



POTENTIAL DESIGN MODIFICATIONS (PDM)

Edits for the purpose of clarification have been made to several of the following exhibits since the August 3, 2016 Public Meeting.

PDM Influences on



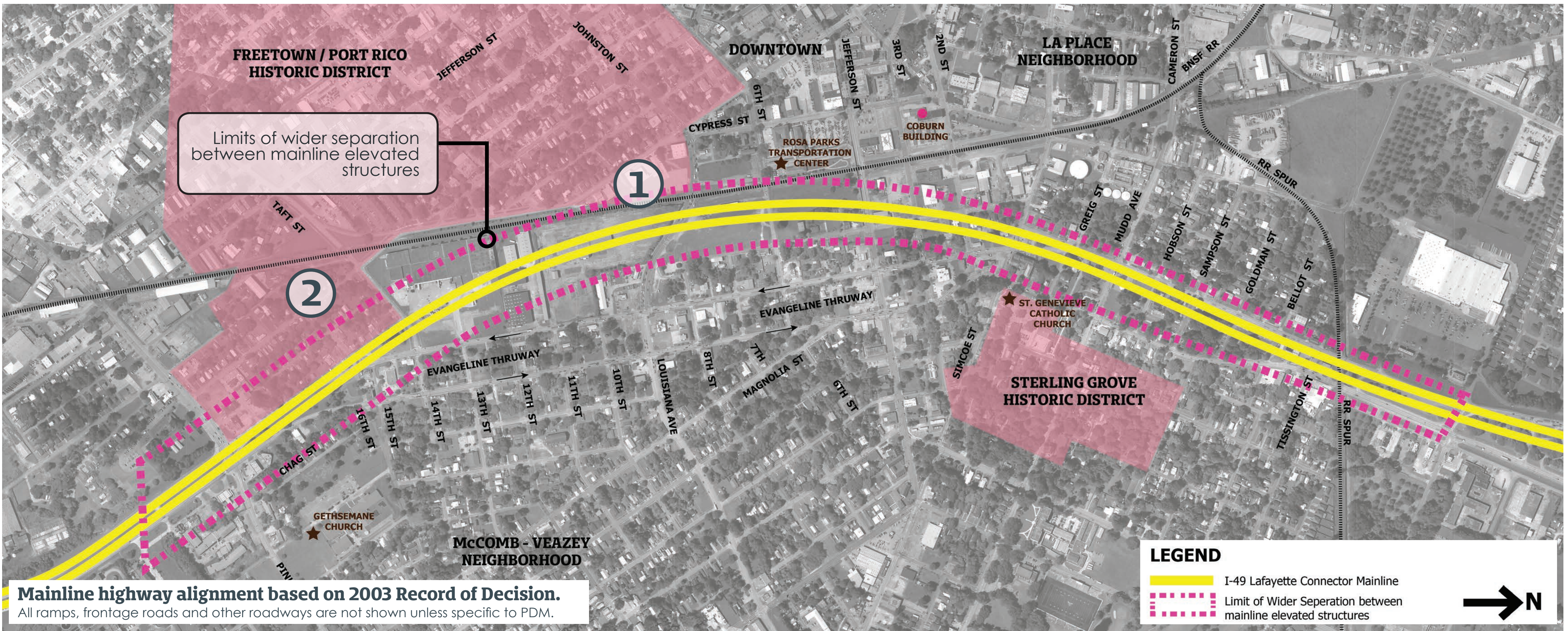
HIGHWAY



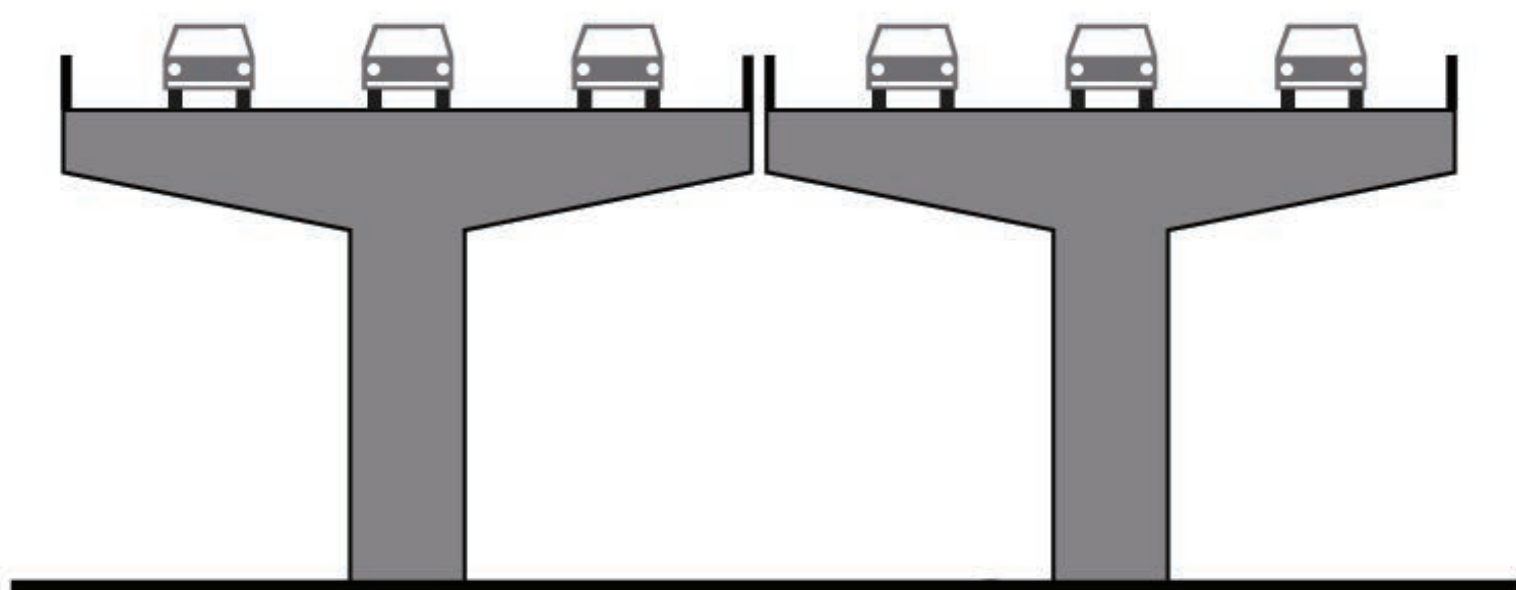
NEIGHBORHOOD CONNECTIVITY



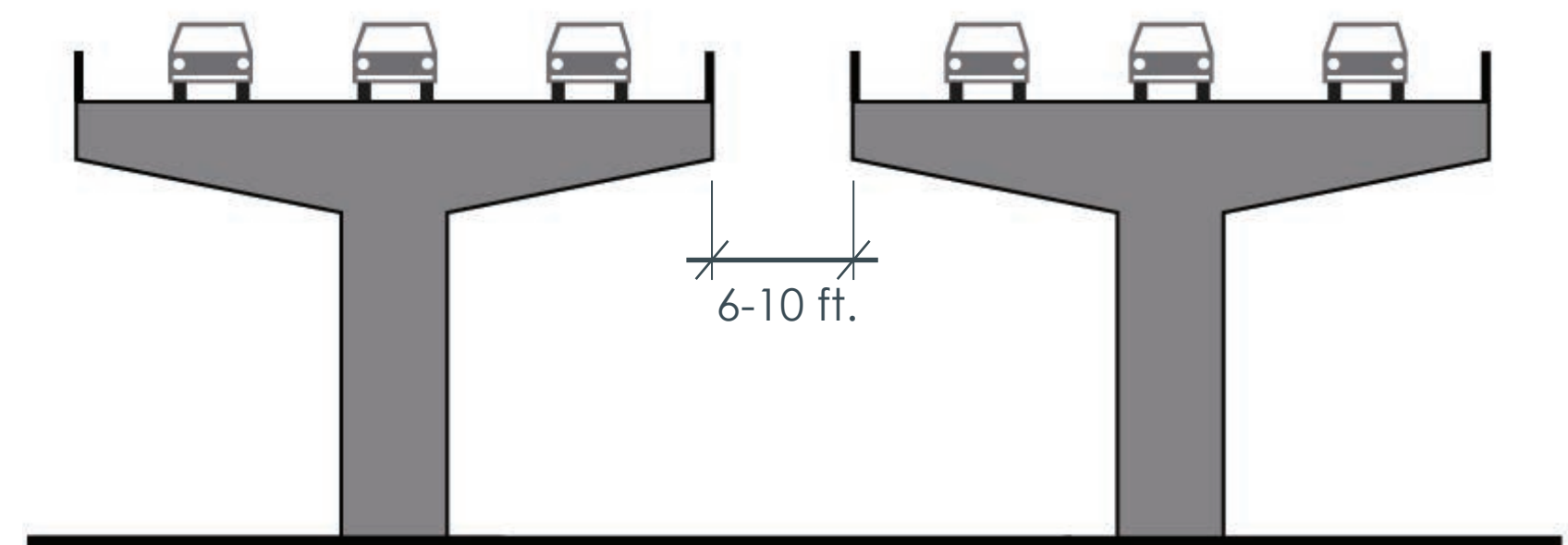
CULTURAL IDENTITY



Objective: Gain additional ambient light beneath the structure.



Elevated I-49 Mainline (without separation)



Elevated I-49 Mainline (with 6-10 foot separation)

Key Features



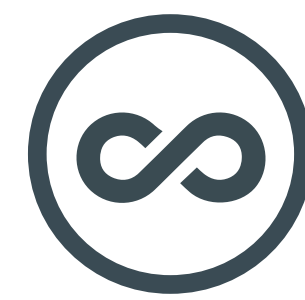
Potential additional right-of-way required.



Potential increased displacement of residents and businesses.



Potential access impacts to some businesses.



Potential reduction of traffic operation efficiency.



Widening gap between north and south bound lanes may reduce distance between Railroad and Highway corridor.



Potential Impact to Freetown/Port Rico Historic District.

Next Step:

Investigate further during the Tier II refinement process.



Indicates universal condition throughout area shown on map.

PDM Influences on



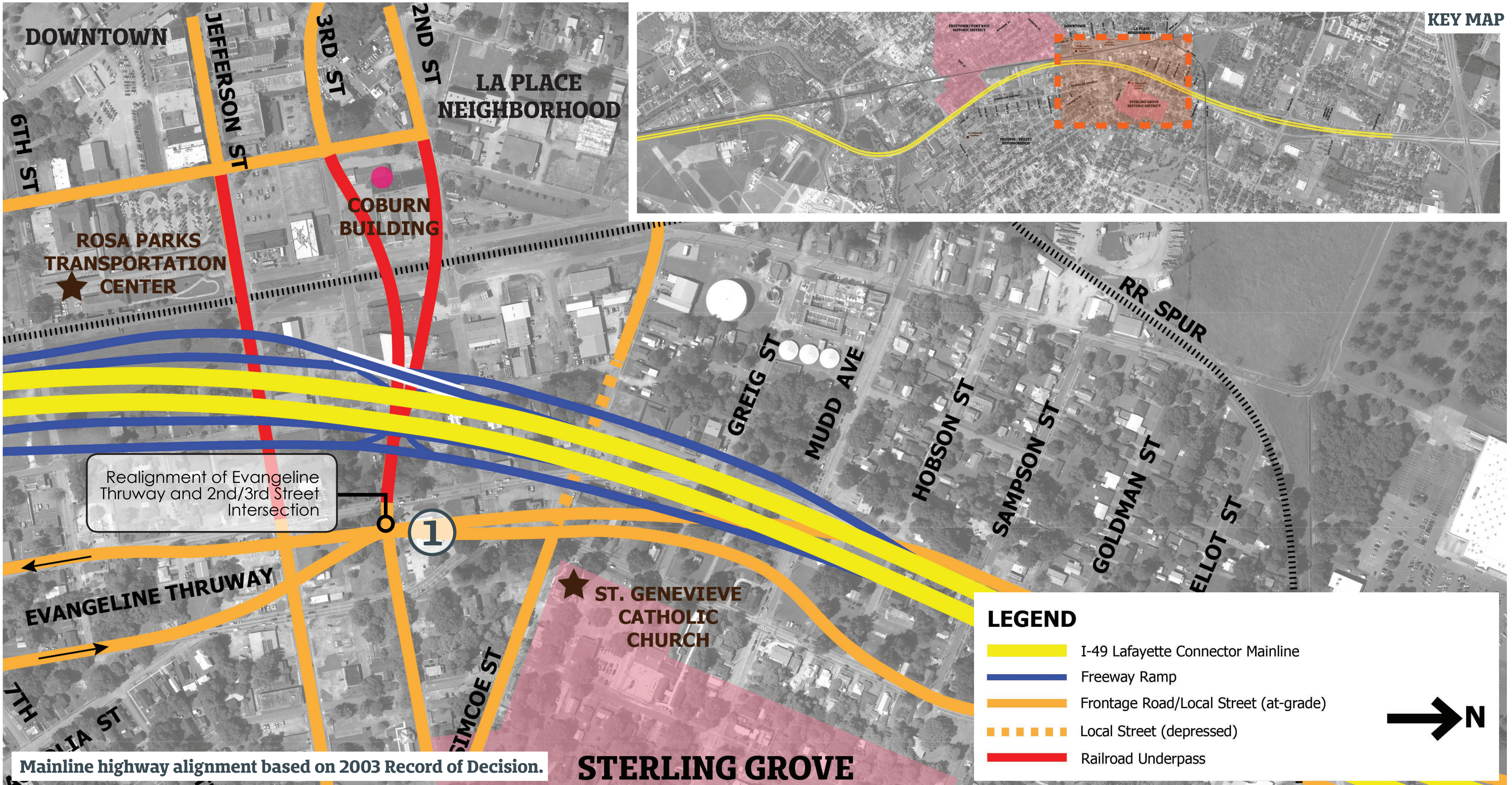
HIGHWAY



NEIGHBORHOOD CONNECTIVITY



COMPLETE STREETS



Objective: Improve traffic operations.

Key Features

1

Improves traffic operations by realignment of Evangeline Thruway at 2nd/3rd Streets (reducing the number of signalized intersections).

1

Additional right-of-way required.

1

Increased displacement of residents and businesses.

∞

Increased opportunity for Context Sensitive Solutions-related features, such as recreational opportunities and public open space.

Next Step: Investigate further during the Tier II refinement process, as appropriate.

∞ Indicates universal condition throughout area shown on map.

