



Cane River Bridge Church Street Route LA 1-X
Natchitoches Parish, Louisiana
State Project No. H.001271
Federal Aid Project No. H001271

Public Meeting

Thursday, December 7, 2017
4:00PM to 7:00PM



Good Evening and Welcome to this evening's public meeting for the Cane River Bridge Church Street Environmental Assessment.

TEAM MEMBERS

LEAD AGENCIES:



CONSULTING FIRMS:



Tonight's meeting is being presented to you by the Louisiana Department of Transportation and Development and the Federal Highway Administration.

The meeting has been prepared and coordinated by the department's design consultant, Fenstermaker in association with CobbFendley, Huval and Associates, Providence Engineering, CSRS, Earth Search, H&H Environmental, and Quality Counts.

MEETING PURPOSE

- Provide information regarding the proposed replacement of Cane River Bridge at LA 1 (Church Street);
- Provide project exhibits for public review;
- Offer the public an opportunity to speak informally with representatives from the Project Team; and
- An opportunity for the public to provide comments verbally and in writing.

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X

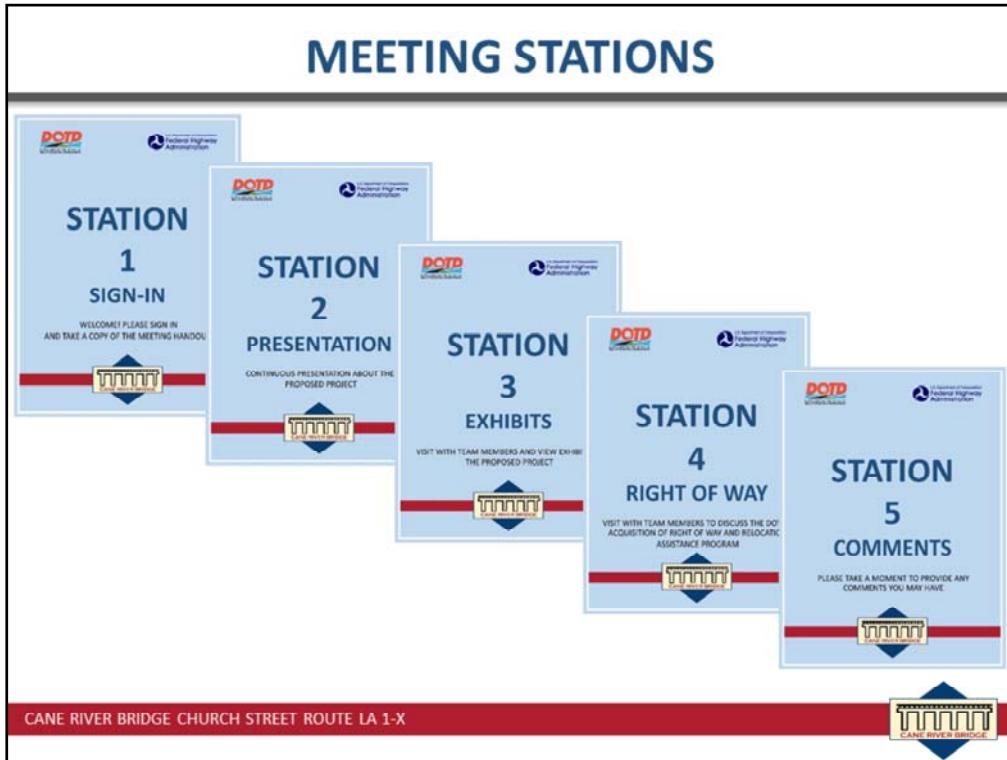


The Louisiana Department of Transportation and Development (LADOTD) is studying the proposed replacement of the Cane River bridge at LA-1 locally known as Church Street, in Natchitoches, Louisiana. The purpose of tonight's meeting is to provide information regarding the project.

This includes:

- Providing information regarding proposed alternatives for the Cane River Bridge;
- Provide project exhibits for public review;
- Offering the public an opportunity to speak informally with representatives from the project team; and
- Provide an opportunity for the public to give comments verbally and in writing.

MEETING STATIONS



Tonight's meeting is held in an open-house format. There are 5 stations that you can visit at your leisure.

