

PROJECT OVERVIEW

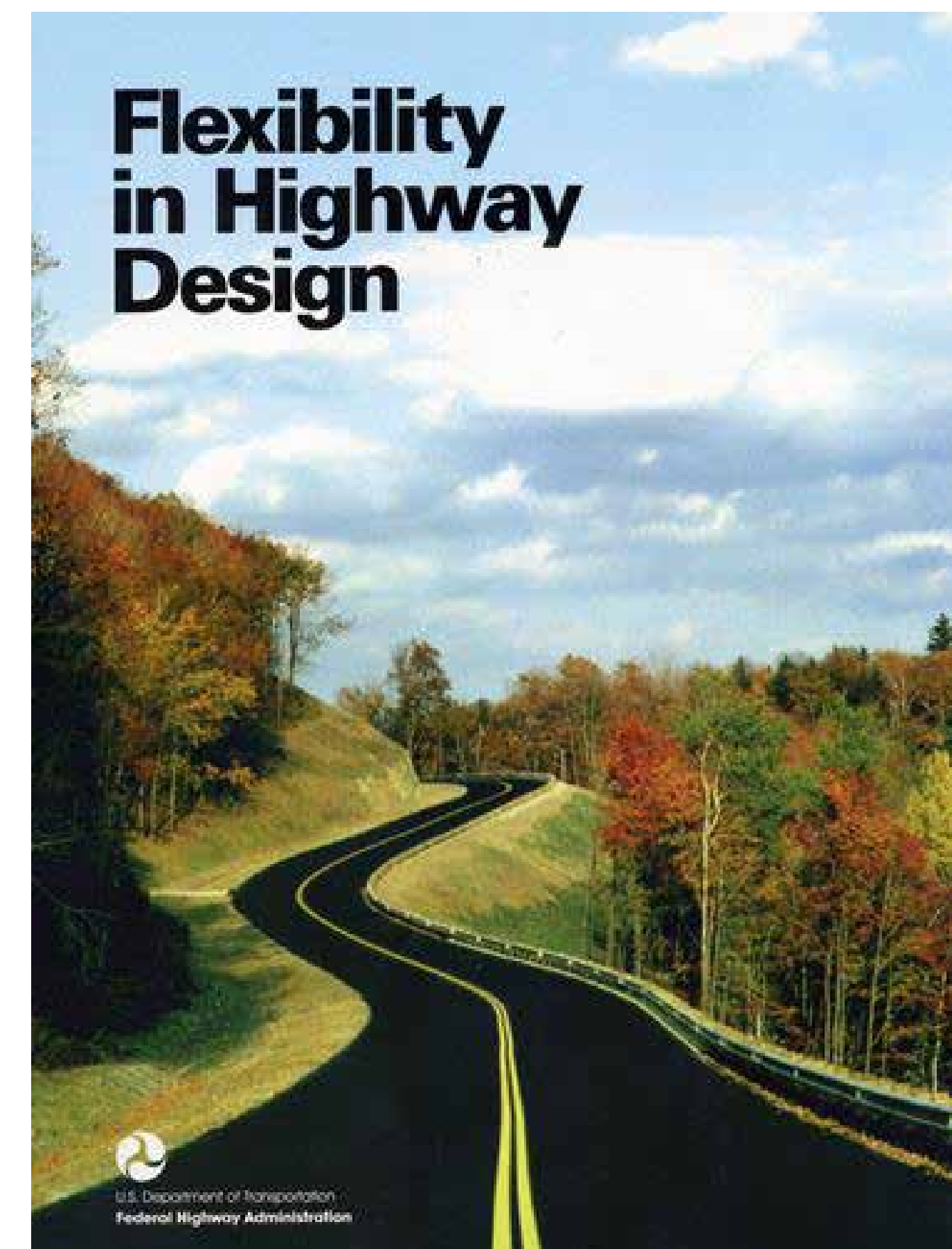
The I-49 Lafayette Connector is a future 5.5-mile segment of limited access highway that will extend from I-10 to the Lafayette Regional Airport. It is a critical transportation link for Lafayette and the state as a whole.

PROJECT GOALS

- The I-49 Lafayette Connector is a key component of I-49 South, which will:
 - Function as a critical hurricane evacuation route
 - Complete a major energy and trade corridor to the nation
 - Enhance safety by providing new interstate connectivity within the Lafayette region and to New Orleans

