant Complex in terms of noise.

The eighth alternative/subalternative combination designed to pass within the vicinity of the Trappey's Plant Complex is RR-5 Elevated. The RR-5 Elevated alternative passes well away from the Trappey's Plant Complex and it is anticipated that the construction of this alternative would not have an adverse visual effect on this property. In terms of noise, it is anticipated that noise levels associated with RR-5 Elevated within the complex would be slightly below the existing levels (see Table 2). Therefore, it is anticipated that this alternative would have no adverse audible effect on the Trappey's Plant Complex (see Table 3).

E.3. THE WALLIS ESTATE

Six alternative combinations pass within the vicinity of the Wallis Estate (see Table 4). Due to commonalties among the paths of several of the alignments in the vicinity of the Wallis Estate, the six alternatives fall into two groups. All six alternatives and their respective effects are discussed below.

In the vicinity of the Wallis Estate, EA-1 Elevated, EA-1 Selected Overpasses, and RR-4 Elevated would have essentially identical horizontal and vertical paths and, with the exception of on and off ramps and connector roads associated with the Kaliste Saloom Road interchange, follow the existing Evangeline Thruway. All three consist of at-grade freeways in the vicinity of the Wallis Estate. None of these freeway alternatives pass within 250 ft (76 m) of the property and would be separated from it by the existing Union Pacific Railroad (see Plate 2a). The railroad embankment and the freeway off ramp would effectively block the view of the proposed freeway mainline from the property. The southbound I-49 connector off ramp at Kaliste Saloom Road would pass within approximately 100 to 150 ft (30 to 46 m) of the boundaries of the Wallis Estate and would likely be visible along portions of its length. However, at its nearest point to the Wallis Estate, the off ramp would be approaching grade level and at that point would not be greatly elevated. Finally, all three of these alternatives would require a service road to be constructed between the off ramp and the Wallis Estate to connect Kaliste Saloom Road to Hugh Wallis Road. The connector road would be visible from the southern edge of the property, but the Wallis Estate would be shielded from it and the off ramp in part by existing vegetation along the perimeter of the property.

Although small portions of the EA-1 Elevated, EA-1 Selected Overpasses, and RR-4 Elevated alternatives would be visible from the Wallis Estate, that which would be most visible would be little different from the existing roadway system. None of the proposed construction would be visible from the Wallis Estate Home and it is unlikely that much of the EA-1 Elevated alternative would be visible from the Wallis Estate Cottage. The rural characteristics of the property would not be diminished by the proposed construction of the EA-1 Elevated, EA-1 Selected Overpasses, and RR-4 Elevated alternatives. Hence, it is anticipated that these alternatives would have no adverse visual effect on the Wallis Estate.

In terms of their relationship to the Wallis Estate, the RR-3 alternatives and the RR-5 Elevated alternative have essentially identical horizontal and vertical paths. These alternatives are similar to the aforementioned alternatives except that they require the construction of the freeway off ramp for Kaliste Saloom Road to pass about 50 ft (15 m) from the property's boundaries rather than 100 to 150 ft (30 to 46 m). Like the other alignments, the I-49 Connector freeway of this group of alignments is basically at grade in the area of the Wallis Estate and is also separated from the estate by the Union Pacific Railroad tracks (see Plate 2c). The elevated, southbound freeway off ramp to Kaliste Saloom Road would pass much closer to the property than the freeway itself, but would be shielded, at least in part, by the numerous trees on and surrounding the Wallis Estate.

Although portions of RR-3 Elevated would be visible from the Wallis Estate—particularly the elevated, southbound freeway off ramp to Kaliste Saloom Road—none of the proposed construction would be visible from the Wallis Estate Home and it is unlikely that much, if any, of this alternative would be visible from the Wallis Estate Cottage. The rural characteristics of the property would not be diminished by the proposed construction of the RR-3 alternatives nor the RR-5 Elevated alternative. Hence, it is anticipated that these alternatives would have no adverse visual effect on the Wallis Estate.

It is anticipated that, in general, the various I-49 Connector alternatives would result in increased noise levels of 3 to 4 dBA $L_{eq}(h)$ at the Wallis Estate Cottage and 7 to 8 dBA $L_{eq}(h)$ at the Wallis Estate main house. This noise differential is not considered significant. Because none of the proposed I-49 Connector alignments are expected to significantly increase noise levels at the Wallis Estate, it is anticipated that the proposed project would have no adverse effect on the Wallis Estate in terms of noise.

F. Copies or Summaries of Any Views Provided by Consulting Parties and the Public

SHPO Letter Dated May 19, 1999

SHPO Letter Dated February 18, 1992

SHPO Memo Dated December 13, 1991

CEI Memo Dated September 3, 1999

SHPO Letter Dated June 14, 2000

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

STATE OF LOUISIANA
OFFICE OF THE LIEUTENANT GOVERNOR
Department of Culture, Recreation and Tourism
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF HISTORIC PRESERVATION

PHILLIP J. JONES
SECRETARY

GERRI HOBDY
ASSISTANT SECRETARY

May 19, 1999

Ms. Jan Grenfell
Environmental Impact Supervisor
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-0073
FAP No. DE-00009(802)
Route: I-49
Lafayette, Lafayette Parish, LA

Dear Ms. Grenfell:

We have received your letters dated March 2, 1999 and April 12, 1999, as well as a report, historic resource inventory forms, and maps which were received in several parts following receipt of the letters. Our staff has reviewed the material and has the following comments.

It is not our belief that either the Mouton's Addition or the S.R. Parkerson Addition are eligible for the National Register of Historic Places as historic districts. Given the high quality of integrity and architectural character associated with the Sterling Grove Historic District, we do not believe that the other areas possess the requisite character, historic significance, or integrity to merit eligible status. Similarly, we do not believe that the Lafayette Protestant Cemetery would merit inclusion on the National Register owing to the rigorous criteria according to which a cemetery must qualify in order to be considered an eligible property.

If the Sans Souci building was indeed the first post office serving the Vermilionville community, then it may be eligible for the National Register. We also believe that the Trappey's Plant Complex may be considered eligible based upon its contributions to the economy; the Good Hope Hall would also be considered eligible based on its historic significance and associations with jazz.

Please note that these comments are only intended as comments on the eligibility of structures which may be affected as part of the project, not on the project itself. As additional information is developed regarding the project alternatives, please forward that information to our office.

We respectfully request that in the future, consultants insure that the forms have been properly numbered prior to deposit with our office. We look forward to receiving additional information on the project. If you have any questions in the meantime, please contact Elizabeth Moore in the Division of Historic Preservation.

Sincerely,

Gerri Hobdy
State Historic Preservation Officer

GH/EAM/eam

FHWA

win W. Edwards
Governor

inda Schwegmann
Lieutenant Governor
and Commissioner

State of Louisiana
Department of Culture, Recreation and Tourism
OFFICE OF CULTURAL DEVELOPMENT

Secretary
Gerri Hobdy
Assistant Secretary

RECEIVED
MAR 09 1992
HNTB

February 18, 1992

Mr. Vincent Pizzolato
Public Hearings & Environmental Engineer
Louisiana Department of Transportation & Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-73
F.A.P. No. DE-0009(802)
Route I-49 Connector (Lafayette)
Route LA-U.S. 90/167
Standing Structures Survey
Lafayette Parish, Louisiana

Dear Mr. Pizzolato:

During our preliminary review of the Historic Structures Survey for the above referenced project, under the direction of Dr. Jon L. Gibson, we stated that there were five potentially eligible buildings for the National Register of Historic Places within the study area. However, based on a recent site visit by my staff with DOTD representatives, we would like to reduce that number by omitting the following:

#4.024.c - The blacksmith shop (roundhouse and repair shop) is not eligible. It was determined that this was not the roundhouse as was first reported, therefore, lessening its significance.

#7.029.c - With a site visit, this building was determined not eligible due to its loss of integrity.

It is still our opinion that the following properties are potentially eligible for the National Register:

#3.024.c
#12.014.c
#9.016.c

Jonathan Fricker, Director
Division of Historic Preservation
P.O. Box 44247 (1051 Riverside North)
Baton Rouge, LA 70804

If you have any questions, please call Pauline Barrow in the Division of Historic Preservation.

Sincerely,

W. Edwin Martin
Deputy State Historic Preservation Officer

WEM/PB/s

MEMORANDUM

TO: The Files

FROM: Philip Rivet

DATE: December 13, 1991

RE: I-49 Connector (Lafayette)

Yesterday (December 12th), Michele Deshotels, Angela Baudoin (LA DOTD), Pauline and I met Kay Batey (FHWA) in Lafayette for the purpose of making a field inspection of five properties located in the I-49 Connector Project study area which our office had identified as being potentially significant (see letter dated September 30, 1991). The sites visited included two structures on the Wallace Estate (the Myrtle Cottage and the main house), a building associated with the railroad roundhouse, the train depot, the old brickyard, the Arceneaux House, St. Genevieve's Catholic Church, and the Sterling Grove Historic District.

Local people familiar with the various structures were interviewed and data gathered as to the relative ages and uses of the structures in question. This information will be used in assessing project effect on the structures in questions.

MEMORANDUM

TO: The Files

FROM: Sara Hahn

DATE: September 3, 1999

RE: I-49 Connector (Lafayette)

Today I spoke with Mike Hollier (Lafayette Consolidated Government & Lafayette Parish Preservation Committee) about the Wallis Estate. He agreed that the Wallis Estate Main House may be considered eligible based on Criteria A, because it was the home of Dr. Matthew Creighton Wallis, first doctor of Vermilionville. He also mentioned that the Wallis Estate Main House has a mural on the dining room wall which was painted by Charles de Busseuil. He agreed that the Wallis Estate Cottage would be eligible based on Criteria C.

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

State of Louisiana
OFFICE OF THE LIEUTENANT GOVERNOR
DEPARTMENT OF CULTURE, RECREATION & TOURISM
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF HISTORIC PRESERVATION

PHILLIP J. JONES
SECRETARY

GERRI HOBDY
ASSISTANT SECRETARY

June 14, 2000

Ms. Elizabeth L. Davoli
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-0073
FAP No. DE-0009(802)
I-49 Connector
Route: US 167/US 90
Lafayette, Lafayette Parish, LA

Dear Ms. Davoli:

We have received your letter dated May 5, 2000 and the attached report regarding the above-referenced project. Our staff has reviewed the report and has the following comments.

As indicated in the report, the proposed project area includes numerous historic properties; however, we concur that effects are most likely at the Sterling Grove Historic District, which is listed on the National Register of Historic Places, and the Trappey's Plant Complex and Wallis Estate, both of which have been determined eligible for the National Register. We further concur with the effect findings enumerated in the report. If adverse effects on the Sterling Grove Historic District cannot be avoided, then mitigation for these effects must be developed for inclusion in a Memorandum of Agreement. Our staff awaits the opportunity to assist in the development of these mitigation procedures.

If you have any questions, please contact Elizabeth Moore in the Division of Historic Preservation.

Sincerely,

Gerri Hobdy
State Historic Preservation Officer

GH/EAM/eam

REFERENCES

Dismukes, Philip J.
1972 *The Center: A History of the Development of Lafayette, Louisiana..* City of Lafayette, Lafayette, Louisiana.

Griffin, Harry L.
1959 *The Attakapas Country: A History of Lafayette Parish, Louisiana.* Pelican Publishing Company, Gretna, Louisiana.

National Park Service
1991 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* U.S. Government Printing Office, Washington, D.C.

Sanborn Fire Insurance Company
1928 *Fire Insurance Map of Lafayette, Louisiana.* New York, Sanborn Fire Insurance Company. Microfilm on file, Bluebonnet Branch, East Baton Rouge Parish Public Library, Louisiana.

APPENDIX A

SHPO LETTER DATED JULY 28, 1998

KATHLEEN BABINEAUX BLANCO
LIEUTENANT GOVERNOR

STATE OF LOUISIANA
OFFICE OF THE LIEUTENANT GOVERNOR
Department of Culture, Recreation and Tourism
OFFICE OF CULTURAL DEVELOPMENT
DIVISION OF HISTORIC PRESERVATION

PHILLIP J. JONES
SECRETARY

GERRI HOBDY
ASSISTANT SECRETARY

July 28, 1998

Ms. Michele Deshotels
Louisiana Department of Transportation and Development
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

Re: State Project No. 700-24-0073
FAP No. DE-0009(802)
Route I-49 Connector
Route LA US 90/167
Lafayette, Lafayette Parish, LA

Dear Ms. Deshotels:

Following Elizabeth Moore's July 21, 1998 site visit to Lafayette with representatives from Coastal Environments, Inc. and the Department of Transportation and Development, our staff has reviewed the proposal for the re-survey of the I-49 project corridor and has the following comments.

It is our belief that the 1991 survey did not provide sufficient information on the project corridor for our staff to execute a thorough review of the proposed project. Moreover, the passage of time suggests that additional structures may meet the 50-year eligibility requirement set forth by the National Park Service. We therefore agree with the recommendation to develop additional survey.

As a result of the "windshield survey" completed within Lafayette, it is our belief that the project area located between I-10 and the railroad track does not require additional survey as none of the structures within that area meet the eligibility requirements for the National Register of Historic Places.

Despite the fact that the vast majority of the structures in the remaining areas where a survey has not previously been conducted also appear to be ineligible for the National Register, there are a number of structures which may potentially be eligible. For that reason, we recommend that a survey be conducted in the following high probability areas identified by Coastal Environments:

Railroad Tracks to Jefferson
Jefferson to Louisiana Avenue
Louisiana Avenue to Pinhook
Pinhook to the Vermilion River
Railroad Tracks to Johnston Street
Johnston Street to the Vermilion River

Additionally, we believe that all structures which are surveyed should be recorded on individual survey forms.

Please be aware that the above comments regarding survey apply only to structural and architectural resources. All comments on the survey of archaeological resources in the I-49 Connector project corridor are deferred until additional information regarding plans for archaeological survey is received by our office. If you have any questions, please contact Elizabeth Moore in the Division of Historic Preservation.

Sincerely,

Gerri Hobdy
State Historic Preservation Officer

GH/EAM/eam

c: Jack Shortess
HNTB
8281 Goodwood Boulevard, Suite J
Baton Rouge, Louisiana 70806

Thurston Hahn
Coastal Environments, Inc.
1260 Main Street
Baton Rouge, Louisiana 70802

MEMORANDUM OF AGREEMENT

Among
the Federal Highway Administration,
the Louisiana Department of Transportation and Development
the Louisiana State Historic Preservation Officer
and the Advisory Council on Historic Preservation
Regarding the Proposed I-49 Connector Project in Lafayette, LA

WHEREAS, the Louisiana Department of Transportation and Development (LaDOTD) proposes to construct a new freeway along the Evangeline Thruway corridor in Lafayette, Louisiana, called the I-49 Connector; and

WHEREAS, the proposed I-49 Connector project is described below:

Project Overview

In 1987, the U.S. Congress authorized and funded a demonstration study "to provide limited continuous access between an interstate route and a highway on the Federal-Aid primary system in Lafayette, Louisiana." In October, 1990, the Louisiana Department of Transportation and Development (LaDOTD) began a comprehensive Environmental Impact Statement (EIS) study of potential transportation improvements in the U.S. 90/U.S. 167 Evangeline Thruway corridor in Lafayette. A Draft EIS was approved for public distribution and circulated in May 1992 and a Public Hearing was held on July 1, 1992. Following the Public Hearing, the Draft EIS was withdrawn on December 11, 1992. In December 1997, LaDOTD restarted the project with a reconciled set of alternatives.

The proposed project is within the city limits of Lafayette, Louisiana (1990 pop. 94,440; 2000 pop. 110,257: a percent change of 16.7%). Now called the I-49 Connector, the proposed action includes construction in the Evangeline Thruway U.S. 90/U.S. 167 corridor of a freeway with accompanying interchanges and flanking collector/ distributor roadways for local traffic circulation and land access. The proposed project would be compatible with LaDOTD's long-range statewide highway goal for U.S. 90 south of Lafayette.

The existing Evangeline Thruway is a north-south arterial passing through the older part of Lafayette, serving local residential and business traffic and also functioning as an integral part of the federal-aid primary highway network servicing south Louisiana. Construction and freeway implementation would begin just south of the Lafayette Regional Airport (commercial service) and continue north to the current southern terminus of I-49 at the I-10/I-49 interchange, a length of approximately five miles.

Given that no construction funding is currently available for the selected alternative, a staged approach for project implementation will be taken. The first stage is intended to be the adoption by the Lafayette Consolidated Government of a Corridor Preservation Plan that will allow for the project to be placed in the Metropolitan Planning Organization's (MPO) Financially Constrained Plan. After the project is placed into the Financially Constrained Plan, this will enable the development of a signed Record of Decision (ROD) at the conclusion of the EIS process.

Alternatives

The existing Thruway alignment and several partially new alignments within the corridor have been considered for implementation of the freeway. These are documented in the Environmental Impact Statement (EIS). A "no-build" alternative has been established as a base for comparison. The I-49 Connector consists of six possible alternatives on four alignments throughout the corridor.

All six alternatives follow the same path between the Union Pacific Railroad Spur and the existing I-10/I-49 interchange - comprising approximately 1.7 miles of the northernmost portion of the corridor. Additionally, the six alternatives follow a common route between the I-49 Connector's southern terminus and Kaliste Saloom Road- comprising approximately 0.7 miles.

The difference between the Elevated and Selected Overpasses alternatives is in the core part of the study area between Pinhook Road and the Union Pacific spur crossing. The Elevated alternatives would be continuously on bridge through this area, with all arterial cross streets remaining open to traffic below. The Selected Overpasses alternatives would be at-grade in the core area, with overpasses provided at Pinhook Road, Johnston Street, and Mudd Avenue. Other major crossing streets would be severed and closed by the freeway. The Elevated and Selected Overpasses alternatives would be equivalent outside of the core area.