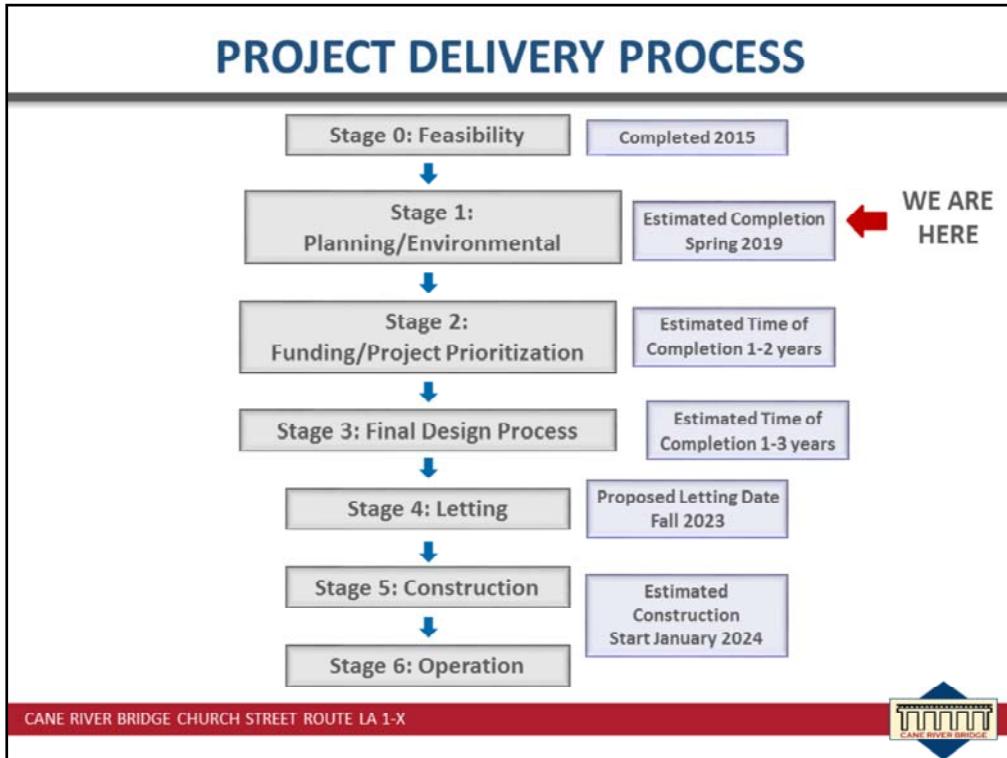
The first station consists of the public meeting sign-in record. You should have received a handout of information and a comment form should you want to comment on tonight's meeting or about the project.

Station 2 is the station at which you are currently located. It consists of viewing this presentation to get a brief project history and learn about some of the elements of the project.

Station 3 allows you to view project exhibits and discuss the project details with team members at your own pace and leisure.

Station 4 allows you to speak with representatives of LADOTD concerning the right-of-way acquisition and relocation assistance program should project improvements have a direct impact to your property.

Station 5 allows you to submit written comments on the comment form provided to you at station 1, or have your comments verbally recorded for the project record. Written statements can also be mailed to the Department of Transportation and Development, and should be postmarked no later than December 18, 2017 to be included in the meeting transcript. Please feel free to visit with our team members at any time tonight.



The Louisiana Department of Transportation and Development has a streamlined 7-stage process to develop and deliver projects.

Stage 0: Involves the development of a “high level” planning and environmental analysis to determine if there are any “show stopping issues” that could cause the course of a project to be altered. Stage 0 was completed in 2015.

Stage 1: Is the process of performing detailed planning, environmental analysis, and preparing all appropriate environmental documentation. The estimated completion date for Stage 1 is Spring of 2019.

Stage 2: Is the process of prioritizing funding for design, right of way acquisition, and construction. The estimated time of completion for Stage 2 is approximately 1-2 years following the completion of Stage 1.

Stage 3: Involves the development of engineering plans and specifications to construct the project. The estimated time of completion for this stage is approximately 1-3 years following the completion of Stage 2.

Stage 4: Is the process of obtaining bids and selecting a contractor to commence construction. The estimated proposed letting date is Fall 2023.

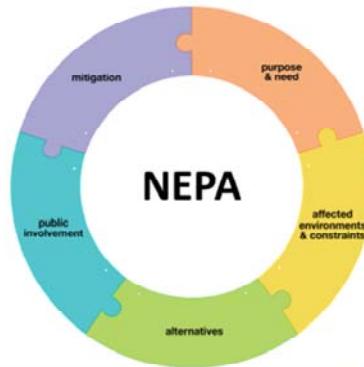
Stage 5: Involves the Construction of the project. The estimated construction start date of the proposed project is January 2024.