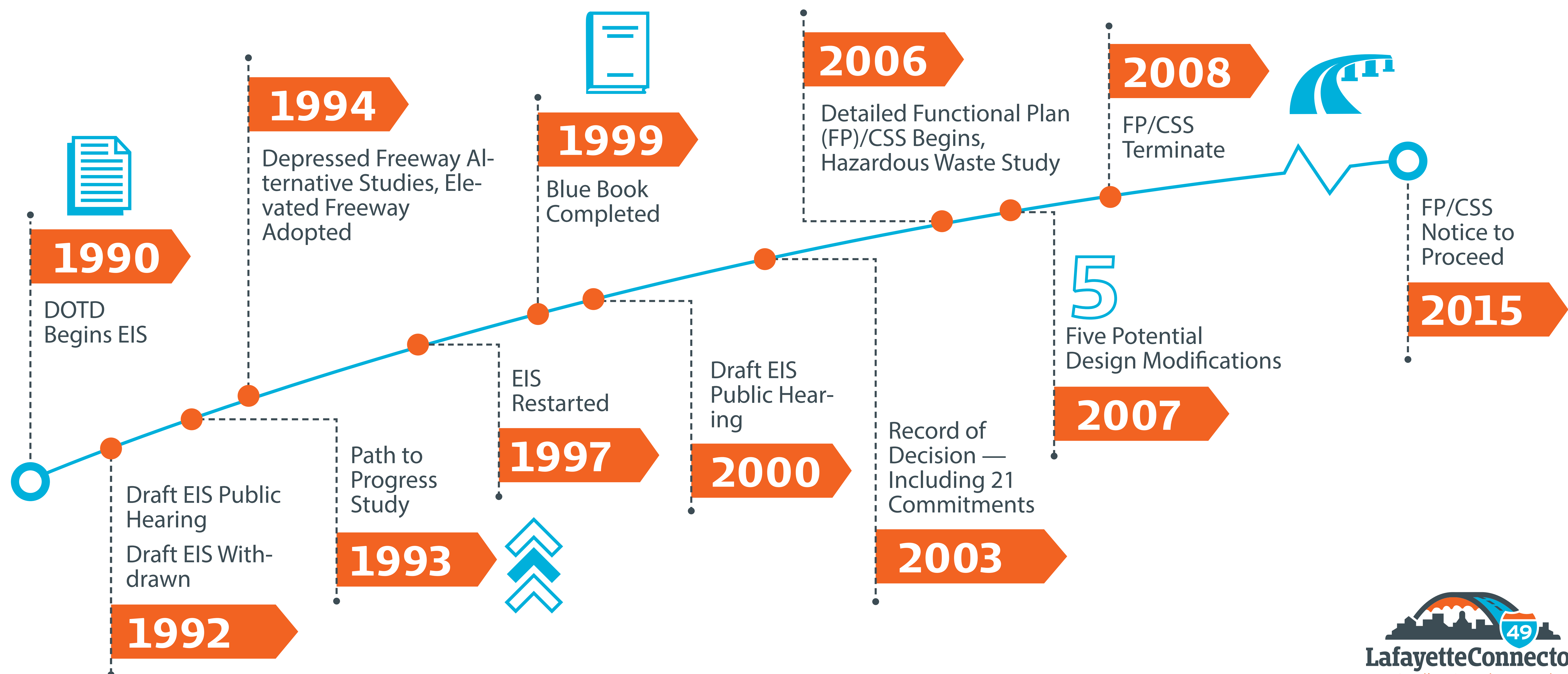
PROJECT VISION

- Plan and design a transportation facility that is safe, financially feasible and implementable
- Achieve compatibility with the natural and built environments
- Become a community asset by involving the community and stakeholders in a collaborative and interdisciplinary approach to planning, design and construction



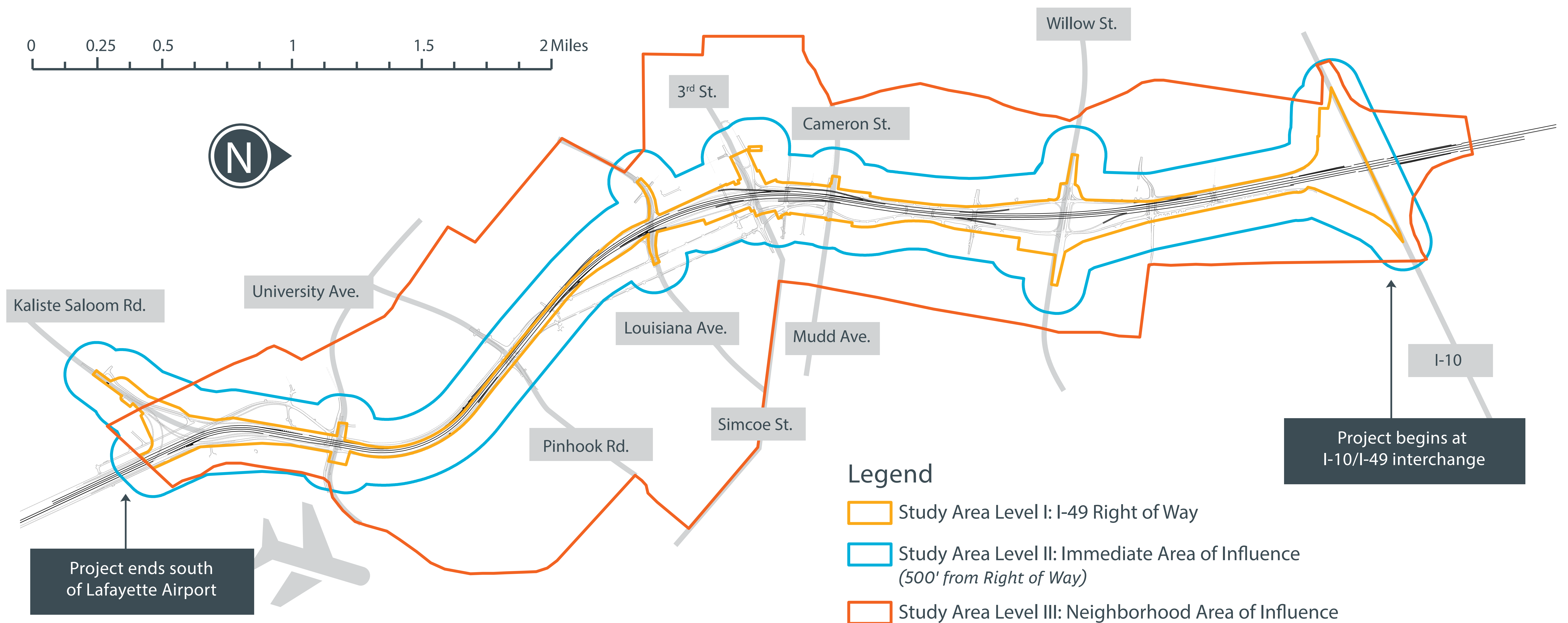
PROJECT HISTORY

In 1990, DOTD began initial planning for the I-49 Connector corridor through preparation of an Environmental Impact Statement (EIS). The final EIS was published in 2002, and a Record of Decision (ROD) was issued by the Federal Highway Administration (FHWA) in 2003, approving and adopting the I-49 Connector corridor. The ROD was the subject of a federal court challenge, but was successfully upheld in court in 2004. In 2006, the next phase of the project began (I-49 Lafayette Connector Functional Plan) and included more refined traffic studies, geometric design, bridge concept studies and an extensive, context sensitive design and public involvement process. Midway through this phase, work on the project was suspended. The current phase of the I-49 Lafayette Connector project builds on the previous work in order to complete the Functional Plan for the Connector utilizing a Context Sensitive Solutions (CSS) approach.