Selected Alternative

With the information gathered and studies conducted through the environmental process a selected alternative has been identified for implementation in the corridor. The Lafayette Consolidated Government acting as the Metropolitan Planning Organization (MPO) has adopted the RR-4 Elevated alignment as the locally preferred alternative for I-49 through Lafayette. This alternative shifts the existing Evangeline Thruway away from St. Genevieve Church and School. See Exhibit 1. This action is based on the ability to depress Jefferson and Simcoe streets and keep them open underneath the I-49 freeway. The locally preferred alternative was approved as the selected alternative based upon the result of supplemental studies proving the feasibility and effectiveness; and

WHEREAS, impacts within the study corridor have been studied and documented within the EIS; and

WHEREAS, a study of properties listed on or eligible for inclusion on the National Register of Historic Places (NRHP) has been conducted for the proposed project in the study corridor, the findings of the study have been reported in the I-49 Connector Section 106 Adverse Effect Documentation Report; and

WHEREAS, FHWA has determined that the I-49 Connector Project will have an adverse visual effect upon the Sterling Grove Historic District, a district included on the National Register of Historic Places, and has consulted with the Louisiana State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the Sterling Grove Historic District was listed on the National Register of Historic Places (NRHP) in 1984 under Criterion C because, as a unit, it is architecturally cohesive; and

WHEREAS, the District is roughly bound by the northbound existing Evangeline Thruway, East Simcoe, Chopin and North Sterling streets as shown on Exhibits 2-a and 2-b attached; and

WHEREAS, in conjunction with the Section 106 documentation, LaDOTD, the Federal Highway Administration (FHWA), and the local MPO held a public meeting/workshop on December 6, 2001 to specifically discuss methods for mitigating the visual effects imposed by the proposed project to the Sterling Grove Historic District. Also, a separate meeting involving the St. Genevieve Catholic Church and School, which are located within the Sterling Grove Historic District, was conducted with LaDOTD, FHWA, and the local MPO to receive their comments concerning mitigation to the area. These two meetings specifically addressed mitigation opportunities for the Sterling Grove Historic District and St. Genevieve Church. Input on potential mitigation measures has also been received through previous meetings and charrettes held as part of the community participation program; and

WHEREAS, a plan for archaeological investigations for the selected alternative has been developed under a corridor preservation approach; and

WHEREAS, LaDOTD and FHWA have consulted, as described above, with the Lafayette MPO , St. Genevieve Catholic Church, residents of Sterling Grove Historic District, and other interested parties regarding the adverse visual effects of the proposed project on the Sterling Grove Historic District and the Lafayette MPO has been invited to concur in this Memorandum of Agreement as a concurring party;

NOW, THEREFORE, the LaDOTD, the FHWA, the Advisory Council on Historic Preservation and the Louisiana SHPO agree with concurrence from the Lafayette Planning Commission, that the I-49 Connector Project will be implemented in accordance with the

following stipulations in order to take into account the adverse visual effect of the proposed project on the Sterling Grove Historic District and to outline the methodology for archaeological survey within the Selected Alternative.

STIPULATIONS

FHWA will ensure that the following measures are carried out:

STERLING GROVE HISTORIC DISTRICT

1. LaDOTD will develop a mitigation plan for the Sterling Grove Historic District. The mitigation plan will be designed in consultation with, and approved by, the Louisiana SHPO to mitigate adverse visual impacts to the Historic District.

2. Within the mitigation plan, LaDOTD will include provisions for mitigating adverse visual impacts of the project that will occur at the Sterling Grove Historic District through the use of landscaping and other measures that will be designed into the construction project. The types of mitigation measures that will be considered during the design process will include:

    - Landscaping
    - Earthberms
    - Masonry walls
    - Special lighting
    - Long span bridges
    - Attention to use of under bridge areas
    - Hardscape and brick paver treatment
    - Fencing
    - Parks

3. The mitigation plan will take into account that downlighting should be considered and given priority as appropriate on all lighting installations including signage, flag poles, decorations, buildings, landscaping, trees, and similar items.

4. The mitigation plan will specifically include at a minimum the following provisions proposed by St. Genevieve Catholic Church and School and agreed upon by LaDOTD and FHWA (If any modifications are made to these provisions this will require consultation and approval from the Louisiana SHPO and the Advisory Council on Historic Preservation):

A. Providing lighting in the area directly in front of St. Genevieve Church and School as well as in the rights-of-way adjacent to the church and school for both aesthetic and security purposes;

B. Developing the remaining area immediately adjacent to the Church and School as a plaza and green space with illumination and landscaping provided; and

C. Providing a simple decorative fence, in the manner of wrought iron, with locking gates enclosing the area.

5. Upon completion of and acceptance by LaDOTD and FHWA of the installation of the improvements listed in the Stipulation 4, the ownership of the property, including all future maintenance requirements for the property, will be transferred to St. Genevieve Catholic Church as compensation for and part of the mitigation for the adverse visual impacts to the Sterling Grove Historic District.

6. The conversion of Greig Street to a one-way street or alley from Elizabeth Street to a new intersection with Mudd Avenue, and the elimination of its existing intersection with Evangeline Thruway shall be implemented and more fully developed at the time of project design to enhance access to the church and school. The development of a semicircular drive west of the school with associated parking shall also be included as part of the project design and shall be incorporated into the above landscaped area as appropriate.

7. Due to the historic nature of St. Genevieve Catholic Church, construction specifications shall include utilization of drill shafts or a comparable construction technique (instead of pile driving) in the vicinity of the church in order to minimize the possibility of vibration damage to the historic structure.

8. During the development of the specific details for design and construction in the area, LaDOTD shall seek input from both St. Genevieve Catholic Church and School as well as provide opportunities for input by affected citizens and local government through a public involvement process. Public involvement will occur prior to the formal submittal of the specific details to the SHPO for approval as specified in Stipulation 9.

9. LaDOTD will ensure that the mitigation plan is complete and approved by the Louisiana SHPO prior to the commencement of final plans in the vicinity of the Sterling Grove Historic District.

10. If a subsequent discovery or identification of additional historic properties is made following the completion of the mitigation plan, LaDOTD and FHWA, in consultation

with the Louisiana SHPO, will ensure that the owners of the additional properties are made aware of the mitigation plan and their input may be considered for amendments with the terms of this Memorandum of Agreement (MOA) pursuant to Stipulation 15 (*Amendments and Noncompliance*) below.

PLAN FOR ARCHAEOLOGICAL INVESTIGATIONS

11. A plan for archaeological investigations, attached as Appendix A, will be implemented prior to those project activities that could disturb the archaeological sites within the selected alternative. The archaeological plan addresses the corridor preservation aspect of the I-49 Connector Project in which right-of-way will be acquired over time under a corridor preservation program, rather than all at once at the initiation of the project. The plan specifies those procedures by which archaeological investigations will occur over the extended period of time that right-of-way is acquired. The plan for archaeological investigations has been developed by LaDOTD and FHWA in conjunction with the Louisiana SHPO and is summarized as follows:

    A. The first phase of the study will consist of a comprehensive literature review for the Selected Alternative. A pedestrian archaeological survey will be completed once each benchmark in right-of-way acquisition is achieved – 25 percent, 50 percent, 75 percent, and 100 percent.

    B. Should any additional information be required to make an eligibility determination of an archaeological site discovered during the pedestrian archaeological survey, Phase II site testing will be undertaken at the site.

    C. Phase III mitigation investigations (data recovery) will be conducted if necessary. It is anticipated that both mechanical and hand excavations will be necessary for the fieldwork associated with this phase.

    D. A plan for discovery of unmarked human burial sites is also contained within the Archaeological Plan.

    E. The results of the archaeological investigations, along with other aspects of the proposed project, will be monitored and reported through the Information Management System (IMS) for the I-49 Connector project. The IMS will be developed in accordance with Stipulation 13 (*Monitoring and Reporting*) below.

DURATION

12. This agreement will be null and void if its terms are not carried out within fifteen years from the date of its execution. Prior to such time, LaDOTD and FHWA may consult with the other signatories to reconsider the terms of the agreement if a lapse in right-of-way

acquisition occurs for a period exceeding three years at any time during the course of the corridor preservation program and amend the agreement in accordance with Stipulation 15 (*Amendments and Noncompliance*) below.

MONITORING AND REPORTING

13. Following the execution of this agreement until it expires or is terminated, LaDOTD and FHWA will monitor the progress of the above stipulations and periodically provide all parties to this agreement, the public, and the Advisory Council on Historic Preservation information concerning the status of the stipulations listed in this MOA. LaDOTD and FHWA will ensure that the following provisions for monitoring and reporting the progress of the undertakings are adhered to:

A. Each year, LaDOTD shall submit a summary report detailing work undertaken pursuant to its terms to all parties to this agreement. Such a report shall include any scheduling changes proposed for the mitigation and/or archaeological plans, any problems encountered with the two plans, and any disputes and objections received in LaDOTD's efforts to carry out the terms of this agreement. Failure to provide such summary report may be considered noncompliance with the terms of this MOA pursuant to Stipulation 15 (*Amendments and Noncompliance*) below.

B. In addition, due to the corridor preservation nature of the proposed project, LaDOTD will create and maintain an Information Management System (IMS) specifically for the I-49 Connector project to track the right-of-way acquisitions and archaeological investigations as they occur, as well as many other commitments of the project that have been made as a result of the environmental studies. Some of the types of information that may be maintained within the IMS include:

- Plan drawings and aerial photography depicting the proposed project and the required right-of-way,
- All rights-of-way records, including appraisals, offers, and maps,
- Status and results of archaeological investigations (secure location with access by authorized personnel only),
- Public information dissemination as appropriate, and
- Input to development of mitigation, enhancements, and other commitments made for the proposed project.

C. The IMS may be developed to have two or more different levels of security privileges. At one level, project managers at state and federal agencies will be able to access sensitive information such as the archaeological

investigation results. At a second level, lesser amounts of information might be available to others such as the general public. Failure to update the IMS (on appropriate security levels) after each stage of the right-of-way acquisition program may be considered noncompliance with the terms of this MOA pursuant to Stipulation 15 (*Amendments and Noncompliance*) below.

DISPUTE RESOLUTION

14. Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with the objecting party(ies) to resolve the objection. If FHWA determines, within 30 days, that such objection(s) cannot be resolved, FHWA will:

    A. Forward all documentation relevant to the dispute to the Advisory Council on Historic Preservation (the Council) in accordance with 36 CFR Section 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to the MOA, will be taken into account by FHWA in reaching a final decision regarding the dispute.

    B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA may render a decision regarding the dispute. In reaching its decision, FHWA will take into account all comments regarding the dispute from the others parties to the MOA (LaDOTD, SHPO, and MPO).

    C. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged. FHWA will notify all parties of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. FHWA's decision will be final.

AMENDMENTS AND NONCOMPLIANCE

15. If any signatory to this MOA, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR §§800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the Advisory Council on Historic Preservation. If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation 16 (*Termination*) below.

TERMINATION

16. If this MOA is not amended following the consultation set out in Stipulation 14 (*Dispute Resolution*), it may be terminated by any signatory or invited signatory. Within 30 days following termination, the FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR §800.6(c)(1) or request the comments of the Advisory Council on Historic Preservation under 36 CFR §800.7(a) and proceed accordingly.

Execution of this Memorandum of Agreement by FHWA, LaDOTD, and the Louisiana SHPO with concurrence from the MPO, the submission of documentation and filing of this Memorandum of Agreement with the Council pursuant to 36 CFR Section 800.6(b)(1)(iv) prior to LaDOTD's approval of this undertaking, and implementation of its terms evidence that FHWA has taken into account the effects of the proposed I-49 Connector on historic properties and afforded the Council an opportunity to comment.

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

William A Sussmann **Date:** 7/11/02

William A. Sussmann
Division Administrator

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (LaDOTD)

Date: 6-21-02

Kam K. Movassaghi, Ph.D., P.E.
Secretary

LOUISIANA STATE HISTORIC PRESERVATION OFFICER (SHPO)

Laurel Wyckoff **Date:** 7/10/02

Laurel Wyckoff
State Historic Preservation Officer

ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP)

John M. Fowler **Date:** 7/31/02

John Fowler
Executive Director

CONCURRING PARTY:

LAFAYETTE METROPOLITAN PLANNING ORGANIZATION (MPO)

MPO CITIZEN ADVISORY COMMITTEE

Elaine A. Abell **Date:** 6/14/02

Elaine Abell, Chair

MPO TRANSPORTATION TECHNICAL COMMITTEE

Gregory M. Roberts, A.A.E. **Date:** 06.13.2002

Greg Roberts, Chair

MPO TRANSPORTATION POLICY COMMITTEE

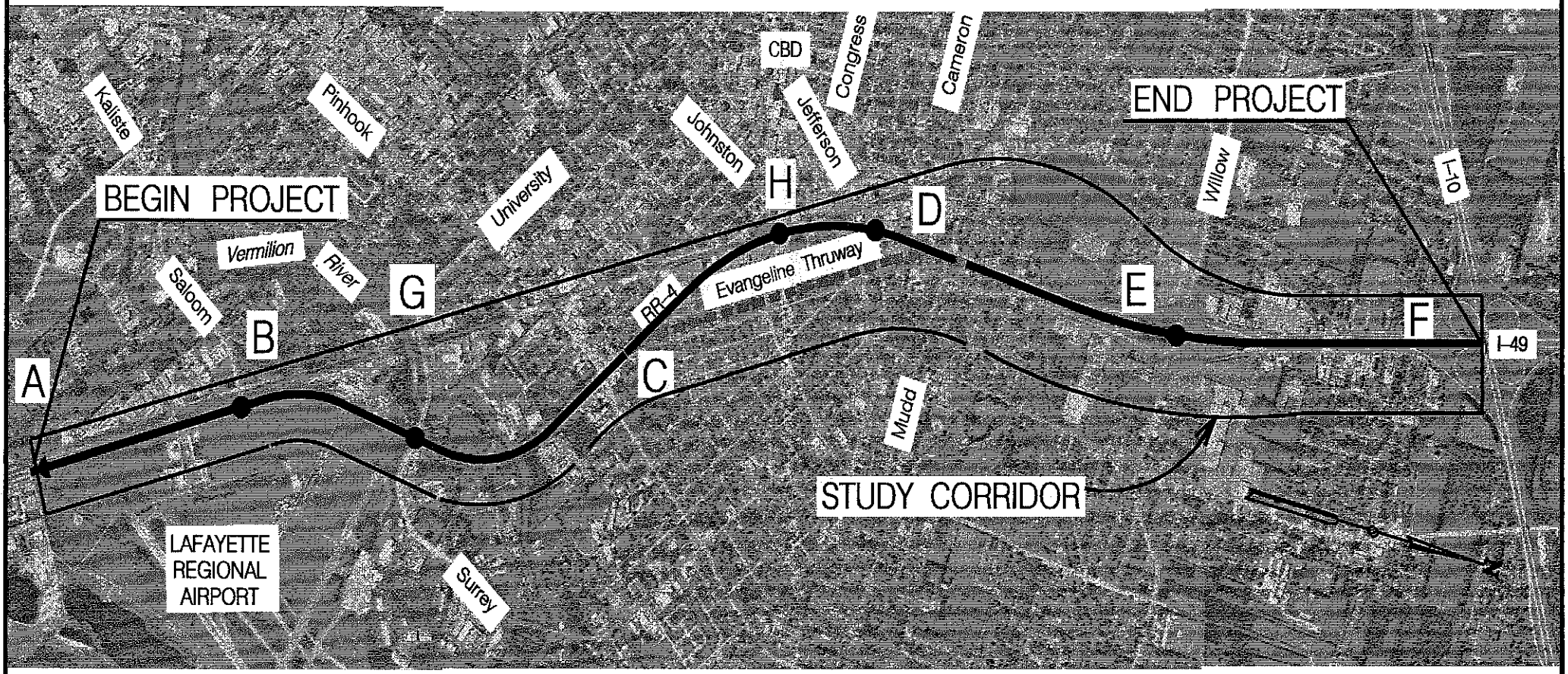
William H. McElligot **Date:** 6/13/02

Bill McElligot, Chair

LAFAYETTE CITY-PARISH PLANNING COMMISSION

Fred Prejean **Date:** 6-14-02

Fred Prejean, Chair



Legend

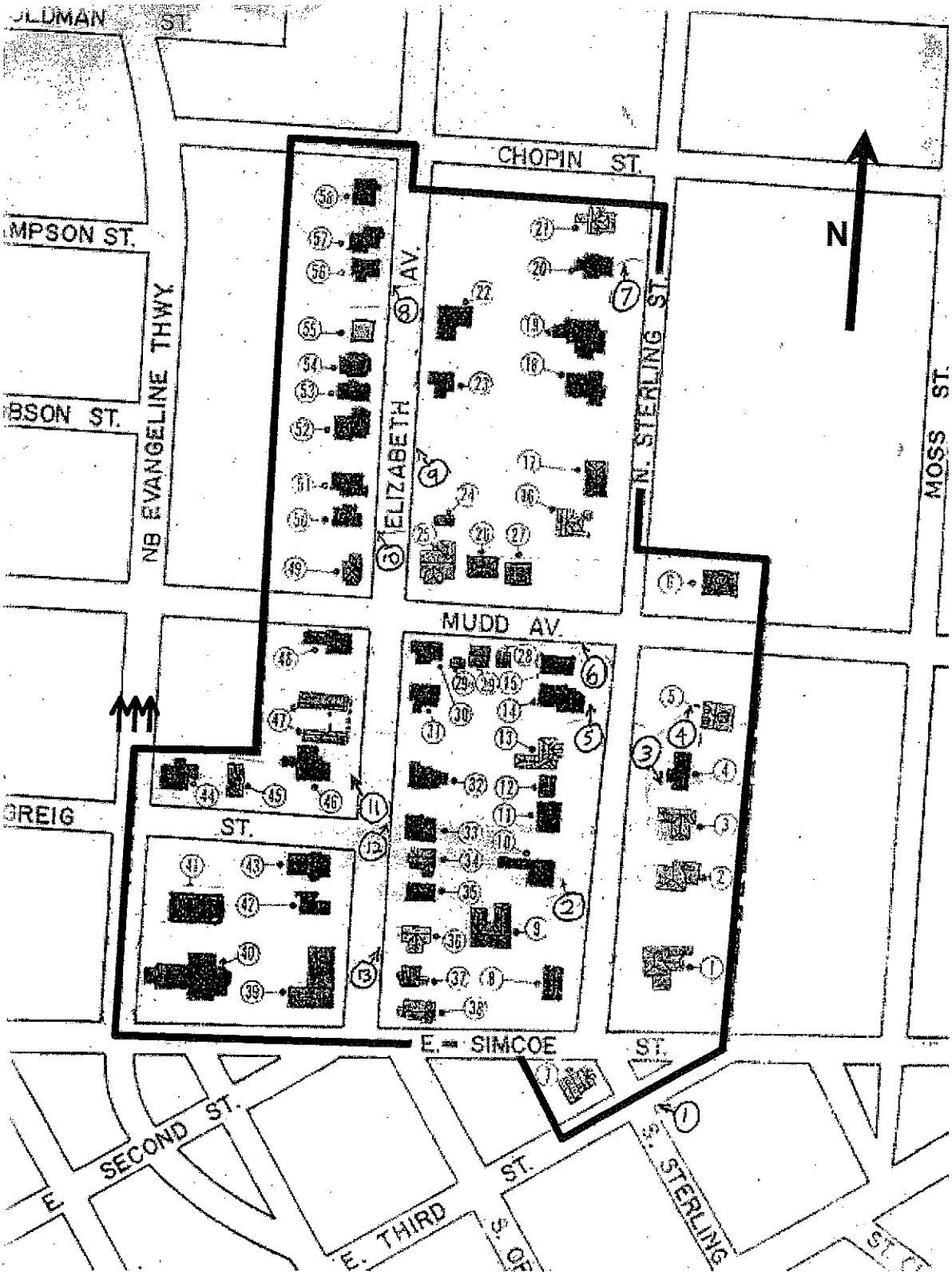
- Proposed Interchange
- Existing Alignment
- Selected Alignment (RR-4 Elevated)