Finally, Stage 6: monitors the operation and maintenance of the project

This project is currently in Stage 1, which is the environmental assessment, and the time frames identified in this slide are approximate.

NATIONAL ENVIRONMENTAL POLICY ACT

- Federal policy of 1969
- Requires analysis of environmental impacts
- Analyzes build and no build alternatives
- Requires early and on-going public involvement



CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



NEPA Stands for the National Environmental Policy Act of 1969. NEPA requires the analysis of potential environmental effects associated with major federal actions.

It compares the impacts of the proposed build alternatives as well as the no build alternative

NEPA requires early and on-going public involvement.

PROJECT HISTORY

- 1998 Stage 1 environmental process was initiated
- 1999 Public meeting was held
- 2001 Natchitoches City Council passed resolution in favor of the project
- 2003 Project put on hold
- 2015 LADOTD proposes to re-start the Environmental Assessment
- 2016 LADOTD solicits consultant teams for project
- 2016 Natchitoches City Council unanimously votes to not contribute funds for a permanent bridge at Highland Park
- 2017 LADOTD Contract awarded for Cane River Bridge Environmental Assessment

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



In 1998, LADOTD proposed to replace the existing Cane River Bridge at Church Street because of structural and geometric deficiencies. Views were solicited from federal, state, and local agencies in May 1998, resulting in adverse comments from local residents of Natchitoches.

A public meeting was held in March 1999 and an Environmental Assessment was prepared following the meeting. The preparation of the EA was put on hold in September 1999 due to controversy.

The Natchitoches City Council held a Public Meeting on January 17, 2001, as part of their decision making process. Members of local historic preservation organizations voiced opposition to the proposed project while other interested citizens voiced support. The Natchitoches City Council passed a resolution in favor of the proposed project in January 2001. This project ultimately was put on hold in 2003 due to controversy from various organizations and citizens. In 2015, The LADOTD proposed to re-start the Environmental Assessment process for replacement of the Cane River Bridge at Church Street. On December 12th of 2016, the [Natchitoches City Council unanimously voted to not contribute funds for a permanent bridge at Highland Park](#). The project was re-advertised in 2016 and a consultant team was awarded a contract in May of 2017 to reinitiate the environmental assessment process.

PROJECT LOCATION



The map shows the location of the Cane River Bridge Church Street Route LA 1-X. It highlights four logical termini: Highland Park Drive, Williams Avenue (LA 1224), Martin Luther King Jr. Drive, and Pine Street Bridge (LA 494). The bridge spans Cane River Lake between Front Street and Williams Avenue. The map includes a legend, a location inset, and a compass rose. To the right of the map are four photographs: a view of the bridge from the riverbank, a close-up of the bridge structure over water, a view of the bridge from across the river, and a view of the bridge from a distance.

Logical Terminus
State Project No. H-801271
Cane River Bridge
Church Street
Route LA 1-X
Natchitoches Parish, LA

LOCATION

LEGEND

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X

CANE RIVER BRIDGE

The existing Cane River Bridge at Church Street crosses Cane River Lake between Front Street and Williams Avenue, in the city of Natchitoches, Louisiana, located in Natchitoches Parish. The logical termini, which are rational study area points for a review of environmental impacts, were approved by FHWA in 2015. These points are located at:

- Highland Park Drive
- Williams Avenue (LA 1224)
- Martin Luther King Jr. Drive
- Pine Street Bridge (LA 494)

A larger scale version of the project exhibits are available for your review at Station 3.

SOLICITATION OF VIEWS (SOV)

- Preliminary project description and maps were sent by LADOTD on June 7, 2017
- LADOTD mailed out **76** SOV letters to various federal, statewide, and local agencies required by the NEPA process
- Received **18** agency responses and **41** citizen responses
- **39 of the 41** citizen comments opposed a temporary bridge along Highland Park Drive

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Early in the NEPA process, a solicitation of views was sent to federal, state and local agencies to notify them of the environmental assessment and seek initial comments on natural resource issues. Each Solicitation of Views mailout included a preliminary project description and project maps.

18 agency and 41 citizen responses were received. Some of the comments of interest include:

- 39 of the 41 citizen comments opposed a temporary bridge at Highland Park
- Requests to ensure the replacement bridge is 3 lanes instead of the existing 2-lane bridge
- Suggestions to skew the replacement bridge so that it ties directly into St. Clair Avenue
- Citizen concerns with the impacts to the newly built riverfront park

PROJECT PURPOSE



The purpose of the project is to address bridge deficiencies related to the age and design of the existing bridge crossing along Church Street over Cane River, as well as to address functional deficiencies related to the traffic movement through the existing intersection of Church Street, LA 1224 (Williams Avenue), and St. Clair Avenue.