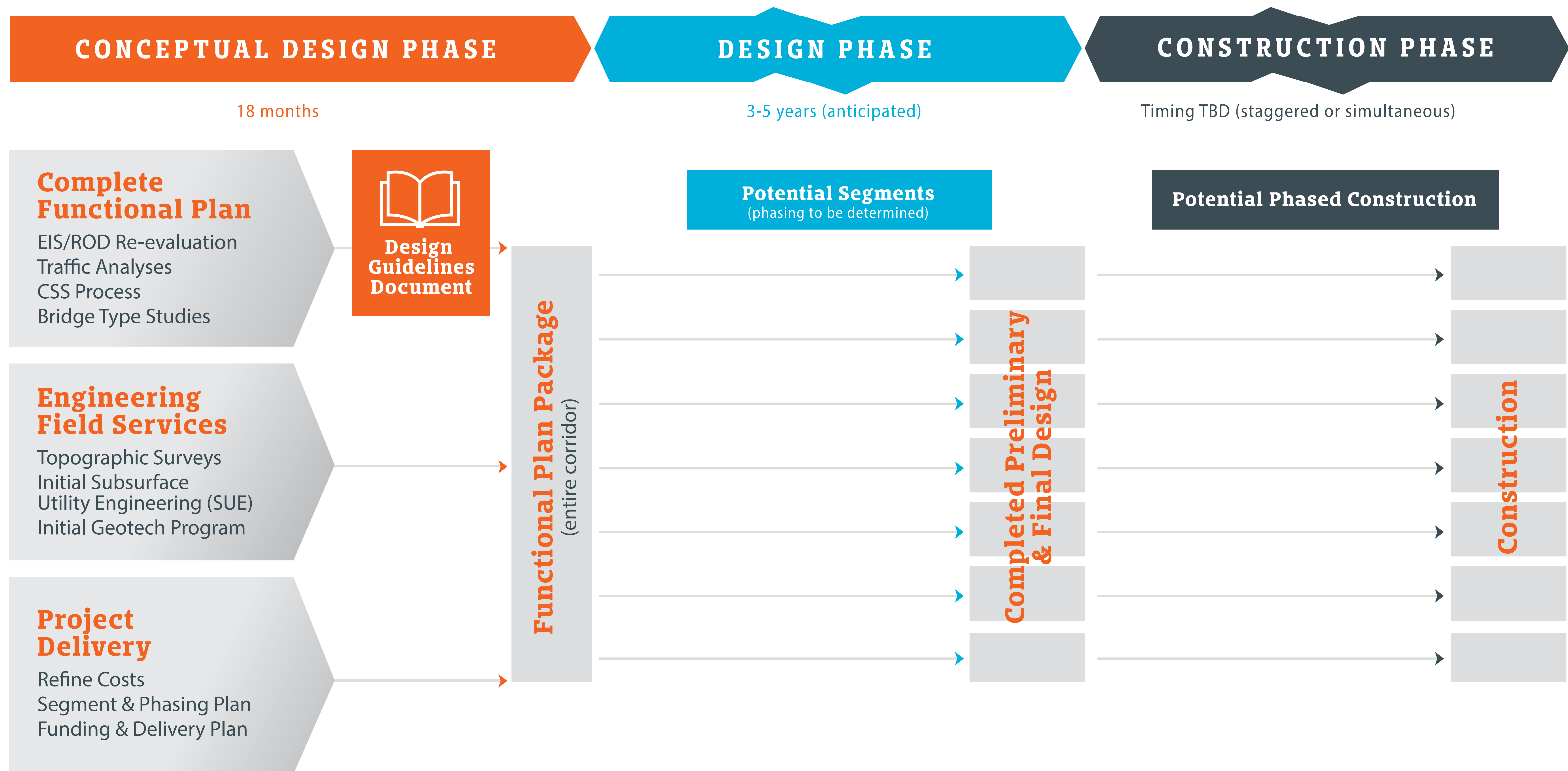


WHAT IS THE I-49 LAFAYETTE CONNECTOR?

The I-49 Lafayette Connector traverses a very heavily urbanized corridor within the heart of Lafayette. Recognizing the significance of this project to the City of Lafayette and the State of Louisiana, the DOTD has initiated a planning and conceptual design study to complete the Functional Plan for the Connector utilizing a Context Sensitive Solutions (CSS) approach.

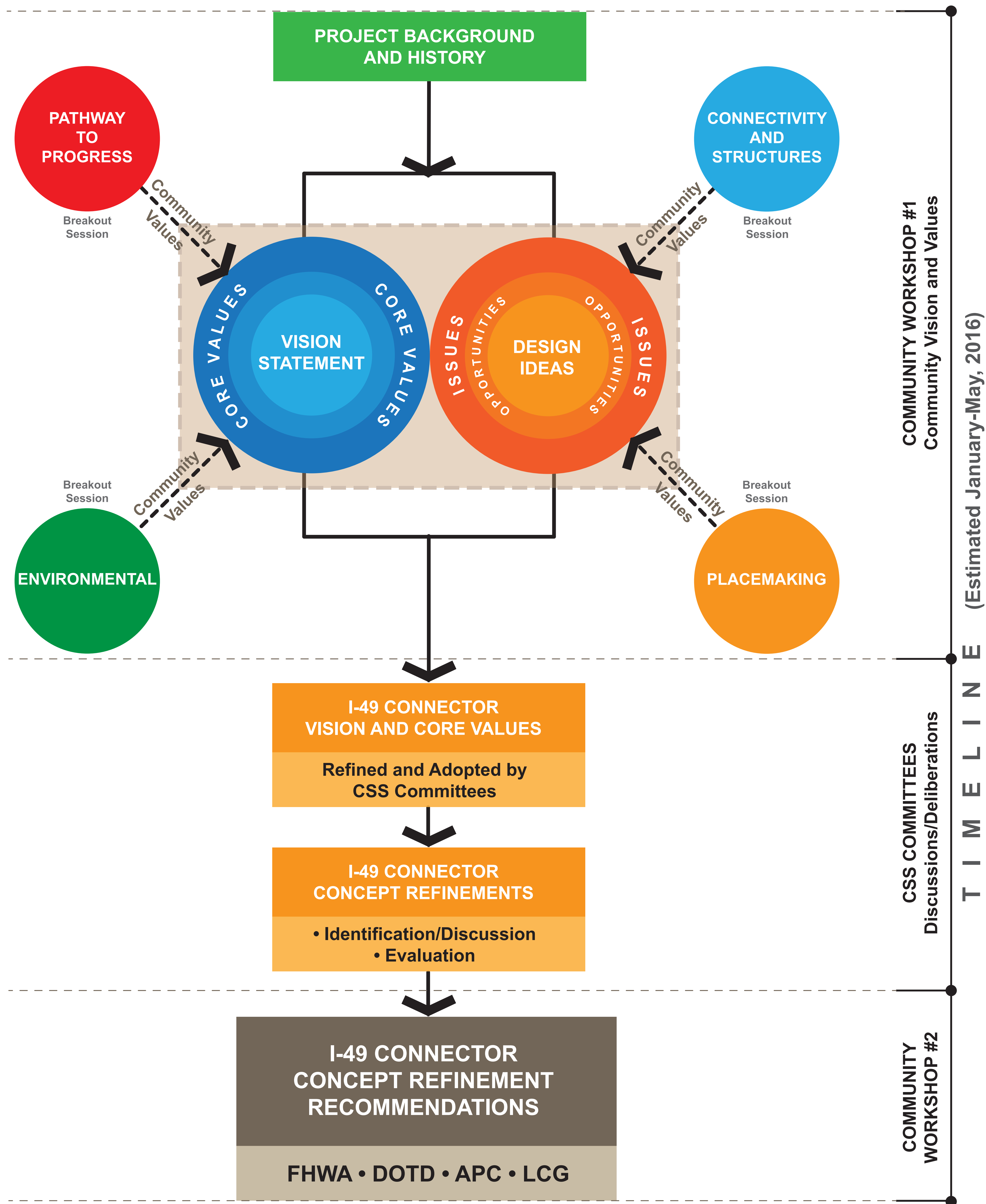


I-49 LAFAYETTE CONNECTOR OVERALL PROJECT SCHEDULE



I-49 Lafayette Connector

Concept Refinement Process



WHAT IS CONTEXT SENSITIVE SOLUTIONS (CSS)?