Exhibit 1

I-49 CONNECTOR
SELECTED ALTERNATIVE

Exhibit 2-b

STERLING GROVE HISTORIC DISTRICT



APPENDIX A:

PLAN OF ARCHAEOLOGICAL INVESTIGATIONS FOR THE SELECTED ALTERNATIVE OF THE I-49 CONNECTOR, LAFAYETTE, LOUISIANA

STATE PROJECT NO. 700-24-0073

FAP NO. DE-0009 (802)

PREPARED BY
THURSTON H.G. HAHN III
AND DAVID B. KELLEY

SUBMITTED TO

HNTB CORPORATION
BATON ROUGE, LOUISIANA

SUBMITTED BY

COASTAL ENVIRONMENTS, INC.
BATON ROUGE, LOUISIANA

DAVID B. KELLEY
PRINCIPAL INVESTIGATOR

JANUARY 2002

Plan of Archaeological Investigations

Rather than acquiring right-of-way for the I-49 Connector corridor all at one time near the onset of project activities, it is planned that the LaDOTD will implement a corridor preservation plan that would occur over time. The term "corridor preservation," or CP, refers to any techniques that state and local governments use to protect existing transportation corridors or planned corridors from inconsistent development, in an effort to minimize negative environmental, social, or economic impacts. Corridor preservation tools include, but are not limited to:

* Annexation or development agreements (land owner agreements)
* Regulating the use of such land (land use regulations)
* Acquiring property rights within a corridor (land acquisition)

Under the corridor preservation plan, LaDOTD will acquire right-of-way for the I-49 Connector as funding for the project becomes available. Consequently, land acquisition for the project may occur over a period of several years.

Phase I Survey

The first phase of the study will consist of a comprehensive review of the literature and records related to previous archaeological, geomorphological, and historical research in the larger study area. This will include a careful search of the published and contract literature on the prehistory and history of the region as well as archaeological site files and other data maintained by the DOA. In addition, historic maps and photographs will be examined to provide an overview of settlement within the project area during the historic period. At a minimum, this research will establish the national, regional, and local context necessary to assess the historical and archaeological significance of all known or anticipated cultural resources located in the project area. The distribution of archaeological sites and their proximity to the project's area of potential effect (APE) and all previous activities affecting

land-use patterns and the state of preservation of known or predicted resources will be examined and presented in terms of the I-49 Connector project area.

Extensive urban development within the I-49 Connector corridor limits the types of archaeological field methods that may be utilized during the course of the Phase I survey. Where possible, pedestrian surveys and systematic shovel testing will be performed; in other areas, mechanical excavations will be necessary. Because virtually the entire I-49 Connector corridor was developed prior to 1950, the entire right-of-way will be treated as a high probability area and shovel tests excavated at 30-m intervals where field conditions allow. All shovel tests will be excavated to a depth of 100 cmbs or until sterile subsoils are encountered, whichever comes first. Conditions permitting, all removed soil will be screened through 1/4-in hard mesh screen. If heavy clay soils are encountered, all soil will be carefully trowelled through for artifacts. The stratigraphy, soil characteristics, and a description of artifacts will be recorded for all positive shovel tests. All excavations will be backfilled upon completion of the recordation process.

Because existing conditions (i.e., dwellings, businesses, sidewalks, parking areas, etc.) severely limit the implementation of systematic shovel testing within the I-49 Connector corridor, mechanical excavators (i.e., backhoes, bulldozers, trackhoes) will be necessary to adequately examine much of the project area. Mechanical excavations will be guided through the use of large-scale historic maps (i.e., Sanborn Fire Insurance Company maps) overlaid onto modern aerials. In this way it will be possible to identify those areas most likely to contain archaeological features or deposits of interest and to quickly examine those areas. In areas that require mechanical excavations, the excavations will be conducted until intact cultural features or sterile subsoils are encountered. All mechanical excavations will be carefully monitored and sample artifact collections made. Artifact collections will be made in an effort to determine the nature, age, and cultural affiliation of all features and cultural strata that are encountered during the course of those excavations. Should artifact bearing features be encountered, they will be examined only to the extent necessary to assess

their age and function. All excavations will be backfilled upon completion of the recordation process.

Mechanical excavations would be difficult, if not impossible, to conduct prior to right-of-way acquisition due to the degree of property disturbance involved. Given the anticipated gradual nature of right-of-way acquisition under the corridor preservation plan, however, it will not be practicable to wait until the entire right-of-way is acquired prior to the initiation of the Phase I survey as protracted delays may result in disturbances to the cultural resources due to uncontrolled access. Instead, the archaeological survey and site evaluation will be conducted in four stages tied to benchmarks in right-of-way acquisition—25 percent, 50 percent, 75 percent and 100 percent. Phase I surveys will be completed once each benchmark is achieved. For example, once 25 percent of the right-of-way have been acquired, that portion of the project area will be surveyed and any sites located there evaluated.

If archaeological sites are discovered during the Phase I survey, they will be subjected to a specific set of investigative techniques, which will include surface collecting and shovel testing and/or mechanical excavation in order to assess each site's horizontal and vertical limits. Artifact collections will be made in an effort to determine the nature, age, and cultural affiliation of all features and cultural strata that are encountered. Photographs, drawings, and sketch maps will be made to document each site. This research should, in most cases, provide data relative to the age and function of the site, its stratigraphic context and integrity. These data will permit a preliminary assessment of each site's potential significance in terms of eligibility for nomination to the NRHP to be made. In general, the results of the survey can be expected to identify some sites that are significant, others that are not significant, and a third group for which additional information is required to make an assessment.

Upon the completion of each stage of the Phase I survey, a management summary will be submitted to LaDOTD. Preliminary site assessments and discussions of the potential project impacts for all cultural resources within the corresponding portion of the project area

will be provided in the management summary. Recommendations for future treatment of significant and potentially significant resources will also be provided in the management summary. The management summary will provide sufficient information for DOA and LaDOTD review, and will allow the project to proceed in a timely fashion while other aspects of the project are addressed. In addition to the management summary, two copies of a site form for each archaeological site examined will be submitted to the LaDOTD.

Phase II Site Testing

Should additional information be required to make an assessment of an archaeological site, Phase II site testing will be undertaken at the site. The main thrust of the Phase II study is to examine each property sufficiently to assess its significance in terms of National Register eligibility through guidelines established by the National Park Service (1991). Like the Phase I survey, the Phase II investigations will be completed in stages tied to benchmarks in right-of-way acquisition—25 percent, 50 percent, 75 percent and 100 percent. Phase I and Phase II results for each stage of completion will be presented in a single report focused on that stage.

Because of the developed nature of the I-49 Connector corridor, the field techniques needed to adequately assess the NRHP eligibility of any given site may vary greatly. In general, it is anticipated that both mechanical and hand excavations will be necessary. All mechanical excavations will be undertaken until intact cultural features or sterile subsoils are encountered. All such excavations will be carefully monitored and artifacts collected where appropriate. All hand-excavated units will be excavated by natural stratigraphy to sterile soil if possible. If it is not possible to conduct the excavations by natural stratigraphic layers, excavation will be conducted in arbitrary 10-cm levels. All soil removed during these investigations will be screened through $^{1}/_{4}$- and $^{1}/_{8}$-in-hard-mesh screen. Additionally, floatation samples will be taken where appropriate. Samples will also be taken, where appropriate, for pollen analysis and C^{14} dating. In addition to the excavations, each site will be surveyed to produce a scaled map depicting the topography, site boundaries, artifact

concentrations, site features, excavations (including shovel tests, auger tests, etc.), and landscape features. All excavations will be backfilled upon completion of site testing.

Artifact collections will be made in an effort to determine the nature, age, and cultural affiliation of all features and cultural strata that are encountered during the course of the excavations. Field notes, recording provenience data, stratigraphic data, and other detailed, site-specific information, will be maintained. Additionally, all cultural features will be photographed. Finally, a permanent datum will be established at each site that is determined to be potentially eligible for inclusion on the NRHP.

Upon completion of the Phase II fieldwork for each stage of the project, a management summary will be submitted to LaDOTD. Preliminary site assessments and discussions of the potential project impacts for all tested cultural resources within the corresponding portion of the project area will be provided in the management summary. The management summary will provide sufficient information for DOA and LaDOTD review of each tested site's NRHP eligibility. All recovered artifacts will be processed according to the DOA's *Standards and Guidelines for Curation of Archaeological Collections*.

The results of the background research, Phase I and II fieldwork and the analyses of the artifacts recovered from each stage of the project will be combined into a professional quality report that meets or exceeds all standards set forth in the *Cultural Resources Code of Louisiana* and by the DOA. Five copies of each draft report will be submitted to LaDOTD after the completion of each stage of research. Comments made by the DOA and LaDOTD will be incorporated into a preliminary final report. Two copies of the preliminary final will be produced for review by LaDOTD. Five copies of the final report will be submitted after receipt of all comments on the preliminary final.

Should NRHP eligible sites be located, project effects on those sites will be evaluated. If it is determined that the I-49 Connector project will adversely affect NRHP eligible sites and avoidance is not possible, data recovery plans will be prepared for those properties. Each

plan will provide sufficient information to guide the Phase III mitigation investigations of those sites. Five copies of each data recovery plan will be submitted to LaDOTD. Comments made by the DOA and LaDOTD will be incorporated into final data recovery plans.

Phase III Mitigation

Like the Phase I and II investigations, it will be necessary to conduct the Phase III mitigation investigations in four stages that are tied to benchmarks in right-of-way acquisition—25 percent, 50 percent, 75 percent and 100 percent. All Phase III investigations will follow the previously developed data recovery plan and will be conducted in a fashion so that the research questions presented in the plan may be adequately addressed.

The field techniques used during this phase of work may vary from site to site, but, in general, it is anticipated that both mechanical and hand excavations will be necessary. All Phase III excavations will follow the same guidelines used during the Phase II investigations.

The results of all background research pertinent to each specific site, the Phase III fieldwork and the analyses of the artifacts recovered from that work will be combined into a professional quality report that meets or exceeds all standards set forth in the *Cultural Resources Code of Louisiana* and by the DOA. A separate report will be produced for each stage of work and will contain the results of all data recovery investigations that are undertaken for that stage of work. Five copies of each draft Phase III report will be submitted to LaDOTD after the completion of each stage of fieldwork. Comments made by the DOA and LaDOTD will be incorporated into a preliminary final report. Two copies of the preliminary final will be produced for review by LaDOTD. Five copies of the final report will be submitted after receipt of all comments on the preliminary final.

Unmarked Human Burial Discovery Plan

In the event that unmarked burial sites or human skeletal remains are encountered during the course of these investigations, the provisions of the Louisiana Unmarked Human Burial Sites Preservation Act (Louisiana R.S. 8:671 through 681 and R.S. 36:209 (I) and 802.13) shall apply. Upon the discovery of such remains, activities that could further disturb the unmarked burial, human skeletal remains or associated burial artifacts will immediately cease and the local law enforcement agency and LaDOTD notified of the unmarked burial. LaDOTD will, in turn, notify the SHPO. If it is determined that the burial is not a crime scene, a specific plan for the avoidance, mitigation, excavation, and/or reinterment of those remains will be developed through consultation with the State Archaeologist, who is the Chairman of the Louisiana Unmarked Burial Sites Board, and LaDOTD. In the interim, every effort will be made to protect the remains from disturbance. All human remains will be treated with dignity and respect until they are reinterred.

Information Management System

The corridor preservation nature of the project indicates that right of way is planned to be acquired slowly over an extended period of time. As stated previously, archaeological investigations will be conducted when certain right of way benchmarks are accomplished at various stages of the right of way acquisition program. Because of this approach, a system to track the right of way acquisitions and archaeological investigations that occur (as well as many other commitments of the project that have been made as a result of the environmental studies) will be important. Maintaining continuity of project activities over time as project managers may change is essential to accomplishing the goals laid out in this Plan of Archaeological Investigations.

In order to accomplish the above, an Information Management System (IMS) will be developed specifically for the I-49 Connector project. Some of the types of information that may be maintained within this IMS include:

- Plan drawings and aerial photography depicting the proposed project and the required right of way.
- All rights of way records, including appraisals, offers, and maps. This would include an overall right of way acquisition status map that would be used to benchmark the need for archaeological investigations to ensure that they occur at the appropriate time.
- Status and results of archaeological investigations (secure location with access by authorized personnel only).
- Public information dissemination as appropriate.
- Input to development of mitigations, enhancements, and other commitments made for the I-49 Connector project.

It should be noted that the IMS may be developed to have two or more different levels of security privileges. At one level, all of the information contained in the IMS might be available to some people, for instance project managers at state and federal agencies. At a second level, lesser amounts of the information might be available to others, such as the general public. This will serve to protect sensitive archaeological information that may be acquired during the investigations. Also, it should be noted that not all of the above items or other items not listed above will be pertinent to the archaeological investigations but have been shown here to provide insight into the purpose and need for the IMS.

DEPARTMENT'S COPY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

CITY-STATE AGREEMENT
LAFAYETTE CITY-PARISH CONSOLIDATED GOVERNMENT
CORRIDOR PRESERVATION AND MANAGEMENT ACTION PROJECT
TO PRESERVE THE INTERSTATE 49 ALIGNMENT
ROUTE LA/US 90
STATE PROJECT NO. 700-24-0073
FEDERAL AID PROJECT NO. DE-0009(802), DE-0009(803), & DE-0009(804)
RIGHT OF WAY PROJECT NO. 455-01-0034, & DE-0009(802)
LAFAYETTE PARISH

THIS AGREEMENT is made and entered into in three (3) originals, effective the 1st day of April, 2002, by and between the Department of Transportation and Development of the State of Louisiana ("DOTD"), and the Lafayette City-Parish Consolidated Government ("LCG"), a political subdivision of the State of Louisiana, to cooperate for the public purpose of preservation of the I-49 Corridor for future construction of the I-49 segment through the City and Parish of Lafayette.

WHEREAS, the DOTD has undertaken and completed a draft Environmental Impact Statement Document analyzing and evaluating applicable Federal and State Environmental Regulations affected by the I-49 Connector Freeway; and

WHEREAS, DOTD and the Lafayette City-Parish Council, acting in its capacity as the Metropolitan Planning Organization for the Lafayette Metropolitan Study Area ("MPO"), have selected and identified as the "locally preferred alignment" for the Interstate 49 Connector Freeway Project through the Lafayette Urban Area, the Evangeline Thruway Corridor; and

WHEREAS, there has been significant interaction between the public, including the MPO, Citizen Advisory Committee ("CAC"), and the Transportation Technical Committee ("TTC"), the Transportation Policy Committee ("TPC"), and the University of Louisiana-Lafayette, Community Design Workshop, concerning the proposed alignment of this Project, resulting in adoption of the "Locally Preferred Alternative Alignment" for the I-49 Connector Freeway; and

WHEREAS, the DOTD and the LCG desire to execute a City-State Agreement, to develop a plan which will: 1) serve present and future public needs, 2) best promote the health, safety, order, convenience, prosperity and general welfare of the citizens of Lafayette, 3) promote efficiency and economy in the process of development, 4) make adequate provisions for traffic, and 5) promote urban design and declare the proposed Interstate 49 Connector Corridor project to be an integral part of the planning process; and

WHEREAS, because Lafayette Parish has been designated as an attainment area with a limited maintenance plan, any Federal action or Federal approval requires that a project (or project phase) be identified in the MPO's fiscally constrained transportation plan and transportation improvement program; and

WHEREAS, the parties desire to participate in an advanced corridor preservation program which will be funded by DOTD utilizing Federal-aid Highway funds, and will allow the Federal Highway Administration ("FHWA") to execute the Record of Decision for the "Corridor Preservation and Management Action Plan to Preserve the Interstate 49 Alignment" project;

NOW, THEREFORE, for and in consideration of the covenants herein contained, the parties hereto agree as follows:

ARTICLE I - PROJECT DESCRIPTION

This Project will consist generally of specific tasks and activities which will result in preservation and preparation of the Interstate 49 Connector Corridor through Lafayette, for future construction. The details of the tasks and activities are more fully described in the "Corridor Preservation and Management Action Plan to Preserve the I-49 Alignment", which is attached to this Agreement and incorporated herein by reference, with this caveat: the "Corridor" for the purposes of this Agreement shall mean only the right of way to be acquired by the Project for the alignment (the "footprint", Level I) of the Interstate 49 geographic area which lies within the City and Parish of Lafayette.