PDM Influences on



HIGHWAY



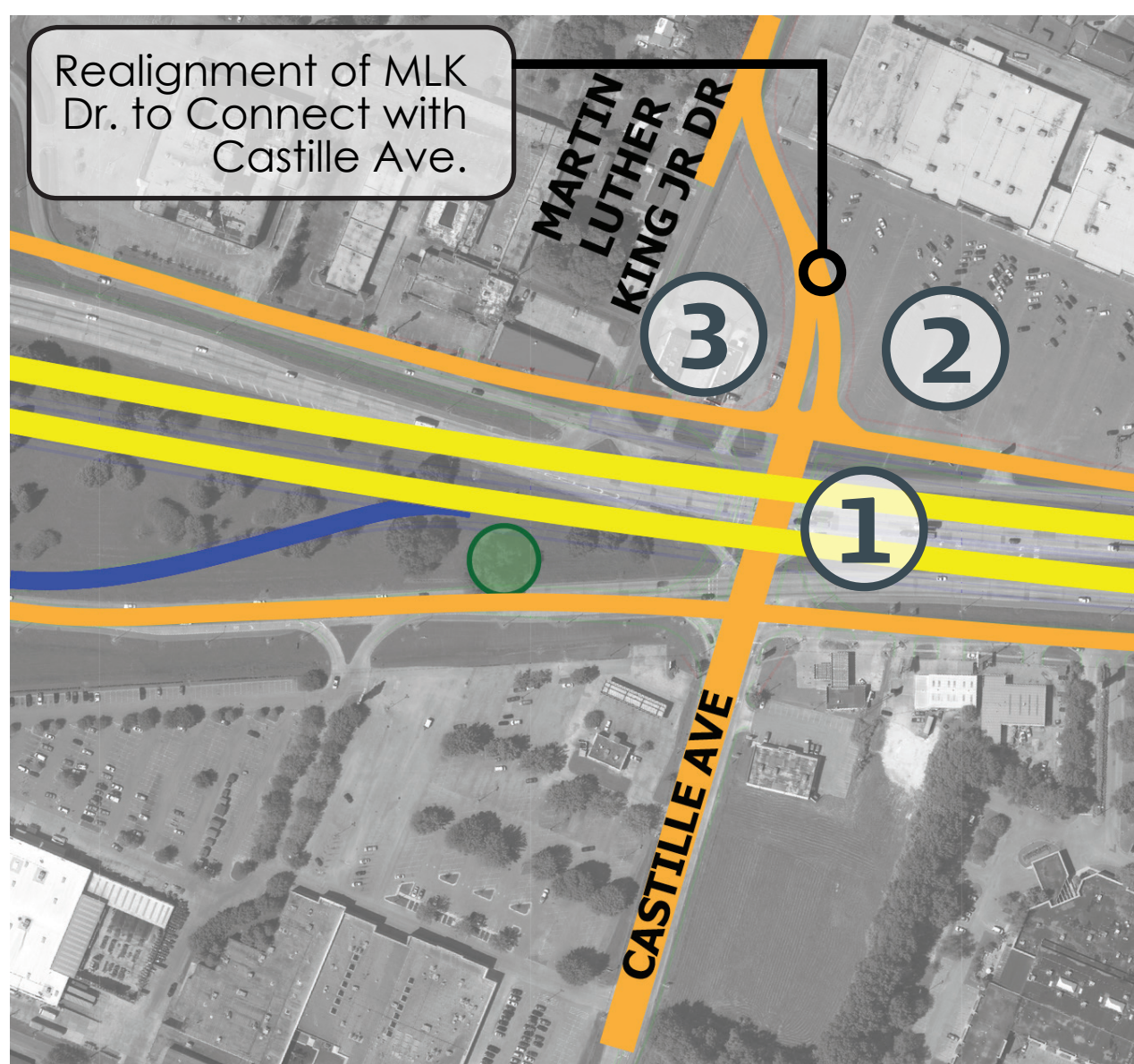
NEIGHBORHOOD CONNECTIVITY



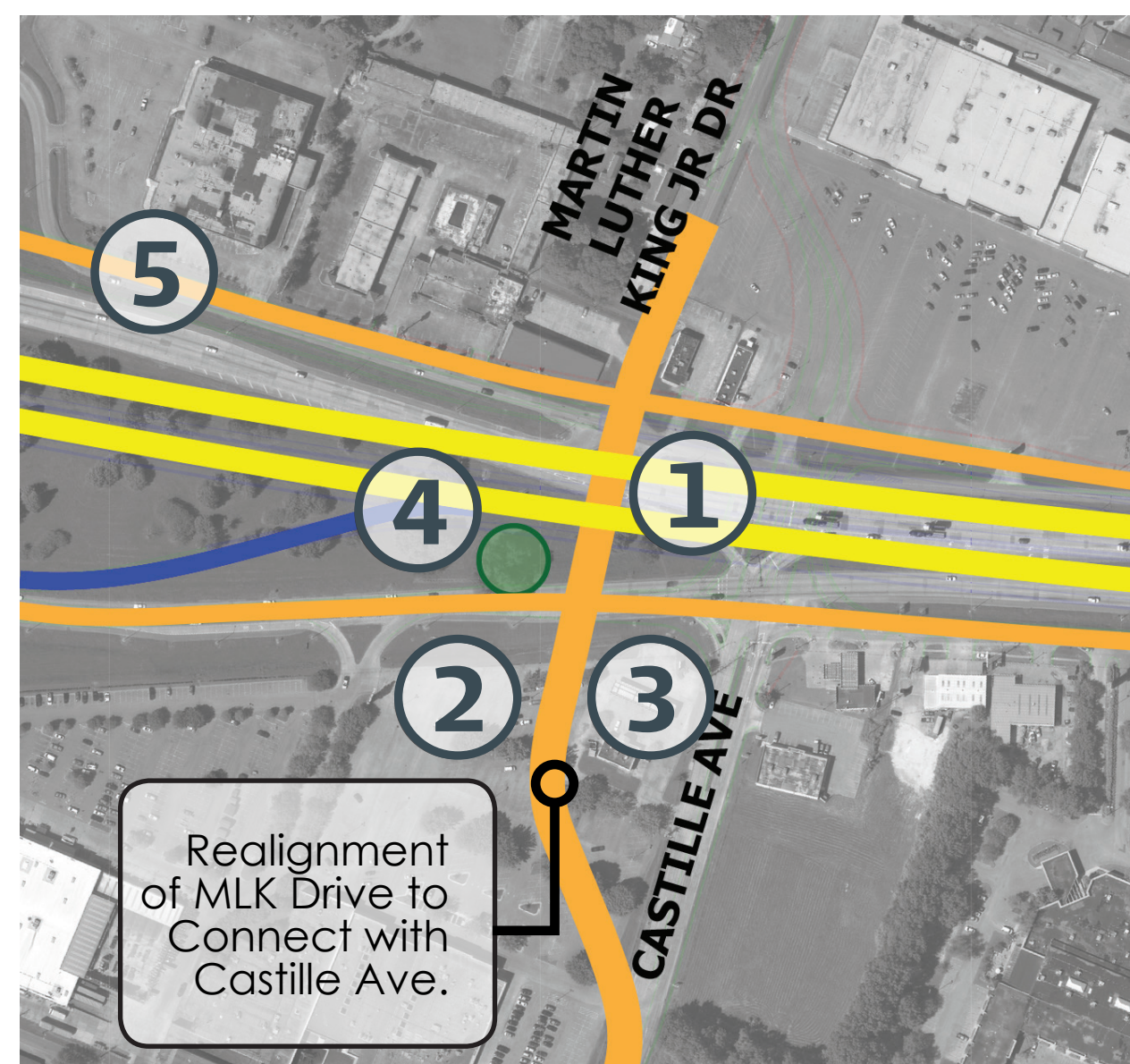
COMPLETE STREETS



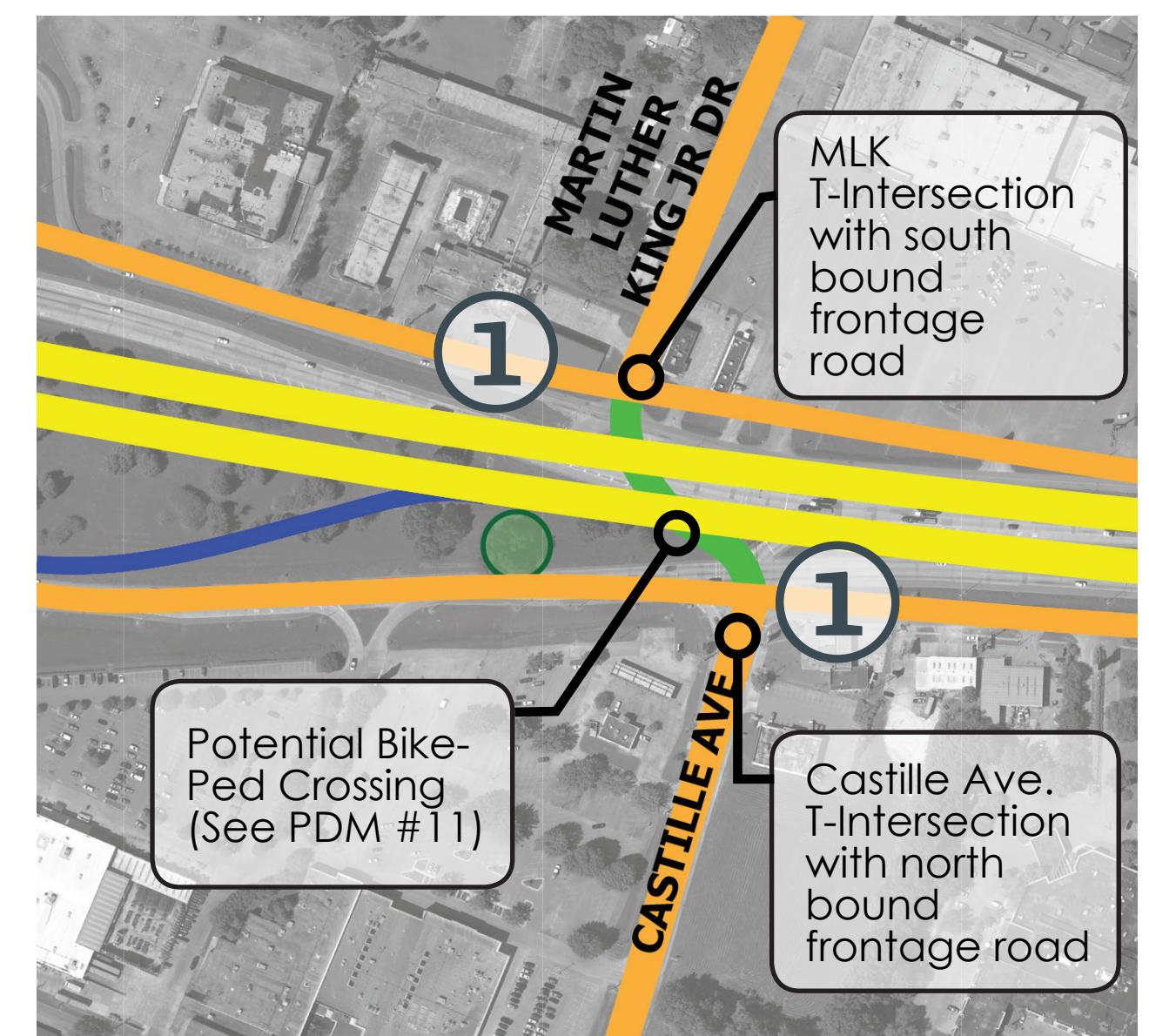
Objective: Improve east/west connections.



OPTION 1:
Realign MLK Drive (ROD Concept)



OPTION 2:
Realign Castille Avenue



OPTION 3:
No vehicular connection between Castille Avenue and MLK Drive (Also shown in PDM #11)

Key Features

- 1** Enhances east/west connectivity and traffic operations.
- 2** Right-of-way impact to Parkway Plaza parking lot.
- 3** Potential access impacts to businesses.

- 1** Enhances east/west connectivity and traffic operations.
- 2** Right-of-way impact to Northgate Mall parking lot.
- 3** Potential right-of-way and access impact to gas station.
- 4** Potential impact to Significant Oak Tree.
- 5** Potential impaired traffic operations on Southbound frontage road and Willow Street.

- ∞** No additional impact to right-of-way.
- ∞** Enhances east/west bike pedestrian connectivity.
- ∞** Reduced connectivity for vehicles within the local street grid.
- 1** Improves traffic operations on frontage roads by eliminating intersections.

Next Step:

Investigate further during the Tier II refinement process, as appropriate.

∞ Indicates universal condition throughout area shown on map.

PDM Influences on



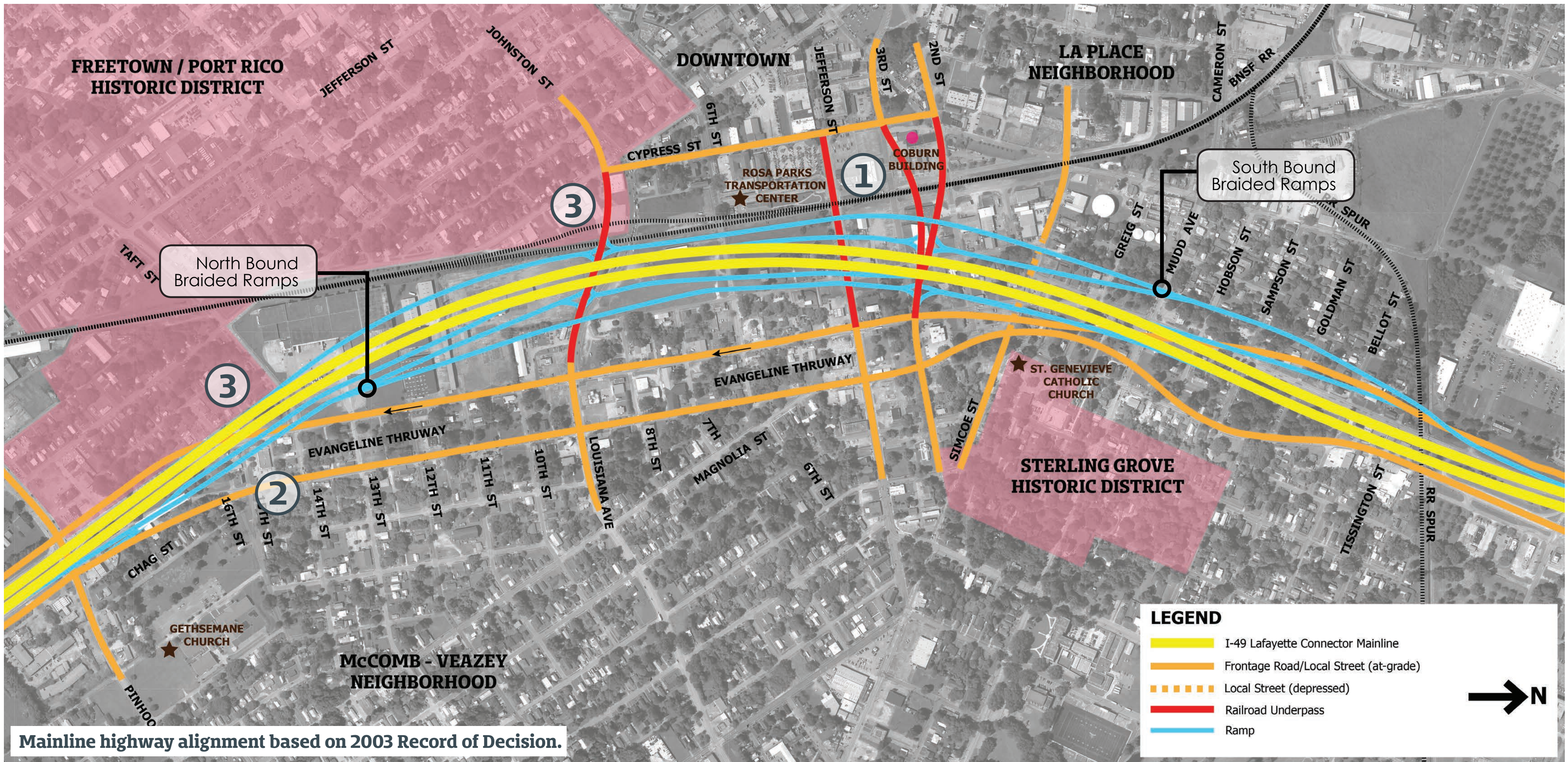
HIGHWAY



NEIGHBORHOOD CONNECTIVITY



CULTURAL IDENTITY



Objective: Improve traffic operations.

Key Features



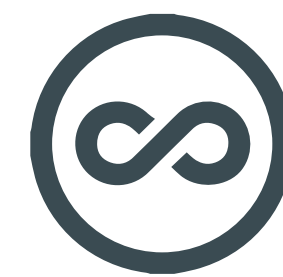
Applicable for Series 1 options only.



More imposing I-49 footprint to the community.



Additional right-of-way required.



Reduction of local street grid connectivity.



Increased impacts to residents and businesses.