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



The purpose and need statement must clearly demonstrate that a need exists and shall explain how the project will be developed to meet those needs.

The purpose of the Cane River Bridge Church Street Environmental Assessment project is to address bridge deficiencies related to the age and design of the existing bridge crossing along Church Street over Cane River, as well as to address functional deficiencies related to the traffic movement through the existing intersection of Church Street, Williams Avenue, and St. Clair Avenue.

PROJECT NEED



Exposed Structural Steel



Misalignment of Bridge Deck



Cracks in Concrete Piles

BRIDGE STRUCTURE DEFICIENCIES

- Existing bridge is over 80 years old, which exceeds its expected service life
- All three main elements of the bridge (superstructure, substructure, and main decking) are in poor condition and should be addressed
- The bridge also is load posted/weight restricted, which limits utility

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



The existing Cane River Bridge at Church Street is currently over 80 years old, and has exceeded its expected service life. It is currently on an inspection cycle every 6 months due to recent inspection findings by LADOTD requiring a more frequent inspection interval.

According to the bridge inspection report completed in May 2017, all three main elements of the bridge, including the superstructure, substructure, and bridge deck are all in poor condition and should be addressed.

The bridge is also load posted or weight restricted to 10 tons for 2-axle trucks or 15 tons for 3-axle trucks. Weight restrictions limit utility of a structure.

PROJECT NEED



Traffic During Non-Peak Hours



Queuing at West Bridge End



Queuing at East Bridge End

FUNCTIONAL DEFICIENCIES

- Capacity
 - Both existing and future projected traffic flows along the Cane River Bridge exceed the amount that can be served
 - Currently there are no dedicated turn lanes on east and west end of bridge
 - Significant queueing of traffic

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Both existing and future projected traffic flows along the Cane River bridge exceed the amount that can be served efficiently. The 2 lane bridge, which accommodates one lane of travel for each direction, has no dedicated turn lanes on either end of the bridge. The lack of capacity for storing turning vehicles results in turn restrictions and significant queuing of traffic on the bridge through the adjacent intersections.

PROJECT NEED



Misaligned Intersection



60' Offset Intersection Approaches



Offset Intersection

FUNCTIONAL DEFICIENCIES

- Non-Standard Intersection Configuration
 - Misaligned east approach on Cane River Bridge at intersection of Church Street, Williams Avenue, and St. Clair Avenue
 - Misalignment and existing traffic control conditions introduce multiple vehicular conflict points and may cause driver confusion

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



The east approach on Cane River Bridge at Church Street, Williams Avenue, and St. Clair Avenue is such that the eastbound and westbound approach lanes of Church Street and St. Clair Avenue are misaligned and offset. This misalignment of approximately 60 feet and the existing traffic control conditions introduce multiple vehicular conflict points at the intersection and may cause driver confusion.

PRELIMINARY ALTERNATIVES

- Replace existing Cane River Bridge with new permanent bridge utilizing a temporary bridge;
- Replace existing Cane River Bridge with new permanent bridge utilizing staged construction to avoid the need for a temporary bridge;
- Permanent bridge: keep same alignment or provide skewed alignment;
- Temporary bridge locations- Highland Park Drive or Touline Street;
- No build

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



The alternatives for the proposed project are initially generated utilizing public input during the Stage 0 study and continue during the NEPA process.

Existing and future development are considered as well as context sensitive solutions which recognizes the unique features of the corridor and surrounding area.