- Embodied in a collaborative interdisciplinary approach to planning and design of transportation facilities
- Fulfills the transportation purpose (mobility, capacity, safety)
- Complements and enhances its contextual setting, leading to preserving and enhancing scenic, aesthetic, cultural, historic, community and environmental resources
- Involves public at-large, facility users, surrounding community, interest groups, key stakeholders, and local, regional and state agencies



RATIONALE AND MANDATE FOR I-49 CSS PROGRAM

- A Context Sensitive Solutions (CSS) approach will be utilized to fulfill the 21 commitments within I-49 Lafayette Connector Record of Decision
- Commitments identify key project-related features where mitigation and other measures to minimize impacts are required to implement selected alternative (I-49 Lafayette Connector FEIS)
- ROD Summary of Design indicates Lafayette Consolidated Government Corridor Preservation and Management Action Plan is “guiding document” for I-49 design and construction integration
- LCG Corridor Preservation and Management Action Plan supports a CSS-based approach to achieve stakeholder goals of:
 - Enhancing community connectedness
 - Building a signature place versus a signature structure through project implementation

CSS Design Feature Areas

- Interstate Super Structure
- Bridge Bent Columns
- Walls
- Coatings and Textures
- Land Use
- Pedestrian Facilities
- Plazas
- Lighting
- Site Furnishings
- Community Art
- Landscape Elements
- Water Features
- Sterling Grove Historic District



STAY INFORMED

Outreach/Involvement Technique	Communications/ Public Information	Community Involvement	Key Stakeholder Outreach
Project Website**	✓	✓	✓
E-newsletter**	✓		✓
Project Site Office* (w/Project Displays)	✓	✓	✓
Speaker's Bureau** (u/Ambassador Program)	✓		✓
Traveling Exhibits**	✓		
Social Media Channels** Facebook, LinkedIn, Twitter	✓		
Project Launch Event	✓	✓	✓
Key Community & Stakeholder Interviews		✓	✓
Focus Groups		✓	✓
Educational Forums	✓	✓	✓
Corridor Walkabouts		✓	✓
Public Workshops		✓	✓
Design Charettes		✓	✓

* Regularly published ** Content updated at key project milestones

GET INVOLVED

CSS Outreach Event	Anticipated Date
Project Launch Event	October 6, 2015
Key Community & Stakeholder Interviews	September/October 2015
CSS Committee/ Work Group Meeting - Community Work Group - Technical Advisory Committee - Executive Committee	Monthly throughout CSS 18-month process, starting in October 2015
Speaker's Bureau/ Ambassador's Program	Ongoing throughout CSS 18-month process, starting in October 2015
Corridor Walkabouts	October/November 2015
Focus Groups	November/December 2015 January 2016
Educational Forums	January-April 2016
Public Workshops/ Design Charettes	January, April and August 2016
Neighborhood & Stakeholder Meeting*	January-April and July-October 2016
Neighborhood Design Workshops*	May, June, November and December 2016

*To be coordinated with TIGER Grant activities
and subject to refinement.

SIGN UP for our e-newsletter at LafayetteConnector.com to stay informed and be an active part of the community.

CSS COMMITTEE STRUCTURE

- Community Work Group

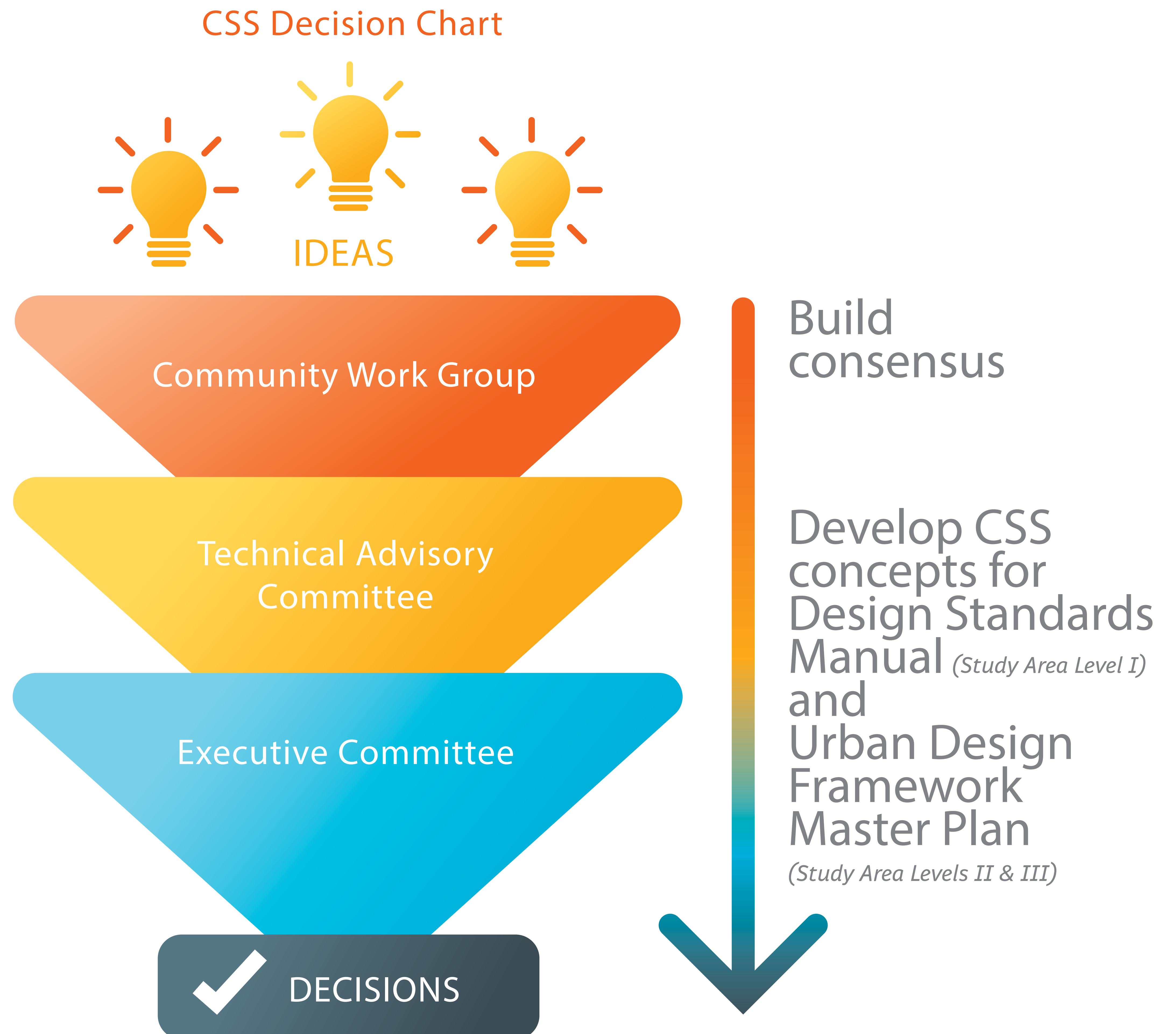
To provide community input and recommendations on the 13 Design Feature Areas and 55 Design Elements of the I-49 Lafayette Connector