1

Improves traffic operations by combining 2nd & 3rd Street and Johnston Street individual exit ramps into a combined double exit ramp.

2

15th Street needs to be closed to make geometry work.

3

Impacts Freetown/Port Rico Historic District.

Next Step: Investigate further after Tier III, if Concept 1A remains the selected alternative.

Indicates universal condition throughout area shown on map.

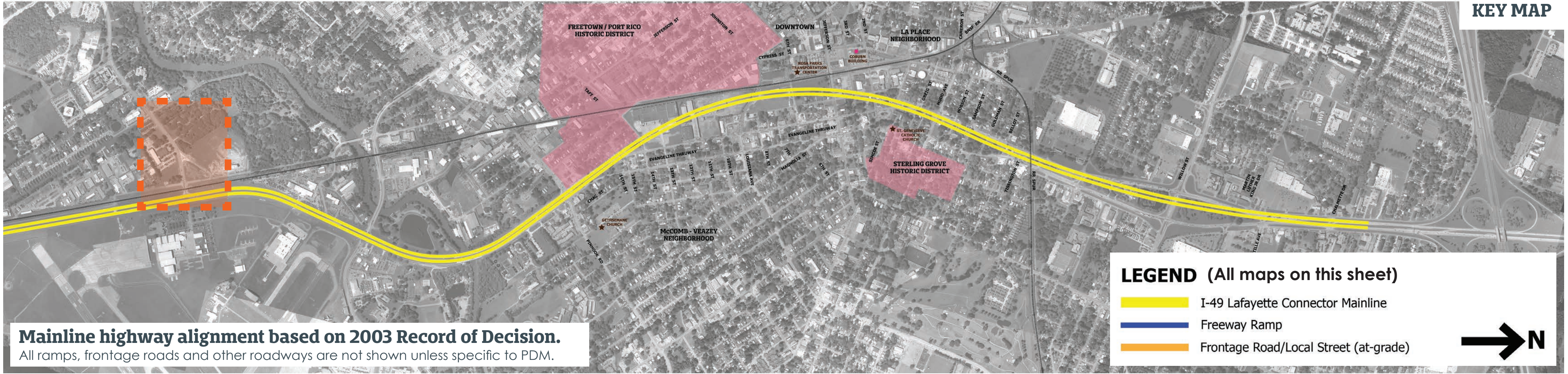
PDM Influences on



HIGHWAY



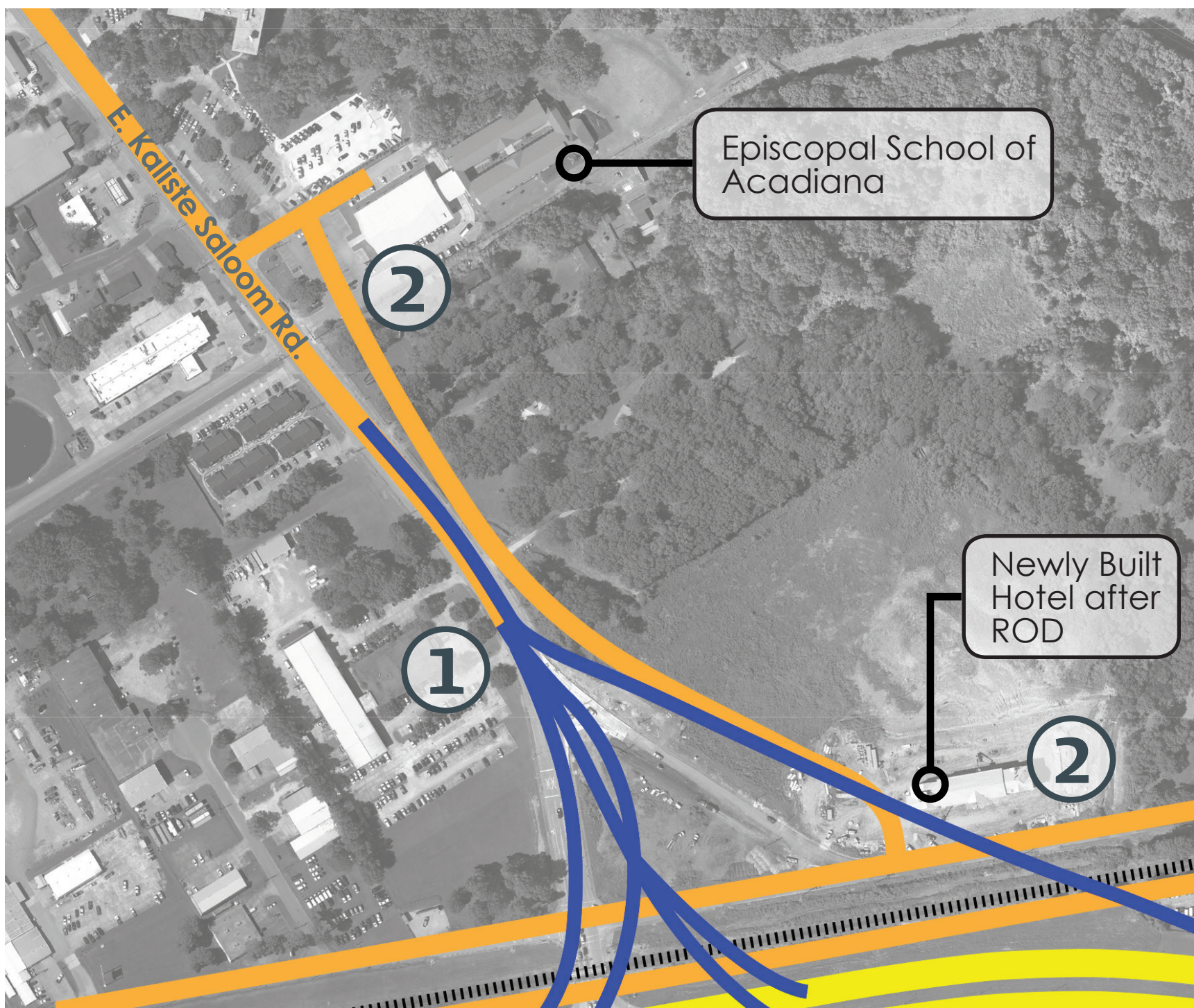
NEIGHBORHOOD CONNECTIVITY



Objective:

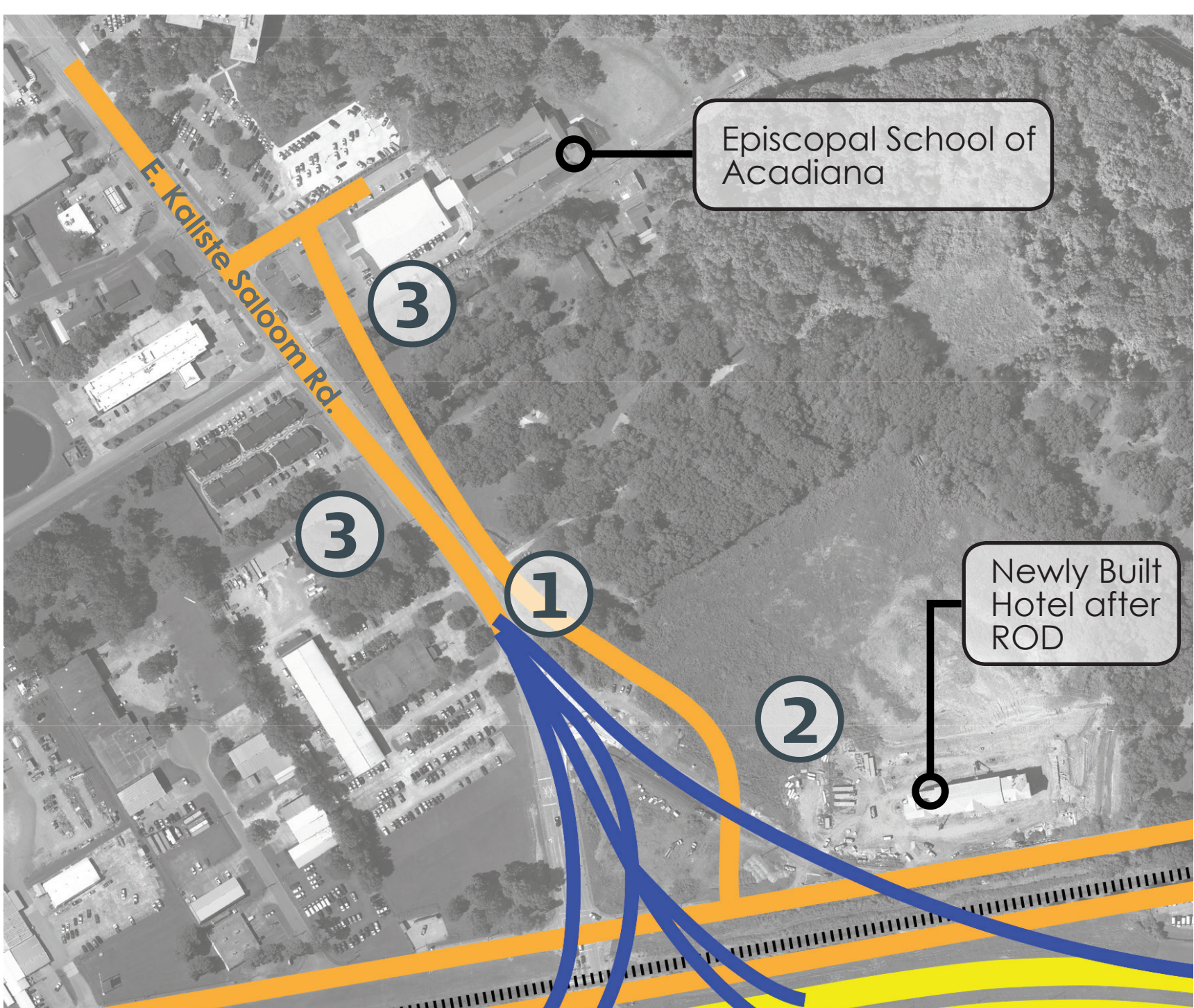
Reduce property impacts on north side of Kaliste-Saloom Road while still providing adequate access.

Key Features



OPTION 1: Record of Decision (ROD) Concept

- ① Directional interchange and access road provides connection to Kaliste Saloom Road, south bound Frontage Road, Hugh Wallis Road, and I-49 Mainline.
- ② Impacts to the newly built hotel building on Hugh Wallis Road and school parking.



OPTION 2

- ① Directional interchange and modified access road provides connection to Kaliste Saloom Road, south bound frontage road, Hugh Wallis Road, and I-49 Mainline.
- ② Access road and I-49 ramp alignments are modified to minimize impacts to new hotel footprint constructed after ROD.
- ③ Further adjustments to reduce/eliminate the impacts to the school parking do not appear to be feasible without total interchange modifications, and creating impacts to the properties south of Kaliste Saloom Road.

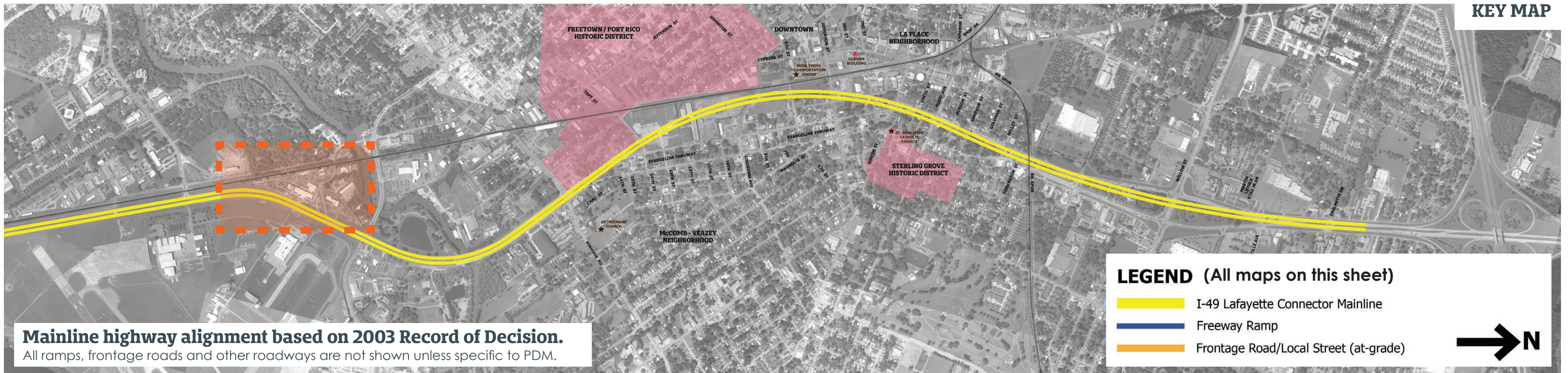
Next Step:

Investigate further during the Tier II refinement process, as appropriate.

PDM Influences on



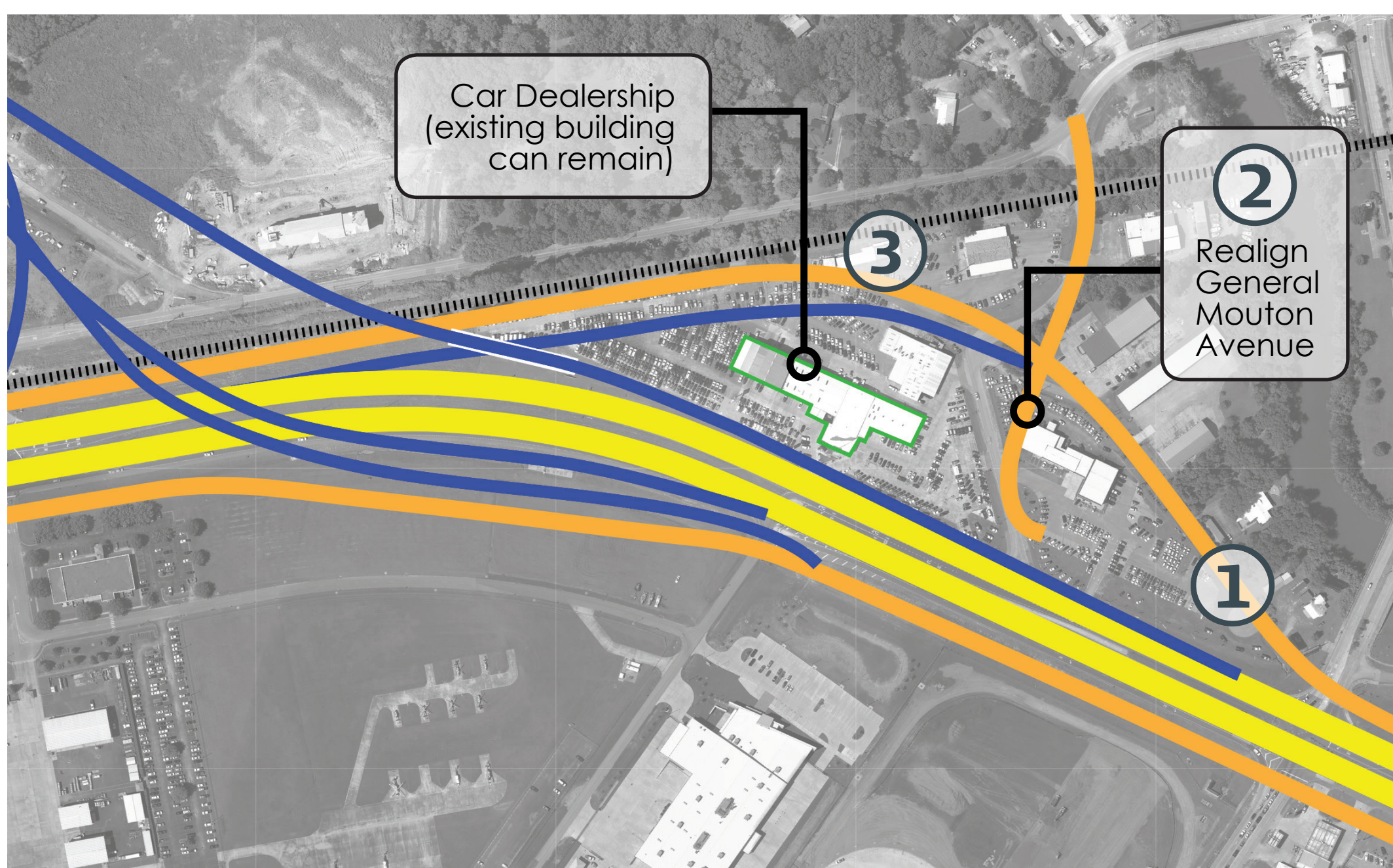
HIGHWAY



Objective:

Maintain circulation in the area of the car dealership while reducing property impacts.