State and Federal Project Numbers have been assigned to this project as follows: State Project Numbers 700-24-0073, 455-01-0034, and Federal Aid Project Numbers DE-0009(802), DE-0009(803), and DE-0009(804).

ARTICLE II - FUNDING

Except for services hereinafter specifically listed to be furnished at the DOTD's expense or at LCG's expense, as the case may be, the cost of this project will be a joint participation between the DOTD and the FHWA, with the DOTD contributing the twenty percent match of the participating cost and the FHWA authorizing, through the DOTD, the remaining eighty per cent of the participating costs. By Amendment to this Agreement, LCG may incorporate items of work into the Project which are not eligible for Federal-Aid participation (for example, for activities outside Level I or outside LCG's priority list, or activities inside Level I which FHWA determines to be ineligible for Federal-aid participation) if it so desires, and at its own cost. Funds will be disbursed as provided in Article VI.

DOTD and LCG are committed to this project; DOTD intends to satisfy its obligations under this Agreement by including in its budget request or otherwise utilize, for each fiscal period, Federal-Aid funds sufficient to continue the project which is the subject of this Agreement. DOTD reasonably believes that funds in amounts sufficient to discharge these obligations will be obligated and made available for this purpose.

As of the effective date of this Agreement, DOTD has identified Two Million, Seven Hundred Thousand Dollars ($2,700,000.00), from Federal Surface Transportation and Uniform Relocation Assistance Act of 1987 funds, which, when combined with DOTD's match, will total approximately Three Million, Three Hundred Thousand Dollars ($3,300,000.00). After the

Record of Decision is issued, DOTD shall request FHWA to authorize a Federal Aid ROW corridor preservation project in the amount of funds available as identified above with additional obligation of Federal-aid Highway funds each fiscal year necessary to carry out this ROW preservation project for purchase of ROW in Area Level I, and specific tasks and activities defined in Article I.

DOTD shall first pay engineering costs out of the Federal-aid Highway funds, under Federal Aid Project Number DE-0009(802), up to a maximum of One Million Dollars ($1,000,000). After payment of the engineering costs, funds remaining out of the initial fund of $3,300,000.00 shall be divided into two (2) categories/ROW Projects, and expenditure of these funds shall be prioritized as follows:

Priority 1 money (estimated to be approximately $1,100,000) shall be used to purchase land and associated necessary relocations which are subject to changing land use because of impending development ("critical preservation"), under Federal-aid Project Number DE-0009(803). Priority 2 money (estimated to be approximately $1,100,000) shall be used to purchase vacant property or for hardship acquisition of property ("discretionary preservation"), under Federal-aid Project Number DE-0009(804). Each year DOTD will commit, if necessary, up to One Million Dollars ($1,000,000.00) to replenish these two (2) categories, with preference given to Priority 1 expenditures.

LCG shall provide to DOTD, no later than June of each year, beginning in 2002, an estimate of the funding that will be required to replenish the fund of money for preservation efforts during the subsequent fiscal year. Future funding for the Federal Aid ROW Corridor Preservation Project shall be provided from Federal-aid Highway High Priority funds and other regular Federal-aid Highway eligible program funds, with DOTD providing the match.

No Notice to Proceed shall be issued and no reimbursable costs may be incurred prior to a formal notification from DOTD that FHWA authorization has been received. Any costs incurred prior to such authorization will not be reimbursed.

Administrative costs of LCG, including administrative costs associated with the acquisition of right-of-way, shall be paid 100% by LCG, with no reimbursement from DOTD or FHWA. Administrative costs include items such as overhead (rent, utilities, telephone, insurance, office supplies) and employment fringe benefits granted by LCG to its employees.

ARTICLE III - RIGHT OF WAY ACQUISITION

All right-of-way acquisitions shall be made in accordance with the Uniform Relocation Assistance Act and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq.) (the "Uniform Act").

Title to the Corridor (Level I) right-of-way shall be acquired in the name of DOTD. DOTD shall pay LCG the fair market value for property which LCG already owns in Level 1, out of Priority 2 funds and in accordance with Priority 2 criteria. Parcels acquired by the LCG, as a part of the

Corridor management and preservation efforts for this Project, shall be made in accordance with the Uniform Act and the titles of the parcels acquired shall be transferred to DOTD.

Prior to acquisition of any right-of-way for which Federal-aid/State funds are used, LCG shall obtain DOTD and FHWA concurrence for each parcel proposed to be acquired.

Unless this Agreement is amended to provide otherwise, for the purpose of this project, costs incurred for parcel acquisition and related activities outside Level I are not subject to FHWA and DOTD cost reimbursement, and are not subject to this Agreement, unless the right-of-way acquisition is made to relocate the displacee from Level I.

ARTICLE IV - DBE/WBE REQUIREMENTS

It is the policy of the FHWA that small business firms owned and controlled by socially and economically disadvantaged persons and other persons defined as eligible in Title 49 Code of Federal Regulations, Part 26 (49 CFR 26) shall have maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds. Consequently, the requirements of 49 CFR 26 apply to this project.

The LCG agrees that Disadvantaged Businesses (DBE) as defined in 49 CFR 26 shall have reasonable opportunity to participate in the performance of activities subject to this Agreement and financed in whole or in part with Federal funds. LCG shall not discriminate on the basis of race, color, national origin or sex in the performance of this Agreement.

This Policy and DBE obligation shall apply to this project and shall be included in the requirements on any contract or subcontract. Failure to carry out the requirements set forth therein shall constitute a breach of this Agreement and, after notification by DOTD, may result in termination of this agreement by DOTD or other such remedy as DOTD deems appropriate.

ARTICLE V - INCIDENTAL COSTS

Incidental and administrative project costs (those items not contemplated by this Agreement) shall be paid by the party that incurred the costs. Such costs would include, but not be limited to, overhead and employee fringe benefits, minor items of expense which are consumed in the project, or those which would not normally be itemized as a project cost, and the like.

ARTICLE VI - COST REIMBURSEMENTS

The DOTD will reimburse LCG on a cost-incurred reimbursable basis, those costs eligible for participation under this Agreement upon presentation by LCG to DOTD of certified invoices evidencing costs incurred. All such costs shall be subject to verification, adjustment and/or settlement by the DOTD's Audit Officer. DOTD anticipates that reimbursement to LCG will occur within 90 days; however, this time may be extended due to delays associated with audit of the expenses.

DOTD will reimburse LCG the amount paid for eligible activities and property at the time acquired, rather than the value at the (later) time of reimbursement.

LCG shall reimburse the DOTD amounts which may be cited by the FHWA or DOTD due to LCG's noncompliance with Federal/State laws and/or regulations. The cited amounts reimbursed by LCG will be returned to LCG upon clearance of the citation(s).

Should LCG fail to reimburse the DOTD the cited amounts within a sixty (60) day period after notification, future payment requests from LCG will be held until the cited amount is exceeded at which time the amount over and above the cited amount(s) will be released for payment. Additionally, no new Federally-funded projects within the Lafayette area will be approved until such time as the cited amount is reimbursed to the DOTD.

ARTICLE VII - COST RECORDS

LCG and all others employed by it in connection with this project shall maintain books, documents, papers, accounting records and other evidence pertaining to cost incurred relative to this project and shall keep such material available at their respective offices at reasonable times during the contract period and for five (5) years from the date of final payment under the project, for inspection by the DOTD and/or Legislative Auditor, the FHWA or any authorized representative of the Federal Government under State and Federal Regulations effective as of the date of this Agreement, and copies thereof shall be furnished if requested.

ARTICLE VIII - CANCELLATION

The terms of this Agreement shall be binding upon the parties hereto until all required right-of-way for the Corridor Level I has been acquired and all payments required to be made to LCG have been made; but this agreement may be terminated under either of the following conditions:

1. By mutual agreement and consent of the parties hereto.

2. By the DOTD due to the withdrawal of State or Federal funding for the project.

3. By the LCG due to inadequate monetary appropriations to fund the project.

ARTICLE IX - PROJECT RESPONSIBILITY

DOTD and LCG each, respectively, agree to undertake activities and tasks set forth in this Agreement, and agree to work with each other in a spirit of cooperation in order to carry out the purposes and intent of this Agreement.

ARTICLE X - CIVIL RIGHTS

LCG agrees that the project will be developed in full, in accordance with the principles and intent contained in the DOTD's latest Title VI Plan (Phase I) and that the same or closely related procedures providing for involvement of the LCG designated civil rights specialist in appropriate

key stages of project development as identified in the aforementioned Title VI Plan, will be followed.

Further, LCG agrees that its own employment policies and practices will afford fair and nondiscriminatory employment opportunities to all employees and applicants for employment and that a viable affirmative action program is maintained in the interest of increasing employment opportunities for minorities, women and other disadvantaged persons. It is understood that LCG, as a recipient of federal financial assistance under this agreement, is subject to monitoring and review of its civil rights activities by the DOTD and agrees to

cooperate with DOTD officials in the achievement of civil rights objectives prescribed in the Agreement and in any contracts resulting herefrom.

ARTICLE XI - NOTICES

All notices required or desired to be given by either party to the other shall be given by United States Mail postage prepaid or hand delivery to the other party as follows:

DOTD: Secretary, DOTD (currently Kam K. Movassaghi, Ph.D., P.E.)
P.O. Box 94245
Baton Rouge, LA 70804-9245

LCG: Director of Traffic & Transportation (currently Mr. Tony Tramel)
Lafayette City-Parish Consolidated Government
P.O. Box 4017-C
Lafayette, LA 70502.

ARTICLE XII - PUBLIC PURPOSE

The parties hereby stipulate and agree that the benefits to be provided under the terms of this Agreement are provided solely for the public purposes set forth herein and that such public purposes are in accordance with provisions of applicable Local, State, and Federal law.

ARTICLE XIII- FEDERAL PROVISIONS

LCG agrees that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth in 23 CFR, Part 630, Subpart C, Appendix A, which is incorporated herein by reference.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written.

WITNESSES:

Witness for First Party

Witness for First Party

LAFAYETTE CONSOLIDATED GOVERNMENT

BY: _____
Walter S. Comeaux, Jr.

TITLE: City Parish President

Witness for Second Party

Witness for Second Party

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

BY: _____
Kam K. Movassaghi, Ph.D., P.E.
Secretary

RECOMMENDED FOR APPROVAL

BY: _____
William H. Temple
Chief Engineer

APPROVED AS TO FORM: 3/21/02
LA. DOTD GENERAL COUNSEL'S OFFICE

Original Signature Copy 1 of 5

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Corridor Preservation and Management Action Plan to Preserve the I-49 Alignment

prepared by

Lafayette Consolidated Government
Traffic & Transportation Department



Metropolitan Planning Organization
Comprehensive Planning Divison

An Attachment:
City-State Agreement
between
State of Louisiana
Department of Transportation and Development
and
Lafayette City-Parish Consolidated Government
being the
Corridor Preservation and Management Action Project
To Preserve the Interstate 49 Alignment
Route La/US 90
State Project No. 700-24-0073
Federal Aid Project No. DE-0009(802), DE-0009(803), & DE-0009(804)
Right of Way Project No. 455-01-0034, & DE-0009(802)
Lafayette Parish

March 5, 2002
Project No. 29180-002

0.0 Executive Summary

The Corridor Preservation and Management Action Plan to Preserve I-49, as its name suggests, seeks to preserve a transportation corridor and then manage that corridor through a series of actions.

These actions are shared between local government (Lafayette Consolidated Government), the Louisiana Department of Transportation and Development (La DOTD), and the Federal Highway Administration (FHWA).

The necessity of the Plan is based on the Interstate's proposed route which traverse through much of the oldest part of the City of Lafayette, Louisiana.

The Plan is composed of main 12 components which taken together constitute the Action Plan:

(1) Mapping of the proposed corridor is divided into three phases:
  (1.1) Phase 1 maps proposed boundaries on existing paper maps.
  (1.2) Phase 2 maps existing digital roadway centerlines, aerial photograph, and tax data.
  (1.3) Phase 3 utilizes field survey data merged with the data collected in Phase 2.
(2) Public notification contacts property owners within the mapped corridor.
(3) A LCG administrative services regulate Corridor permitting and expenditures.
(4) An Economic Redevelopment Plan mitigates and enhance the corridor's positive impacts.
(5) A Land Bank Plan manages real estate for redevelopment and facility construction.
(6) A Setback Plan regulates land use near the actual transportation facilities.
(7) An Overlay Zoning Plan regulates corridor land use, residential and commercial activity.
(8) A Linear Green Space Concept Plan utilizes landscaping, pathways and lighting in the Corridor.
(9) The Housing Stock Preservation Plan seeks to preserve existing dwellings in the Corridor.
(10) The Housing Prototype Plan builds model replacement for displacements.
(11) The Tax Abatement Plan utilizes property tax policies to enhance other project activities.
(12) A Redevelopment Rights Plan transfers land use rights between parcels.

0.1 Introduction

The Corridor Preservation Ordinance [1] was submitted for consideration to the Lafayette Parish-City Council in January, 2001 and was adopted on March 6, 2001. The document constitutes the "Council's Plan" which seeks to preserve and prepare the Interstate 49 Connector Corridor for future use. The purpose of this document is to present and develop an "Action Plan" which implements the Council's Plan in terms of specific tasks and activities.[2] The Action Plan is being written in response to the FHWA request for a more detailed schedule of the Council's Plan. This particular draft has cost projections through month 26 of the plan from initial start of the plan's operation.

In Section 3, the ordinance paragraphs [3]are differentiated into 7 main groups based on the similarity of tasks and activities. Each of these groups of paragraphs can be thought of as themes containing similar elements which can be discussed together. These themes are:

(1) Design Principles [4]
(2) Administrative Tasks [5]
(3) Expenditures and Budgeting [6]

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[1] The official designation of the ordinance is "An Ordinance of the Lafayette City -Parish Council Directing the Department of Traffic and Transportation to Formulate the Interstate 49 Connector Corridor Preservation and Management Plan and to Generally Provide Therefore" (Ordinance No. 0-043-2001). A resolution with many of the same provisions was approved on July 5, 2000 being named and numbered as "A Resolution of the Lafayette City - Parish Council Directing the Director of the Department of Traffic and Transportation to Implement Certain Policies, Procedures and Mechanisms for the Protection and Preservation of the Interstate 49 South Connector Corridor and to Generally Provide Thereof" (Resolution No. R-037-2000).

[2] We are following the proposal that a plan to be effective should represent the views of the elected officials of local government. See T.J. Kent, Jr. **The Urban General Plan** San Francisco: Chandler Publishing Co. 1964. Hereinafter, references to the "Plan" refers to the Action Plan while particular references to the Council Plan will be made by its particular name.

[3] The individual components of the ordinance are referenced hereinafter by reference to a particular paragraph in Section 3 and its number: i.e. Paragraph 1.

[4] See Paragraphs 1, 2, 3, 5, 6, 11, and 12.

[5] See Paragraphs 13, 14, 15,16, and 18a.

[6] See Paragraphs 18b, 20, 21, 22, 23, 24, 25, 30, 34, and 35

(4) Public Information Activities [7]
(5) Mapping Projects [8]
(6) Supplementary Plans [9]
(7) Discretionary Powers [10]

These themes can defined as components of the "Action Plan". The design principles are basic concepts that should underlay and form the basis of the Action Plan. The administrative tasks are primarily activities which process and document information as it is utilized by individual citizens who transact business with Lafayette Consolidated Government (LCG). The expenditure and budgeting activities reflect the cost and revenues that are utilized by the Plan. The public information section describes citizens who have an interest in receiving and distributing information about the Plan. The mapping project section describes the process by which the boundaries, and effected neighborhoods are delineated. Subsidiary plans describe other yet unwritten specialized individual plans which deal with particular issues that will be addressed in future phases. The final theme describes the discretionary powers of the Director of Traffic and Transportation in implementing these plans. A concluding section deals with an implementation schedule.

0.2 Basic Definitions

There are three geographic areas located within the Corridor as illustrated by Sheet 1, Schematic Drawing, Corridor Preservation Concepts. The Area Level I is the right of way to be acquired by the project.[11] The Area Level II area is un-named in the ordinance which is the zone 500 feet outward from the right of way line on either side of the roadway. This is the area where the bulk of the non-transportation improvements will occur. The Area Level III is the adjacent neighborhoods being impacted. The Area of Influence, which includes these three areas, has a specific boundary as described in Appendix 1.0 containing a legal description of its boundaries and as illustrated by Sheet 2, Area of Influence of the Interstate 49 Corridor. These boundaries are generally taken to be those found in the publication, titled "The Lafayette I-49 Connector Project" known locally as the "Blue Book", a publication by the Community Design Workshop of the

[7] See Paragraphs 4 and 7.