- Technical Advisory Committee

To provide technical review, comment and recommendations on the 13 Design Feature Areas and 55 Design Elements of the I-49 Lafayette Connector

- Executive Committee

To review all recommendations from the Community Work Group and Technical Advisory Committee and make final decisions on the 13 Design Feature Areas and 55 Design Elements of the I-49 Lafayette Connector to be included in the CSS Design Standards Manual

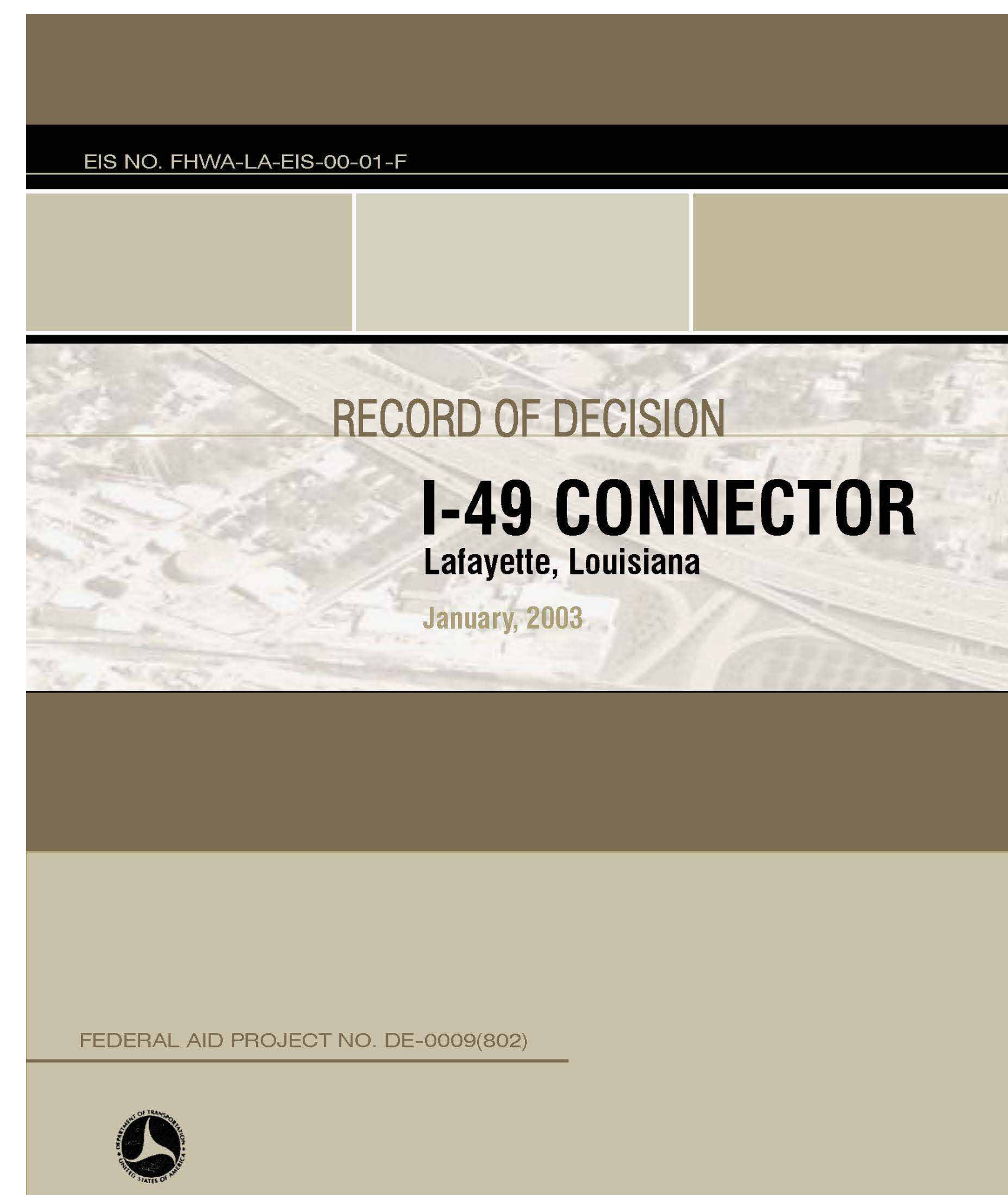


ENVIRONMENTAL RE-EVALUATION

What is NEPA?

The National Environmental Policy Act of 1969 (NEPA), adopted in 1970, requires that:

- Federal policies, regulations, and laws are interpreted and administered in accordance with national environmental protection goals, and
- Federal agencies use an interdisciplinary approach in planning and decision-making for actions that they fund or for which they issue a permit



What is the purpose of a Re-evaluation?

A Re-evaluation is a continuation of the NEPA process to establish the continuing validity of the NEPA documentation for a project, in this case the 2003 EIS and the ROD for the I-49 Lafayette Connector.

Attention is given to determining what changes have occurred relative to the:

- Design or scope of a project
- Project area
- Applicable laws and regulations
- Other new information

Why is a written Re-evaluation prepared?