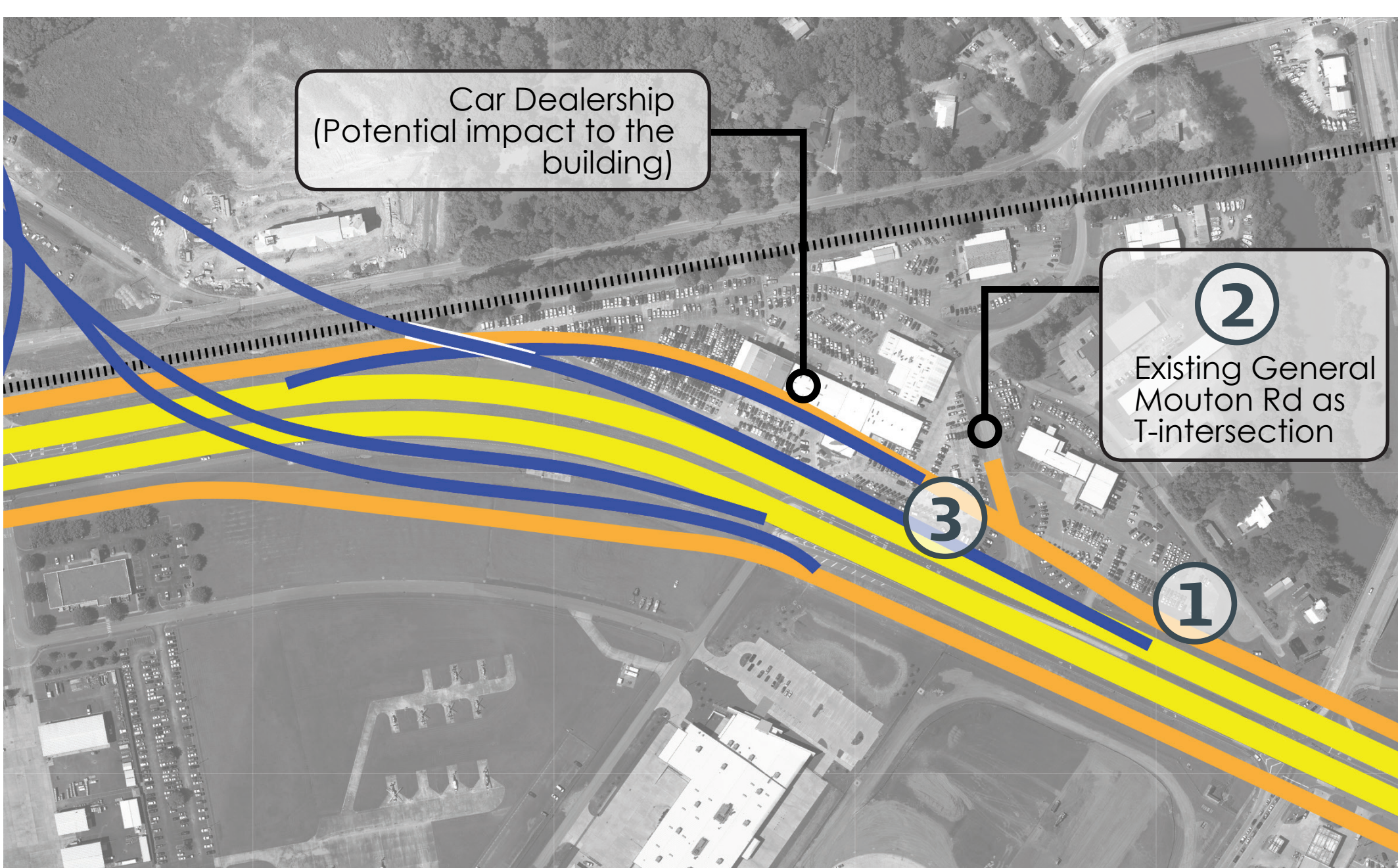
Key Features



OPTION 1

Record of Decision (ROD) Concept

- ① Provide connectivity by maintaining continuous frontage roads.
- ② Realign General Mouton Avenue.
- ③ Circulation is maintained to the west of the dealership.



OPTION 2

- ① Provide connectivity by maintaining continuous frontage roads.
- ② Maintain existing General Mouton Avenue and provide a T-intersection connection with frontage road.
- ③ Circulation is maintained to the east of the dealership.

Next Step:

Gather input from property owner during Tier II and Tier III.

PDM Influences on



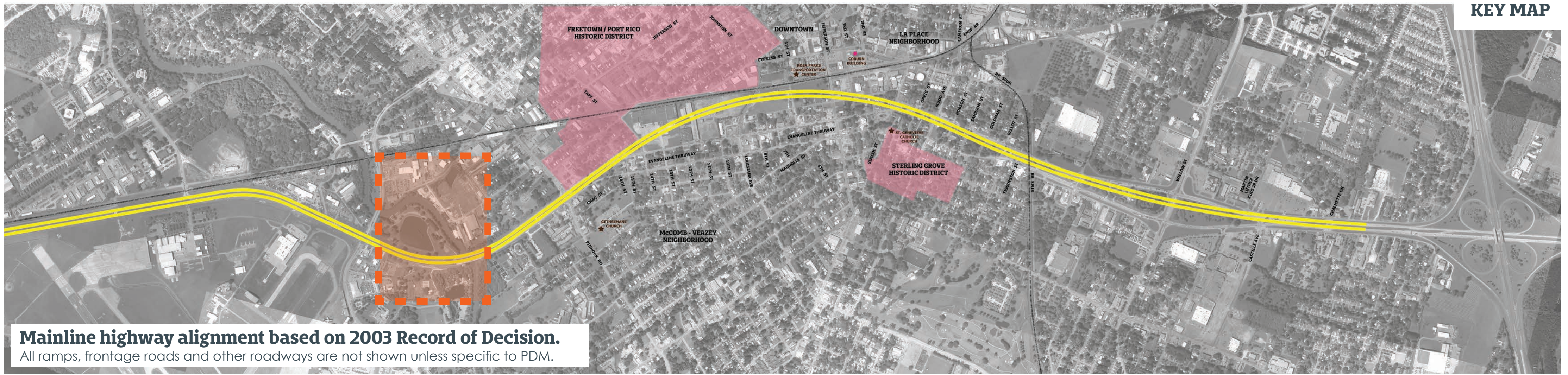
HIGHWAY



NEIGHBORHOOD CONNECTIVITY



COMPLETE STREETS



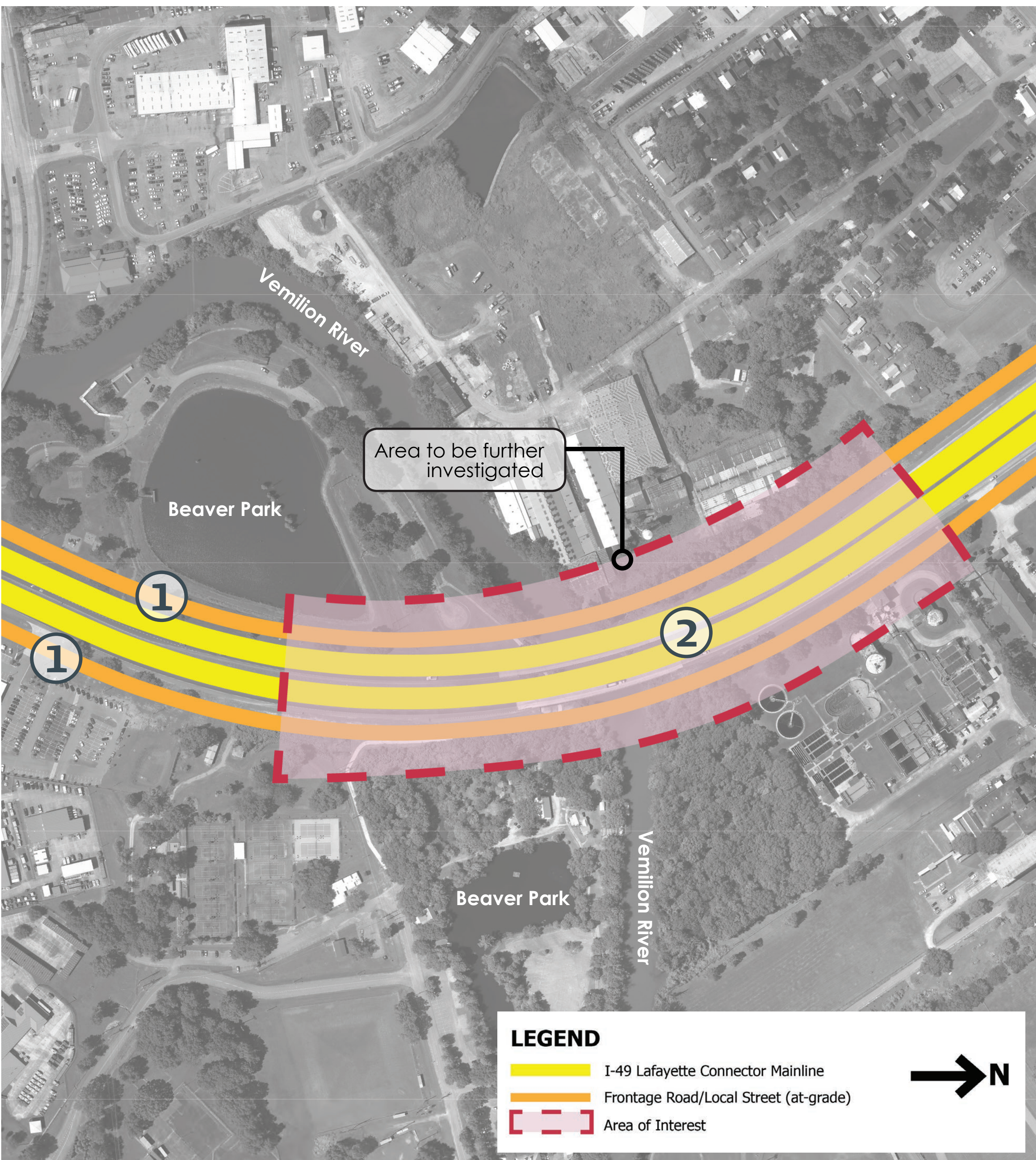
KEY MAP

Mainline highway alignment based on 2003 Record of Decision.
All ramps, frontage roads and other roadways are not shown unless specific to PDM.

Objective: Enhances east/west park connectivity.

Key Features

- ① Continuous frontage roads are vital to the corridor network and access.
- ② May require new bridges at Vermilion River.



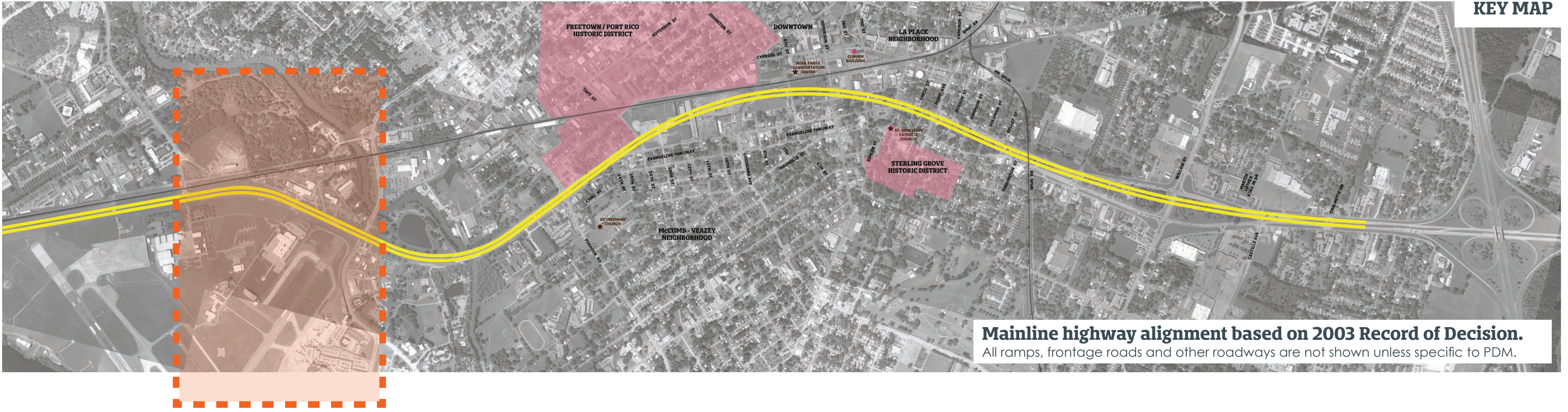
Next Steps:

In Tier II, investigate raising the I-49 Mainline and frontage roads profile to provide a more user friendly pedestrian/bike connection and internal vehicular connection. This would likely require reconstructing the existing bridges.

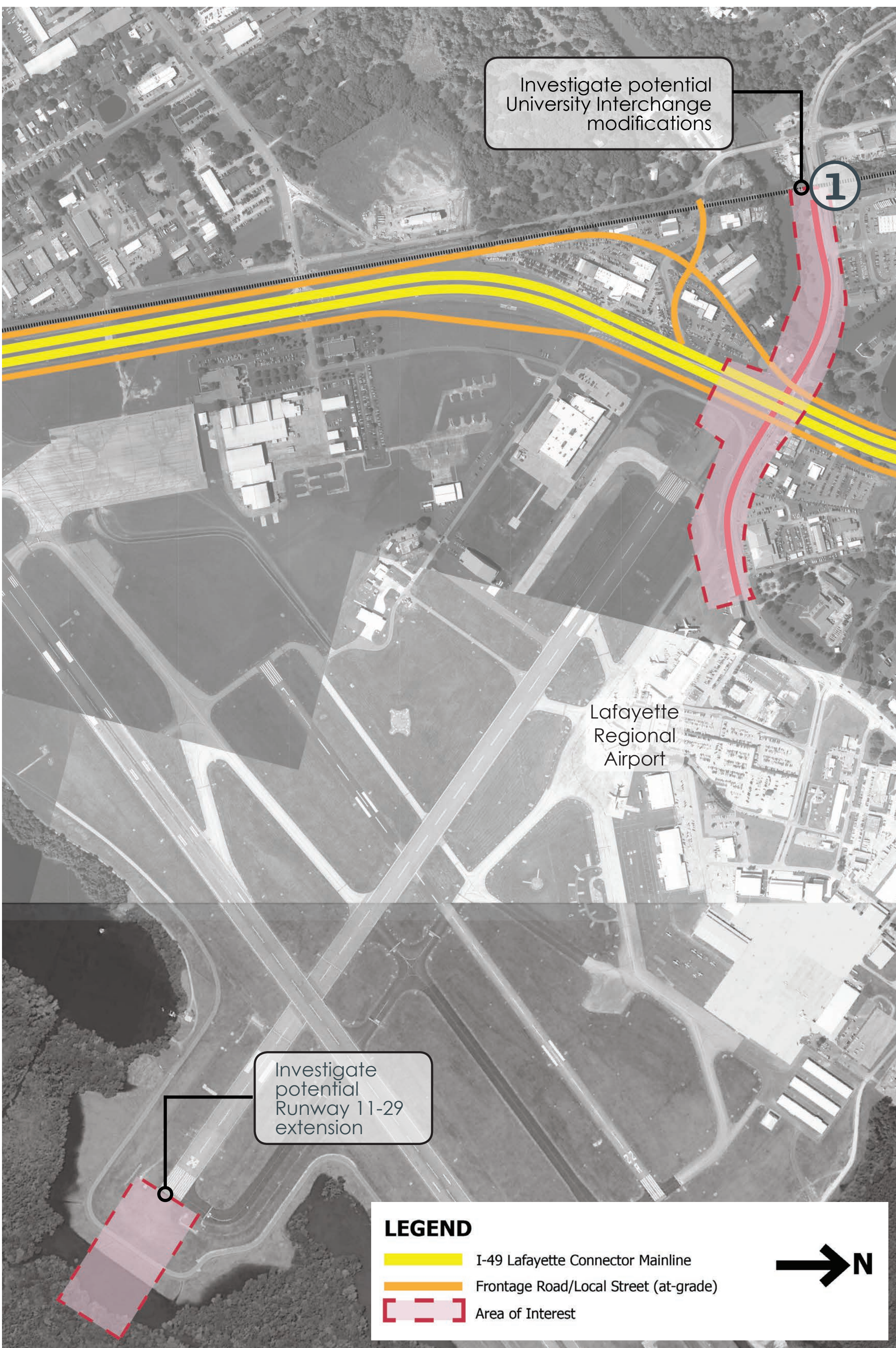
PDM Influences on



HIGHWAY



Objective: Minimize impacts to Runway 11-29. Avoid extension of runway into wetlands/bayou.