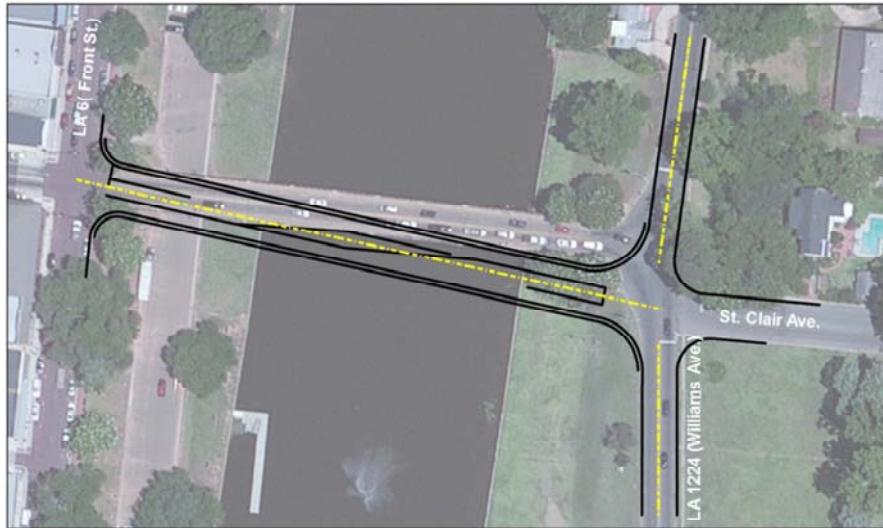
Through the Stage 0 process, the prior environmental assessment, and the beginning stages of this environmental assessment, the following preliminary alternatives have been developed:

- Replace existing Cane River Bridge with new permanent bridge utilizing a temporary bridge
- Replace existing Cane River Bridge with new permanent bridge utilizing staged construction to avoid the need for a temporary bridge
- The replacement bridge is proposed to either be built along the existing alignment or along a skewed alignment to improve the intersection at Williams Avenue and St. Clair Avenue;
- The proposed temporary bridge locations include a crossing at either Highland Park Drive or Touline Street
- And finally, the last alternative is the “No build” which would maintain the existing Cane River Bridge at Church Street.

The following slides provide an overview of each alternative. Large scale versions of these exhibits are available for your viewing at Station 3.

PRELIMINARY ALTERNATIVES- ALTERNATIVE 1

Replace Cane River Bridge on Skewed Alignment Utilizing Staged Construction



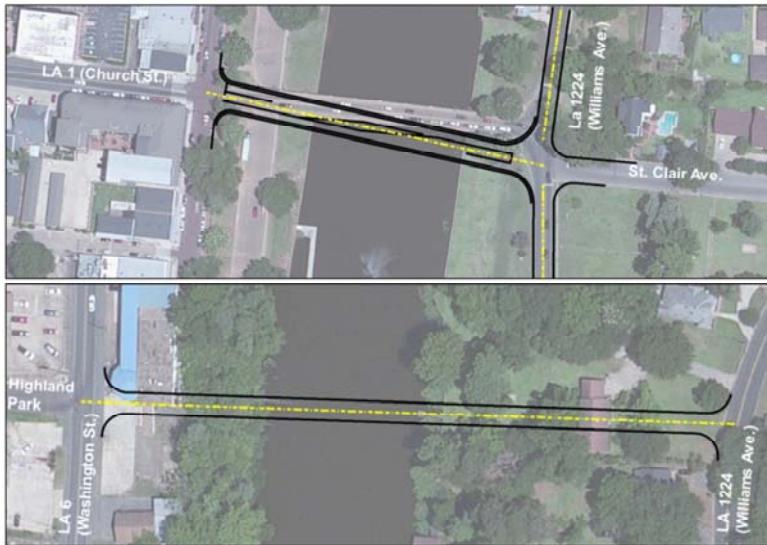
CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Alternative 1 proposes to replace the Cane River Bridge on a skewed alignment utilizing staged construction for the purpose of maintaining one lane of traffic open at all times during construction with the other lane being temporarily re-routed to LA 494 (Keyser Avenue) along the Pine Street Bridge. This alternative omits the use of a temporary bridge and ties the east end of the bridge directly into St. Clair Avenue eliminating the existing offset intersection.

PRELIMINARY ALTERNATIVES- ALTERNATIVE 1A

Replace Cane River Bridge on Skewed Alignment with Temporary Bridge at Highland Park



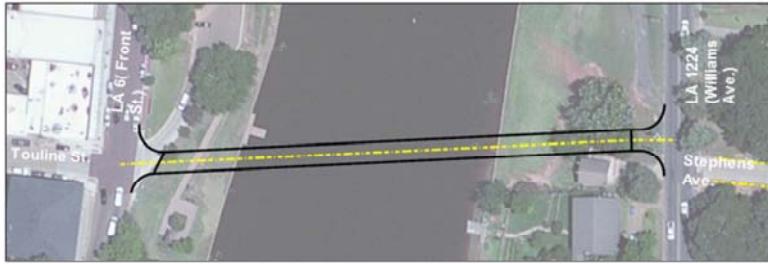
CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Alternative 1A proposes to replace the Cane River Bridge on a skewed alignment, and also provides a temporary bridge at Highland Park. This alternative provides a detour route north of the existing bridge at Highland Park so that the traffic is redirected temporarily. Alternative 1A will continuously maintain 2-way traffic across Cane River throughout the entire construction process. This alternative ties the east end of the Cane River bridge directly into St. Clair Avenue, eliminating the existing offset intersection.