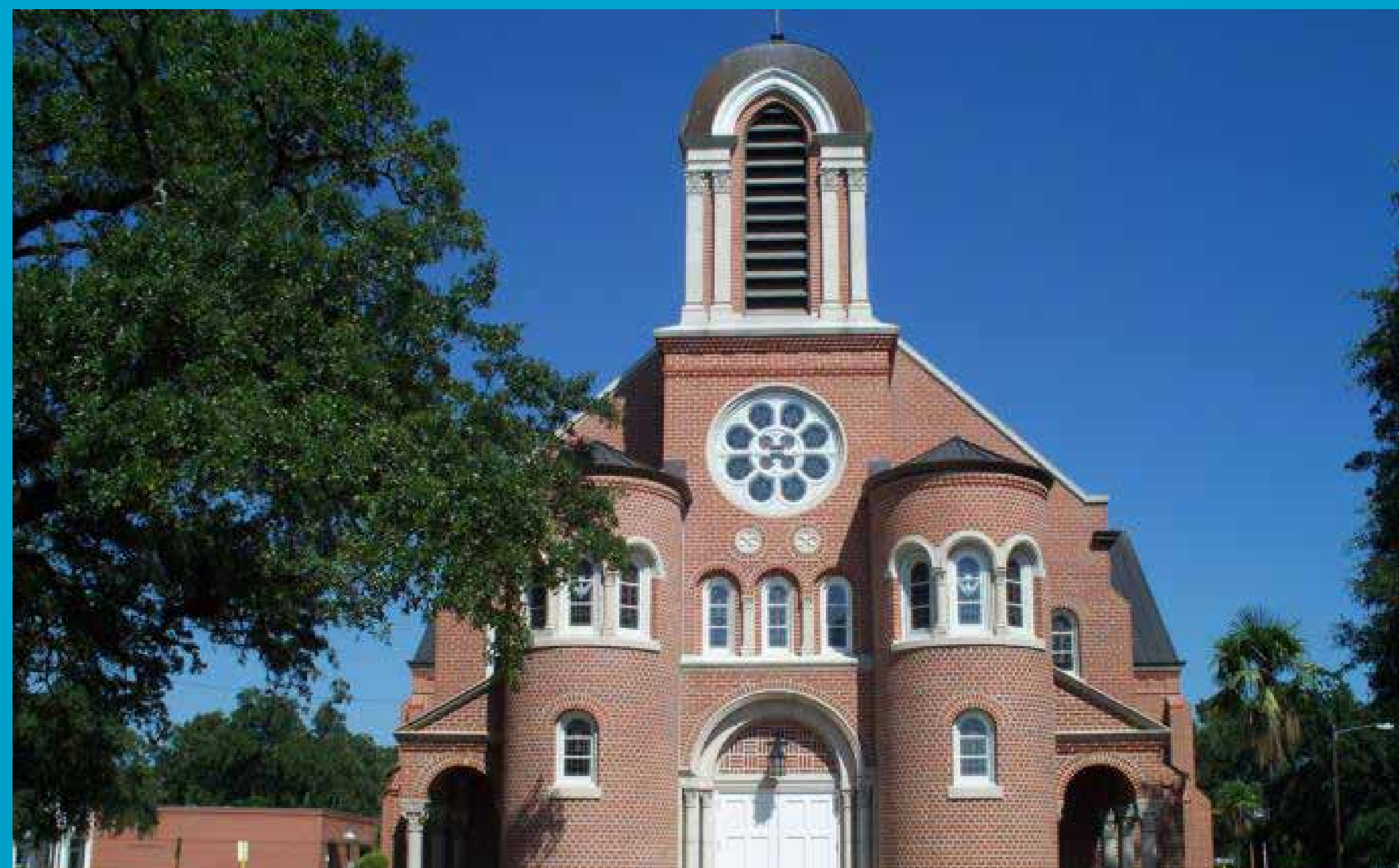
Re-evaluations continue the project development process and can be concluded with consultation or in writing. A written Re-evaluation is appropriate for the I-49 Lafayette Connector, because:

- Initially, an EIS was required because of significant impacts
- No major steps to advance the project have occurred within 3 years after the last major approval related to the project
- The types of environmental resources potentially impacted

Section 106 of the National Historic Preservation Act and the Sterling Grove Mitigation Plan

In 2002, in conjunction with the I-49 Connector NEPA process, the federal and state highway and preservation agencies, in accordance with Section 106 of the National Historic Preservation Act, signed a Memorandum of Agreement (MOA) that stipulates 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...”*

The preparation of this mitigation plan with the participation of the residents and property owners of the district and local government is a principal task of this project to complete the Functional Plan.



What are the MOA stipulations?

1. Prepare a mitigation plan for Sterling Grove Historic District
2. Consideration of the following in the plan: landscaping, earthberms, masonry walls, special lighting, long span bridges, attention to use of under bridge areas, hardscape and brick paver treatment, fencing and parks
3. Consideration of downlighting as appropriate on all lighting installations
4. Provide the following to St. Genevieve Church and School:
 - a. Lighting in front and along adjacent streets for aesthetic and security purposes
 - b. Develop an illuminated and landscaped plaza in front of church
 - c. A decorative fence enclosing the area
5. St. Genevieve will accept ownership and maintenance responsibilities upon completion of No. 4
6. Greig Street will be redeveloped in a manner that enhances the St. Genevieve properties
7. Assure that construction methods will minimize vibration damage to the church
8. Seek input from St. Genevieve Catholic Church and School and the general public and the local government before submitting details to the SHPO under No. 9
9. Receive approval of the plan from the SHPO prior to preparing final plans
10. Owners of other historic properties will be made aware of the MOA and their comments will be considered for amendments to the MOA

JOINT USE DEVELOPMENT PLAN

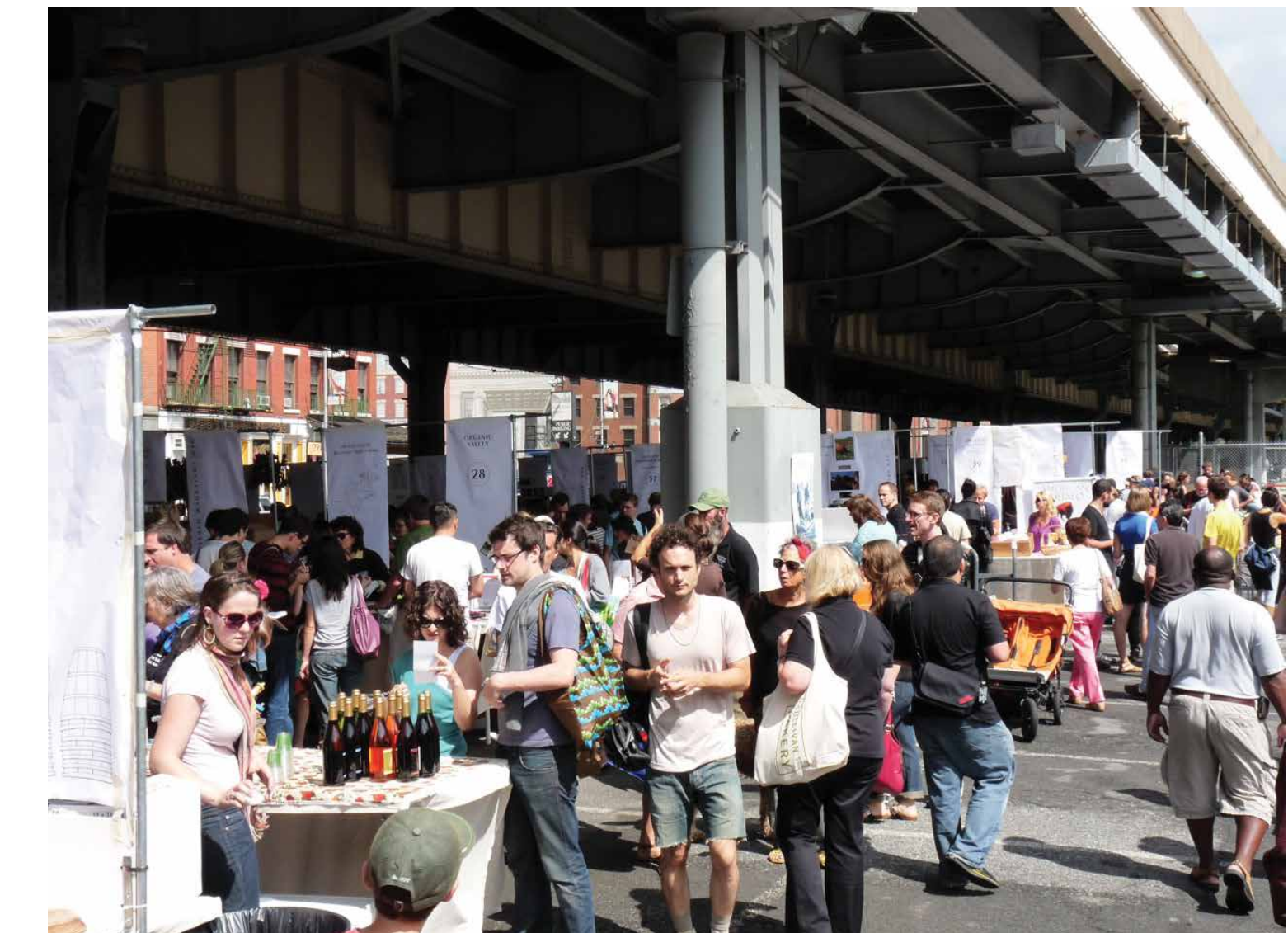
What is the Joint Use Development Plan?