 **Key Feature**

1 Investigate potential University Interchange modifications.



Example of grade separated cross street to minimize height

Next Step:

Investigate further during the Tier II and Tier III refinement process.

PDM Influences on



NEIGHBORHOOD CONNECTIVITY



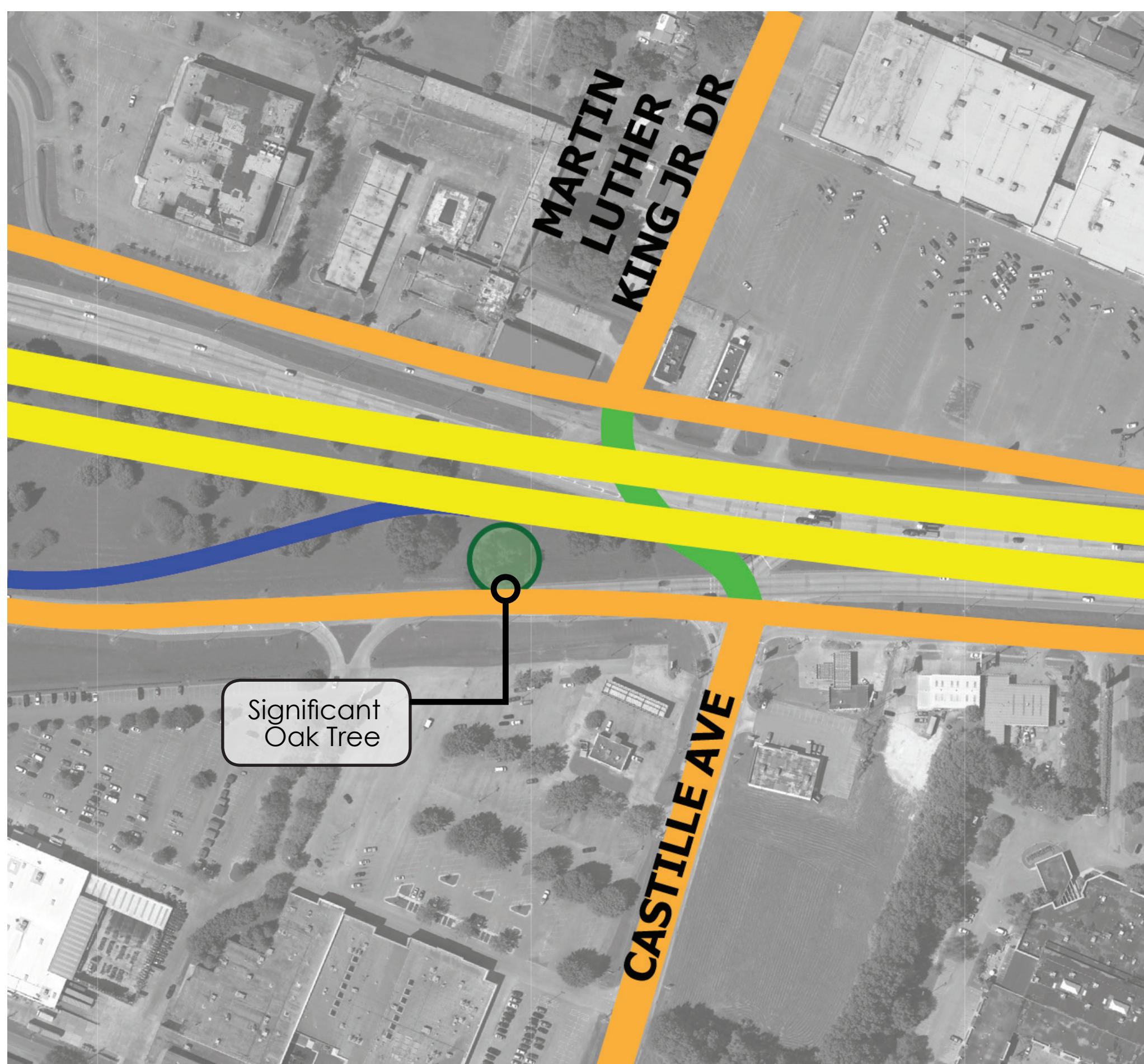
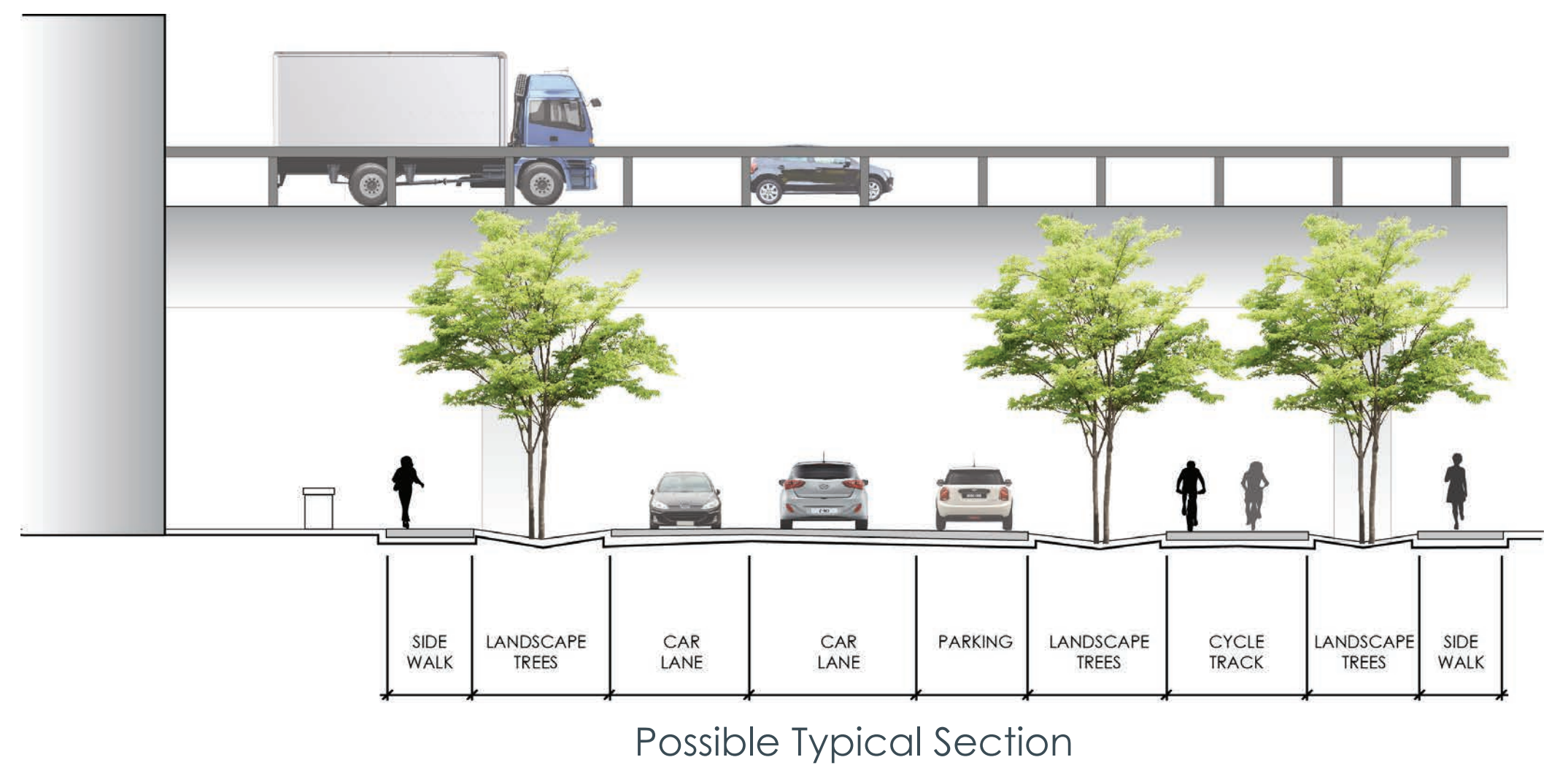
COMPLETE STREETS



Objective: Incorporate elements of Complete Streets into the project and enhance east-west pedestrian and bicycle mobility throughout the corridor.

Key Features

- Provides safer pathways for non-vehicular traffic.
- Increases connectivity between neighborhoods and businesses.



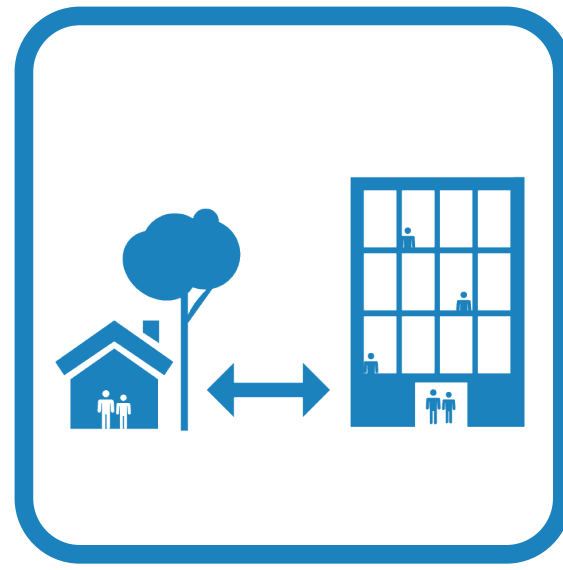
Example of bicycle and pedestrian path providing connectivity between sides of highway corridor

Potential bicycle and pedestrian opportunity at Castille Avenue/Martin Luther King Jr. Drive. (Also shown in PDM#3)

Next Step: Investigate further during the Tier II and Tier III refinement process.

Indicates universal condition throughout area shown on map.

PDM Influences on



NEIGHBORHOOD CONNECTIVITY



COMPLETE STREETS



Objective: Incorporate elements of Complete Streets into the project and enhance north-south pedestrian and bicycle mobility throughout the corridor.

Key Features

- Builds true multimodal corridor with I-49 connector.
- Provides safer pathways for bicycles and pedestrians throughout entire corridor.
- Connects multiple neighborhoods.
- Provides healthier transportation options.



Examples of bicycle and pedestrian path providing connectivity along both sides of highway corridor

Next Step: Investigate further during the Tier II and Tier III refinement process.

Indicates universal condition throughout area shown on map.

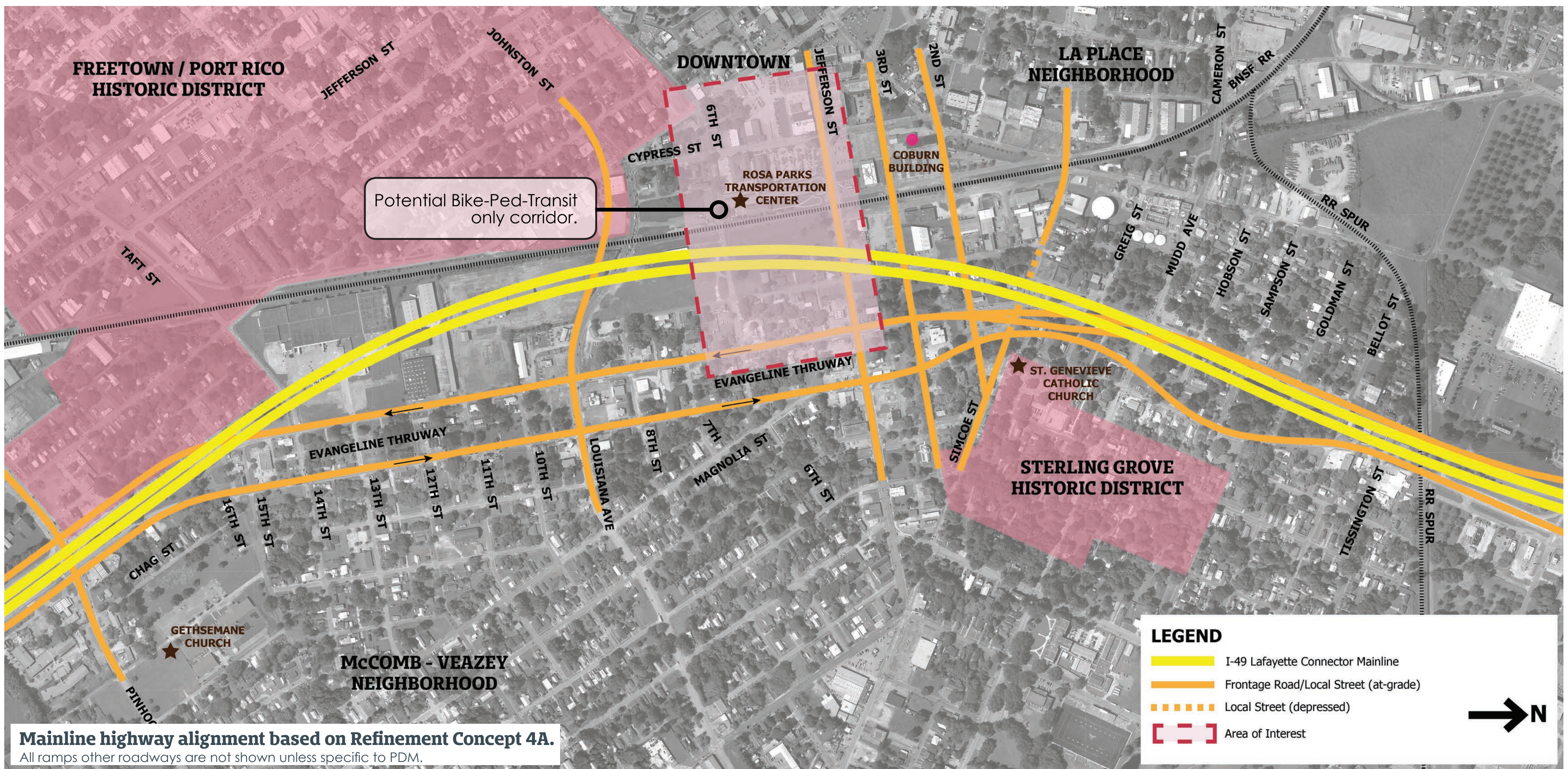
PDM Influences on



NEIGHBORHOOD CONNECTIVITY



COMPLETE STREETS



Objective: Improve pedestrian/bicycle/transit connectivity east-west between the neighborhoods and downtown.