[8] See Paragraphs 7, 8, 9, 10, 27.

[9] See Paragraphs 19, 26, 28, 29, 31, 32.

[10] See Paragraphs 33.

[11] The reference in Paragraph 12 is to the "actual right of way (footprint)". Hereinafter, the right of way, footprint and Area Level I are used synonymously.

University of Louisiana - Lafayette.[12] The three areas may also be termed the "Interstate 49 Connector Corridor" or more simply the "Corridor".

1.0 Design Principles

There are six design principals in the Council's Plan which are likely to be found in any good planning document. The design principles do not require specific steps to be taken. Rather, they should act as guides or rules of thumb to evaluate the themes as the Plan is developed. In general, these policies request that the best interest of the public is served, that facility construction is compatible and integrated with other long range transportation facilities being planned, that orderly development of real estate property occurs, and that the Corridor Plan is integrated into other components of the Lafayette IN a Century (LINC) Comprehensive Plan. These principles are not just idle statements. Rather, these principles underlay how this Plan might work. An example of how these principles are to be applied is discussed in Section 3.3.

The first principle [13] requires that the best interest of the public be at the core of the Plan. The Plan resulting from the implementation of the ordinance is required to produce roadways which are harmonious, orderly, efficient, safe, and convenient.

The second principle [14] requires that the roadway facilities and its right of ways are compatible with long range development within the parish.

Similarly, the third principle [15] requires that the Corridor be harmoniously integrated into the Consolidated Thoroughfare Plan (CTP) which describes the future roadway network when it is fully realized. The Action Plan and the CTP when considered together should foster and preserve the public health, safety, comfort, and welfare of the parish.

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[12] Thomas C. Sammons et al, **Lafayette I-49 Connector Project**, University of Louisiana- Lafayette and Lafayette Consolidated Government Metropolitan Planning Organization: 1999. Hereinafter referred to as Sammons et al 1999. Particular page numbers cited by placement after a colon as in Sammons et al 1999:27.

[13] See Paragraph 1.

[14] See Paragraph 2.

[15] See Paragraph 3.

The fourth principle [16] requires that adequate provision be made for the future development of property in an orderly, logical, and intelligent manner.

The fifth principle [17] requires that the corridor property adjacent to the right of way be redeveloped in a manner that is consistent and compatible with the planned roadway and enhancement facilities.

The sixth principle [18] requires that consideration be given to the Plan and its integration into the Lafayette IN a Century (LINC) Comprehensive Plan as of the date of this Plan's draft.

2.0 Administrative Tasks

There are two distinct sets of administrative procedures to be instituted.[19] First, a system is established so that citizens applying for building permits, zoning changes, and subdivision of land are notified of the Plan. A second system is also established such that persons involved with real property transactions within the Corridor are notified of the Plan. The LCG Director of Traffic and Transportation is the responsible party to insure that these two systems adequately inform effected parties.

2.1 Building Permits, Zoning Changes, and Subdivision of Land

The LCG Department of Planning Zoning and Codes (PZC) is the agency with purview over building permits, zoning changes, and subdivision of land. Before a transaction for a building permit, zoning change or subdivision of property may occur, the administrative personnel in PZC will check the databases, paper maps, and Geographic Information Systems (GIS) to determine if a transaction is within the Corridor. These maps and associated data are further described in Section 5.0, Mapping Projects.

Once a property parcel within the Area Level I (right of way) and Area Level II are identified, the following steps will be taken:

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[16] See Paragraph 5.

[17] See Paragraph 6.

[18] See Paragraph 11.

[19] See Paragraphs 13, 14, 15, 16, 18a.

(1) A notice will be attached to LCG documentation with the following wording "This parcel is within the Interstate 49 Connector Corridor and may be subject to expropriation, building restrictions, zoning limitations on land use, and/or limitation of parcel division".

(2) The person receiving the above notice will receive an information packet described in Section 4.0, Information Packet.

2.2 Real Property Transactions

The Lafayette Parish Clerk of Court is charged with maintaining records of property transactions within the Parish. These transactions include not only the buying and selling of land, but also filing of easements, mortgages, public service right of ways, and other servitudes. At the present time,[20] the records are indexed by two separate methods: the vendor index tracks the name of seller while the vendee identifies the name of the buyer.

Using the Lafayette Parish Tax Assessor records, an identification can be made of the property owners using the site address of a residential and business property. At present, approximately 4600 individual parcels are within the Area of Influence (Area Level I, II and III as documented in Table 4.1). Roughly one-half of these parcels (i.e. 2300) in are in Area Level I and II. Once a final list of property owners within Area Level I and II has been identified (as described in Section 5.0, Mapping Project), these landowners will be contacted and their property identified within the Clerk of Court records such that:

(1) Each of these landowners will receive a registered US Postal Service mailed information packet describing the project as described in Section 4.0, Information Packet. The end result is that the owner is individually notified.

(2) The Clerk of Court records will reflect an individual transaction listing LCG (the vendor) as having contacted by non-registered mail each individual corridor property owner (the vendee). The end result is that anyone tracking vendor or vendee transactions to determine valid title will encounter a notice that the parcel is within the Corridor. Records are typically checked backwards to determine if the real estate title is without defects over periods of time ranging from one to fifty years or more. Thus, only one notice needs to be posted so subsequent transactions are flagged as being within the Corridor. This is a similar approach to utility right of ways. Although the owner may change, only the current owner in one moment in time is listed in the vendor indexes.

[20] A GIS is in development for Clerk of Court but its final structure and date of completion are unknown at the time of this writing. These documents are planned to be cross referenced to Tax Assessor records.

In order to facilitate the identification of property owners, the Clerk of Court will receive two lists which will be filed in the official records of the parish.

(A) The first list is sorted alphabetically by the owner's last name and then by the owner's first name attached to a description of the site address of the property and its assessment number; and
(B) The second list is sorted alphabetically by the owner's site street name and then by the municipal number attached to an owner's name and assessment number.

2.3 Contacting Rental Residents

A similar procedure is used to contact a portion of the approximately 1600 rental residents (as estimated in Table 4.1) located within the Area Level I, II and III. Roughly half of these residents (i.e. 800) are inhabitants of structures within Area Level I and II . These 800 or so residents will receive the same mailed notices as property owners. However, no records of this transaction will be filed with the Clerk of Court which typically maintains records of property (and not residential rental) transactions.

3.0 Expenditures and Budgeting

There are four sources of revenues for project expenditures in the Council's plan. The first source is potential funding sources which will be identified for the acquisition of land from federal, state and non-governmental grant programs.[21] A second source is Federal Aid Highway Project and State of Louisiana funds.[22] A third source is US Housing and Urban Development funds.[23] The fourth and final source is local funding.[24]

3.1 Identifying Potential Sources

The LCG Department of Traffic and Transportation will seek to find private as well as local, state, and federal government grants that will provide funds for the acquisition of land. Additional discussion of a supplementary plan dealing with identification and management of grants is discussed in Section 6.0 and its subsections.

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[21] See paragraphs 18b.

[22] See paragraphs 30.

[23] See paragraphs 20, 21, 22, 23, 24, 25.

[24] See paragraphs 34, and 35.

3.2 Federal Aid Highway Project Funds

The Federal Aid Highway Project funds are administered in the state by La DOTD. These funds will be made available on a cost reimbursable basis and in accordance with the City-State Agreement. The funds will be used, as a first priority for "critical preservation": to acquire property and associated relocations in Level Area I, which would be incompatible with the overall corridor plan. As a second priority for "discretionary preservation", parcels would be purchased amicably in Level I with residual funds not expended for critical preservation. Further discussion of this topic is placed in Section 6.0 as well as its subsections.

3.3 US Housing and Urban Development Funds

LCG receives US Housing and Urban Development (HUD) funds for various capital improvements as well as social service delivery systems. These funds are administered by the LCG Community Development Department which manages community development block grant funds. These funds are presently used primarily for housing rehabilitation and asphalt overlay construction project as well as social service delivery dealing with public and mental health. LCG Community Development Department also receives HUD grants primarily associated with housing: HOME Investment Partnerships Program, Emergency Shelter Grants(ESG), and Housing Opportunities for Person with AIDS Program (HOPWA). LCG Community Development Department also sponsors indirectly and partially funds several Community Housing Development Organizations (CHDO) which are non-profit corporations that package and coordinate loans. The CHDO's also serves as clearing houses for information for low income housing opportunities as exampled by Lafayette Neighborhood Economic Development Corporation loans. These funds are for business loans and residential housing loans. As a separate program and indirectly controlled by LCG, the Lafayette Public Housing Authority also manages not only project housing (which is located in the Corridor) as well as Section 8 rental grants which are used throughout the parish and the Corridor.

This proposed Plan seeks to expend these funds prudently within the Corridor following the design principles described in Section 1.0 in order that expenditures are compatible with the planned use of the Corridor. In general, these design principles require application in specific circumstances. The best interest of the general public is served; for example when no one segment of the population will be given an advantage. Rather, there is an assumption that a single public consensus will serve most, if not all, participants. Thus, the business community will not be favored over the residential community. Additionally, the various components of the LINC Comprehensive Plan may impact the Corridor as the entire parish seeks to develop a long range plan that influences a whole range of services. Thus, the Corridor may play an important part in providing open recreational space as well as economic development. Thus, there must be a balance between the needs of the Interstate 49 Corridor versus the entire parish. Moreover, another design principle is that facility

construction is compatible and integrated with other long range transportation facilities being planned. This means, for example, that residential structures in close proximity to the proposed roadway will be discouraged due to issues relating to noise and land use incompatibility. Furthermore, the orderly development of real estate property must be accommodated. If parcels are being amalgamated and assembled into larger tracts, then access to local streets and other transportation facilities are to be planned for the entire tract. If on the other hand land assembly is not occurring within an area, then good access to these local streets for each parcel will be preserved.

3.4 Local Funding

There are two sources of local funding: on-going budgeting which allocates funds on an annual basis and special allocations which allocates funds one a one time basis or set number of phases. These expenditures may be supplemented by FHWA funds as administered by La DOTD. The relationship of these funds is discussed in Section 3.42, (particularly in Tables 34.2-A and 34.2-B) and in Section 6.2.

3.41 Operation and Maintenance Expenditures and Capital Expenditures

As used locally for budgeting, O & M (operation and maintenance) expenditures fund ongoing costs associated with government while capital spending pertains to construction of new facilities or the purchase of new equipment. The implementation of the Council's Plan can be handled with internal memos between the Director of Traffic and Transportation and the other departments of LCG, particularly Administrative Services (which handles budgeting). This procedure will allow information distribution and special consideration by other LCG departments to be identified such that:

(a) Expenditures within the Area Level I (right of way) will be performed so as to be compatible with the Plan which foresees massive construction and utility relocation;

(b) Expenditures within the Area Level II and Area Level III will be performed so as to be compatible with the Corridor Plan which foresees LCG investments in community enhancements and improvements; and

(c) Mandatory review of projects will be proposed such that projects implemented by other departments within the Corridor are reviewed by the Director of Traffic and Transportation so as to seek compatibility with the Action Plan and fulfill the position's mandate as being responsible for the distribution of information relating to building code

approval, zoning changes and subdivision of property [25].

(d) The Director of Traffic and Transportation's recommendations on reviewed projects within Area Level I and II will be forwarded to the Lafayette Parish Planning Commission, pertinent advisory committee, and/or the current administration for action. The ultimate responsibility for the implementation of the recommendations would lie with the various operational departments and not the Director.

3.42 Special Local Allocations

Beyond ongoing budgeting, LCG has initially programmed $2,000,000 within its FY2001-2002 budget document pro forma for certain items identified by the Community Design Workshop in the Blue Book. These design features are identified by reference in the Draft Environmental Impact Statement (DEIS) and by local ordinance. The data from the DEIS and from the relevant paragraphs are summarized and presented below in Table 3.42 -A and Table 3.42-B [26].

The tables are differentiated into eight columns. The first column is the item number while the second is the item name. The first 19 item numbers and names correspond to the original table in the DEIS; the twentieth (20 th) line dealing with economic development is taken from the ordinance. The remaining six columns list the potential funding source for each item. Private funding is non-governmental in origin; these funds could originate from individuals, corporations, or utility companies. Local government funding is classified into three categories in the local ordinance (# 0-0043-2001) [27]:

- General funding, at an unstated level, for the Community Design Workshop, corridor preservation, joint master use plan and activities (landscaping, etc.), aesthetic design features, lighting, bicycle paths, pedestrian pathways (sidewalks), law enforcement, utilities relocation, maintenance of lighting, noise mitigation, relocation of tourist center, and roadway maintenance. These activities are cross referenced to the DEIS.

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[25] See Paragraphs 18a.

[26] Federal Highway Administration and Louisiana Dept. of Transportation and Development et al, **Draft Environmental Impact Statement - I-49 Connector** (EIS No. FHWA-LA-EIS-00-01-D), Lafayette, Louisiana: November 2000. See Table 4-8, page 4-59.

[27] See footnote 1 for full references to local ordinance and resolution.

- Specific Funding at an unstated level described in Ordinance Paragraph 34 in Year 6 and 7 of LCG 2001-2002 fiscal year budget pro forma.

- Specific Funding at a level of $2,000,000 of LCG Funding described in Ordinance Paragraph 35 for Year 6 and 7 in LCG 2001-2002 Fiscal Year Budget pro forma.

Table 3.42 -A
Private, Local - General, Local - Paragraph 34, Local -Paragraph 35, State and Federal Funding for Plan Activities and Components

No.	Description	Priv	Local			State	Fed.
			Gen	34	35		
1	Community Design Workshop		•				
2	Environmental Documentation					•	•
3	Corridor (Alignment) Preservation		•		•	•	•
3.A	Zoning along the route		•		•		
3.B	Compatible Land Use Along the Route	•	•		•		
3.C	Coordination of Other Programs	•	•		•		
3.D	Housing Relocation Strategies		•		•	•	•
3.E	Acquisition of Parcels During Preservation		•		•	•	•
3.F	Property Management & Maintenance [28]		•		•	•	•
4	Joint Use Master Plan		•		•	•	•
5	Joint Use Activities [29]	•	•	•		•	•
6	Aesthetic Design Features		•	•		•	•

Note : • = presence of funding from a cited source; cells without symbols indicate absence of a funding source.

[28] Property management and maintenance are along the alignment.

[29] Funded activities are landscaping, gardens, river walk.

Table 3.42 - B
Private, Local - General, Local - Paragraph 34, Local -Paragraph 35, State and Federal Funding for Plan Activities and Components

No.	Description	Priv.	Local			State	Fed.
			Gen	34	35		
7	Welcome to Lafayette Signs and Lights[30]		•	•			
8	Reserved						
9	Bicycle Paths and Sidewalks		•	•		•	•
10	Law Enforcement and Security	•	•		•		
11	Plan Preparation				•	•	•
12	Right of Way Acquisition			•		•	•
13	Utilities Relocation	• [31]	•	•		•	•
14	Construction of Roadway and Structures			•		•	•
15	Roadway and Facility/Under Deck Lighting [32]			•		•	•
16	Maintenance of Lighting		•	•			
17	Noise Mitigation [33]	•	•	•			
18	Relocation of Gateway Tourist Information Center	•	•	•			
19	Maintenance of Roadway		•	•		•	
20	Business enhancements and developments				•		

Note : • = presence of funding from a cited source; cells without symbols indicate absence of a funding source.

[30] Signs and Lights are to be constructed off the right of way.

[31] In the original table, the information in this cell is listed as "Utility"; that is individual companies or agencies providing electric, gas, water, etc.

[32] Special lighting is funded if FHWA & La DOTD criteria is met.

[33] I-49 does not meet criteria for federal and state participation.

4.2 Land Development Professionals Estimate

Table 4.2
Preliminary Estimate of Land Development Professions Involved in Lafayette Parish based on a Rounded Telephone Book Count

Type of Profession	Estimate
Realtors	300
Lenders	30
Developers	40
Mortgage Companies	100
Finance Companies	100
Home Builders	30
Utilities	15
Building Craft Contractors (Carpenters, Plumber, etc)	1500
Designers: Engineers, Architects, Planners	100
Others	200
TOTAL	**2,415** ***Rounded 2,450***

5.0 Mapping Projects

The Council's Plan proposes various components of a Geographic Information System (GIS) for I-49 Alignment. As pointed out in Section 0.1, there are three planning areas based on their proximity to the transportation improvements:[37] Area Level I (right of way), the Area Level II, and Area Level III. The GIS maps have official status [38] by defining the boundaries of these three areas[39] and by mapping attributes significant in the planning process. [40]

5.1 Planning Areas within the Corridor

Section 0.1, Basic Definitions describes the differentiation of the project's impact into three areas:

- The Area Level I is the right of way to be acquired for transportation improvements; [41]
- Area Level II is the zone 500 feet outward from the right of way line on either side of the roadway; and
- Area Level III is the adjacent neighborhoods being impacted.

The "Area of Influence" or more generally the "Interstate 49 Connector Corridor" or more simply the "Corridor" is the sum of all of the three planning areas.

5.20 Boundaries to be Mapped

The boundaries of these three areas are to be mapped. The Council's Plan requires mapping the "alignment" which is taken to mean the actual right of way or the Area Level I as described in the above paragraph. Similarly, The Council's plan also refers to the "...primary and secondary corridor beyond the ultimately selected alignment rights of ways ...". Thus, the primary corridor beyond the right of way means Area Level II as defined above. Likewise, the secondary corridor beyond the right of way means the Area Level III.

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[37] See Paragraph 12.

[38] See Paragraph 27.

[39] See Paragraphs 7and 8.

[40] See Paragraph 10.