PRELIMINARY ALTERNATIVES- ALTERNATIVE 1B

Replace Cane River Bridge on Skewed Alignment with Temporary Bridge at Touline Street



CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Alternative 1B proposes to replace the Cane River Bridge on a skewed alignment , and also provides a temporary bridge at Touline Street. This alternative provides a detour route south of the existing bridge at Touline Street so that the traffic is redirected temporarily. Alternative 1B will continuously maintain 2-way traffic across Cane River throughout the entire construction process. This alternative ties the east end of the Cane River bridge directly into St. Clair Avenue, eliminating the existing offset intersection.

PRELIMINARY ALTERNATIVES- ALTERNATIVE 2

Replace Cane River Bridge on Existing Alignment Utilizing Staged Construction



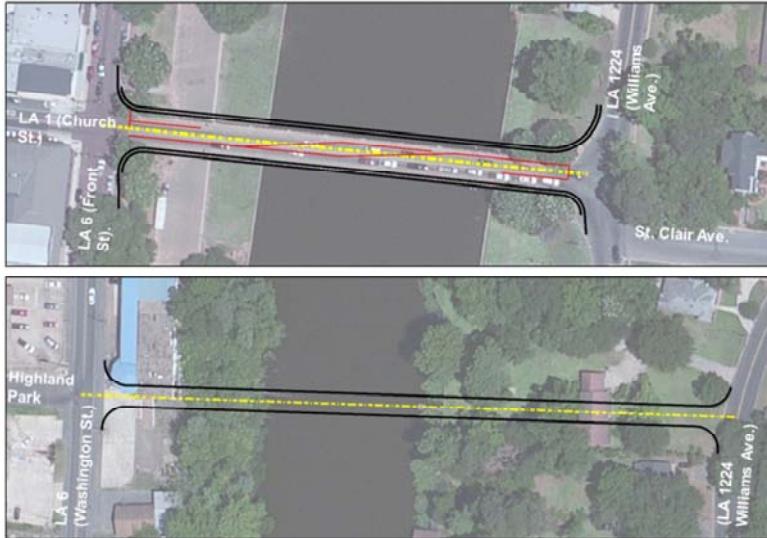
CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Alternative 2 proposes to replace the Cane River Bridge on the existing alignment utilizing staged construction for the purpose of maintaining one lane of traffic open at all times during construction with the other lane being temporarily re-routed to LA 494 (Keyser Avenue) along the Pine Street Bridge. This alternative omits the use of a temporary bridge, and ties both bridge ends at the same locations that exist today with no improvements to the intersection with Williams Avenue and St. Clair Avenue.

PRELIMINARY ALTERNATIVES- ALTERNATIVE 2A

Replace Cane River Bridge on Existing Alignment with Temporary Bridge at Highland Park



CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Alternative 2A proposes to replace the Cane River Bridge on the existing alignment, and also provides a temporary bridge at Highland Park. This alternative provides a detour route north of the existing bridge at Highland Park so that the traffic is redirected temporarily. Alternative 2A will continuously maintain 2-way traffic across Cane River throughout the entire construction process. This alternative ties both bridge ends at the same locations that exist today with no improvements to the intersection with Williams Avenue and St. Clair Avenue.

PRELIMINARY ALTERNATIVES- ALTERNATIVE 2B

Replace Cane River Bridge on Existing Alignment with Temporary Bridge at Touline Street