Examples of pedestrian and bicycle path providing connectivity between both sides of highway corridor

Next Steps:
The concept has been included in Refinement Concept Series 3, 4, 5 and 6. Additional investigations will occur in Tiers II and III depending on which series move forward into subsequent tiers.

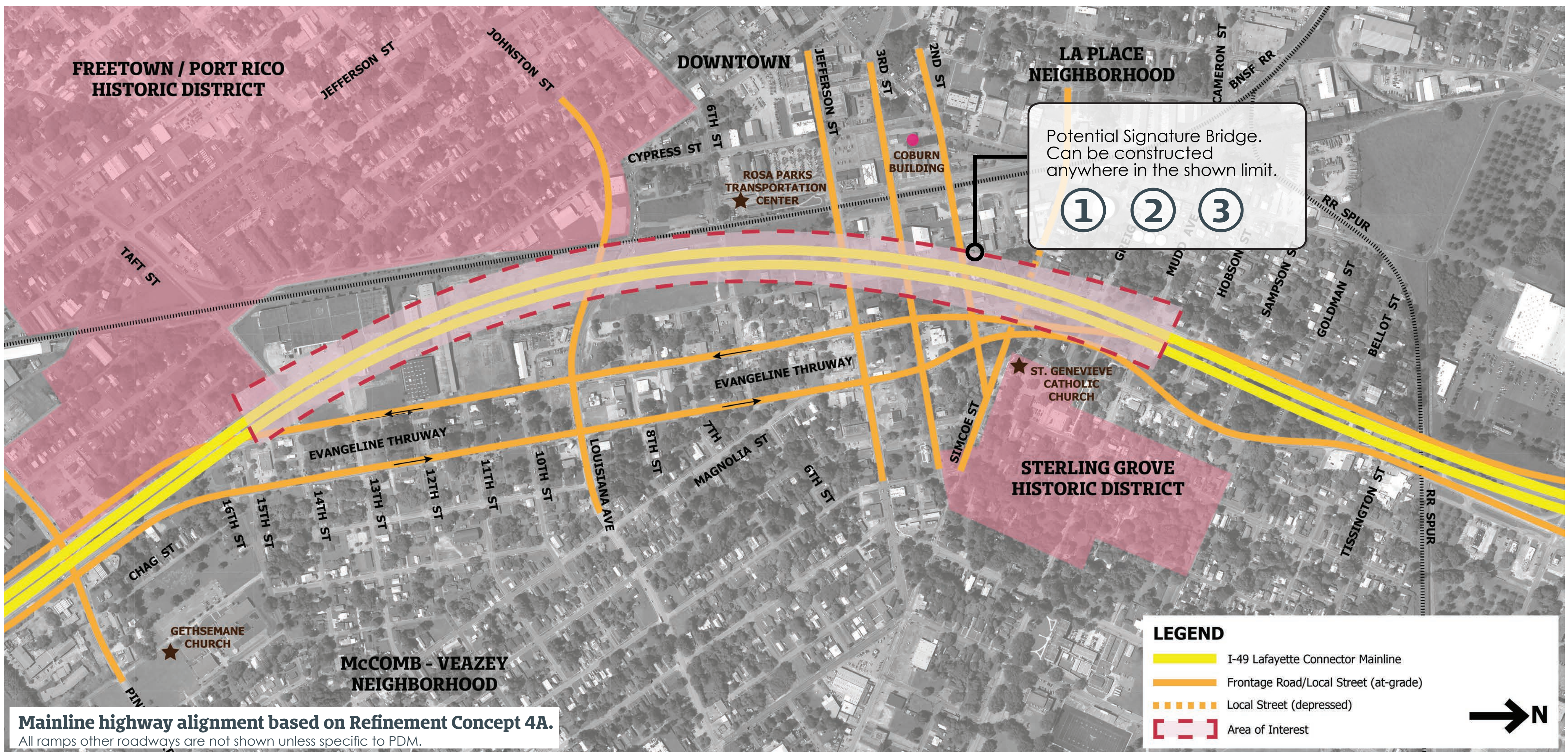
PDM Influences on



HIGHWAY



CULTURAL IDENTITY



Objective: Provide a significant landmark feature along the I-49 Corridor.

Key Features

- 1 A signature bridge would serve as a gateway to downtown.
- 2 Compatible with options from Refinement Concepts Series 1-5.
- 3 Can be located to best suit neighborhood and downtown visibility and compatibility.



Example of Signature Bridge

Next Step:

Further investigation of the appropriate location to be done in Tier II and Tier III.

PDM Influences on



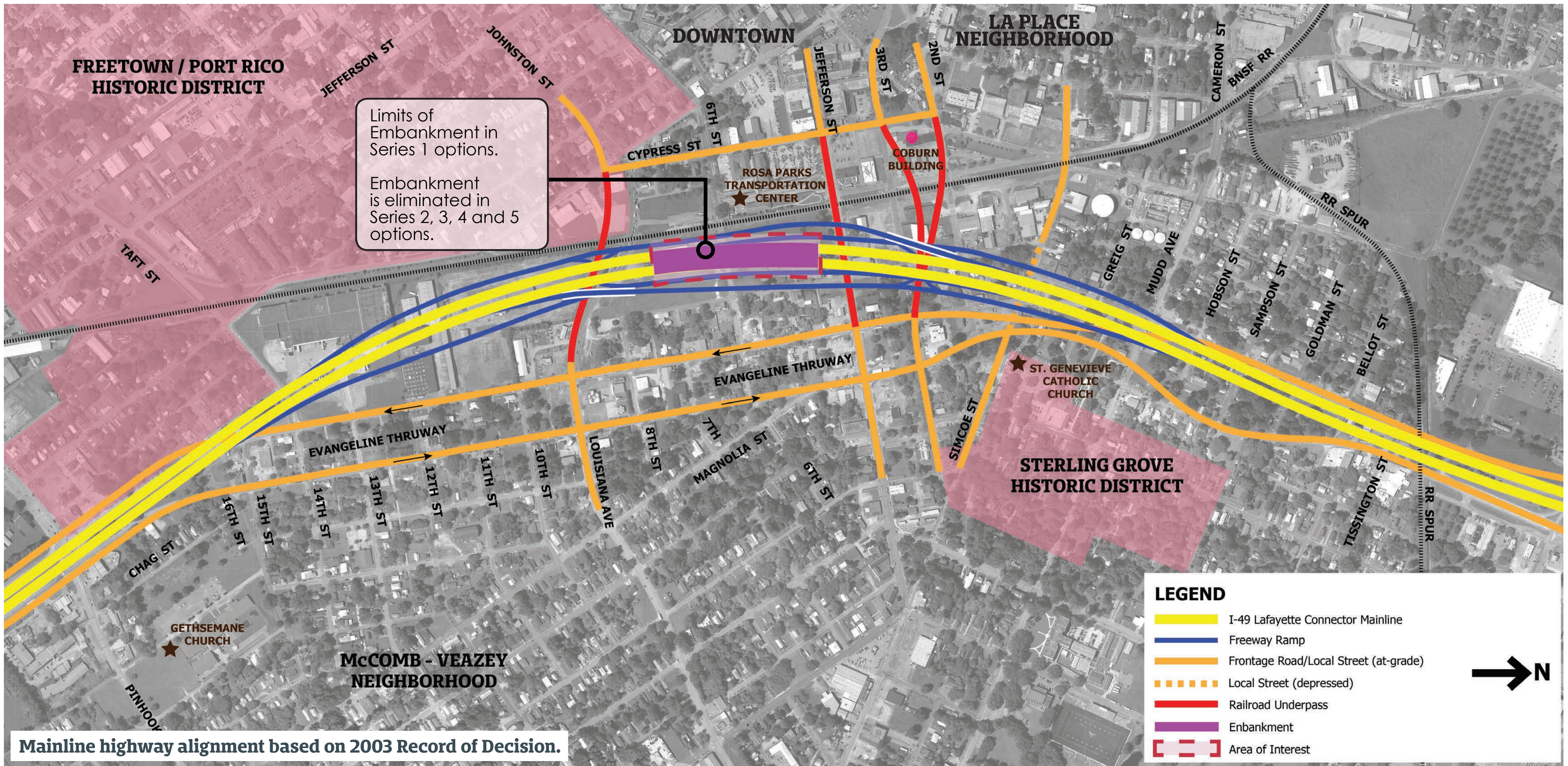
HIGHWAY



NEIGHBORHOOD CONNECTIVITY



COMPLETE STREETS



Key Features



Opens up visual and physical connection between downtown and McComb Veazey Neighborhood.



Elevated highway with clear sightlines below

Next Steps:

Potential concept modifications to eliminate embankment and replace with bridge structure to be considered in Tier II and/or Tier III.



Indicates universal condition throughout area shown on map.