[41] The reference in Paragraph 12 is to the "actual right of way (footprint)". Hereinafter, the right of way, footprint and Area Level I are used synonymously.

5.21 Mapping Accuracy

The degree of accuracy required for mapping these three areas differ. The mapping of the right of way requires a two or three man survey team using digital and laser technology to determine the bearing, distance, and angle from specific monuments which are set by the survey team. Generally, the level of precision for a distance is to the hundredth of a foot rounded up from a thousandth of a foot (i.e. 0.01 foot equals 0.0095 foot). The distance from the actual point of beginning and calculated point of beginning is measured very precisely to the level required by La DOTD and FHWA. The purpose of the exactness of the survey is to allow not only the precise placement of transportation facilities, but the purchase of the property by government from the individual landowner. The same level of accuracy may be also required for the Area Level II. This area is 500 feet offset outward away from the right of way on either side of the roadway. This level of accuracy is required on an as needed basis for Area Level II because parcels may also be considered for purchase by the government for the purpose of public enhancements and other improvements. However, Area Level III can be mapped using existing aerial ortho-digital photograph which has submeter accuracy. These aerial photographs can be compared to the preliminary boundary description in Appendix I. The external boundaries of the Area of Influence are generally described using metes and bounds of centerlines and apparent right of way lines. The only bearings that are used are perpendicular and parallel bearings to existing centerlines and right of way lines. There are no precise bearing, angle, and distance measures used in the description. Thus, the existing aerial photograph can be used as the base map for a GIS system.

5.3 Mapping Topological and Cultural Characteristics

Beyond the boundaries, the Area Level I (right of way) and Area Level II also require the mapping of topological and cultural features. These features typically include the edge of existing roadways, houses, trees, sheds, mailboxes, telephone, power, utility poles, and other utility services such as gas and water meters as well as other important features found by the surveyor, the design engineer, and the right of way personnel. Ownership and boundary lines are also mapped to a level enabling the purchase of property. These features are discussed in relation to the third mapping phase in the following section.

5.4 Official Status, Mapping Phases, and Preliminary Design

The Corridor Preservation Map is an official document [42] under which future development is regulated, restricted, and/or prohibited. Thus, the official map over time develops in exactness and comprehensiveness as described in the three phases. It is important to note that "the" official map

[42] See Paragraph 27.

is the digital map as it exists as a Geographic Information System(GIS). Various paper and derivative digital maps can be produced based on the needs of the map user. However, the true official map is "the" one true digital map.

The identification of the effected property can be accomplished during three phases.

The first phase uses paper maps which were included within the DEIS and with this Plan. During this stage, LCG personnel will use their knowledge of the area and other address maps and databases to find parcels which are within the Corridor during transactions effecting the property at LCG Department of Planning, Zoning and Codes.

The second phase uses the electronic base maps of the Area of Influence having four layers which taken together compose a geographic information systems (GIS). The first layer is high resolution aerial photographs currently in use for planning a wide variety of projects. The second layer is a line layer representing the centerline of existing roadways compiled by the Lafayette Utilities System. The third layer is a line layer indicating the boundaries of the Area of Influence. The fourth layer is a point layer. On this layer, each inhabitable structure or business is represented by a node placed at its approximate location on the aerial photograph. Associated with each node is Lafayette Parish Tax Assessor data with the site address and mailing address of the landowner. Due to the incomplete nature of some property records maintained by the Lafayette Parish Tax Assessor, this second stage is not comprehensive and successively updated. While nearly every tax record has the correct name of the owner and his mailing address, some parcels do not have a site address. [43]

After the completion of second phase, but before beginning the third mapping, preliminary design of the transportation facilities is needed to determine the approximate location of right of way required. Although some preliminary work was performed in plotting the proposed route in the Environmental Impact Statement, additional work is required because several sub-alternatives were selected and then modified during the period immediately prior to the Record of Decision (ROD) of the Final Environmental Impact Statement (FEIS) was released. Approximately 30% to 40% of the design engineering (hereinafter termed "preliminary design engineering") is required to be completed before a proposed right of way line can be mapped on aerial photographs and then in the field by a survey crew. Additionally, some preliminary survey work may be required during the preliminary design engineering particularly in regards to drainage studies and the proposed centerline of the facility. The goal of this interim phase between the second and third phase is to be

[43] In a parishwide study, 88% of all records had a complete residential site address with another 6% having some components of the site missing and another 6% without any site information. Most of the records without a site address were large rural tracts. It is expected that within the Corridor that more than 88% of the records have complete site addresses.

able to map in the field a proposed right of way that is reasonably expected to remain the same in the remaining phases of the design engineering.

During the third mapping phase, the more exact and additional information is added to the GIS system including:

(1) Area Level I boundary lines depicted by linework
(2) Area Level II boundary lines depicted by line work
(3) Property ownership depicted by linework for each individual parcel based on field surveys with information suitable for property transactions
(4) Buildings and structures depicted by polygons showing building corners
(5) Assessor and Clerk of Court data depicted by nodes which are linked to structure and property ownership polygons.
(6) Topographic features depicted by linework needed for design of transportation facilities and enhancement projects including trees, edge of concrete for sidewalks, streets and driveways, fence post fence lines, and sheds.
(7) Utility and other easements depicted by polygons.
(8) Utilities depicted by linework showing communication, electrical, water, sewer, and gas lines.
(9) Governmental boundaries including zoning, and special districts
(10) Significant project attributes including
    (A) owner/renter status
    (B) classification (free standing residential, condo/townhouse, apartment, multifamily dwelling, mobile home trailer, business)
    (C) number of dwelling units in a structure
    (D) project impact evaluation (Area Level I, II, and III)
    (E) demolished, converted, taken, and relocated structures as defined in Section 6.3
    (F) residential and business lots owned or potentially owned by LCG as defined in Section 6.21
    (G) structures listed on local, state or federal registers of historical registers
    (H) property owned by special districts as well as local, state and federal governments

Much of the work of the Corridor Preservation Map will be accomplished in cooperation with GIS project now being planned by LCG. Particularly, parcels, their legal description as well as their links to the Assessor and Clerk of Court Records are all slated to be undertaken early in the project. Other work, especially the polygons representing structures within the Corridor is not scheduled to begin for some time and may have to be accomplished by the project mapping team.

6.0 Development of Supplementary Plans

As pointed out in the introduction, the Corridor Preservation Ordinance contains the original plan, which we have termed the Council's Plan. In response to submission of the Council's Plan, the FHWA has requested this Action Plan to be prepared. The Action Plan describes specific tasks and activities to carry the original plan. However, the Council makes reference to eight paragraphs[44] which have broad scopes and manifold implications that when taken together call for the development of supplementary plans. Additionally, two other parts of the ordinance [45] contain passing references to the DEIS which has complex implications.

Nevertheless, the Council calls for a cooperative intergovernmental agreement [46] (also referred to herein as "City-State Agreement) between the LCG, and La DOTD to identify obligations and commitments by each entity. This Action Plan in part fills that mandate. Just as the Action Plan required thought and review to develop, so do the supplementary plans presently envisioned.

There are several supplementary plans being proposed. The first plan is termed the Setback Plan which deals with enhanced setback requirements within Area Level II. The second is a Land Bank Plan which describes various components to manage redevelopment properties in the Corridor. Independent actions (coordinated with the LCG and the Land Bank) may also be undertaken by La DOTD in Area Level I (right of way). Other plans include the Housing Stock Preservation Plan, the Economic Redevelopment Plan, the Overlay Zoning District, and Linear Green Space Concept Plan.

6.1 The Setback Plan

The Council's Plan describes enhanced setbacks along the right of way.[47] One might develop general rules and procedures such that a plan could be proposed now. The proposed plan might have an arbitrary setback of 50 feet from the proposed right of way line. However, the full implications of selecting that distance or another would not be known. The setback might impede or indeed improve the performance of other components within the Plan. However, lacking the completion of the third phase of plan mapping (as described in Section 5.4) any specific setback distance proposal would be premature. Thus, the development of this Setback Plan must wait until the

[44] See Paragraphs 18b, 19, 26, 29, 30, 31, 32, 28.

[45] See Paragraphs 34, 35.

[46] See Paragraphs 32.

[47] See Paragraphs 28.

completion of the mapping of the final boundaries of the Area Level I (proposed right of way) and the Area Level II boundary.

At present, one can envision the structural components of the Setback Plan. These include a cross classification table with columns and rows. Each row would contain topographical and/or cultural characteristics as apparent on the Corridor Map (as described in Section 5.4). These characteristics taken individually or together in groups would trigger various setbacks. The setbacks would be listed in columns from left to right. The purpose of the setbacks would be to implement the design principles enumerated in Section 1.0.

6.2 The Land Bank Plan

The Land Bank Plan contains tasks and activities drawn from the following six related paragraphs [48], all of which deal with real estate property and rights acquisition such that references are made to:

- Potential Funding Sources for Land Acquisition
- Substandard Demolition
- Housing Relocation
- Property Acquisition as Needed
- Developmental Rights Acquisition
- Tax Abatement

Each of these items pertain in some way to acquisition of parcels. Acquisition of parcels cannot be conceptualized as simply individual pieces of property. Rather, purchasing parcels will probably mean creating a land bank whereby individual parcels are purchased and then assembled into larger tracts. These larger tracts would form the beginning of the Land Bank Plan.

The Land Bank itself would be a distinct and independent organization. Its legal status, bylaws and board of directors are yet to be determined. However, the organization would be able to buy, sell and maintain real estate and improvements within the corridor while acting as a land developer. As such, the Land Bank could make profits (and losses) on individual sales as it seeks to maximize its resources. It would be able to formalize legal agreements with special districts, governments and their agencies (especially LCG, La DOTD, Bayou Vermilion Special District, the Downtown Development Authority). However, all profits would be necessarily invested in real estate, improvements, and economic development projects within the Corridor.

[48] See Paragraphs 18b, 19, 26, 30, and 31 respectively in reference to the above bulleted items.

LCG may purchase properties within the proposed Area Level I (right of way) using federal aid highway project funds as administered by La DOTD on an as needed basis. These funds would be provided on a cost reimbursable basis in accordance with the City-State agreement (as further discussed in Sections 3.2 and 6.0) drafted for this project. These properties in turn may be transferred to the Land Bank for management and incorporation into its plans. The ultimate ownership of the parcel in most cases would remain as specified in the City-State agreement. However, some parcels may straddle the proposed Area Level I (right of way) and Area Level II. The portion of the parcel within the proposed Area Level I (right of way) would be owned by the LCG and La DOTD. However, some unused portions of the parcels may be too small to have utility to the existing landowner. The ownership of these "remainder parcels" may be transferred to the Land Bank.

In some cases, LCG and La DOTD may decide not to purchase parcels within the Area Level I (right of way) due to the lack of funds and other reasons. In these cases, the Land Bank may purchase these parcels for eventual sale for the original price to the La DOTD during right of way acquisition. Additionally, it follows the Land Bank may also purchase parcels within the Area Level II and Area Level III.

The Land Bank's capital would be initially established from local sources. The primary source of capital would be developmental rights and tax abatement rights (as described in Sections 6.24 and 6.26) for property within the Area Level I (right of way), Area Level II and the Area Level III. These funds would most likely be contributed by LCG. There may other private sources of funds used by the Land Bank which may be expended without conditions. There may be, however, other funds that may be acquired through strategic partnerships with the private sector which may be expended within certain conditions outside of the Area Level I (right of way).

The Land Bank's capital would be augmented by income from sales in Area Level II and Area Level III. Other properties might be acquired, assembled into larger plots, and then sold to commercial and residential developers as well as individual home owners as part of the economic development plan (as described in Section 6.4). The Action Plan is seeking to construct an economic engine which will be self sustaining and therefore seeks profit. Because the market price could be above or below the purchase price, an element of risk is introduced into the system; and thus risks as reflected in the market price should be averaged by always seeking the best price that the market will bear.

6.21 Demolition of Substandard Structures

The LCG Community Development Department has been active in demolition of substandard properties.[49] The property once cleared might be a good candidate for purchase so that these individual properties might be assembled into larger tracts for residential and/or business development. As such, these larger tracts may in turn be sold to developers in which LCG may hold an interest with a monetary return. The financial returns may be recycled to purchase other parcels or set aside for maintenance of public enhancement facilities after construction.

While LCG Community Development Department is active in demolition of certain substandard structures, there is no stakeholder identified at present to manage other properties which have been seized for non-payment of taxes. In a recent inventory, some 50 or so parcels totaling approximately $250,000 in market value were identified as LCG owned near or within the Corridor. There may be other properties which can be added to this first set of abandoned properties. Thus, a programmatic approach needs to instituted such that three groups of structures should be inventoried:

- structures which are candidates for substandard demolition;
- properties which have undergone demolition of substandard structures; and
- abandoned properties which have been seized or in the process of being seized for non-payment of taxes or fines.[50]

Nevertheless, the Land Bank Plan should not repeat the errors of post World War II urban redevelopment. In the 1950's and 1960's, many potentially historic and viable neighborhoods were destroyed to make way for high density residential development. The concepts of the New Urbanism, as discussed in the Housing and Urban Design Subcommittee of the LINC Comprehensive Plan as well as the I-49 Corridor Blue Book should be implemented as much as possible.

In general, the goal is to implement new urbanism principles such that:
- existing neighborhoods should be preserved;
- development within existing parcels should be practiced in preference to assembling incompatible land uses on large parcels which segment neighborhoods;

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[49] See Paragraphs 19.

[50] Properties owned by the LCG due to seizure for nonpayment of taxes or fines and required for the right of way of the facility will be valued at the market value at the time of the sale to La DOTD instead of their market value at the time of seizure.

- business and residential structures should share the same neighborhood;
- multi-use strategies of increasing residential density can be achieved by using upper floor of business structures;
- pedestrian, bicycle, transit, and private vehicle roadways and paths should be integrated;
- new structures should be built which match existing architecture.

These goals may not always be achievable, but they should always be given due consideration.

6.22 As Needed Acquisition

An inventory of property within the proposed right of way for the transportation facility should also be carried out. Using this system for the early purchase of the property would prevent pre-mature or conflicting development within the Corridor. This system would be used to purchase properties within Area Level I with FHWA funds as administered by La DOTD as well as by the Land Bank in Area Level II and Area Level III.

A priority system needs to be established to determine which properties should be given preference in purchasing. As a primary priority, **critical preservation parcels** would be those parcels which are (a) located in the proposed Area Level I (right of way) where major development and capital reinvestment are proposed and incompatible with the overall Corridor Plan; and/or (b) located in the proposed Area Level I (right of way) and acquired by the Land Bank. On the other hand, **discretionary preservation parcels** in Area Level I would be purchased amicably as a second priority. On a third priority basis would be other parcels required by the plan which are located in the Area Level II. The fourth priority level would be improvements and properties which are located in the Area Level III.

On a preliminary basis, the inventory system would gather information about properties placed on the market within the entire corridor. These attributes are listed below:

1. The parcel is could be utilized for the Residential Design Project (as described in Section 6.251).
2. The parcel is offered at below the appraised value.
3. The parcel is located in the proposed right of way adjacent to a major interchange.
4. The parcel is located in the proposed right of way.
5. The parcel is located in the Area Level II and the site for an enhancement project.
6. The parcel is located in one of the areas most heavily effected (as described in the following).

The attribute system would track properties on the market in areas which would be most heavily effected. The parcels from most to least effected are listed below:

1) Segment 1 parcels are located within the proposed right of way from the railroad track crossing along Evangeline Thruway to Saint Genevieve Catholic Church.

2) Segment 2 parcels are located within the proposed right of way from Saint Genevieve Catholic Church to the intersection of Second and Third Street on the existing Evangeline Thruway.

3) Segment 3 parcels are located within proposed right of way from the intersection of Second and Third to the intersection of Johnston Street on the existing Evangeline Thruway.

4) Segment 4 parcels are located within proposed right of way near the intersection of Kaliste Saloom Road on the existing Evangeline Thruway.

The final criteria and perhaps the addition of other criteria will be developed based on an evaluation of actual properties before the formal institution of this tracking system. However, it should be clear that no moratoriums are to be declared. If the property owner is advised that his parcel is highly desirable and the owner refuses the market price or administrative settlement, then the parcel should not be purchased and the subsequent development should not be impeded. If this underlying principle of no moratoriums is not followed, then the priority system would be negatively effected by property owners seeking above average returns on their investments.

These property owners might claim that their parcels hold some intrinsic or potential value that should be compensated. It should be clear that a valuation not based on market values will in the long run be more costly despite the validity of a particular claim that may be made by a landowner. Thus, parcels are to be purchased based on their present value and not their future or intrinsic value.

6.23 Potential Funding Sources

The Council's Plan calls for locating other potential funding sources for land acquisition.[51] This may include seeking funding by a review of the Federal Register of Domestic Assistance as well as working with the non-profit community housing development organizations (CHDO) as described Section 3.3. Additionally, national private funding grants need to be investigated. Local developers must be contacted to identify who might be interested in developing areas within the Corridor and participating with each CHDO in smaller scale investments. The total available funds will be identified so that the Plan can be carried out in logical stages/phases several years.

[51] See Paragraph 18b.

6.24 Developmental Rights

Developmental rights techniques [52] are a new feature in LCG. Certain developmental right techniques are an extension of currently implemented policies such as purchase options. Under this strategy, LCG might purchase the right to buy a property in the near term at a price negotiated in the present. Likewise, the exchange of LCG owned property outside of the proposed right of way for property within the proposed right of way is a pragmatic solution. This might mean that a lot within the proposed right of way could be exchanged for a lot which was abandoned and seized for non-payment of taxes or fines. The home might then be moved from its old location to a new location outside Area Level I and II.