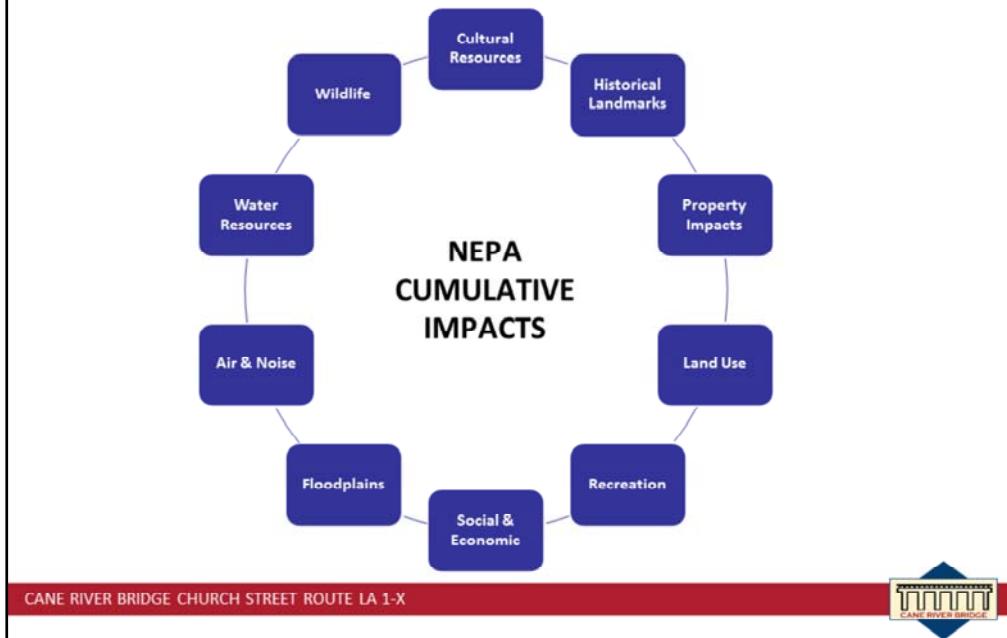


CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Alternative 2B proposes to replace the Cane River Bridge on the existing alignment , and also provides a temporary bridge at Touline Street. This alternative provides a detour route south of the existing bridge at Touline Street so that the traffic is redirected temporarily. Alternative 2B will continuously maintain 2-way traffic across Cane River throughout the entire construction process. This alternative ties both bridge ends at the same locations that exist today with no improvements to the intersection with Williams Avenue and St. Clair Avenue.

WHAT RESOURCES WILL THE EA ANALYZE?



Impacts to the following environmental features and constraints will be assessed and quantified for each alternative considered:

- Cultural Resources
- Historical Landmarks
- Right of Way and Property Impacts
- Land Use
- Recreational Sources
- Social & Economic
- Floodplains
- Air Quality
- Noise
- Water Resources
- Wildlife

And other various impacts.

PRELIMINARY ENVIRONMENTAL CONCERNS

- Several historic sites and homes adjacent to corridor
- Potential residential and commercial relocations
- Potential impacts to newly built waterfront park and sewer lift station



New construction home potentially impacted by Highland Park Bridge



Existing commercial building potentially impacted by Highland Park Bridge



Existing sewer lift station potentially impacted by Toulane Street Bridge



Existing waterfront access potentially impacted by Toulane Street Bridge

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X

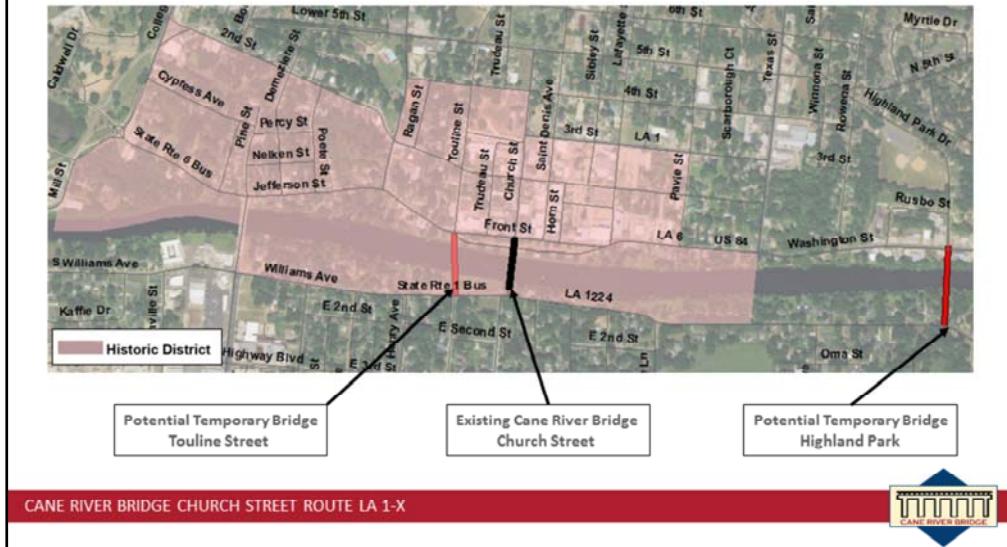


All cumulative impacts will be analyzed throughout the NEPA Environmental Assessment process. Some of the preliminary environmental concerns that have been identified early in this process include:

- Project improvements being within the sensitive Natchitoches Historic District;
- Several historic sites and homes being located adjacent to the project corridor;
- Potential residential and commercial relocations; and
- Potential impacts to the newly built waterfront park on the west side of Cane River Bridge, and potential impacts to an existing sewer lift station situated on the east side of the bridge

PRELIMINARY ENVIRONMENTAL CONCERNS

- Natchitoches Historical District



As previously stated, the Natchitoches Historic District is located within the project study area.

As shown in the graphic, the existing Cane River bridge and the potential temporary bridge located at Touline Street are both within the historic district boundaries; however, the potential temporary bridge located at Highland Park appears to not have any direct impacts on the historic district.

RIGHT OF WAY ACQUISITION

- LADOTD's objective is to pay fair compensation for all properties required for the project as a part of the acquisition process as follows:

1

- Owners may be contacted by an appraiser to evaluate their property, and all evaluations will be approved by LADOTD.



2

- After approval, a real estate agent will contact each property owner detailing the offer for purchase of the property.



3

- Owners will be given a timeframe to accept or counter the offer.

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Louisiana Department of Transportation and Development's objective is to pay fair compensation all properties required as a part of the acquisition process. The first step in the acquisition process is that an appraiser may contact landowners to evaluate their property, as approved by Louisiana Department of Transportation and Development . After approval, a real estate agent will contact each property owner detailing the offer for the purchase of the property. Finally, owners will be given a timeframe to accept or counter the offer.

RIGHT OF WAY ACQUISITION

- Relocation assistance payments are separate and in addition to property payments. The advisory services offered shall include current and continuing information on the following:
 - Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents
 - Comparable commercial properties and locations for displaced businesses
 - Finance charges
 - Federal and State programs offering assistance to displaced persons

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



Relocation assistance payments are separate and in addition to property payments. The advisory services offered shall include current and continuing information on the following:

Availability and prices of comparable, decent, safe, and sanitary dwellings for displaced residents, Comparable commercial properties and locations for displaced businesses

**Finance charges,
and Federal and State programs offering assistance to displaced persons**

RIGHT OF WAY ACQUISITION

- More information on right of way acquisition and relocation assistance is located at Station 4, including the following resources:
 - Representatives from LADOTD's real estate department
 - LADOTD brochure detailing the acquisition of right of way and relocation assistance program

If you have property affected by this project, please read the brochure carefully, and if you have any questions regarding your individual situation, consult with the agent made available to you tonight or contact the regional real estate office.



CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X

More information on the right of way acquisition and relocation assistance process can be obtained at Station 4. A real estate representative from LADOTD is in attendance tonight and is available to answer any questions you may have. Also located at station 4, is a brochure detailing the acquisition of right of way and the relocation assistance program. If you have property affected by this project, please read the brochure carefully. If you have any questions regarding your individual situation, consult with the agent made available to you at tonight's meeting or contact the regional real estate office.

AGENCY & PUBLIC INVOLVEMENT

- Agency Scoping Meeting – Held on October 12, 2017
- Public Meeting – Being Held Tonight
- Possible 2nd Public Meeting – Early Spring 2018
- EA Public Review – Summer 2018
- Public Hearing – Summer 2018
- EA and FONSI Review – Winter 2018/2019



CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



There will be additional opportunities for public input following tonight's meeting. Another public meeting may be held if needed and determined by the Louisiana Department of Transportation and Development in the Spring of 2018. The environmental assessment is expected to be made available to the public in the Summer of 2018. Upon review of comments, a public hearing will be held to receive final public comment on the preferred alternative. The environmental assessment is expected to be released in the winter of 2018.

WE WANT TO HEAR FROM YOU!



Please walk around and view the exhibits, ask questions to any of the project team members, and provide your comments.

Thank you for attending!

CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



This concludes our brief presentation of the proposed project. The Louisiana Department of Transportation, along with its federal partner, the Federal Highway Administration would like to thank you for watching this presentation.

Please proceed to Station 3 to visit with team members and view the exhibits of the proposed project. Please be sure to provide your comments. We want to hear from you... and thank you for attending!

PRESENTATION WILL BEGIN IN



CANE RIVER BRIDGE CHURCH STREET ROUTE LA 1-X



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