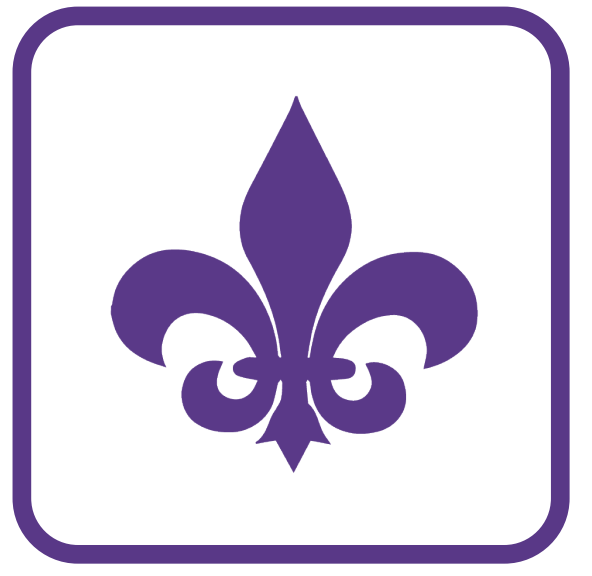
PDM Influences on



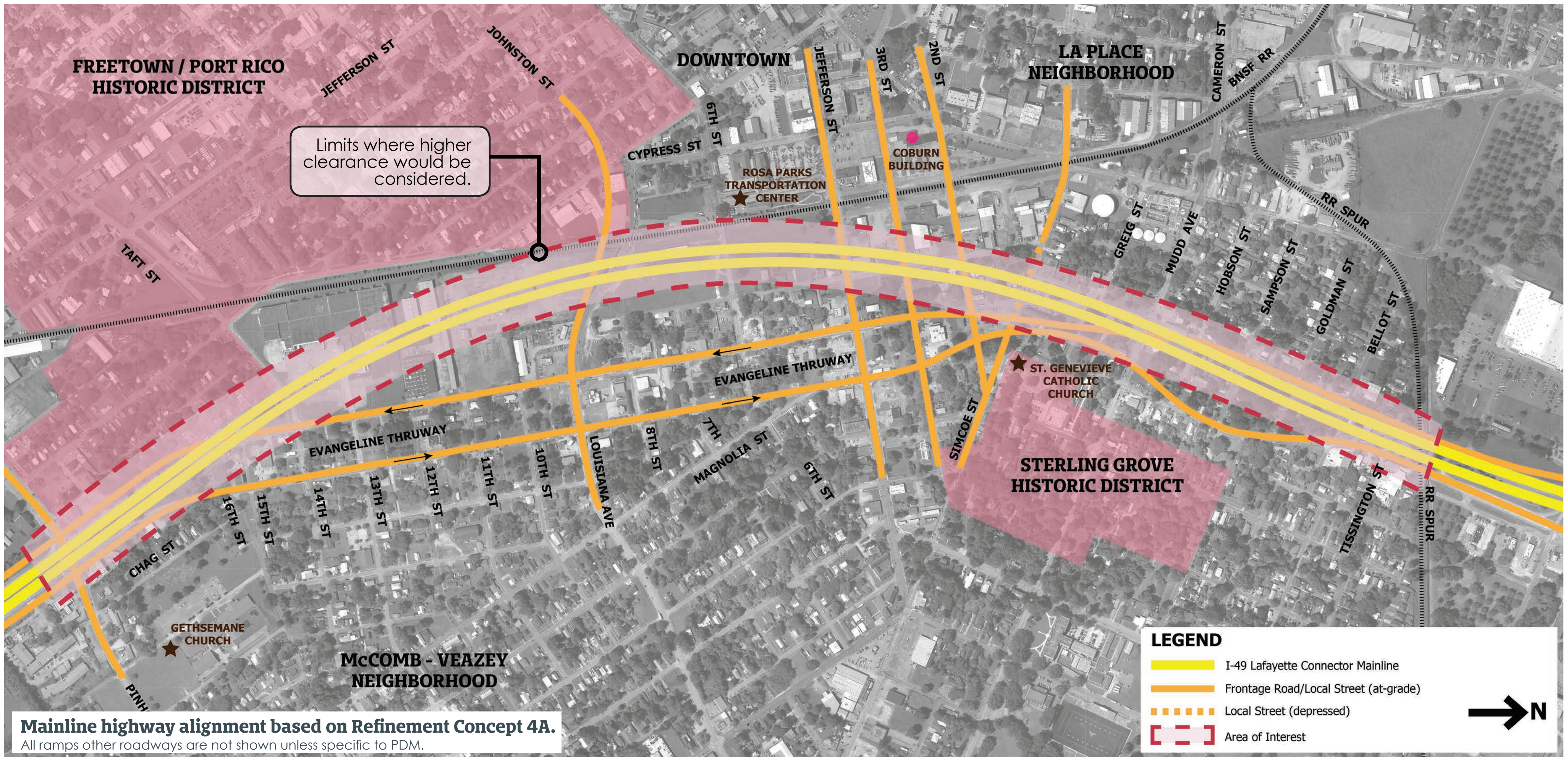
HIGHWAY



NEIGHBORHOOD CONNECTIVITY

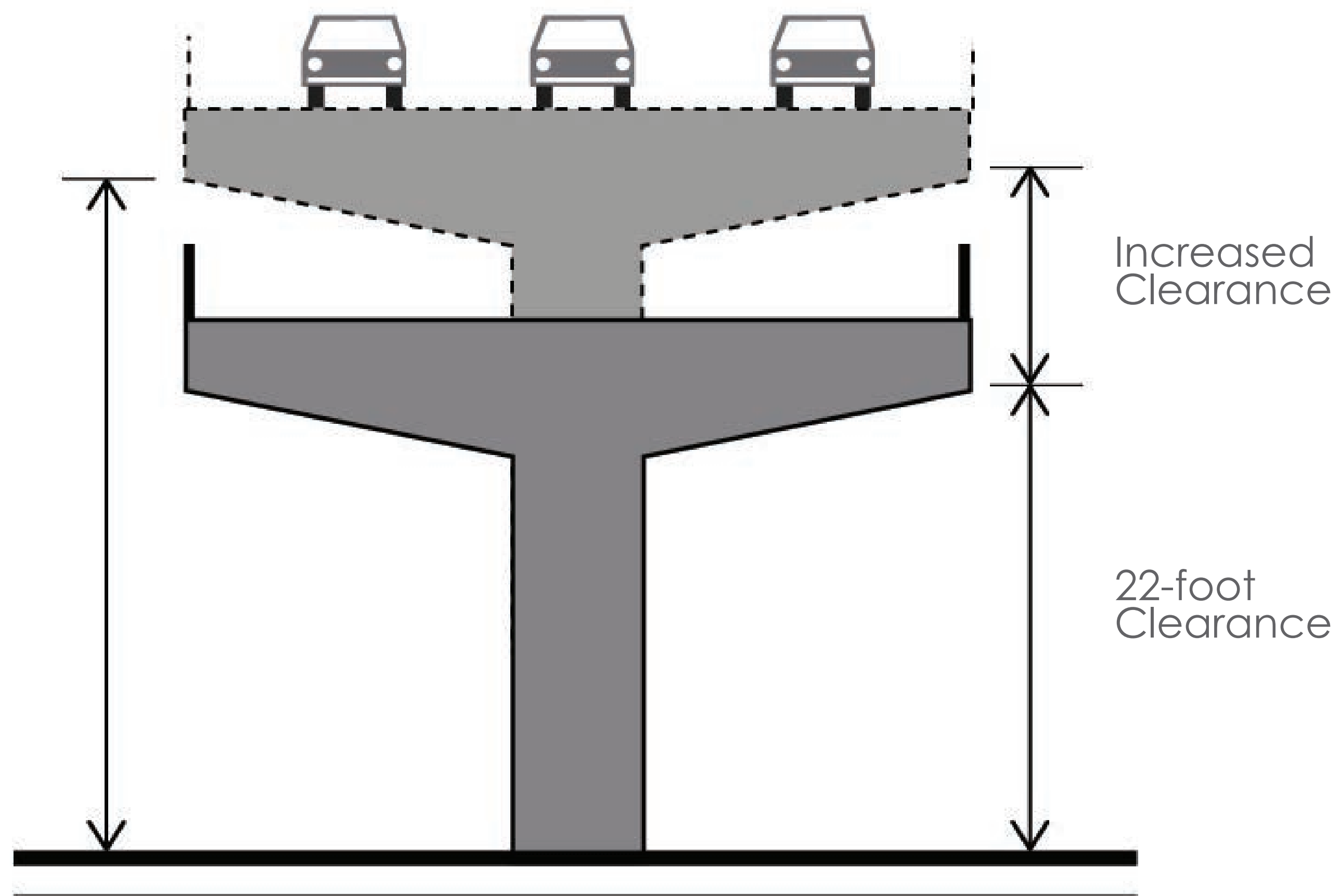


CULTURAL IDENTITY



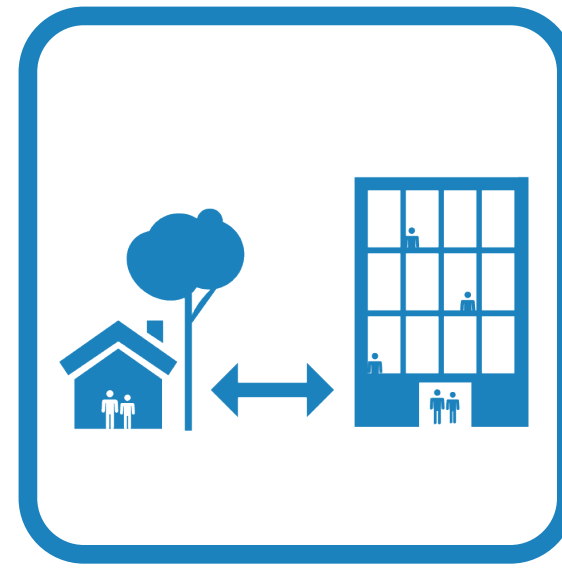
Objective: Provide more ambient light and clear space beneath structure.

Additional vertical clearance provides increased ambient light and clear space beneath structure.

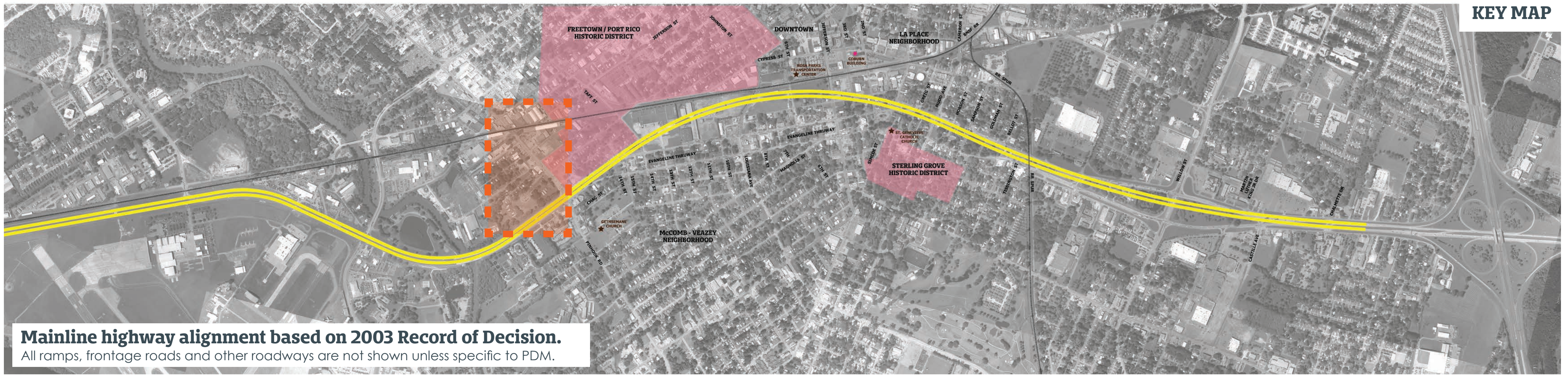


Next Step: Higher clearance to be considered in Tiers II and III.

PDM Influences on



NEIGHBORHOOD CONNECTIVITY



KEY MAP

Mainline highway alignment based on 2003 Record of Decision.
All ramps, frontage roads and other roadways are not shown unless specific to PDM.

Objective: Improve Pinhook Road mobility by reducing potential for traffic delays at railroad crossing.



Looking west on E. Pinhook Road at Dear Street, west of existing Evangeline Thruway

Key Features

- 1 Provides an additional grade-separated railroad crossing.

Next Steps:

Suggested improvements are outside the scope of the I-49 Connector project.

Improvements to Pinhook at the RR crossing location can be considered in the future DOTD/MPO or LCG capital improvement programs.

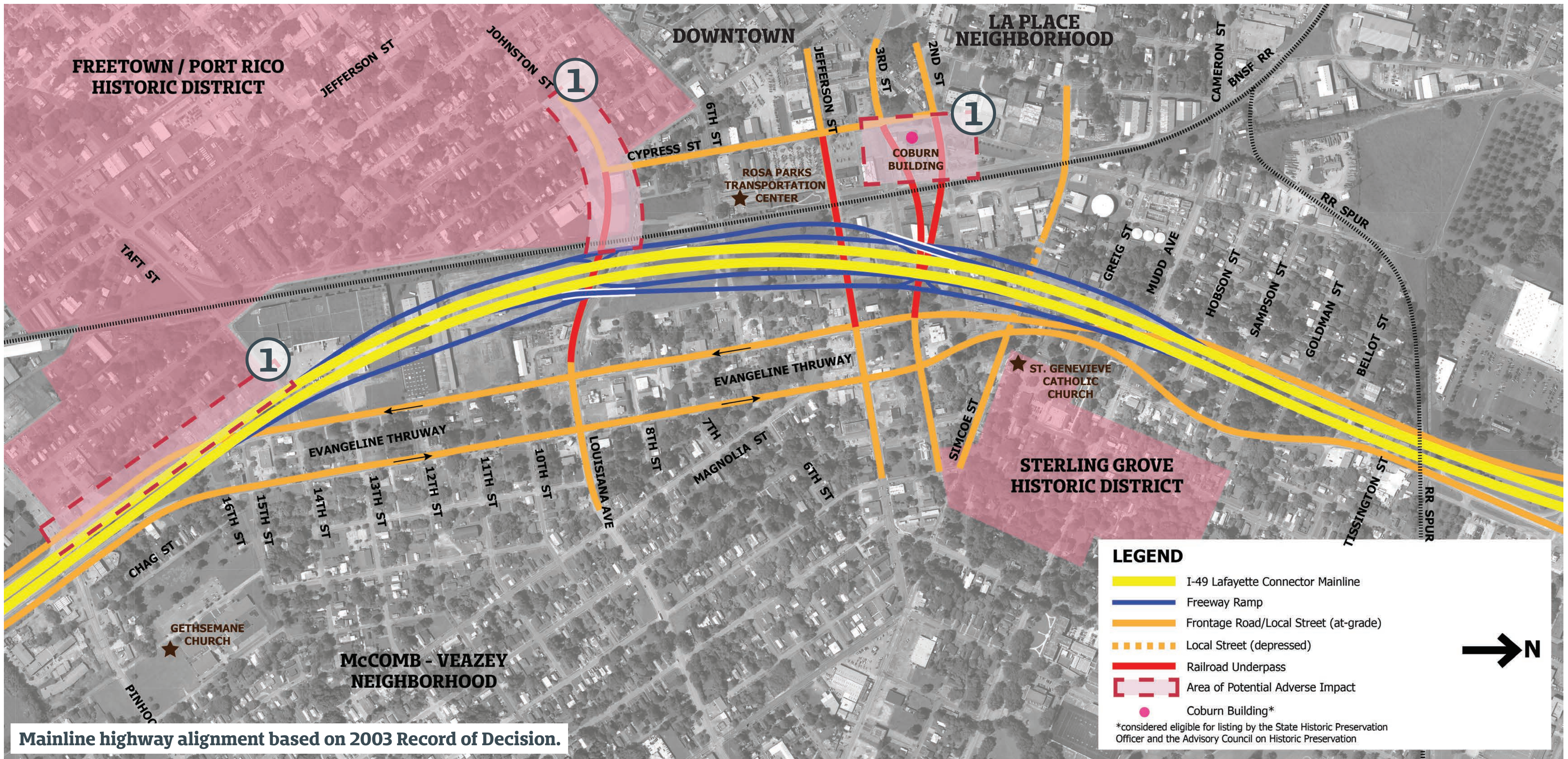
PDM Influences on



HIGHWAY



CULTURAL IDENTITY



Objective: Study feasibility of options that avoid adverse effects on properties listed, or eligible for listing, on the National Register of Historic Places.

Key Feature

- 1 Avoidance options developed at each of these locations may have potential for increase or decrease in required right-of-way.



Historic Buildings in Lafayette's Historic Districts

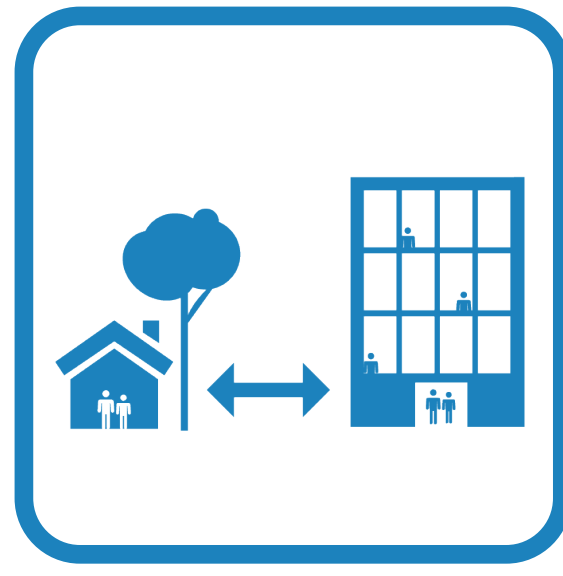
Next Step:

Avoidance options to be considered in Tier II and Tier III.

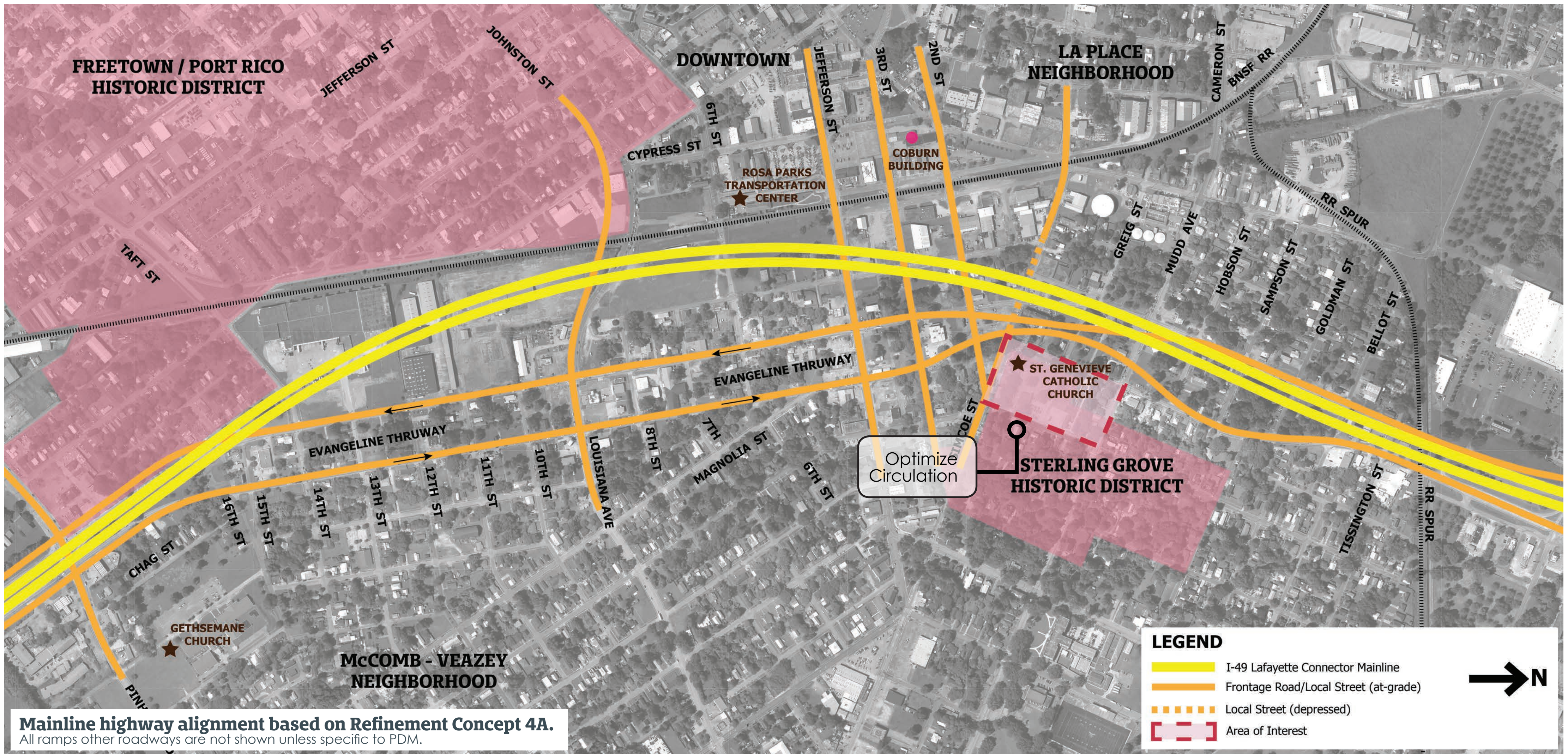
PDM Influences on



HIGHWAY



NEIGHBORHOOD CONNECTIVITY



Objective: Modify geometry so as to improve circulation in the area of St. Genevieve Church.



St. Genevieve Church as seen from Evangeline Thruway northbound at E. Simcoe Street.



St. Genevieve Church campus located in Sterling Grove Historic District

Next Steps:

Investigate further during Tier II and Tier III including potential relocation of Simcoe Street and/or northbound Evangeline Thruway.