However, the use of developmental rights whereby certain property owners acquire special development rights is a complex issue. In this type of transaction, persons owning proposed right of way property, for example, would receive as part of the purchase price the right to buy other property at a discount, the right to develop a business property, and/or the right to a build multi-story building. These techniques have not been utilized locally. These developmental rights would need to be acceptable to the public and integrated into a coherent component of this plan; for the goal is to pursue voluntary and negotiated strategies.

6.25 Housing Relocation

Residents in Area I may be consulted to determine if they might wish to explore an option that would best serve their needs [53] and is consistent with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, (hereinafter referred to as the "Uniform Act"). As near as possible, neighbors who are dislocated together should be relocated together such that the existing social structural ties of friendship, kinship and neighborhood are maintained and indeed strengthened. The property in the land parcel inventory (described in Section 6.21) should be integrated with housing relocation strategies in order to maximize the use of existing property within the Corridor. Moreover, an existing home can be moved to new locations within the Corridor. This is true of not only a single home, but also groups of homes in which several individual residents have manifold social bonds with their neighbors. This group of homes could be moved as a group to a new location.

Options available through the Uniform Act include:

[52] See Paragraphs 31.

[53] See Paragraphs 26 and Sammons et al 1999:28-32 .

- A simple cash purchase is performed whereby the owner receives a payment for replacement housing. The former owner buys a replacement structure of his own choosing within the Corridor or in an entirely different neighborhood. The structure in the Corridor is then moved to a new location and then sold to another owner or it is demolished on site.

- An exchange of properties whereby the structure is relocated to a new location within the Corridor. The structure's previous lot is exchanged for the new parcel upon which the structure is placed.

- An affordable replacement home is sold to replace the structure which is either moved or demolished. The price of the replacement home may be subsidized by a combination of private, local, state or federal funds. The goal is to provide replacement of existing structures rather than a cash payment. This goal may not always be achieved, but it should be considered and achieved if practical and affordable.

- Transitional housing within the Corridor is provided to residents whose homes are being moved. These transitional units (after the resident relocation is completed) is then sold, leased, or rented to more permanent residents.

All benefits and payment eligibilities under the Uniform Act would be presented and explained to the displacees to assist in their determination of options.

6.251 Residential Design Project

The Community Design Workshop in associated with LCG along with other licensed architects intend to participate in a Residential Design Project. The project will produce two catalogues. The Prototype Housing Catalog allows displaced home owners to select the house core type (i.e. square, L-shaped, T-shaped, shotgun, etc.), the number of bedrooms as well as architectural details such exterior siding, door and window treatments. These dwellings will be modeled on local dwellings appropriate for the South Louisiana culture and climate. The second catalogue is more technical in nature being named the Detail and Specification Catalogue. This second catalogue is used for translating the selections of the home owners into documents which can be used to construct a dwelling.

These two catalogues will allow bids to be placed by builders using (a) traditional custom construction techniques; (b) modular construction in which components are built at a factory and then assembled at a building site; and (c) manufactured housing in which a number of components are assembled at the factory and then shipped to the building site in one or perhaps two pieces. Construction must meet or exceed standards from the same building code: Southern Building Code

Congress International standards (which are used locally and throughout the state and nation). [54]

In order to demonstrate the effectiveness of these two catalogues to produce affordable housing, 8 units are projected to be constructed. There will be two units of four bedroom types: 1 bedroom dwellings, 2 bedroom dwellings, 3 bedroom dwellings, and 4 bed room dwellings. Because of the prototypical approach utilizing compatible components, all eight dwellings will be unique varying in core type and shape, number of bedrooms, and architectural details. [55] Although the construction costs for the first 8 dwellings is estimated be about equal to other dwellings in the community, the cost per square foot will be reduced over time as competition between builders and the scale of production increases. Indeed, it is hoped that the two catalogues will be widely distributed throughout the parish and perhaps the Gulf Coast to improve the economies of scale.

These dwellings will be constructed if possible on in fill lots in Area Level III.

The construction of the residential design project will occur after the right of way has been selected and mapped. However, the design process to produce the two catalogs preceding construction may begin well before the designs are ready to be constructed.

6.26 Tax Abatement

These management techniques may be used with tax abatement strategies [56] Tax abatement strategies require approval by the LCG City-Parish Council and thus a working consensus between LCG staff, elected officials, and the public. Moreover, there are two special districts within the Corridor: Lafayette Parish Bayou Vermilion District and the Lafayette Downtown Development Authority. Some consideration should likewise be given to developing a working consensus between these two special districts with tax authority and the Corridor stakeholders. This may mean that a special district for the Corridor is created with inter locking directors with these two special districts. This entity would require approval by the LCG City-Parish Council and the Louisiana Legislature, both of which act only with a broad public consensus. Configured as such, the needs of the Corridor would be part and parcel of other groups of well established stakeholders so that their mutual interest of three special districts could be served. However if a consensus for support could be developed, tax abatement strategies might be pursued so that the interest of the Corridor

[54] The prototype housing catalogue as well as the detail and specification catalogue are being developed as part of the LINC Comprehensive Plan's element dealing with housing and neighborhoods.

[55] Sammons et al 1999:29 -30 for preliminary floor plans and a description of core type and bedrooms.

[56] See Paragraphs 29 .

(7) In Item 27 during Month 32, the final list of property owners is extracted from the GIS and written notices are filed with the Lafayette Parish Clerk of Court and the property owners themselves.

(8) In Item 32 during Month 6, the preliminary work on the Land Bank Plan begins before the other components are fully completed (as described in the subsequent stared events in Items 34 to 43.

(9) In Item 34 during Month 6, the members of the Volunteer Technical Advisory Committee and the Evangeline Thruway Redevelopment Team are named; their work developing an Economic Redevelopment Plan is completed in Month 14. The Economic Redevelopment Plan is integrated with the supplementary plans.

(10) In Item 35 during Month 26, the Housing Stock Preservation and Demolition Plans are implemented. These two plans set the ground work for the Economic Redevelopment Plan, and the Set Back Plan.

(11) In Item 36 during Month 26, work begins on the Setback Plan based on completion of the GIS described in Item 23. This plan directly effects the Overlay Zoning Plan (as listed in Item 33) as well as the inverse condemnation activities (described in Item 41).

(12) In Item 41 during Month 30, the inverse condemnation issue is being studied and legal instruments are being readied for use when purchasing property. The full menu of funds, values, and resources is being developed in the Economic Redevelopment Plan, the Developmental Rights Plan, the Tax Abatement Plan and Overlay Zoning Plan.

(13) In Item 42 during Month 51, the purchase of property which is to be taken begins based on the completion of previous activities related to the GIS and the supplemental plans described directly above.

(14) In Item 43 during Month 74 and 84, local LCG funds are expended. All the previous activities should be initiated and effectively completed before these items occur.

APPENDIX 1.0:

PRELIMINARY EXTERNAL BOUNDARY DESCRIPTION OF AREA LEVEL III (THE AREA OF INFLUENCE) OF THE INTERSTATE 49 CORRIDOR

Commencing at a point of beginning as existing on July 4, 2000, said point being located in the State of Louisiana, the Parish and City of Lafayette at the of intersection of the western right of way line of General Mouton Avenue (also known as La Hwy 729) and the southern bank of the Bayou Vermilion (also known as the Vermilion Bayou or the Vermilion River);

Thence in a southwesterly direction meandering along the bank of the Bayou Vermilion to a point of intersection with a line being offset to the southwest for a distance of 600 feet from the straight tangent centerline of Hugh Wallis Road;

Thence in a southeasterly direction along said offset line from the straight line tangent of Hugh Wallis Road to its intersection with the southern right of way line of Zonolite Street;

Thence in a northwestern direction along the southern right of way line of Zonolite Street and continuing along a projection of said right of line across US Highway 90 to a point, said point being 600 feet from the eastern right of way line of US Highway 90;

Thence in a northwesterly direction along a parallel line being 600 feet from the eastern right of way line of US Highway 90 to its intersection with the southern right of way line of Surrey Street;

Thence in a easterly, northeasterly and northwesterly directions along the southern right of way line of Surrey Street to its point of intersection with the eastern right of way line of East Pinhook Road;

Thence in a northeasterly direction along the eastern right of way line of East Pinhook Road to its point of intersection with the northern right of way line of East Simcoe Street;

Thence in a northwesterly and then westerly direction along the northern right of way line of East Simcoe Street to its point of intersection with the eastern right of way line of Moss Street;

Thence in a northerly direction along the eastern right of way line of Moss Street to its point of intersection with the northern right of way line of Castille Avenue;

Thence in a westerly direction along the northern right of way line of Castille Avenue to its intersection with the continuation of the eastern right of way line of Macklyn Street ;

Thence in a northerly direction along the continuation of the eastern right of way line of Macklyn Street and then proceeding along the eastern right of way line of Macklyn Street to its point of intersection with the northern right of way line of West Alexander Avenue and then continuing along a continuation of said eastern right of way line to a point of intersection with the northern right of way line of Interstate 10;

Thence in an easterly direction along the northern right of way line of Interstate 10 to is point of intersection with the eastern right of way line of Interstate 49, said point lying along an arc generally parallel to the northbound ramp leading to Interstate 49;

Thence continuing in a northerly direction along the eastern right of way line of Interstate 49 to its point of intersection with the centerline of an un-named tributary of an un-named drainage coulee;

Thence continuing northerly direction from said point of intersection along the eastern right of way line of Interstate 49 to a point lying perpendicular to the centerline of the northbound lane of Interstate 49 and along a bearing which does not intersect either the edge of pavement of the northbound ramp leading to Interstate 49 nor the edge of pavement of the westbound ramp leading to Interstate 10;

Thence westerly along said bearing to its point of intersection with the western right of way line of Acadian Hills Lane;

Thence southerly along the western right of way line of Acadian Hills Lane to its intersection with the eastern right of way line of Distribution Drive;

Thence in a southerly direction along a perpendicular bearing which crosses Interstate 10 and intersects at a point on the southern right of way line of Benoit-Falgout Drive;

Thence in a easterly direction along the southern right of way line of Benoit-Falgout Drive to its intersection with the western right of way line of Patterson Street;

Thence in a southerly direction along the western right of way line of Patterson Street to its intersection with the northern right of way line of West Willow Street and then proceeding along

the continuation of said western right of way line to its intersection with the southern right of way line of West Willow Street, said point being also located at the intersection of the southern right of way line of West Willow Street and the western right of way line of North Pierce Street;

Thence in a southerly direction along the western right of way line of North Pierce Street to its intersection with the northern right of way line of Cameron Street;

Thence in a westerly direction along the northern right of way line of Cameron Street to its intersection with the western right of way line of Saint John Street;

Thence in a southerly direction along the western right of way line of Saint John Street to its intersection with the southern right of way line of West Congress Street;

Thence in an easterly direction along the southern right of way line of West Congress Street to its intersection with the western right of way line of South Washington Street;

Thence in a southerly direction along the western right of way line of South Washington Street to its intersection with the southern right of way line of West Vermilion Street;

Thence in an easterly direction along the southern right of way line of West Vermilion Street and continuing along said right of way line to the southern right of way line of East Vermilion to its intersection with the western right of way line of Johnston Street;

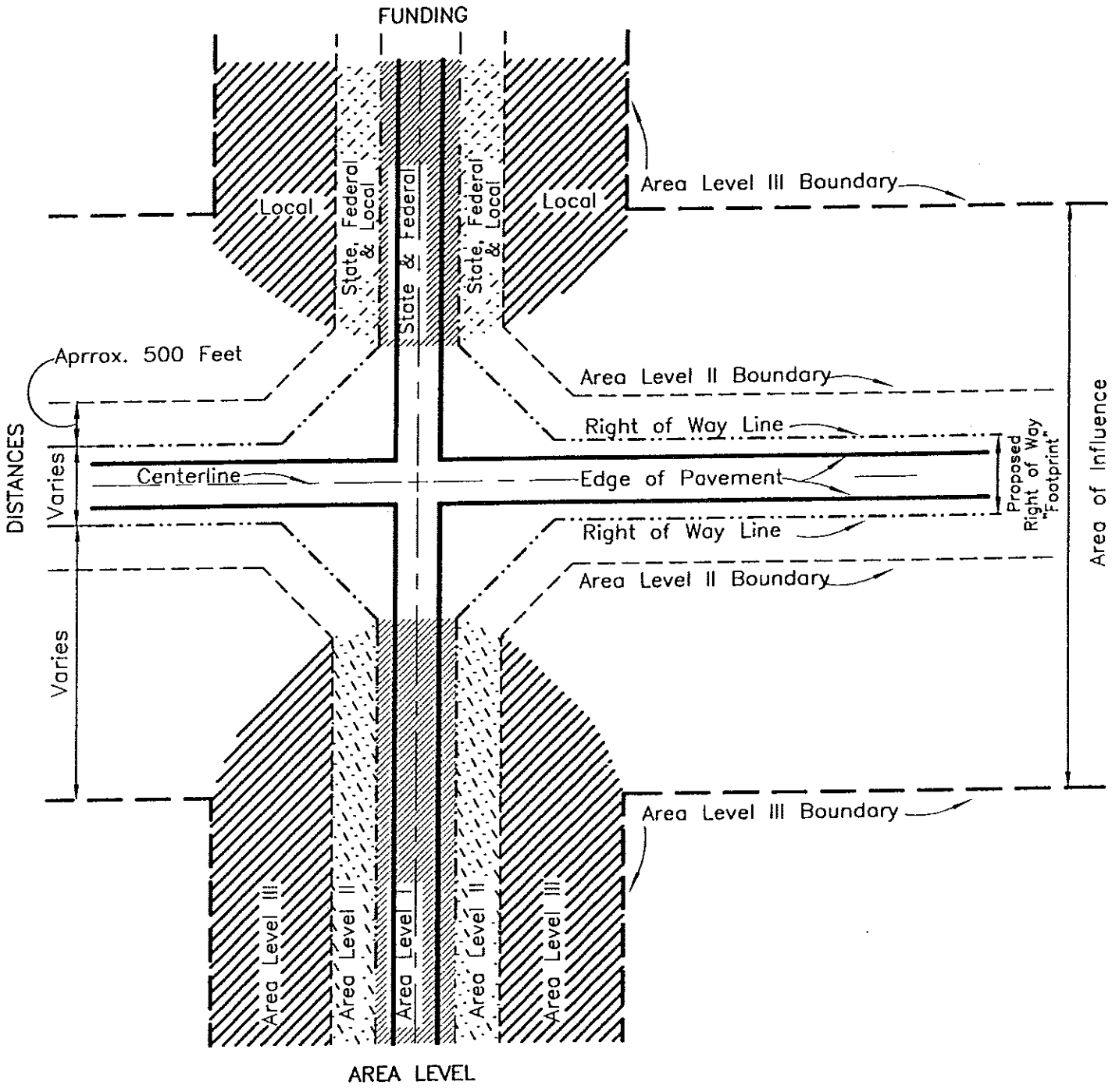
Thence in a southwesterly direction along the western right of way line of Johnston Street to its intersection with the southern right of way line of Jefferson Street;

Thence in a southeasterly direction along the southern right of way line of Jefferson Street to its intersection with the western right of way line of West Taft Street;

Thence in a southwesterly direction along the western right of way line of West Taft Street to its intersection with the southern right of way line of General Mouton Avenue;

Thence in a southeasterly direction along the southern right of way line of General Mouton Avenue (also known as LA Highway 729) to its intersection with the southern bank of the Bayou Vermilion, said point being the point of beginning.