The Joint Use Development Plan will be a contract through which DOTD, FHWA, LCG and SHPO agree to the design features; the environmental measures to avoid, minimize or mitigate adverse impacts; and the capital and maintenance cost-sharing responsibilities that will be developed through the completion of the Functional Plan.

What are the efforts in the completion of the Functional Plan?

Completion of the Functional Plan comprises:

- Engineering including:
 - Traffic Studies
 - Geometric Studies
 - Bridge Type Studies
- Design Standards Manual, the product of the Context Sensitive Solutions process
- The Sterling Grove Mitigation Plan
- The Re-evaluation Report and Amended Record of Decision
- Right-of-way Acquisition and Relocation Planning
- Determination by the CSS Executive Committee regarding the capital cost and maintenance cost-sharing protocols for project elements



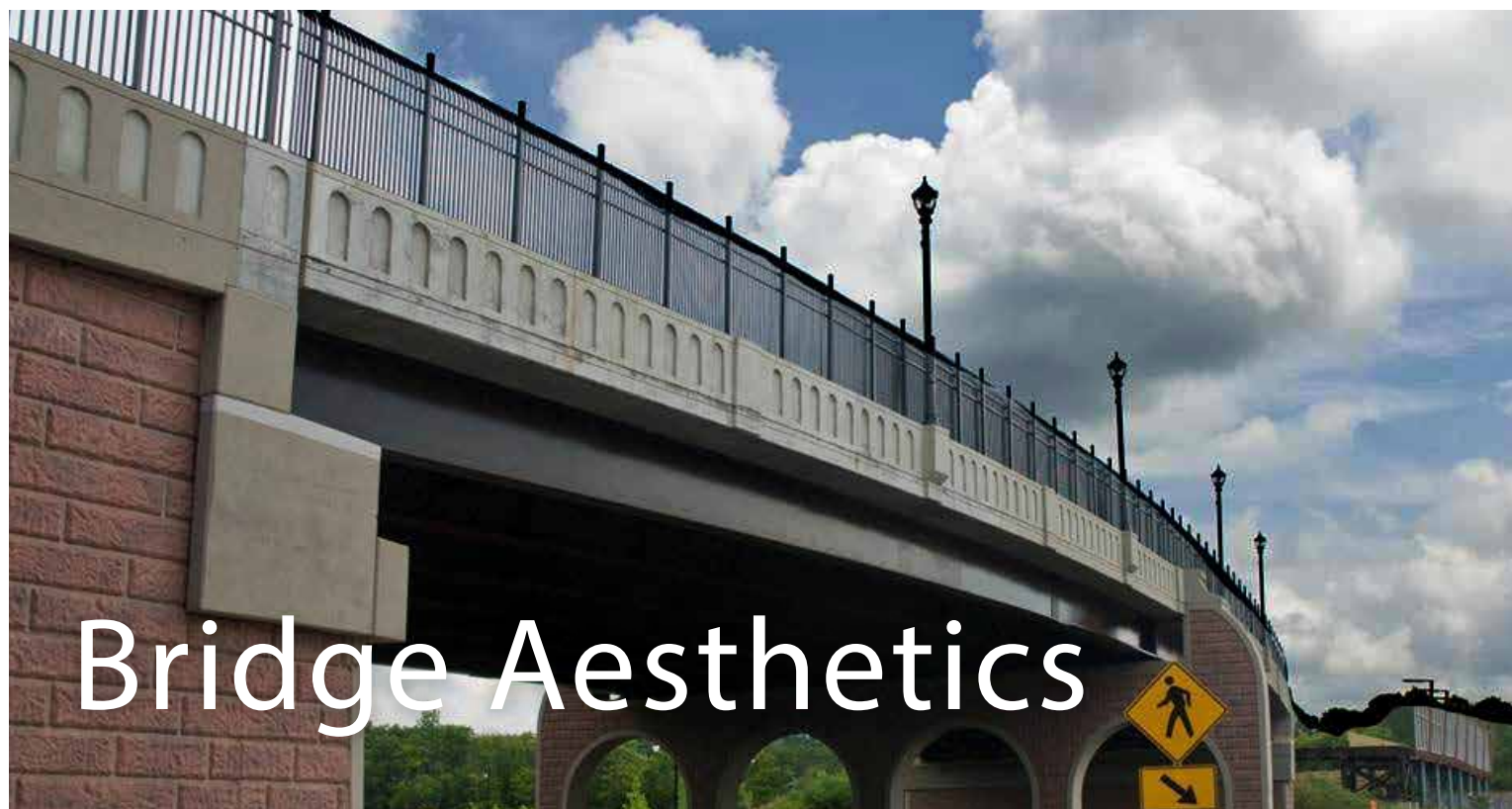
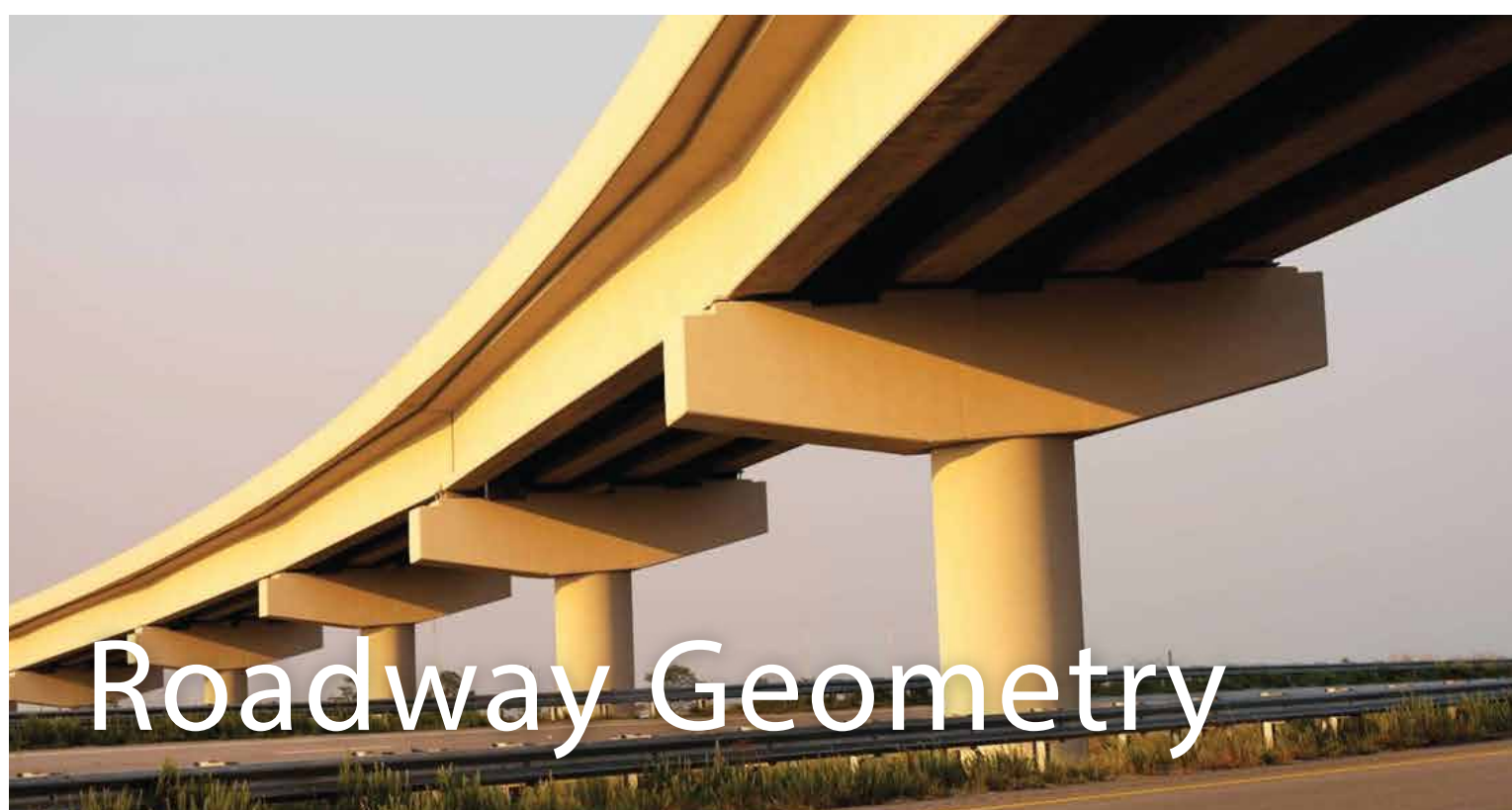
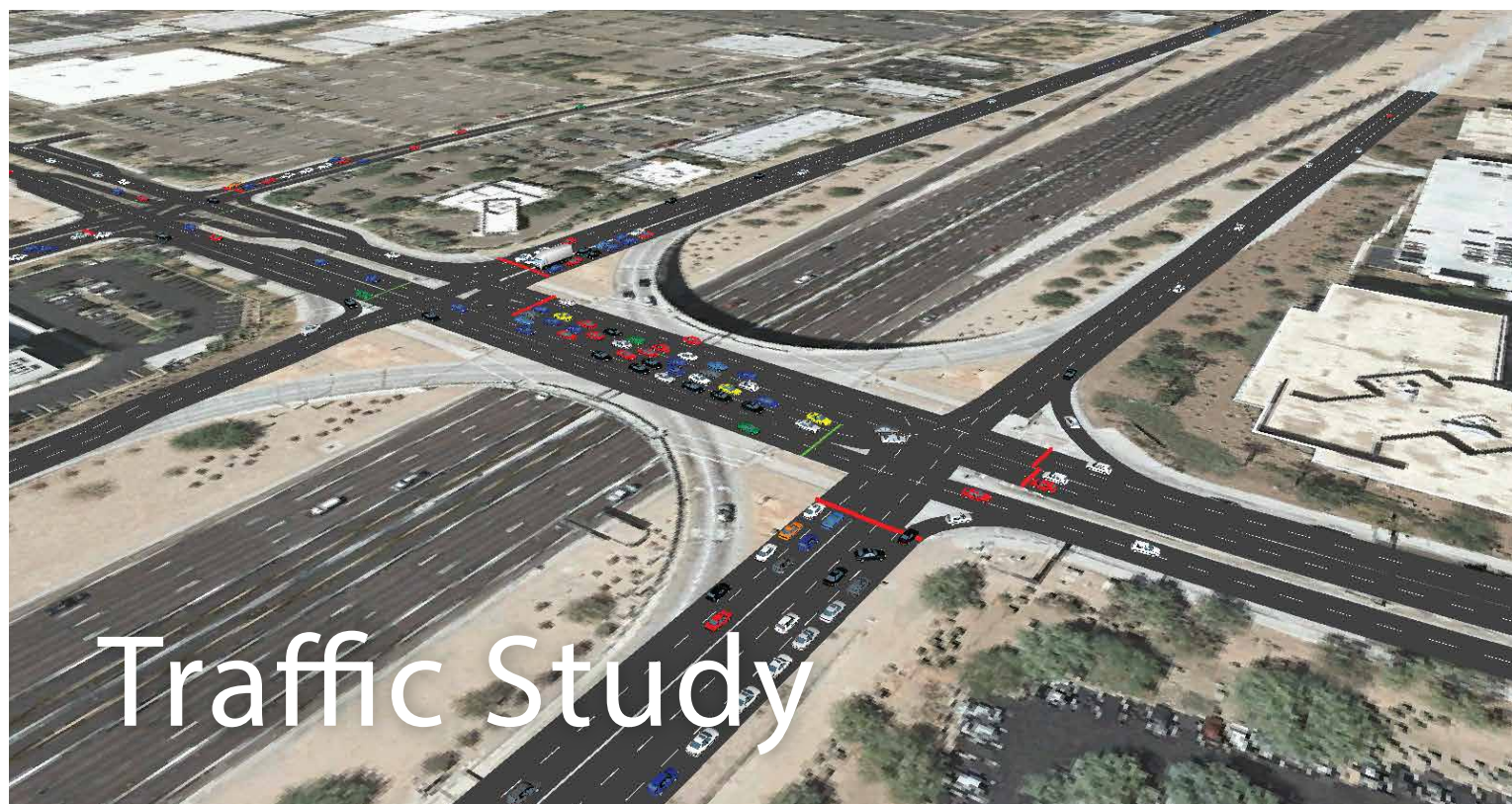
What are the specific items in the Joint Use Development Plan?

The Joint Use Development Plan sections will include the following:

- Transportation elements
- Context sensitive features
- Construction and capital responsibilities
- Maintenance responsibilities
- Sequence of right-of-way acquisition and construction implementation
- The definition, financial responsibility and sequence of other project elements that are identified during the completion of the Functional Plan.

OTHER I-49 LAFAYETTE CONNECTOR ACTIVITIES

PLANNING



MESH WITH OTHER TRANSPORTATION



FIELD WORK