PDM
Influences
on



HIGHWAY

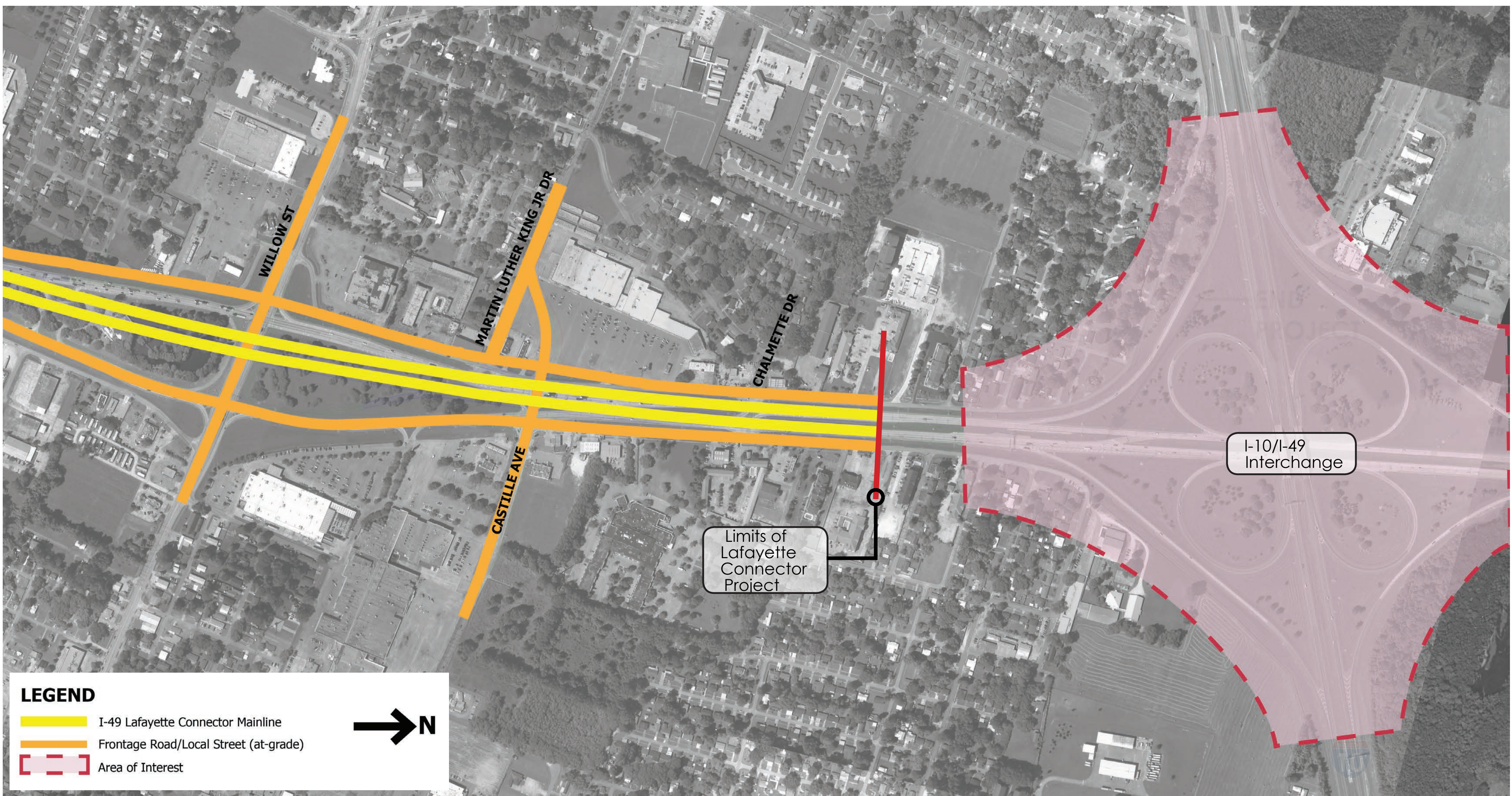


KEY MAP

Mainline highway alignment based on 2003 Record of Decision.

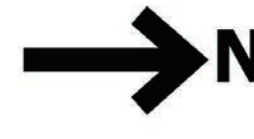
All ramps, frontage roads and other roadways are not shown unless specific to PDM.

Objective: Improve traffic capacity at I-10/I-49 systems interchange ramp.



LEGEND

- I-49 Lafayette Connector Mainline
- Frontage Road/Local Street (at-grade)
- Area of Interest



Next Steps:

Suggested improvements are outside the scope of the I-49 Connector project.

Improvements to the I-10/I-49 systems interchange can be considered in the future DOTD/MPO capital improvement program.

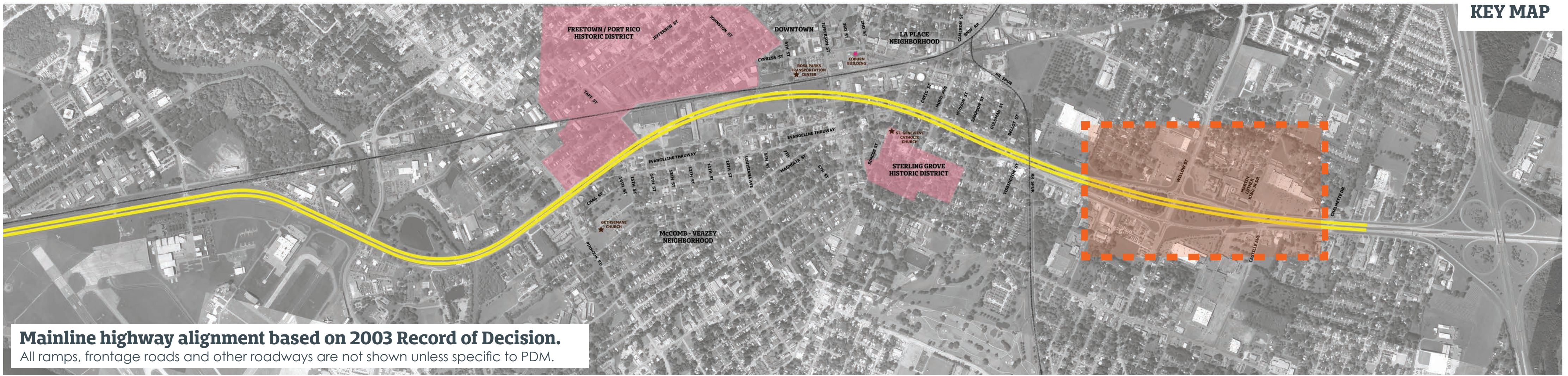
PDM Influences on



HIGHWAY



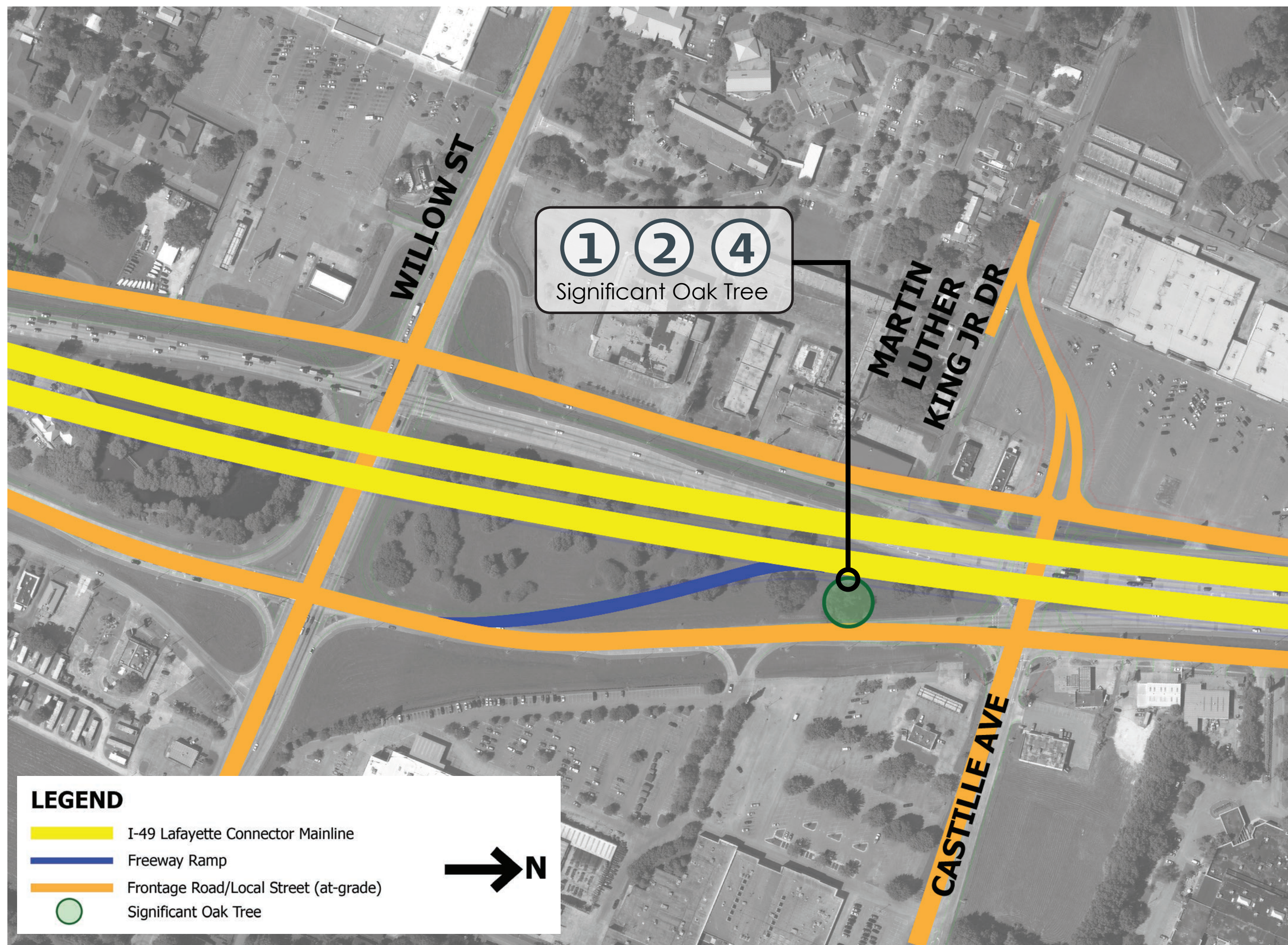
CULTURAL IDENTITY



KEY MAP

Mainline highway alignment based on 2003 Record of Decision.
All ramps, frontage roads and other roadways are not shown unless specific to PDM.

Objective: Minimize/remediate impact on Live Oak tree in North Gateway Area of corridor.



LEGEND

- I-49 Lafayette Connector Mainline
- Freeway Ramp
- Frontage Road/Local Street (at-grade)
- Significant Oak Tree

➔ N

Key Features

- ① Investigate moving the tree, or the possibility of ramp and mainline geometric changes, to minimize impact.
- ② With the current geometric configuration, best course of action may be to relocate Live Oak Tree.
- ③ Any other geometric configuration may negatively impact traffic movement and operations.
- ④ Similar relocation of Live Oak Trees has been accomplished within the region.



Significant Oak Tree seen from Evangeline Thruway northbound.

Next Step:

Investigate further in Tier II and Tier III.

PDM Influences on



HIGHWAY



CULTURAL IDENTITY



Objective: Reduce traffic adjacent to Sterling Grove Historic

Key Features

- ① Moves northbound Evangeline Thruway lanes away from Sterling Grove Historic District.
- ② Provides more area for community-based mitigation measures.

Next Step: Investigate and coordinate further in Tier II and Tier III.

PDM Influences on



HIGHWAY



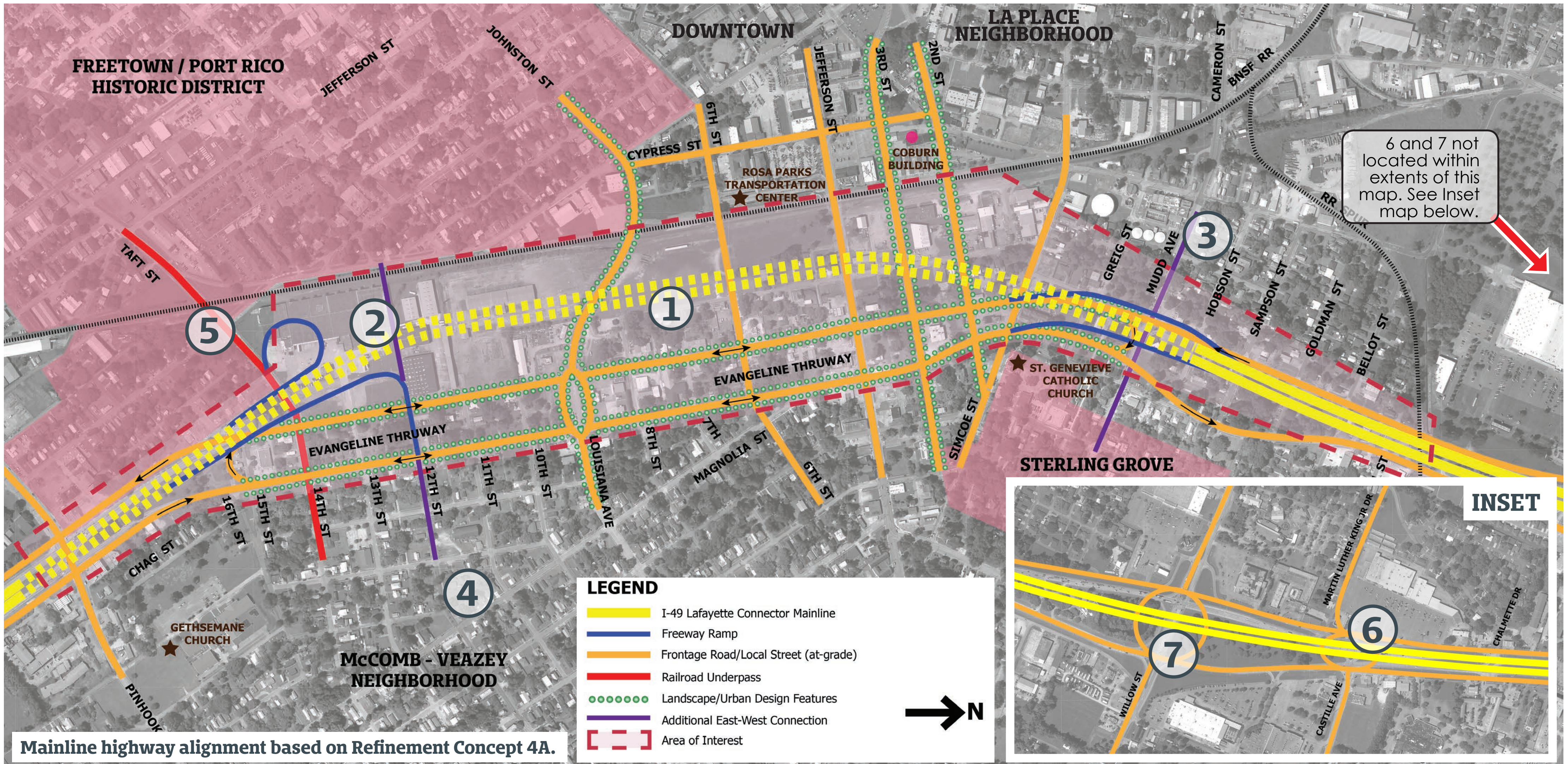
NEIGHBORHOOD CONNECTIVITY



COMPLETE STREETS



CULTURAL IDENTITY



Objective: Evaluate ETRT ideas for possible inclusion into Refinement Concepts.

Key Features

1

Exploration of using the I-49 Mainline alignment from Refinement Concept 6E in the 4-Series.

2

Consideration of maintaining today's position of the railroad in Concept Refinement 6E.

3

Consideration of the importance of Mudd Avenue as a connector.

4

Consideration of 12th Street as an additional east-west neighborhood connection across corridor.

5

Consideration of Taft/14th Streets as potential underpass location.

6

Consideration of a roundabout to align Castille Avenue and Martin Luther King Jr. Drive.

7

Consideration of a roundabout feature at Willow Street.

Next Step: Investigate further and coordinate in Tier II and Tier III.