Reference:
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SCHEMATIC DRAWING

Corridor Preservation Concepts

THE INTERSTATE 49 CORRIDOR

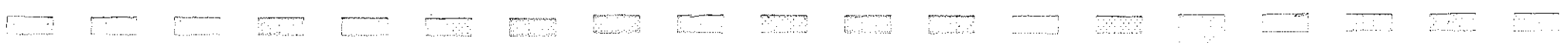
Lafayette Consolidated Government

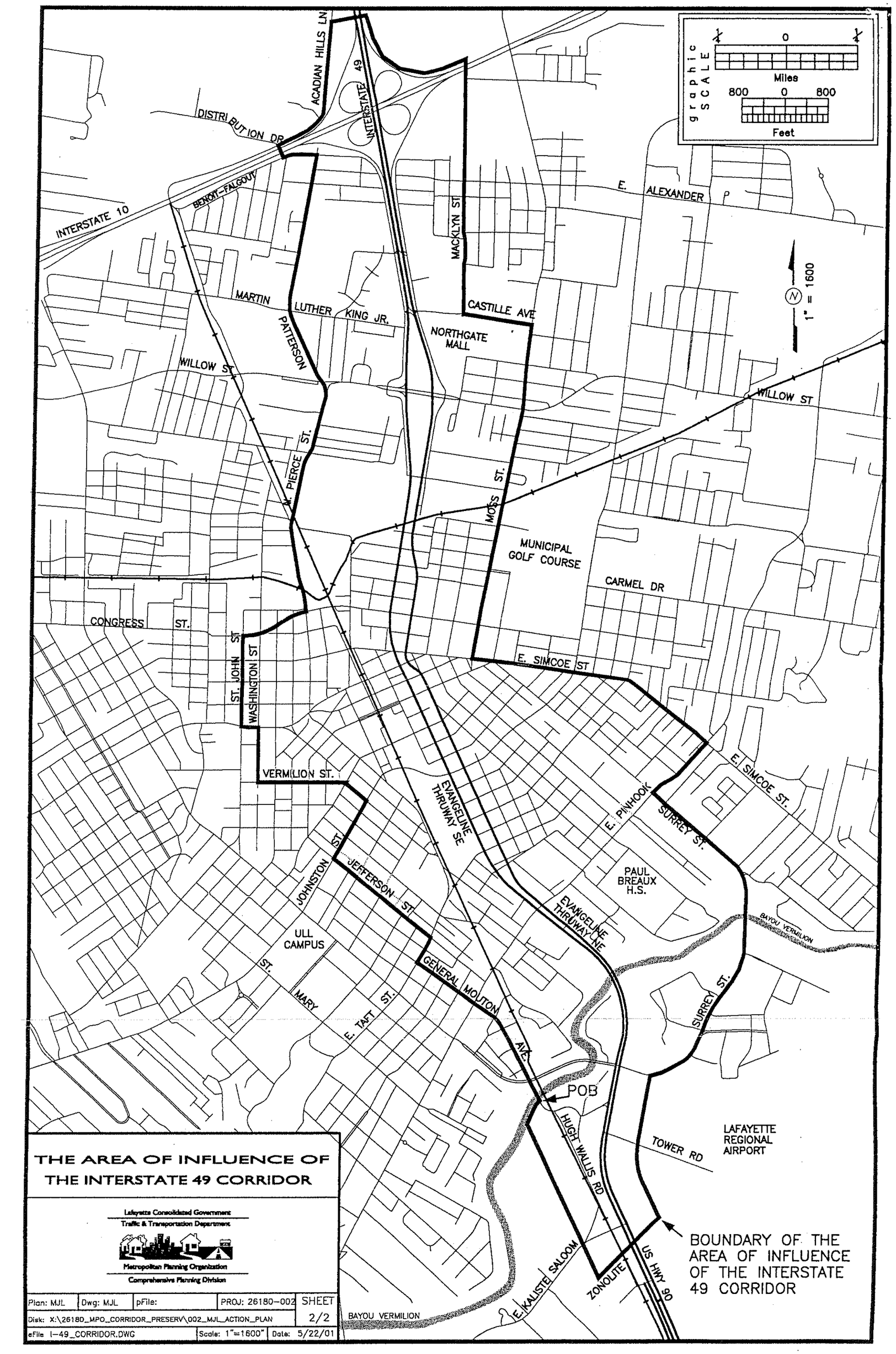
Traffic & Transportation Department

Metropolitan Planning Organization

Comprehensive Planning Division

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THE AREA OF INFLUENCE OF THE INTERSTATE 49 CORRIDOR

Lafayette Consolidated Government
Traffic & Transportation Department
Metropolitan Planning Organization
Comprehensive Planning Division

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CORRIDOR ACTION PLAN

TABLE 8.0

PROJECTED SCHEDULE OF ACTIVITIES

ACTIVITY IN PROJECT MONTHS ● = Occurrence ★ = Significant Event

No.	SECTION	PROGRAM ACTIVITY	0	1	2	3	4	6	8	9	10	11	12	14	18	26	30	32	33	34	36	42	48	51	74	84	96	108
1	Section 1.0	The design axioms and principles are used in subsequent planning.	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
2	Section 7.0	The discretionary powers of Director of Traffic and Transportation are active.	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
3	Section 2.1, 2.2 and 6.21	LCG stakeholders Action Plan identified.		★	●	●																						
4	Section 2.1	Identification of corridor building permits, approving zoning changes, and subdivision of land is carried out during the three mapping phases.				★	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
5	Section 3.41	Director of Traffic and Transportation issues memo requesting his review of LCG expenditures within corridor.				●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
6	Section 3.1 and 6.2	The identification of potential funding sources is underway.						●	●	●	●	●	●	●	●	●	●											
7	Appendix 1	The LCG preliminary boundary description of the Corridor's Area of Influence (Area Level III) is studied by LaDOTD & FHWA.		●	●	●	●																					
8	Section 5.4	The EIS and Action Plan Corridor maps are used by LCG stake holders during Mapping Phase 1.			★	●	●	●	●	●	●	●																
9	Section 5.1, 5.2, 5.21, & 5.3	The phase two Corridor mapping is underway for four layers: the aerial photos, roadway centerline, Area Level III boundary, and tax assessor data.				●	●	●	●	●	●	●																
10	Section 4.0	The public information packet is compiled for development professionals.				●	●	●	●	●	●																	
11	Section 6.21	The mapping and inventorying of structures and/or properties to be rehabilitated is underway.				●	●	●	●	●	●	●	●	●	●													
12	Section 5.1, 5.2, 5.21, & 5.3	The Mapping Phase 2 is completed and in use.										★	●	●	●	●												
13	Appendix 1	The final boundary description of the Corridor's Area level III is approved by LaDOTD & FHWA.					●																					
14	Section 5.1, 5.2, 5.21 & 5.3	The preliminary Area Level I , II and III boundaries are mapped on aerial photographs by LCG.					●	●																				
15	Section 5.1, 5.2, 5.21 & 5.3	The preliminary Area Level I , II and III boundaries are approved by FHWA and La DOTD.							●																			
16	Section 5.1, 5.2, 5.21 & 5.3	The specifications for mapping and surveying Area Level I, II and III are approved by LCG, FHWA, and LaDOTD.								●																		
17	Section 4.0	The roadside signage marking of Corridor boundaries is underway.									●	●	●	●	●													
18	Section 5.1, 5.2, 5.2 & 5.3	The bid specifications for mapping and field surveying the preliminary Area Level I and II are approved by LCG, FHWA and LaDOTD.									★																	
19	Section 5.1, 5.2, 5.2 & 5.3	A Request for Proposals for mapping and field surveying is published.										●																
20	Section 5.1, 5.2, 5.21, & 5.3	The contractor for mapping and field surveying is selected.											●															
21	Section 5.1, 5.2, 5.21, & 5.3	The Notice to Proceed is issued for mapping and field surveying.												●														
22	Section 5.1, 5.2, 5.21, & 5.3	The proposed Area Level I and II are field surveyed. Mapping Phase 3 is complete.													●													

TABLE 8.0

PROJECTED SCHEDULE OF ACTIVITIES

ACTIVITY IN PROJECT MONTHS ● = Occurrence ★ = Significant Event

No.	SECTION	PROGRAM ACTIVITY	0	1	2	3	4	6	8	9	10	11	12	14	18	26	30	32	33	34	36	42	48	51	74	84	96	108
23	Section 5.1, 5.2, 5.21, & 5.3	The third phase mapping products are available for use by LCG stakeholders															★	●	●	●	●	●	●	●	●	●	●	●
24	Section 3.2	Federal Aid Highway Project Funds are made available to LCG.											●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
25	Section 3.3	US Housing and Urban Development Funds are expended in conformance with the design principles.											●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
26	Section 6.22	The inventory of property within the proposed right of way is extracted from the Corridor GIS.															●											
27	Section 2.2	The final list property owners in the of Area Level I and II at one moment in time is complete and filed with the Clerk of Court.																★	●									
28	Section 2.3	The public information packet with a preliminary list of rental residential addresses is compiled.											●	●	●	●												
29	Section 2.3	The public information packet with final list of rental residential addresses is mailed.															●	●	●									
30	Section 2.3	The public information packet with final list of land development professionals is mailed.															●	●	●									
31	Section 4.0	The public information packet is complied and mailed to property owners.															●	●	●	●								
32	Section 3.1 & 6.2- 6.27	The preliminary work begins in the Land Bank Plan in preparation for activities listed in Nos. 34 to 43.						★	●	●	●	●	●	●	●	●	●											
33	Section 6.5	The overlay zoning plan is being prepared.							●	●	●	●	●	●	●	●	●	●	●	●	●	●	●					
34	Section 6.4	The economic development plan is prepared; Evangeline Thruway Redevelop. Team is named in Month 6; strategic plan completed in Month 14.				●	●	★	●	●	●	●	●	★	●	●	●	●	●	●	●	●	●	●				
35	Section 6.3 & 6.21	The Housing Prototype Plan, housing stock preservation and demolition plans begins in Month 6 and implemented in Month 24.						●	●	●	●	●	●	●	●	★	●	●	●	●								
36	Section 6.6	The Linear Green Space Concept Plan is designed, formally adopted and then guides green space development.														●	●	●	●	●	●	●	●	●	●	●	●	●
37	Section 6.1	The Setback Plan is being prepared.														★	●	●	●	●	●							
38	Section 6.22	A monitoring system of properties for sale within the Corridor is studied and then established.																	●	●	●	●	●	●	●	●	●	●
39	Section 6.26	The housing relocation component of the Land Bank Plan is being prepared.															●	●	●	●	●	●	●					
40	Section 6.24	The developmental rights component of the Land Bank Plan is completed.															●	●	●	●	●	●	●					
41	Section 6.26	The tax abatement component of the Land Bank Plan is completed.															●	●	●	●	●	●	●					
42	Section 6.27	The inverse condemnation issue is studied; legal instruments is complete; The values and resources to be offered to purchase property is available.															★	●	●	●	●	●	●					
43	Section 6.28 & 6.25	The purchase of property and relocation begins within Area Level I and II.																						★	●	●	●	●
44	Section 3.42	Funds are expended as specified in Tables 3.42-A and 3.42-B.																							★	★	●	●

DISPOSITION OF ORDINANCE NO. O-042-2002

1. This ordinance was introduced:

February 19, 2002
YEAS: Badeaux, Castille, Williams Benjamin, Broussard, Trumps, Mouton, Stevenson

NAYS: None

ABSENT: Menard

RECUSED/ABSTAINED: None

Final disposition by Council:

March 5, 2002
YEAS: Badeaux, Castille, Williams Benjamin, Broussard, Trumps Mouton, Stevenson

NAYS: None

ABSENT: Menard

RECUSED/ABSTAINED: None

Norma A Duges
CLERK OF THE COUNCIL

2. Notice of Public Hearing: This ordinance was published by Title and Notice of Public Hearing was published in the Advertiser on February 22, 2002

3. This ordinance was presented to the President for his approval on March 7, 2002 at 4:30 o'clock P m.

Norma A Duges
CLERK OF THE COUNCIL

4. Disposition by President:

I hereby:

A. Approve this ordinance, the 8 day of March, 2002, at 9:00 o'clock A m.

B. Veto this ordinance, the _____ day of _____, 2002, at _____ o'clock _____.m., veto message is attached.

C. Line item veto certain items this _____ day of _____, 2002, as noted in the attached veto message.

_____
PRESIDENT

5. Returned to Council office ~~with~~/without veto message on March 8, 2002, at 10:10 o'clock A m.

6. Reconsideration by Council (if vetoed):

On _____, 2002, the Council did/refused to adopt this ordinance after the President's veto.

Norma A Duges
CLERK OF THE COUNCIL

7. Full Publication:

Full publication of this ordinance was made in the Advertiser on _____, 2002.

NOTE: If no approval nor veto of President appears, and ten days have elapsed since this ordinance was presented to him for action, the same has been automatically approved.

ORDINANCE NO. 0-042-2002

AN ORDINANCE OF THE LAFAYETTE CITY-PARISH COUNCIL APPROVING AND AUTHORIZING THE LAFAYETTE CITY-PARISH PRESIDENT TO EXECUTE A CITY-STATE AGREEMENT BETWEEN THE STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT AND THE LAFAYETTE CITY-PARISH CONSOLIDATED GOVERNMENT FOR THE I-49 CONNECTOR CORRIDOR PRESERVATION AND MANAGEMENT PROGRAM AND PLAN.

BE IT ORDAINED by the Lafayette City-Parish Council:

SECTION 1: The joint cooperative agreement and action plan developed and reviewed by the Lafayette Metropolitan Planning Organization Advisory Committees (CAC, TTC and TPC), the City-Parish Planning Commission, Lafayette City-Parish Consolidated Government Legal Counsel, the Louisiana Department of Transportation and Development (LaDOTD), and the Federal Highway Administration (FHWA) and attached hereto and including Appendix A, "The Action Plan" for the I-49 Connector Corridor Preservation and Management Plan prepared by the Comprehensive Planning/MPO Division within the Department of Traffic and Transportation.

SECTION 2: This City-State Agreement and Action Plan is and shall be as reflected in any pertinent documents which are attached hereto and made a part hereof and filed in the Office of the Clerk of the Lafayette City-Parish Council.

SECTION 3: The Lafayette City-Parish President is authorized to execute, on behalf of the Lafayette City-Parish Consolidated Government, the attached City-State Agreement and Appendix A, Action Plan for the Corridor Preservation and Management Program and Plan for the I-49 Connector which Agreement will be executed with the State of Louisiana, Department of Transportation and Development for State Project No. 000-00-000 and Federal Aid Project No. PL-0000(000) under the terms and conditions contained in said City-State Agreement.

SECTION 4: All ordinances or resolutions or parts thereof in conflict herewith are hereby repealed.

SECTION 5: This ordinance shall become effective upon the signature of the Lafayette City-Parish President, the elapse of ten (10) days after receipt by the Lafayette City-Parish President without signature or veto, or upon an override of a veto, whichever occurs first.

ATTEST

A true and correct copy of: O-042-2002
Adopted by the Lafayette City-Parish Council on
the 5th day of MARCH, 2002.
Norma M. Duhon
Clerk of the Council

RESOLUTION NO. 014-2001

A RESOLUTION OF THE LAFAYETTE CITY-PARISH COUNCIL ACTING IN ITS CAPACITY AS THE METROPOLITAN PLANNING ORGANIZATION FOR THE LAFAYETTE METROPOLITAN STUDY AREA, SELECTING AND IDENTIFYING A LOCALLY PREFERRED ALTERNATIVE ALIGNMENT FOR THE INTERSTATE 49 CONNECTOR FREEWAY PROJECT THROUGH THE LAFAYETTE URBAN AREA.

WHEREAS, the Lafayette Metropolitan Planning Organization (MPO) has worked with all conscious effort over the last five years to develop a consensus of opinion in the Lafayette Study Area for the location and design of the I-49 Connector Freeway Project: **AND**

WHEREAS, the Louisiana Department of Transportation and Development for the State of Louisiana has undertaken and completed a draft Environmental Impact Statement Document analyzing and evaluating applicable Federal and State Environmental Regulations affected by the I-49 Connector Freeway; **AND**

WHEREAS, a Public Hearing was held on Thursday, December 14, 2000 at 6:00 p.m. in the Frem Boustany Conference Center, Lafayette, Louisiana for the purpose of affording the general public with an opportunity to review and consider the results of the Environmental Documents and recommendations developed through the Metropolitan Planning Organization advisory committees including the University of Louisiana at Lafayette Community Design Workshop; **AND**

WHEREAS, the MPO Citizen Advisory Committee (CAC), Transportation Technical Committee (TTC) and Transportation Policy Committee (TPC) met in a joint workshop with Louisiana Department of Transportation and Development (LaDOTD) representatives and Federal Highway Administration (FHWA) representatives on Thursday, January 4, 2001 at 11:00 a.m. for the purpose of addressing the advantages and disadvantages of the various alternative alignments on the I-49 Connector Freeway Project; **AND**

WHEREAS, the Lafayette MPO Citizen Advisory Committee (CAC) met on Tuesday, January 9, 2001 to discuss and recommend a "Locally Preferred Alternative Alignment" for the I-49 Connector Freeway; **AND**

WHEREAS, the Lafayette MPO Transportation Technical Committee (TTC) met on Wednesday, January 17, 2001 to recommend a "Locally Preferred Alternative Alignment" for the I-49 Connector Freeway; **AND**

WHEREAS, the Lafayette MPO Transportation Policy Committee (TPC) met on Monday, February 5, 2001 to recommend a "Locally Preferred Alternative Alignment" for the I-49 Connector project, **AND**

WHEREAS, the Lafayette City-Parish Planning Commission met on Thursday, February 15, 2001 to review the three MPO Committee recommendations on the I-49 Connector and adopt Resolution No. 001-01 recommending a "Locally Preferred Alternative Alignment."

NOW THEREFORE BE IT RESOLVED, the Lafayette City-Parish Council, acting in its capacity as the Metropolitan Planning Organization (MPO) for the Lafayette Metropolitan Study Area, does hereby approve and identify to the Louisiana Department of Transportation and Development (DOTD) and the Federal Highway Administration (FHWA), the following:

1) The Lafayette MPO's "Locally Preferred Alternative Alignment" for the I-49 Connector Freeway is RR-4 between Willow Street and Pinhook Road, with Sub-alternative "F". This designation, however, is predicated on the MPO's requirement that both Jefferson Street and Simcoe Street remain open and continuous rather than being severed or blocked as currently identified in the draft I-49 Environmental Assessment.

2) The Lafayette MPO further identifies Sub-alternative "H" as the "Locally Preferred Alternative Alignment" north of Willow Street.

3) The Lafayette MPO recommends a "Joint Cooperative Agreement" between Lafayette City-Parish Consolidated Government, Louisiana Department of Transportation and Development and the Federal Highway Administration be mutually executed to coordinate and implement the June 1999 recommendations identified by the CAC, TTC and TPC to incorporate the design concepts identified in the document, *Lafayette I-49 Connector Project – A Collaborative Effort between the University of Louisiana at Lafayette School of Architecture Community Design Workshop, the Lafayette City-Parish Consolidated Government, Metropolitan Planning Organization and Neighborhood Pride, Spring 1999*. The "Blue Book", attached hereto and included herein by reference, shall serve as the basis for the development of the ideas and concepts contained therein and shall be included in the final implementation of the plan in addition to Ordinance No. 043-2001 creating the Corridor Preservation and Management Plan.

The resolution having been submitted to a vote, the results were as follows:

YEAS: Badeaux, Castille, Williams, Benjamin, Broussard, Trumps, Mouton, Stevenson

NAYS: None

ABSENT: Menard

RECUSED: None

And the resolution was declared adopted on the 22nd day of February, 2001.

Lenwood Broussard

LENWOOD BROUSSARD, CHAIR
LAFAYETTE CITY-PARISH COUNCIL

ATTEST

A true and correct copy of: RESOLUTION R-014-2001
Adopted by the Lafayette City-Parish Council on
the 22ND day of FEBRUARY, 2001.

Asst Clerk of the Council